

1889.

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NEW SOUTH WALES.

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VOTES

AND

PROCEEDINGS

OF THE

LEGISLATIVE ASSEMBLY

DURING THE SESSION

OF

1889,

WITH THE VARIOUS DOCUMENTS CONNECTED THEREWITH.

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IN SIX VOLUMES.  
VOL. V.

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LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

VOTES AND PROCEEDINGS.

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LEGISLATIVE ASSEMBLY.  
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OF

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1889.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

SUBORDINATE ROADS UNDER TRUSTEES.

(SHOWING PROPOSED DISTRIBUTION OF VOTE ON ESTIMATES.)

Ordered by the Legislative Assembly to be printed, 24 April, 1889.

CLASSIFICATION AND PROPOSED DISTRIBUTION FOR 1889.

No.	Class.			Length in Miles.		Proposed Expenditure.
	1887.	1888.	1889.			
<b>Northern Roads.</b>						
						£
1	4	4	4	11	Road from Bullock Wharf, <i>via</i> Pemberton's, to Popran Creek	110
2	...	...	5	8	" Popran Creek to Mouth of Mangrove Creek ...	56
3	3	3	3	7	" Kincumber to Lloyd's Wharf ... ..	105
4	...	...	3	5	" Kincumber to Little Beach ... ..	75
5	1	1	1	15	" Mulbring to Millfield (Quarrybylong Road) ...	750
6	2	2	2	12	" Gosford, <i>via</i> Kincumber, towards Terrigal ...	300
7	3	3	2	7	" Maitland Road to Government Reserve at head of Ourimbah Creek ... ..	75
8	4	4	4	20	" Gosford to the Blood Tree ... ..	200
9	2	2	2	15	" Erina Creek, <i>via</i> Wamberal to Tuggerah Beach Lake ... ..	375
10	2	2	2	9	" Foot of Bumble Hill to Olney Reserve ... ..	225
11	2	2	2	11	" Wollombi Road to Congewai ... ..	275
12	1	1	1	4	" Wollombi Road to Ellalong... ..	200
13	...	3	3	6	" Thompson's, near Laguna, up Dairy Arm ...	90
14	2	2	2	8	" Foot of Main Range to Morrisett Station ...	200
15	2	2	2	17	" Cooranbong Wharf, through Mandolong and Jilliby Jilliby, to Maitland Road ... ..	425
16	2	2	4	4	" Water Reserve 101 to Maitland Road ... ..	40
17	2	2	2	10	" Broken-back Gap to Cooranbong ... ..	250
18	...	4	4	16	" Wyong Station to road leading to Morrisett Station ... ..	160
19	1	1	1	13	" Wyong Creek to Gosford ... ..	650
20	...	...	2	23	" Murray's Run to Wyong Creek ... ..	575
21	4	4	4	6	" Ourimbah to Chittaway ... ..	60
22	3	1	1	13	" Railway at Wyong, up Wyong Creek, to Bumble Hill ... ..	650
23	3	2	2	16	" Bumble Hill to Mangrove Creek at Pemberton's	400
24	4	4	4	25	" Bullock Wharf to Upper Mangrove Creek ...	250
25	3	3	3	13	" Mangrove Post Office, down right bank of creek, to Hawkesbury River ... ..	195
26	...	6	6	20	" Howe's Valley to Wollombi and Singleton Road	100
27	4	4	4	20	" Wollombi to Broke ... ..	200
28	3	3	3	10	" Wollombi to Yango ... ..	150
29	3	3	3	25	" Wollombi to Milkman's Gully ... ..	375
30	3	3	3	25	" Milkman's Gully to Wiseman's Ferry ... ..	375
31	4	4	4	3	" Wollombi up Narone Creek ... ..	30
32	2	1	1	15	" Millfield to Wollombi ... ..	750
33	...	3	3	6	" Millfield to Kangaroo Ground (Whittingham Road) ... ..	90
34	2	2	2	12	" Wiseman's Ferry to St. Albans ... ..	300
35	2	2	2	22	" St. Albans to Mount Manning ... ..	550
36	3	3	3	19	" St. Albans, up the M'Donald River, and Melon Creek to Marlo Creek ... ..	285
				470	Carried forward ...	£ 9,996

No.	Class.			Length in Miles.	Northern Roads—continued.	Proposed Expenditure.
	1887.	1888.	1889.			
				470		
					Brought forward ... ..	£ 9,996
37	...	4	4	4	Road from St. Albans and Wollombine Common Road to Broad Arm ... ..	40
38	2	2	2	7	„ Stockton and Raymond Terrace Road to Saltash...	175
39	2	2	2	6	„ Raymond Terrace and Hinton Road to Hexham ...	150
40	5	5	5	6	„ Raymond Terrace and Stroud Road to Raymond Terrace and Clarencetown Road (Caswell's Road)	42
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42	3	3	3	11	„ Seaham, by east side of Williams River, to Clarencetown ... ..	165
43	2	2	2	9	„ Clarencetown, <i>via</i> Glen William, to Brookfield ...	225
44	2	2	2	10	„ Clarencetown towards Thalaba ... ..	250
45	...	2	2	5	„ Dungog to Thalaba ... ..	125
46	2	2	2	4	„ Raymond Terrace to Mount Kanwary ... ..	100
47	3	3	3	4	„ Raymond Terrace and Hinton Road to Seaham ...	60
48	2	2	2	5	„ Junction of Morpeth Road with Raymond Terrace and Maitland Road to East Maitland ... ..	125
49	1	1	1	4	„ Pitnacree Bridge to Dunmore Bridge ... ..	200
50	2	1	1	5	„ Paterson to Vacy ... ..	250
51	2	2	2	11	„ Vacy to Gresford ... ..	275
52	4	4	4	5	„ Vacy Bridge to Summer Hill ... ..	50
53	2	2	2	17	„ Gresford to Eccleston ... ..	425
54	2	2	2	12	„ Gresford to Lostock ... ..	300
55	4	4	4	13	„ Lostock to Carraboler ... ..	130
56	2	2	2	4	„ Penshurst to Alleyn River ... ..	100
57	4	4	4	8	„ Eccleston to Upper Alleyn River ... ..	80
58	2	2	2	6	„ Largs to Tocal ... ..	150
59	2	2	2	2	„ Tocal to Paterson ... ..	50
60	2	3	3	3	„ Union Inn, at Rutherford, to Melville Ford ...	45
61	3	3	3	10	„ Rutherford to Scotch Corner ... ..	150
62	3	3	3	3	„ Rutherford and Scotch Corner Road, <i>via</i> Hillsborough, to the Luskintyre Road ... ..	30
63	3	3	3	3	„ West Maitland, <i>via</i> Glenarvon, to Dunmore and Paterson Road ... ..	45
64	2	2	2	8	„ Blackwater Hole, <i>via</i> Cessnock, to Dividing Range	200
65	1	1	1	5	„ West Maitland up the right bank of Hunter River (Oakhampton Road) ... ..	250
66	2	2	2	5	„ Morpeth to Four-mile Creek ... ..	125
67	3	3	3	3	„ Morpeth to Largs ... ..	45
68	4	4	4	4	„ Morpeth and Largs Road, through Phoenix Park and Abbotsford, to M'Clymont's Swamp ...	40
69	2	2	2	4	„ Morpeth Punt, through Phoenix Park, to Largs ...	100
70	...	...	3	4	„ Dunmore and Seaham Road, <i>via</i> Butterwick, to Dunn's Creek ... ..	60
71	1	1	1	3	„ West Maitland, <i>via</i> Louth Park, to East Maitland and Brisbane Water Road ... ..	150
72	5	4	3	15	„ West Maitland to Mulbring Creek ... ..	225
73	3	3	3	10	„ Lochinvar, <i>via</i> Windermere, to Pritchett's, and loop-line to same place, <i>via</i> Kaloudah ... ..	150
74	4	4	4	4	„ Branxton to Dalwood Ford (Tangorin Road) ...	40
75	3	3	3	5	„ Branxton, <i>via</i> Dalwood Ford, to Irishtown ...	75
76	3	3	3	2	„ Branxton and Irishtown Road to Greta ... ..	30
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78	4	4	4	4	„ Main North Road to Hunter River (M'Mullens' Road) ... ..	40
79	3	3	3	7	„ Main North Road, near Black Creek, to Rothbury Public School ... ..	105
80	1	1	5	8	„ Cessnock to south boundary of Josephson's 2,000 acres ... ..	56
81	3	3	3	14	„ Pokolbin Hills to Cessnock Road ... ..	210
82	3	3	3	10	„ Underbank to Upper Chichester ... ..	150
83	3	3	3	3	„ Dungog and Gloucester Road to western boundary of L. Myles' grant ... ..	45
84	4	4	4	4	„ Anvil Creek and Glendon Brook Road to Stanhope	40
85	3	3	3	11	„ Main North Road, near Black Creek, <i>via</i> Glendon, to Main North Road, near Singleton ... ..	165
86	4	4	4	20	„ Singleton to Boyce's, at Glendon Brook ... ..	200
87	4	4	4	17	„ Boyce's to Gresford ... ..	170
88	4	4	4	9	„ Cooper's Flat Road to Karakoora Creek and up that creek... ..	90
				841	Carried forward ... ..	£ 16,695

No	Class.			Length in Miles.		Proposed Expenditure.
	1887.	1888.	1889.			
					<b>Northern Roads—continued.</b>	
					841	
					Brought forward	16,695
89	4	4	4	10	Road from Camberwell to Goorangoola Road...	100
90	4	4	4	15	" Goorangoola Road to Carrow Brook	150
91	5	5	5	7	" Goorangoola Road to Bowman's Creek	49
92	4	4	4	17	" Singleton, <i>via</i> Redbournebury, to Dyrning...	170
93	3	3	3	14	" Singleton, <i>via</i> Abbey Green, to Bulga Bridge	210
94	3	3	3	15	" Singleton, <i>via</i> Wittingham Reserve, to Broke	225
95	3	2	2	10	" Singleton to Brandy Creek...	250
96	3	3	3	15	" Brandy Creek, <i>via</i> Goorangoola, to Dry Creek	225
97	4	4	4	18	" Broke to Warkworth	180
98	4	4	4	10	" Broke, <i>via</i> Nine-mile Creek, to the Munnimba and Warkworth Road	100
99	3	3	3	20	" Singleton to Jerry's Plains...	300
100	...	4	4	12	" Doyle's Creek to Jerry's Plains	120
101	3	3	3	6	" Singleton and Jerry's Plains Road to Warkworth..	90
102	4	4	4	8	" Broke Road, <i>via</i> Warkworth Road, to the Jerry's Plains Road	80
103	4	4	4	16	" Scone, <i>via</i> Dartbrook and Kayugah, to Muswellbrook	160
104	...	...	5	17	" Scone and Merriwa Road up Middle Creek	119
105	...	2	2	15	" Merriwa to Gungal	375
106	3	3	3	28	" Merriwa to Cassilis	420
107	6	6	6	25	" Cassilis to Coolah	125
108	3	3	3	25	" Cassilis to Reedy Creek	375
109	3	3	3	4	Woola Woola Roads	60
110	4	4	4	21	Road from Wingham and Nowendoc Road to Upper Manning	210
111	3	3	3	8	" Wingham, <i>via</i> Bungay, to Bobo Creek	120
112	3	3	3	4	" Tinonee and Bohnock Road to south channel of the Manning River (Redbank Road)	60
113	2	2	2	9	" Innis, <i>via</i> Morton's Creek, to Papenborough Creek and J. Gurney's	225
114	4	4	4	15	" Blandford, <i>via</i> Box-tree, to Timor	150
115	6	6	6	4	" Kangaroo Flat to Quirindi	20
116	4	4	4	7	" Quirindi to Warrah Ridge	70
117	3	2	2	10	" Copmanhurst to Coaldale	250
118	3	3	4	35	" Smith's Flat Road to the Solferino Road	350
119	3	3	3	3	" Copmanhurst to Smith's Creek	45
120	4	3	3	10	" Brush Grove to Rocky Mouth	150
				1,274	Total miles.	Total ... £ 22,228
					<b>Western Roads.</b>	
121	2	2	2	2	Road from Main Western Road to Rookwood Station	50
122	3	2	2	4	" Main Western Road, near Parramatta, to Main Southern Road (Woodville Road)	100
123	2	2	2	2	" Main Western Road, <i>via</i> Newington, to the Parramatta River	50
124	3	3	3	2	" Pennant Hills Road to Shepherd's	30
125	2	2	2	4	" Broken-back Bridge to Pennant Hills (Governor's Arms Road)	100
126	2	2	2	1	" Pennant Hills, at Duggan's Corner, to Parramatta and Ryde Road	25
127	3	3	3	6	" Mobbs' Hill to Rogan's Hill	90
128	1	1	1	1	" Parramatta and Ryde Road to Pennant Hills Wharf	50
129	2	2	2	3	" Ryde to junction of Parramatta and Pennant Hills Road	75
130	4	4	4	2	" Main North Road at Castle Hill to Government Reserve (Old Castle Hill Road)	20
131	5	5	5	2	" Old Castle Hill Road to Government Reserve	14
132	2	2	2	1	" Castle Hill to the Old Parramatta Road	25
				30		Carried forward ... £ 629

No.	Class.			Length in Miles.		Proposed Expenditure
	1887.	1888.	1889.			
<b>Western Roads—continued.</b>						£
					30	Brought forward ... .. 629
133	...	2	2	5	Road from Parramatta and Windsor Road to Pearce's at Seven Hills ... ..	125
134	3	3	3	2	" Seven Hills Road to Vardy's Grant ... ..	30
135	2	2	2	4	" Seven Hills Station to Windsor Road ... ..	100
136	2	2	2	4	" Rooty Hill Station to Blacktown Road ... ..	100
137	6	6	6	4	" Main Western Road, near Fox-under-the-Hill, to the Seven Hills Road (Toongabbee Road) ... ..	20
138	4	4	4	5	" Toongabbee Creek to Windsor Road ... ..	50
139	3	3	3	8	" Main Western Road to Breakfast Creek (Blacktown Road) ... ..	120
140	3	3	3	3	" Main Western Road, <i>via</i> Bungarribee, to Blacktown (Flushcombe Road) ... ..	45
141	3	3	3	8	" Penrith to Dr. Clarke's Bridge ... ..	120
142	3	3	3	18	" Main Western Road, near Penrith, to Bringelly Cross Roads ... ..	270
143	4	2	2	11	" Parramatta to Rouse Hill ... ..	275
144	3	3	3	5	" Penrith to Clemson's ... ..	75
145	4	4	4	10	" Blaxland's Crossing to Werombi Post Office ... ..	100
146	2	2	2	6	" Emu Plains to Wascoe's ... ..	150
147	2	2	2	11	" Baulkham Hills to G. Acre's at Dural (Great North Road) ... ..	275
148	3	3	3	11	" Breakfast Creek to Richmond (Blacktown Road) ... ..	165
149	3	3	3	5	" Clemson's to Richmond ... ..	75
150	6	6	6	15	" G. Acre's at Dural to its junction with Pitt Town and Wiseman's Ferry Road (Great North Road) ... ..	75
151	2	2	2	5	" Dr. Clarke's Bridge to Richmond ... ..	125
152	4	4	4	5	" Rouse Hill and Dural Road to Little Dural ... ..	50
153	5	5	5	9	" Parramatta and Windsor Road, at Rouse Hill, to Kenthurst Road, near Dural ... ..	63
154	4	4	4	9	" Rouse Hill to Clarendon ... ..	90
155	4	4	4	6	" Clarendon to Richmond Bridge ... ..	60
156	4	4	4	3	" Dural to Galston ... ..	30
157	4	4	4	3	" Galston to Fagan's ... ..	30
158	3	3	3	2	" Nelson to Rouse Hill ... ..	30
159	2	2	2	3	" Windsor Road to Huxley's ... ..	75
160	2	2	2	3	" Huxley's to Pitt Town Punt ... ..	75
161	2	2	2	1	" Windsor Road to Mulgrave Station ... ..	25
162	2	2	2	5	" Pitt Town Common, at E. McGuire's, through Pitt Town Bottoms ... ..	125
163	3	3	3	3	" Windsor to Blacktown Road ... ..	45
164	2	2	2	7	" Windsor, <i>via</i> Cornwallis, to Richmond ... ..	175
165	2	2	2	2	" Richmond to Cornwallis Road (Benson's Lane) ... ..	50
166	3	3	3	4	" Blacktown Road, <i>via</i> Dight's Hill, towards Richmond Bridge ... ..	28
167	4	4	4	9	" Belmont, <i>via</i> Box Hill, to Bell's Line, North Kurrajong ... ..	90
168	1	1	1	4	" Windsor Bridge to top of Gorrick's Hill ... ..	200
169	2	2	2	2	" Nicholl's Corner, <i>via</i> Hibbert's Lane, to Enfield Road ... ..	50
170	5	5	5	6	" Sackville Road, near Ebenezer, <i>via</i> Page's Ferry, to Maroota ... ..	42
171	5	5	5	4	" Churchill's Wharf, <i>via</i> Sackville Post Office, to Page's Ferry Road ... ..	28
172	6	6	6	14	" Bulga Road to West Portland (Wheelbarrow Road) ... ..	70
173	2	2	2	5	" Bell's Line to Mt. Wilson (Queen's Road) ... ..	125
174	4	4	4	25	" Mudgee Road to Glen Alice ... ..	250
175	3	3	3	3	" Gulgong to Martin's Crossing ... ..	45
176	4	4	4	5	" Gulgong to Jackson's Crossing ... ..	50
177	6	6	6	12	" Rylstone to Narengo ... ..	60
178	6	6	6	30	" Rylstone, <i>via</i> Bogie, to Capertee ... ..	150
179	4	4	4	16	" Cudgegong to Merrendee ... ..	160
180	3	3	3	12	" Sofala to Palmer's Oakey Creek ... ..	180
181	3	3	3	5	" Kirkconnell to Mitchell's Creek ... ..	75
				387	Total miles.	Total ... .. £ 5,450

No.	Class.			Length in Miles.		Proposed Expenditure.
	1887.	1888.	1889.			
<b>Southern Roads.</b>						
						£
182	2	2	2	6	Road from Bond's Road, <i>via</i> Saltpan Creek Bridge, to George's River ... ..	150
183	4	4	4	5	" Main Southern Road, near Burwood, over Cook's River, into Parish of St. George ... ..	50
184	3	3	3	2	" Kerr's Road to Auburn Station ... ..	30
185	2	2	2	3	" Bankstown to George's River (Chapel Road) ... ..	75
186	2	2	2	3	" Druitt Town, to Punchbowl Road (Rolland-street) ... ..	75
187	2	2	2	2	" Main Southern Road to Punchbowl Creek ... ..	50
188	2	2	2	4	" Punchbowl Creek to Saltpan Creek ... ..	100
189	1	1	1	1	" Woodville Road to Guildford Platform ... ..	50
190	2	2	2	2	" Woodville Road to Fairfield Station ... ..	50
191	2	2	2	4	" Fairfield Station, <i>via</i> Smithfield, to Prospect Creek ... ..	100
192	2	2	2	2	" Kenyon's Bridge, towards Cabramatta, to Liverpool ... ..	50
193	3	3	3	10	" Liverpool to Penrith and Bringelly Road (part of Orphan School Road) ... ..	150
194	3	3	3	8	" Liverpool, <i>via</i> Holdsworthy, to Illawarra Road ... ..	120
195	4	4	4	5	" Liverpool to Old Cowpasture Road (Bernera Road) ... ..	50
196	3	3	3	2	" Liverpool to Fairfield Station ... ..	30
197	3	3	3	6	" Carne's Hill to Junction of Bringelly Road ... ..	90
198	4	4	4	18	" Carne's Hill, <i>via</i> Greendale, towards Penrith ... ..	180
199	2	2	2	4	" Menangle to Main South Road, at foot of Razorback ... ..	100
200	5	3	3	7	" Menangle to Stony Creek ... ..	105
201	5	3	3	7	" Stony Creek to Picton ... ..	105
202	4	4	4	4	" Camden to Road from Menangle to Main Southern Road ... ..	40
203	3	3	3	4	" Main South Road, near Camden Bridge, to Glenlee ... ..	60
204	3	3	3	2	" Great Southern Road, near Raby, to the Campbelltown Road at Minto ... ..	30
205	3	3	3	10	" Main Southern Road to Cobbitty ... ..	150
206	3	3	3	2	" Narellan, through Orielton, to Liverpool and Cobbitty Road ... ..	30
207	...	5	5	8	" Cobbitty to Matavai, Westwood and Vermont ... ..	56
208	...	4	4	3	" Narellan to Elderslie (German's Road) ... ..	30
209	2	2	2	7	" Main South Road, near Camden, to Mulgoa Forest and Vanderville ... ..	175
210	5	5	5	3	" Main South Road, at Cawdors, to Westbrook Bridge ... ..	21
211	2	2	2	10	" Lefevre's Corner, <i>via</i> the Bridge across Mount Hunter Creek, to Mulgoa Forest ... ..	250
212	4	4	4	8	" Oaks, <i>via</i> Mulgoa Forest, towards Penrith ... ..	80
213	4	4	4	2	" Camden and Mulgoa Road to Glendarual and Brownlow Hill ... ..	20
214	4	4	4	9	" Broughton's Pass, <i>via</i> Wilton and Stonequarry Creek, to the Railway ... ..	90
215	2	2	2	9	" Appin and Mount Keira Road, <i>via</i> Douglas Park Station, to Soapy Flat Creek ... ..	225
216	2	2	2	4	" Appin to Broughton's Pass ... ..	100
217	6	6	6	10	" West Bargo, <i>via</i> the Pot-holes, to Main Southern Road ... ..	50
218	2	2	2	10	" George's River Punt to Bottle Forest ... ..	250
219	4	4	4	17	" Wollongong and Kiama Road to Mount Keira, towards Appin ... ..	170
220	4	4	4	8	" Nowra Bridge to Illaroo ... ..	80
221	5	5	5	9	" Nowra to Burriar ... ..	63
222	3	3	3	2	" Nowra, through Terrara, to Greenwell Point Road ... ..	30
223	2	2	2	4	" Old South Road, near P. H. Throsby's, <i>via</i> Pigott's, to Bowrall ... ..	100
224	5	5	5	7	" Well's Creek to Paddy's River ... ..	49
225	5	5	5	15	" Berrima, <i>via</i> Soapy Flat, towards Bullio ... ..	105
226	2	2	2	5	" Kiama Road, at Bunter's, to Cedar Mountain Road ... ..	125
227	4	4	4	5	" Throsby Park and Robertson Road, at Cotton Company's Reserve, to Lake's and Wakeford's farms ... ..	50
228	3	3	3	8	" Kangaroo River Bridge, along north side of river, to Wallanderry ... ..	120
229	3	3	3	15	" Collector and Gundaroo Road, <i>via</i> marked tree line to Main Road Gunning to Queanbeyan ... ..	150
230	5	5	5	10	" Araluen and Moruya Road, <i>via</i> Kiara, to Moruya ... ..	70
				311	Carried forward ... ..	£ 4,479

No.	Class.			Length in Miles.		Proposed Expenditure.
	1887.	1888.	1889.			
				311		
Southern Roads—continued.						£
					Brought forward ...	4,479
231	5	5	5	10	Road from Araluen, <i>via</i> Bettowynd, to Back Creek ...	70
232	3	3	3	6	" Moruya to the Heads ...	90
233	5	5	5	8	" Eurobodalla to Billa Bilbow ...	56
234	3	3	3	10	" Delegate, <i>via</i> Corrowong, to Wollondibby ...	150
235	4	4	4	12	" Bombala, <i>via</i> Maharatta, to Mila ...	120
236	2	2	2	4	" Panbula to Merimbula ...	100
237	4	4	4	11	" Ginindera to Gunning and Queanbeyan Road ...	110
238	5	5	5	21	" Queanbeyan, <i>via</i> Lanyon Ford, to Naas ...	147
				393	Total miles. Total ...	£ 5,322

## SUMMARY OF PROPOSED DISTRIBUTION:—

						£
Northern Roads	...	...	1,274	miles	...	22,228
Western Roads	...	...	387	"	...	5,450
Southern Roads	...	...	393	"	...	5,322
Total	...	...	2,054	"	Total	33,000

NOTE.—The amount per mile proposed to be expended on each class of Roads is as under:—

1st Class	...	...	£50 per mile	4th Class	...	...	£10 per mile
2nd Class	...	...	25 "	5th Class	...	...	7
3rd Class	...	...	15 "	6th Class	...	...	5 "

Note.—All votes for roads within Municipal limits have been excluded from this Schedule. No sum herein contained is, therefore, to be expended within the boundaries of any Municipality.

1889.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

**SUBORDINATE ROADS.**

(UNDER OFFICERS OF ROADS DEPARTMENT—SHOWING PROPOSED DISTRIBUTION OF VOTE ON ESTIMATES.)

*Ordered by the Legislative Assembly to be printed, 24 April, 1889.*

CLASSIFICATION AND PROPOSED DISTRIBUTION FOR 1889.

No.	Class.			Length in Miles.		Proposed Expenditure.
	1887.	1888.	1889.			
<b>Northern Roads.</b>						
						£
1	1	1	1	6	Road from Defence Road to Pittwater Road ... ..	300
2	1	1	1	7	" Military Road, St. Leonards ... ..	350
3	1	1	1	15	" Manly Cove to Pittwater ... ..	750
4	2	1	1	3	" Manly and Pittwater Road to M'Garr's Creek ...	150
5	1	1	1	4	" Pittwater to Barrenjuey ... ..	200
6	2	1	1	14	" Lane Cove, <i>via</i> Stony Creek, to Pittwater ...	700
7	2	2	2	4	" Lane Cove to Cowan Creek, at Bobbin Head ...	100
8	1	1	1	5	" Pearce's Corner to Pennant Hills... ..	250
9	2	2	2	17	" Pearce's Corner to Peat's Ferry ... ..	425
10	4	4	4	6	" Peat's Ferry Road to Berowra Creek ... ..	60
11	2	2	2	23	" Laguna, over Wattagan Mountains, to eastern foot of Main Range ... ..	575
12	1	1	1	18	" Wallsend to Gosford Road, at Cooranbong ...	900
13	1	1	1	5	" Wallsend to Lake Macquarie ... ..	250
14	1	1	1	3	" Plattsburg to Minmi ... ..	150
15	1	1	1	14	" Waratah to Maitland ... ..	700
16	1	1	1	12	" Adamstown to Lake Macquarie Heads ... ..	600
17	1	1	1	5	" Lambton to Charlestown .. ..	250
18	1	1	1	2	" Wallsend to Sandgate (Cemetery)... ..	100
19	2	1	1	8	" Minmi to Woodford... ..	400
20	1	1	1	6	" Raymond Terrace to Hexham ... ..	300
21	2	2	2	8	" Hexham to Fullerton Cove... ..	200
22	1	1	1	17	" Raymond Terrace to Stockton ... ..	850
23	5	5	5	12	" Raymond Terrace and Stroud Road to Parading Ground ... ..	84
24	2	2	2	2	" Lochinvar to Railway Station ... ..	50
25	2	1	1	12	" West Maitland to Blackwater Hole ... ..	600
26	1	1	1	18	" East Maitland to Broken-back Gap ... ..	900
27	3	3	3	4	" Maitland and Dagworth Road to Wallis Creek ...	60
28	1	1	1	30	" Raymond Terrace to Stroud ... ..	1,500
29	2	2	2	10	" Raymond Terrace, by east side of Williams River, to Seaham ... ..	250
30	1	1	1	10	" Raymond Terrace to Morpeth ... ..	500
				300	Carried forward ... ..	£ 12,504

No.	Class.			Length in Miles.		Proposed Expenditure.
	1887.	1888.	1889.			
<b>Northern Roads—continued.</b>						£
					Brought forward ... ..	12,504
31	2	2	2	2	Road from Alnwick Road to Martin's Wharf ... ..	100
32	4	4	3	6	" Cessnock to M'Donald's, at Pokolbin (Marrowbone Road) ... ..	90
33	3	3	3	7	" Cessnock to Rathbury Public School ... ..	105
34	2	2	2	4	" Mount Kanway to Hinton ... ..	100
35	2	2	2	4	" Morpeth, via Hinton Punt, to Dunmore and Seaham Road ... ..	100
36	3	3	3	17	" Maitland and Paterson Road to Luskintyre ... ..	255
37	2	2	1	6	" West Maitland to Dunmore ... ..	300
38	2	2	2	16	" Dunmore to Clarencetown ... ..	400
39	2	2	1	6	" Dunmore to Paterson Punt ... ..	300
40	1	1	1	16	" Clarencetown to Dungog ... ..	800
41	1	1	1	15	" Gostwycke to Newpark (Wallarobba Road) ... ..	750
42	2	2	2	10	" Clarencetown to Limeburner's Creek ... ..	250
43	2	2	2	2	" Harper's Hill to Allandale Railway Station ... ..	50
44	2	2	2	7	" Deep Creek to Allandale Railway Station ... ..	175
45	1	1	1	73	" Stroud to Tinonee ... ..	3,650
46	3	3	3	17	" Tinonee to Clarkson's Crossing ... ..	255
47	3	3	3	9	" Burril Creek to Black Flat Road ... ..	135
48	2	1	1	12	" Bullock Wharf to Larry's Flat ... ..	600
49	2	2	2	12	" Gloucester to Copeland ... ..	300
50	4	4	4	20	" Gloucester to Cobark ... ..	200
51	6	6	6	50	" Gloucester to Nowendoc ... ..	250
52	1	1	1	18	" Dungog to Weismantel's ... ..	900
53	1	1	1	17	" Dungog to Underbank ... ..	850
54	3	3	3	9	" Underbank to Upper Williams ... ..	135
55	3	3	3	19	" Bendolba to Little River ... ..	285
56	2	2	2	6	" Dungog to Fosterton ... ..	150
57	3	3	2	16	" Dungog to Stroud ... ..	400
58	2	1	1	18	" Booral to Bulladelah ... ..	900
59	4	4	4	45	" Bulladelah to Bungwall and Forster ... ..	450
60	2	2	2	15	" Upper Myall to Bulladelah ... ..	375
61	4	4	4	25	" Upper Myall to Larry's Flat ... ..	250
62	3	3	3	10	" Flyer's Creek to Dorney's ... ..	150
63	3	3	3	7	" Old Inn to Booral Road ... ..	105
64	3	3	3	31	" Singleton, via Newbridge, to Cooper's Flat ... ..	465
65	3	3	3	16	" North Road, near Munnimba, via Warkworth, to Jerry's Plains Road ... ..	240
66	3	3	3	12	" Jerry's Plains to Denman ... ..	180
67	2	2	2	20	" Denman to Merriwa ... ..	500
68	...	...	3	10	" Merriwa Road to Upper Dartbrook and Spark's Creek ... ..	150
69	2	2	2	22	" Muswellbrook Bridge to Denman and Cassilis Road ... ..	550
70	3	3	3	12	" Main North Road to Lincoln's Creek (Muscle Creek Road) ... ..	180
71	3	3	3	86	" Denman and Cassilis Road to Mudgee ... ..	1,290
72	4	4	4	21	" Aberdeen up Rouchel Brook to Scrumlow ... ..	210
73	2	1	1	15	" Muswellbrook to Denman ... ..	750
74	4	4	4	34	" Scone to Denison Diggings, at Moonan ... ..	340
75	5	5	5	39	" Scone to Merriwa ... ..	273
76	3	3	3	20	" Ennis Punt to Glen Esk Upper Plains ... ..	300
77	4	4	4	4	" Rolland's Plains to Ballingara Wharf ... ..	40
78	4	4	4	10	" Neville's Gate, via Ballingarry, to Rolland's Plains ... ..	100
79	4	4	4	16	" Wilson River, via Bar Scrub, to Walcha Road ... ..	160
80	4	4	4	18	" Upper Camden Haven to Laurieton ... ..	180
81	3	3	3	10	" Coopernook, via Cattai Creek, to Harrington ... ..	150
82	3	3	3	16	" Cundle, via Lansdowne, to Jones's Island Road ... ..	240
83	4	4	4	4	" Coopernook to Upper Lansdowne ... ..	40
84	1	1	1	56	" Tinonee to Port Macquarie ... ..	2,800
85	2	2	2	3	" Port Macquarie to Tacking Point ... ..	75
86	5	5	3	14	" Tinonee to Farquhar's Inlet ... ..	210
87	...	4	4	10	" Pappenbarra Creek to Cowal ... ..	100
88	2	2	2	6	" Tinonee to Wingham Ferry ... ..	150
89	2	2	2	8	" Tinonee and Cundle Road to Wingham ... ..	200
90	3	3	3	10	" Wingham up Cedar Party Creek (Cedar Party Creek Road) ... ..	150
91	4	4	4	14	" Wingham, via Dingo Creek, to Kelven Grove ... ..	140
				1,353	Carried forward ... ..	£ 36,782



No.	Class.			Length in Miles.		Proposed Expenditure.
	1887.	1888.	1889.			
					<b>Northern Roads—continued.</b>	
					Brought forward	£ 36,782
92	4	4	4	13	Road from Wingham and Wherrol Flat Road, <i>via</i> Bobbin Flat, to Upper Dingo Creek	130
93	4	4	5	10	Wingham, <i>via</i> Brimbin, to Lansdowne	70
94	2	2	2	57	Wingham on left bank of Manning River, <i>via</i> Black Flat, to Nowendoc	1,425
95	3	3	3	5	Chalk Hill to Apple-tree Flat	75
96	3	3	3	3	Wingham and Nowendoc Road to Karaak Flat	45
97	2	2	2	9	Road through Oxley Island	225
98	5	5	5	5	Dumaresq Island	75
99	2	2	2	4	Rawdon Island	100
100	...	4	4	10	Mitchell's Island	100
101	2	1	1	33	Road from Port Macquarie to Kempsey	1,650
102	3	3	3	20	Taree to North Forster	300
103	3	3	3	4	Blackman's Point to Ennis Ferry	60
104	3	3	3	5	Wingham, &c., near Killawarra, to Tinonee and Gloucester Road	75
105	...	...	4	10	Holey Flat to Stewart's River	100
106	4	4	4	17	Blandford to Isis River	170
107	2	2	2	6	Quirindi up Jacob and Joseph Creek	150
108	6	6	6	64	Willow-tree to Gunnedah	320
109	2	1	1	10	Wallabadah to Quirindi	500
110	5	5	5	33	Wallabadah to Nundle and Swamp Creek	231
111	5	5	5	63	Quirindi, <i>via</i> Colly Blue, to Tambar Springs	441
112	...	4	4	40	Quirindi to Yarraman	400
113	2	1	1	21	Gunnedah to Malally	1,050
114	2	2	2	25	Gunnedah towards Barraba	625
115	6	6	6	59	Gunnedah to Narrabri	295
116	3	2	2	60	Coolah to Malally	1,500
117	2	2	2	55	Coolah, <i>via</i> Birriwa, to Gulgong	1,375
118	3	2	2	45	Coolah to Spring Creek	1,125
119	4	4	4	42	Coonabarabran to Malally	420
120	4	4	3	30	Coonabarabran to Wingidgeon	450
121	3	3	3	8	Coonabarabran to Ulimambri	120
122	3	2	2	45	Coonabarabran to Meregoen	1,125
123	6	6	6	32	Werris Creek, <i>via</i> Currabubula, to Tamworth	160
124	6	6	6	5	Werris Creek Gap to Railway Station	25
125	2	2	2	38	Tamworth to Bowling Alley Point and Nundle	950
126	4	4	4	4	Bowling Alley Point, <i>via</i> Cadell's Gap, to Dungowan	40
127	4	4	4	16	Dungowan, <i>via</i> Cadell's, to head of Ogumbil Creek	160
128	...	2	2	2	Nemingha Flat Road to Bowling Alley Point Road	50
129	6	6	6	5	Dungowan Creek, on North Bank, to Cadell's Station	25
130	6	6	6	7	Tamworth to the Forest	35
131	6	6	6	12	Tamworth, <i>via</i> Moore Creek, to Attunga	60
132	...	6	6	12	Attunga to Somerton	60
133	3	3	3	47	Tamworth to Gunnedah	705
134	1	1	1	27	Tamworth to Manilla	1,350
135	1	1	1	70	Manilla, <i>via</i> Barraba, to Bingera	3,500
136	5	5	5	40	Barraba to Bundarra	280
137	...	...	6	45	Hanging Rock to Glen Morrison	225
138	4	4	4	47	Nowendoc to Walcha	470
139	2	2	2	74	Kempsey to Fernmount	1,850
140	2	2	2	85	Kempsey to Armidale and Grafton Road	2,125
141	2	1	1	30	Kempsey to Trial Bay	1,500
142	4	4	4	19	East Kempsey Ferry to Boggy Creek	190
143	4	4	4	18	East Kempsey, <i>via</i> Dungay Bridge, to Sherwood	180
144	4	4	4	20	Green Hills to Nelson's, Warneton	200
145	4	4	4	10	New England Road to Head of Hickey's Creek	100
146	4	4	4	20	Rolland's Plains to Yarrowell Falls, Macleay River	200
147	2	2	2	2	New England to Turner's Flat	50
148	2	2	2	20	Oakes Plains, <i>via</i> Klybucca, to Macleay River Heads	500
149	4	4	4	12	Nambuccera to M'Leay Heads	120
150	3	2	2	10	Ferry to McGuire's, along east bank, Belmore River	250
151	2	2	2	7	Kinchela Creek to Spencer's Creek	175
152	2	2	2	2	Long Reach to Clybucca	50
153	4	4	4	5	Nambuccera to Upper Warrel Creek	50
154	...	2	2	6	Congorinni to Boat Harbour, Taylor's Arm	150
155	...	2	2	9	Darkwater Ferry, up left bank, Belmore River	225
156	2	2	2	32	Fernmount to Armidale Road	800
					Carried forward	£ 68,319
				2,954		

No.	Class.			Length in Miles	Northern Roads—continued.	Proposed Expenditure.
	1887.	1888.	1889.			
					Brought forward ... ..	68,319
157	2	2	2	28	Road from Boat Harbour, <i>via</i> Spickett's Creek, to Nambucca River ... ..	700
158	1	1	1	12	" Boat Harbour to Raleigh Mill ... ..	600
159	5	5	5	15	" Bowravill to Broker's ... ..	105
160	3	3	3	15	" Bowravill to Lumby... ..	225
161	2	2	2	12	" Bowravill to Congarini ... ..	300
162	2	2	2	18	" Missibotti to Nambuccra Heads ... ..	450
163	...	2	2	22	" Boat Harbour (Taylor's Arm) to Laverty's Plains ... ..	550
164	4	5	3	13	" Myers' C.P. to Never Never Plains ... ..	195
165	4	5	5	6	" Boat Harbour to Little North Arm ... ..	42
166	2	2	2	80	" Fernmount to Grafton ... ..	2,000
167	2	2	2	18	" Moonee Creek to Corindi ... ..	450
168	2	4	2	9	" Coast Road to Upper South Arm ... ..	225
169	3	2	1	20	" Armidale to Hillgrove Mines ... ..	1,000
170	3	2	2	114	" Hillgrove Station to Grafton ... ..	2,900
171	1	1	1	56	" Guyra to Tingha and Inverell ... ..	2,800
172	1	1	1	12	" Walcha to Great Northern Railway ... ..	600
173	4	4	4	40	" Armidale to Kangaroo Hills ... ..	400
174	5	5	5	34	" Armidale to Eastern Plains... ..	238
175	4	4	4	20	" Armidale to Yarrowick ... ..	200
176	5	5	5	10	" Armidale to Long Swamp ... ..	70
177	4	4	4	10	" Armidale to Castle Doyle ... ..	100
178	4	4	4	15	" Armidale to Gostwyck ... ..	150
179	6	5	5	45	" Armidale, <i>via</i> Mihi Creek, to Walcha ... ..	315
180	5	5	5	10	" Armidale and Inverell Road, up Dumaresq Creek, ... ..	70
181	5	5	5	10	" Armidale & Kangaroo Hills Road to Herbert Park ... ..	70
182	5	5	5	20	" Armidale and Kangaroo Hills Road to Chandler River ... ..	140
183	...	3	3	6	" Armidale, <i>via</i> Kelly's Plains to Gostwycke Road ... ..	90
184	...	4	4	25	" Booralong towards Aberfoyle ... ..	250
185	...	4	4	18	" Guyra Station, towards Oban ... ..	180
186	...	5	5	18	" Wandsworth to Old Ben Lomond Inn ... ..	126
187	...	5	5	12	" M'Intyre Flat to Puddledock ... ..	84
188	2	3	3	76	" Uralla, <i>via</i> Bundarra, to Inverell ... ..	1,140
189	5	5	5	50	" Uralla, <i>via</i> Ballala, to Bundarra ... ..	350
190	5	5	5	25	" Uralla to Walcha ... ..	175
191	5	5	5	15	" Uralla to Mihi Creek ... ..	105
192	5	5	5	10	" Cregan's, <i>via</i> Rose Hill, to Rocky River ... ..	70
193	5	5	5	15	" Salisbury Plains to Kentucky ... ..	105
194	...	5	5	15	" Kentucky Station to Green Valley ... ..	105
195	...	6	6	20	" Walcha Road Station to Bendemeer ... ..	100
196	5	5	5	25	" Walcha Road Station to Glen Morrison ... ..	175
197	4	4	4	17	" Walcha to Glen Morrison ... ..	170
198	5	5	5	12	" Walcha to Muluerindie ... ..	84
199	3	3	3	120	" Walcha to Port Macquarie ... ..	1,800
200	4	4	4	239	" Narrabri, <i>via</i> Walgett, to Brenda ... ..	2,390
201	2	3	3	69	" Narrabri to Bingera ... ..	1,035
202	4	4	4	148	" Narrabri, <i>via</i> Moree, to Mungindi ... ..	1,480
203	5	5	5	50	" Rocky Creek to Moree ... ..	350
204	3	4	4	90	" Moree, <i>via</i> Goonal, to Mogil Mogil ... ..	900
205	...	3	3	18	" Ironbarks to Shanahan's ... ..	270
206	3	3	3	30	" Narrabri to Eulah and Bullawa Creeks ... ..	450
207	...	3	3	26	" Narrabri to Boggabri—north bank of Namoi ... ..	390
208	...	6	6	30	" Narrabri to Terry Hie Hie ... ..	150
209	4	4	4	26	" Cobbedah to Rocky Creek ... ..	260
210	4	4	4	80	" Moree to Goondiwindi ... ..	800
211	...	...	2	48	" Pilliga to Coonamble ... ..	1,200
212	5	5	5	71	" Walgett, <i>via</i> Nugil, to Coonamble... ..	497
213	...	...	6	70	" Walgett to Mogil Mogil ... ..	350
214	3	3	3	57	" Bingera to Moree ... ..	855
215	3	3	3	55	" Warialda to Moree ... ..	825
216	5	5	5	57	" Warialda to Yetman ... ..	399
217	6	6	6	20	" Warialda, <i>via</i> Gragin, to Reedy Creek ... ..	100
218	5	5	6	50	" Bingera to Bundarra, <i>via</i> Keera ... ..	250
219	2	2	2	28	" Bingera to Warialda ... ..	700
220	...	6	6	32	" Bingera, <i>via</i> Pallal, to Eulourie ... ..	160
221	4	4	4	30	" Warialda to Gunyerwarildi... ..	300
222	2	1	1	38	" Warialda to Inverell... ..	1,900
223	5	3	3	16	" Warialda to Ezzies ... ..	240
224	4	6	6	10	" Coolatai to Wallangra ... ..	50
				5,485	Carried forward ... ..	£ 104,624

No.	Class.			Length in Miles.		Proposed Expenditure.
	1887.	1888.	1889.			
				5,485		
					Brought forward ... ..	£ 104,624
225	4	3	5	76	Road from Wallangra to Goondiwindi ... ..	532
226	3	3	2	32	" Inverell, <i>via</i> Myall Creek, to Bingera ... ..	800
227	6	6	6	20	" Inverell to Reedy Creek ... ..	100
228	3	3	3	47	" Inverell to Emmaville ... ..	705
229	3	3	3	24	" Inverell, <i>via</i> Newstead and Paradise, to Kangaroo Camp ... ..	360
230	4	4	4	19	" Inverell, <i>via</i> Dinton Vale, to Bakkulla ... ..	190
231	4	4	4	24	" Inverell to King's Plains ... ..	240
232	3	3	2	40	" Inverell to Wallangra ... ..	1,000
233	4	3	3	59	" Inverell to Queensland Border, <i>via</i> Ashford ... ..	885
234	...	...	3	17	" Inverell to Gum Flat ... ..	255
235	...	...	3	10	" Armidale Road at Stonehenge to Graham Valley ... ..	150
236	2	2	2	20	" Glen Innes, <i>via</i> Wellingrove, to King's Plains ... ..	500
237	2	2	2	20	" Glen Innes to Emmaville ... ..	500
238	2	2	2	16	" Glen Innes to Red Range and Kingsgate... ..	400
239	...	4	4	15	" Glen Innes to Mount Mitchell ... ..	150
240	...	...	3	15	" Glencoe Station to Mount Mitchell ... ..	225
241	2	2	2	11	" Yarrowford to Ranger's Valley ... ..	275
242	2	2	2	30	" Newton Boyd Road to Emmaville ... ..	750
243	2	1	1	3	" Emmaville to Tent Hill ... ..	150
244	2	2	2	12	" Tent Hill to Tableland ... ..	300
245	3	3	3	10	" Emmaville to Webb's Silver Lode ... ..	150
246	4	4	4	9	" Newton Boyd Road to Nymboida ... ..	90
247	4	3	3	30	" Coutts' Crossing, <i>via</i> Kangaroo Creek, to Nymboida ... ..	450
248	4	2	1	30	" South Grafton to Corindi ... ..	1,500
249	4	4	4	55	" Grafton to Solferino... ..	550
250	3	2	2	24	" Grafton to Cross Roads towards Casino ... ..	600
251	2	2	2	24	" Grafton, <i>via</i> Copmanhurst, to Apple-tree Flat ... ..	600
252	...	...	4	4	" Stony Pinch to Smith's Creek ... ..	40
253	...	...	5	20	" Kangaroo Creek to Glen Righ ... ..	140
254	...	...	4	8	" South Grafton to Rushforth ... ..	80
255	2	2	2	34	" South Grafton to Yamba ... ..	850
256	2	1	1	22	" North Grafton to Broadwater ... ..	1,100
257	2	3	3	7	" Harwood to North Arm Ferry ... ..	105
258	2	2	2	5	" Brush Grove to Bluff Point Ferry... ..	125
259	2	2	2	8	" Bluff Point to South Arm Ferry, Clarence River ... ..	200
260	3	3	3	5	" Bluff Point to Tyndale ... ..	75
261	4	4	4	35	" Barney Downs to Millera ... ..	350
262	1	1	1	114	" Tenterfield to Lawrence ... ..	5,700
263	2	1	1	15	" Tent Hill to Deepwater ... ..	750
264	3	3	3	7	" Sandy Hill to Boorook ... ..	105
265	2	2	2	13	" Tenterfield to Wallangarra... ..	325
266	4	4	4	78	" Tenterfield to Bonshaw ... ..	780
267	4	4	3	60	" Amosfield to Border... ..	900
268	3	3	3	15	" Tenterfield to Scrub ... ..	225
269	...	4	4	15	" Acacia Creek to Korelah ... ..	150
270	...	3	3	40	" Wilson's Downfall to Acacia Creek ... ..	600
271	...	3	3	10	" Tenterfield to Scrub, <i>via</i> Stembrook ... ..	150
272	...	4	4	15	" Deepwater to Torrington ... ..	150
273	1	1	1	34	" Cross Roads to Casino ... ..	1,700
274	4	2	2	46	" Casino to Mount Lindsay ... ..	1,150
275	2	2	2	25	" Casino to Wyrallah ... ..	625
276	1	1	1	12	" Casino to Lismore ... ..	600
277	...	...	3	14	" Casino to Sandy Creek ... ..	210
278	3	2	2	16	" Casino to Coraki ... ..	400
279	...	...	2	9	" Coraki to Wyrallah ... ..	225
280	2	1	1	36	" Casino to Tabulam ... ..	1,800
281	2	2	2	24	" Casino to Woodburn, on right bank ... ..	600
282	3	3	3	16	" Casino to Gundurimba ... ..	240
283	2	2	2	10	" South Lismore to Wyrallah ... ..	250
284	1	1	1	14	" Woodburn to Wardell ... ..	700
285	3	3	2	12	" Lismore to Hanging Rock ... ..	300
286	2	2	2	13	" Wyrallah to Lismore and Ballina Road, at Chilcott's Wharf ... ..	325
287	...	...	2	11	" Coraki to Broadwater ... ..	275
288	...	2	2	6	" Lismore and Woodburn Road near School to Rous ... ..	150
289	1	1	1	14	" Lismore to Ballina ... ..	700
290	2	1	2	3	" East Wardell to the Beach... ..	75
291	1	1	1	23	" Woodburn to Selman's ... ..	1,150
				7,045	Carried forward ... ..	£ 141,406

No.	Class.			Length in Miles.		Proposed Expenditure.
	1887.	1888.	1889.			
<b>Northern Roads—continued.</b>						
					Brought forward	£ 141,406
292	1	1	1	20	Road from Ballina to Cape Byron	1,000
293	2	2	1	12	" Bexhill to Tintenbar	600
294	1	1	1	12	" Bexhill to Williams's	600
295	3	3	2	13	" Cowlong and Rous Road, <i>via</i> Toohey's Mill, to Hogan's	325
296	2	2	2	12	" Cowlong to Staine's Mill	300
297	...	...	3	4	" Old Ballina Road	60
298	1	1	1	15	" Lismore to Queensland Border	3,550
299	...	3	2	14	" Ballina, <i>via</i> North Creek, to Byron Bay	350
300	...	2	2	4	" the Brunswick Road, <i>via</i> Whian Whian Reserve, to Road Bexhill to Williams's	100
301	...	2	1	44	" Lismore, <i>via</i> Nimbin, to Marwillumbah	2,200
302	...	2	2	12	" Jiggi Creek Road	300
303	...	2	2	7	" Goonengerry to Lismore and Brunswick Road	175
304	...	3	3	5	" Gundarimba to Jeswoolge Road	75
305	...	2	1	2	" Pimlico Point to Wardell and Ballina Road	100
306	...	...	3	6	" Wardell towards South Ballina	90
307	...	...	1	2	" Pimlico Road to Emigrant Creek Point	100
308	...	2	2	5	" Blakebrook to Dunoon	125
309	2	1	2	13	" Hayden's to Nimbin Post Office	325
310	2	2	2	8	" Lismore to Numulgi	200
311	1	1	1	30	" Lismore to Brunswick	1,500
312	...	...	1	13	" Brunswick Road, <i>via</i> Friday Hut, to Tintenbar	650
313	1	1	1	19	" Lismore to Woodburn	950
314	3	3	3	8	" Lismore and Ballina Road to Toohey's Mill Road at Napier's	120
315	1	1	1	4	" Tintenbar to Toohey's Mill	200
316	1	1	1	7	" Tintenbar, <i>via</i> Teven, to Alston Ville	350
317	...	...	2	5	" Pearce's Creek to Alston Ville	125
318	1	1	1	7	" Possum Shoot to Cooper's Shoot	350
319	...	...	1	8	" Possum Shoot and Cooper's Shoot Road, at Garran's, to Newrybar	400
320	2	2	1	9	" Goonellabah to Jeswoolgen	450
321	2	2	2	6	" Boat Harbour to Cowlong	150
322	...	...	1	3	" Clunes, <i>via</i> Walmsley's, to Cowlong Road	150
323	1	1	1	12	" Clunes to Byron Bay	600
324	2	2	2	7	" Clunes to Duraby Grass	175
325	1	1	1	12	" Wardell, <i>via</i> Tuckombil, to the Lismore and Ballina Road	600
326	1	1	1	6	" Wardell to Ballina Road	300
327	1	1	1	22	" Byangum, <i>via</i> Tweed Junction, to Border	1,100
328	1	1	1	26	" Tweed River to Brunswick River	1,300
329	2	2	2	10	" Cudgen, <i>via</i> Guilfoyle's C.P. and M'Leod's Ck., to Tweed Junction	250
330	2	2	2	6	" Murwillumbah to Tumbulgum	150
331	2	2	2	7	" Tumbulgum, <i>via</i> Chindera Village, to Terranora Creek	175
332	2	2	2	9	" Bilambil, <i>via</i> Sebastopol, to Tweed River Heads...	225
333	2	2	2	9	" Kynumboon to Midgengum	225
334	2	2	2	6	" Road up Middle Arm	150
335	2	2	2	6	" Brunswick Road to Condong	150
336	2	2	2	12	" Lismore Road, <i>via</i> Mulimbimbi, to Tweed and Brunswick Road...	300
337	...	2	2	5	" Moball to the Tweed and Brunswick Road	125
338	...	2	2	8	" Durenbah to Tweed River	200
339	...	2	2	8	" Pocket, Brunswick River, to Tweed River	200
340	...	2	1	11	" Mulimbimbi to Byron Bay	550
				7,556	Total	£ 164,151
<b>Western Roads.</b>						
341	2	2	2	4	Road from Parramatta to Pennant Hills	100
342	2	2	2	3	" Blacktown Road to Seven Hills Station	75
343	2	2	2	8	" Western Road, St. Mary's, to Orphan School Road	200
344	2	2	2	8	" Western Road, St. Mary's, to Blacktown Road	200
345	1	1	1	3	" Rouse Hill to Schofield's Platform...	150
346	2	2	2	36	" Richmond Bridge to King's Road	900
347	1	1	1	5	" Blacktown Road, <i>via</i> Riverstone, to Box Hill	250
				67	Carried forward	£ 1,875

No.	Class.			Length in Miles.		Proposed Expenditure.
	1887.	1888.	1889.			
<b>Western Roads—continued.</b>						
					Brought forward	£ 1,875
348	2	2	2	2	Road from Clarendon to Cornwallis ... ..	50
349	4	4	4	16	" Windsor to Penrith ... ..	160
350	4	4	4	16	" Yarramundi, <i>via</i> Enfield and Wilberforce, to Pitt Town Punt ... ..	160
351	4	4	2	12	" Pitt Town to Maroota ... ..	300
352	1	1	2	30	" Windsor, <i>via</i> Sackville Ferry, to Wiseman's Ferry	750
353	...	5	5	10	" Wiseman's Ferry to Singleton's Mill ... ..	70
354	4	4	4	8	" Sackville to East Portland ... ..	80
355	4	4	4	10	" Churchill's Wharf to West Portland ... ..	100
356	5	4	4	10	" West Portland Road to Comleroy Road ... ..	100
357	3	3	3	55	" Bell's Line to Putty ... ..	825
358	5	3	3	43	" Warkworth Road to Putty ... ..	645
359	...	5	5	13	" Blaxland's Ridge, <i>via</i> Moran's Rock, to Upper Colo	91
360	3	3	3	9	" Springwood to The Hawkesbury ... ..	135
361	3	2	2	14	" Bowenfels to King's Road ... ..	350
362	3	3	4	13	" Little Hartley to Gambenang ... ..	130
363	1	1	1	6	" Hartley to Lithgow ... ..	300
364	5	5	5	30	" Hartley to Oberon ... ..	210
365	3	3	3	18	" Oberon to Jenolan ... ..	270
366	1	1	2	7	" Mount Victoria to Mount Wilson Platform ... ..	175
367	...	2	2	14	" Duggan's to the Caves ... ..	350
368	2	2	2	10	" Bowenfels to Marsden's Swamp ... ..	250
369	1	1	1	6	" Little Hartley to Hartley Vale Platform ... ..	300
370	3	3	3	14	" Four-mile Tree to Rockley ... ..	210
371	2	2	1	16	" Tarana to Oberon ... ..	800
372	5	5	6	10	" Tarana to O'Connell ... ..	50
373	3	3	2	10	" Sidmouth Valley to Tarana ... ..	250
374	3	3	4	17	" O'Connell to Oberon ... ..	170
375	3	3	3	24	" O'Connell to Swatchfield Road ... ..	360
376	5	5	5	20	" Oberon to Swatchfield ... ..	140
377	4	4	3	8	" Bowenfels to Wallerawang ... ..	120
378	3	3	3	14	" Middle River to Meadow Flat ... ..	210
379	5	5	5	13	" Little River to Swatchfield Road ... ..	91
380	4	4	3	14	" Rydal to Off Flats ... ..	210
381	4	4	4	14	" Oberon to Shooter's Hill ... ..	140
382	3	3	3	9	" Lidsdale to Wolgan ... ..	135
383	5	5	5	36	" Sofala to Rylstone ... ..	252
384	3	3	3	40	" Cudgegong to Hill End ... ..	600
385	3	2	2	25	" Cudgegong to Reedy Creek ... ..	625
386	3	2	2	14	" Cudgegong Village to Rylstone ... ..	350
387	4	3	3	26	" Cudgegong to Rylstone ... ..	390
388	4	4	4	31	" Rylstone to Bylong ... ..	310
389	3	3	2	8	" Cudgegong to Home Rule ... ..	200
390	1	1	1	8	" Cudgegong, <i>via</i> Cullenbone, to Gulgong ... ..	400
391	4	4	4	14	" Windeyer, <i>via</i> Campbell's Creek, to Raynor's ... ..	140
392	4	5	4	30	" Grattai, <i>via</i> Windeyer and Pyramul, to Sally's Flat	300
393	3	3	3	10	" Walls' Junction to Botobalar ... ..	150
394	3	3	4	19	" Monkey Hill to Hill End ... ..	190
395	4	4	4	44	" Guntawang to Wellington ... ..	440
396	5	5	6	29	" Tabrabucca, <i>via</i> Crudine, to Monkey Hill ... ..	145
397	1	2	2	11	" Bathurst to O'Connell's Plains ... ..	275
398	1	2	2	2	" Bathurst and O'Connell's Plains Road, at Cox's Hill, to Cooper's Bridge ... ..	50
399	5	5	5	4	" Kelso to Kelloshiel ... ..	28
400	2	2	2	5	" Kelso to White Rock ... ..	125
401	3	1	1	22	" Kelloshiel, <i>via</i> White's Crossing, to Little Forest ... ..	1,100
402	2	2	2	15	" Limekilns Road to Palmer's Oakey Road and Upper Turon ... ..	375
403	2	2	2	28	" Kelso, <i>via</i> the Limekilns, to Sofala Road ... ..	700
404	3	3	3	9	" Kelso and Sofala Road, at Cheshire Creek, to Upper Turon ... ..	135
405	4	2	2	4	" Peel to Junction of Kelso and Sofala Road ... ..	100
406	2	2	2	15	" Mitchell's Creek Reefs towards Palmer's Oakey ... ..	375
407	1	1	1	5	" Mitchell's Creek to Western Road at Meadow Flat	250
408	2	1	1	8	" Mitchell's Creek to Piper's Flat Station ... ..	400
409	2	2	2	7	" Meadow Flat to Tarana Station ... ..	175
410	6	6	6	5	" Macquarie Plains to Bloom Hill ... ..	25
411	3	3	3	8	" O'Connell's Plains, <i>via</i> Spicer's, to Campbell's River Lagoon ... ..	120
1,084					Carried forward	£ 19,287

No	Class.			Length in Miles.		Proposed Expenditure.
	1887.	1888.	1889.			
					<b>Western Roads—continued.</b>	
					Brought forward ...	19,287
412	3	2	2	11	Road from O'Connell's Plains Road, <i>via</i> Dirty Swamp, to Road	
					from Mutton's Falls to O'Connell's Plains ...	275
413	2	2	2	30	" Bathurst, <i>via</i> Kellosiel, to near Monkey Hill ...	750
414	3	3	3	34	" Bathurst to Ophir ...	510
415	1	1	1	29	" Bathurst to Sofala, <i>via</i> Peel and Wyagdon ...	1,450
416	2	2	2	6	" Peel to Duramana ...	150
417	1	1	1	12	" Sofala, Cockatoo Hill, at Monkey Hill ...	600
418	3	3	3	16	" Rockley to Caloola and Tuena Road ...	240
419	1	1	1	18	" Mount Lawson, <i>via</i> Judge's Creek, to Burranga	
					Copper-mines ...	900
420	2	2	2	5	" Evans Plains, <i>via</i> the Bald Hill, to Trunkey Road ...	125
421	2	2	2	9	" Rockley, <i>via</i> Campbell's River, to the Dog Rocks ...	225
422	1	1	1	5	" Rockley to Charlton ...	250
423	2	2	2	20	" Rockley to the Isabella River ...	500
424	1	1	1	16	" Bathurst and Caloola Road to Rockley ...	800
425	4	4	4	3	" Rockley Road to Camping Reserve, Vale Creek ...	30
426	4	4	4	13	" Bathurst and Caloola Road to Tea-pot Swamp ...	130
427	3	3	3	30	" Bathurst, <i>via</i> Gorman's Hill, to Campbell's River ...	450
428	2	2	2	5	" Bathurst, Campbell's River Road, Perth ...	125
429	1	1	1	6	" Caloola Road, <i>via</i> Limekilns, to Rockley Road ...	300
430	3	3	3	38	" Bathurst to Caloola and Trunkey Gold-field ...	570
431	1	1	1	5	" Newbridge Station to Caloola ...	250
432	...	...	1	11	" Newbridge and Caloola Road to Rockley... ..	550
433	1	1	1	29	" Newbridge to Arthur Town and Abercrombie River ...	1,450
434	2	1	1	5	" Newbridge towards Evans' Swamp ..	250
435	4	4	4	36	" Hill End, <i>via</i> Bragg's, to Main Western Road ...	360
436	4	4	4	10	" Mallow Grove towards Trunkey ...	100
437	1	1	1	12	" Tea-pot Swamp to No. 1 Swamp ...	600
438	1	1	1	14	" Blayney to No. 1 Swamp ...	700
439	3	2	2	4	" Blayney to Graham's Town... ..	100
440	3	2	2	4	" Graham's Town, <i>via</i> Hill's, to Fairfield Chapel ...	100
441	2	2	2	8	" Blayney, <i>via</i> Hood's, to Tea-pot Swamp ...	200
442	4	4	4	10	" Tea-pot Swamp, <i>via</i> Mallow Grove, to Carcoar ...	100
443	1	1	1	25	" Orange to Carcoar ...	1,250
444	3	3	2	14	" Cargo to Canowindra ...	350
445	5	5	5	12	" Cargo Road, <i>via</i> Paling Yard Creek, to Cudal ...	84
446	3	2	2	25	" Orange to Cargo ...	625
447	...	4	4	12	" Orange and Cargo Road to Boree ...	120
448	4	4	4	12	" Lewis Ponds to Orange ...	120
449	4	4	4	10	" Orange to Mullion ...	100
450	3	3	3	7	" Mullion Station to Ophir ...	105
451	2	2	2	12	" Orange to Conoblas ...	300
452	3	3	3	8	" Orange to the Pinnacle ...	120
453	2	2	2	5	" Spring Terrace to Long Swamp ...	125
454	2	2	2	5	" Blayney to Five Islands ...	125
455	3	2	2	5	" Marten's Old Inn to Spring Hill Railway Station	125
456	2	2	2	13	" Cargo to Cudal ...	325
457	2	1	1	10	" Orange to Cadia Gate ...	500
458	4	4	4	16	" Orange to Ophir ...	160
459	2	2	2	6	" Spring Terrace to Forest Reefs ...	150
460	4	2	2	10	" Orange and Cadia Road to Four-mile Creek ...	250
461	2	2	2	11	" Forest Reefs to Blayney ...	275
462	1	1	1	4	" Matthews' to Brown's Creek Mine... ..	200
463	3	3	3	10	" Blayney to Guyong ...	150
464	2	2	2	10	" Milthorpe, <i>via</i> Guyong, to Byng ...	250
465	2	2	2	6	" Western Road, at Faviell's, to Byng ...	150
466	3	2	2	11	" Icely to Milthorpe Railway Station ...	275
467	2	2	2	12	" Orange to Icely ...	300
468	1	1	1	12	" Milthorpe Station to Cadia... ..	600
469	2	2	2	6	" Spring Hill Station to Orange and Cadia Road ...	150
470	2	2	2	8	" Lucknow, <i>via</i> Spring Hill, to the Carcoar Road ...	200
471	4	4	4	24	" Molong, <i>via</i> Boree and Big Flat, to Cargo ...	240
472	2	2	1	25	" Molong, <i>via</i> Toohey's Inn, to Toogong ...	1,250
473	2	2	2	40	" Molong to Obley ...	1,000
474	3	3	3	20	" Molong to Warne Station ...	300
475	6	5	4	20	" Cumnock to Bolderogery ...	200
476	4	3	3	10	" Mumbil Railway Station to Burrendong ...	150
477	...	2	2	7	" Blayney to Milthorpe ...	175
478	...	2	2	4	" Spring Hill to Long Swamp ...	200
				1,985	Carried forward ...	43,4

No.	Class.				Length in Miles.		Proposed Expenditure.
	1887.	1888.	1889.	1,985			
<b>Western Roads—continued.</b>							
						Brought forward	£ 43,426
479	1	1	1	4	Road from Springs Station to Newrea Bridge...	200	
480	2	2	2	40	" Wellington, <i>via</i> Buckinbah to Balderogery	1,000	
481	3	3	3	15	" Wellington to Mumbil and Burrendong Road	225	
482	4	4	4	18	" Wellington to Arthurville	180	
483	2	2	2	8	" Macquarie to Dairy Creek	200	
484	4	4	4	5	" Carcoar to Village of Shaw	50	
485	3	2	2	40	" Bogalong to Marsden	1,000	
486	5	5	5	30	" Grenfell to Goolagong	210	
487	4	4	4	50	" Grenfell, <i>via</i> Piper's, to Morangarell	500	
488	3	6	6	20	" Piper's to Williams's	100	
489	...	4	4	20	" Bimbi to Caragabal	200	
490	3	3	3	8	" Grenfell to Eualdrie...	120	
491	3	3	3	21	" Cowra to Hovell's Creek, <i>via</i> Darby's Falls	315	
492	6	6	6	46	" Cowra to Young	230	
493	5	5	5	18	" Cowra to Canowindra	126	
494	3	3	3	15	" Cowra, <i>via</i> Biuni Creek, to Walli	225	
495	4	3	2	25	" Cowra to Goolagong	625	
496	4	3	3	30	" Goolagong to Forbes	450	
497	5	5	5	20	" Cowra to Milburn Creek	140	
498	4	4	4	24	" Cowra, <i>via</i> Neila and Cudgelong, towards Burrowa	240	
499	...	4	4	49	" Cowra, <i>via</i> Breakfast Creek, to Burrowa	490	
500	4	4	4	8	" Carcoar to Flyer's Creek	80	
501	3	3	3	30	" Mandurama to Canowindra...	450	
502	4	4	4	10	" Mandurama to Burnt Yards	100	
503	2	2	2	10	" Mandurama to Galley Swamp	250	
504	3	3	3	8	" Walli to Woodstock	120	
505	2	2	2	15	" Woodstock to Mount McDonald	375	
506	4	3	3	8	" Mount McDonald to Grabine	120	
507	3	3	3	48	" Lyndhurst, <i>via</i> Abercrombie Junction, to Bigga	720	
508	4	4	4	22	" Canowindra to Eugowra	220	
509	2	2	2	47	" Boree to Parkes	1,175	
510	3	3	3	16	" Forbes to Parkes	240	
511	3	3	3	54	" Forbes to Condobolin	810	
512	3	3	3	22	" Forbes to Gunningbland Junction...	330	
513	4	3	3	67	" Parkes to Condobolin	1,050	
514	4	4	4	31	" Parkes to Balderogery	310	
515	...	3	3	23	" Parkes to Coradgery...	345	
516	4	3	3	42	" Grenfell to Forbes	630	
517	4	4	4	56	" Forbes to South Condobolin	560	
518	5	5	5	50	" Wellington to Cobborah	350	
519	3	3	3	70	" Faulkner's to Gilgandra	1,050	
520	3	2	2	70	" Cullenbone to Dubbo	1,750	
521	3	3	3	100	" Dubbo to Coonamble	1,500	
522	4	4	4	25	" Obley to Dubbo	350	
523	...	4	4	64	" Nevertire to Dubbo and Coonamble Road	640	
524	...	4	4	27	" Trangie to Dandaloo	270	
525	6	6	6	150	" Bourke to Ford's Bridge and Hungerford	750	
526	6	6	6	125	" Bourke, <i>via</i> Wanaaring, to Milparinka	625	
527	6	6	6	90	" Bourke to Barrington	450	
528	4	4	4	52	" The Lachlan at Murran to Mount Hope	520	
529	2	2	6	182	" Cobar towards Hillston	910	
530	5	5	5	78	" Cobar to Nyngan	546	
531	5	5	5	152	" Cobar to Road Booligal to Wilcannia	1,064	
532	5	5	5	60	" Nymagee to Nyngan	420	
533	6	6	6	96	" Cobar to Bourke	480	
534	6	6	6	180	" Wilcannia to Thackaringa	900	
535	6	6	6	50	" Wilcannia towards Tibboburra	250	
536	6	6	6	100	" Wilcannia towards Wentworth	500	
					4,729	Total	£ 71,462
<b>Southern Roads.</b>							
537	1	1	1	2	Old Botany Road	100	
538	2	2	2	4	Road from Sydney to Banks Meadow (Botany Road)	100	
539	1	1	1	8	" Randwick Toll-gate to La Perouse...	400	
540	1	1	1	1	" La Perouse Road to Little Bay (Sanatorium Road)	50	
541	1	1	1	1	" Banks Meadow to Whisker's Road	50	
					16	Carried forward	£ 700

No.	Class.			Length in Miles.		Proposed Expenditure.
	1887.	1888.	1889.			
<b>Southern Roads—continued.</b>						
					Brought forward ... ..	£ 70)
542	1	1	1	3	Road from Bankstown to Rookwood Station ... ..	150
543	3	3	3	5	„ Upper Bankstown, <i>via</i> Auburn Park, to Rookwood Road ... ..	75
544	4	4	4	6	„ Bringelly Cross Roads to the Cobbitty Road ... ..	60
545	2	2	2	4	„ Campbelltown to Narellan ... ..	100
546	1	1	1	23	„ Picton, <i>via</i> Vanderville, to foot of Burratorang Mountain ... ..	1,150
547	3	3	3	4	„ Appin to Brooke's Point ... ..	60
548	3	3	3	8	„ Foot of Burratorang Mountain to Cox's River ... ..	120
549	3	3	3	8	„ Foot of Burratorang Mountain up the Wollondilly ... ..	120
550	2	2	3	18	„ Bottle Forest to Main South Coast Road, at West- macott's Pass ... ..	270
551	1	1	1	12	„ Bulli, <i>via</i> Coal Cliff, to Blue-gum Forest ... ..	600
552	4	4	4	7	„ Bulli Pass to Cataract River ... ..	70
553	4	3	3	7	„ Tomerong to Jervis Bay ... ..	105
554	4	3	3	67	„ Nowra, <i>via</i> Narriga, to Braidwood... ..	1,005
555	3	3	3	20	„ Nowra to Yalwal ... ..	300
556	1	1	1	43	„ Nowra, <i>via</i> Tomerong, to Milton ... ..	2,150
557	2	2	2	12	„ Kangaroo Valley to Berry ... ..	300
558	3	3	3	9	„ Kangaroo Mountain, <i>via</i> Brogher's Creek, to Kangaroo Valley ... ..	135
559	...	2	2	4	„ Tait's Hotel to Lumsden's Corner ... ..	100
560	1	1	1	27	„ Old South Road, from Wollondilly River, to Little Forest ... ..	1,350
561	2	2	2	3	„ Sutton Forest to Main South Road, near Cowley's ... ..	75
562	2	2	2	7	„ Sutton Forest to Bundanoon ... ..	175
563	...	2	2	4	„ Bundanoon to Old South Road ... ..	100
564	2	2	2	18	„ Moss Vale to Wallanderry Road ... ..	450
565	2	1	1	9	„ Blenkinsop's to Barrangarry Mountain ... ..	450
566	1	1	1	2	„ Burrawang to Robertson Road ... ..	100
567	2	2	2	4	„ Wild's Meadows to Rossgoll Road ... ..	100
568	3	3	3	3	„ Robertson to Mount Murray Public School ... ..	45
569	3	3	3	12	„ Kangaloon Road, at Robertson Park, towards Dapto ... ..	180
570	3	3	3	6	„ Wallaby Creek to Macquarie Pass... ..	90
571	1	1	1	1	„ Alcorn's Store to the Macquarie Pass Road ... ..	50
572	1	1	1	17	„ Bowral to Robertson ... ..	350
573	1	1	1	2	„ Old South Road to Burradoo Platform ... ..	100
574	3	2	1	2	„ Mittagong towards Diamond Fields ... ..	100
575	1	1	1	2	„ Fitz Roy Iron Mines to Bowral ... ..	100
576	1	1	1	2	„ Bowral, <i>via</i> B. M. Osborne's, to Main South Road ... ..	100
577	4	4	4	14	„ Mittagong to Joadja Creek ... ..	140
578	2	2	2	5	„ Berrima to Bowral ... ..	125
579	1	1	1	3	„ Berrima to Moss Vale ... ..	150
580	1	1	1	35	„ Moss Vale to Nowra ... ..	1,900
581	1	1	1	30	„ Moss Vale, <i>via</i> Robertson, to Jamberoo ... ..	1,500
582	...	4	4	6	„ Long Reach to Big Hill P. O. ... ..	60
583	2	2	2	12	„ Marulan to Greenwich Park ... ..	300
584	3	3	3	14	„ Greenwich Park to Towrang ... ..	210
585	6	6	6	18	„ South Road, at Towrang, <i>via</i> Lockyersleigh, to Paddy River ... ..	90
586	1	1	1	6	„ Marulan to the Limekilns ... ..	300
587	2	3	4	25	„ Marulan to Windellama ... ..	250
588	2	2	2	3	„ Bungonia to Inverary Park ... ..	75
589	4	4	4	25	„ Kippielaw, <i>via</i> Gurrunda, to Byalla ... ..	250
590	4	4	4	8	„ Gurrunda Road, near Kippielaw, <i>via</i> Parkesbourne, to Breadalbane Railway Station ... ..	80
591	4	4	4	6	„ Parkesbourne to Barker's Run of Water ... ..	60
592	2	3	3	17	„ Goulburn to Bungonia ... ..	255
593	3	3	3	22	„ Goulburn to Windellama ... ..	330
594	...	5	5	19	„ Windellama, <i>via</i> Gegg's and Oalen, to Braidwood and Nerriga Road ... ..	133
595	1	1	1	28	„ Goulburn to Taralga ... ..	1,400
596	3	3	3	10	„ Taralga to Currameela ... ..	150
597	3	5	3	15	„ Richlands to the Wombeyan Caves ... ..	225
598	3	3	3	23	„ Goulburn to Upper Tarlo and Roslyn ... ..	345
599	4	4	4	6	„ Campbell's Lane, Middle Arm Road, to Rhyanna ... ..	60
600	3	3	3	5	„ Goulburn and Tuena Road, <i>via</i> Limekilns, to Goulburn and Tarlo Road ... ..	75
				752	Carried forward ... ..	£ 20,448



No.	Class.			Length in Miles.		Proposed Expenditure
	1887.	1888.	1889.			
<b>Southern Roads—continued.</b>						£
				752	Brought forward	20,448
601	1	1	1	28	Road from Goulburn to Crookwell	1,400
602	2	2	2	39	" Goulburn, <i>via</i> Gullen, to Wheeo	975
603	2	2	2	15	" Goulburn, <i>via</i> Mummell, to Pomeroy	375
604	...	4	4	3	" Goulburn to Boxers' Creek...	30
605	...	3	3	2	" Mummel to the Junction	30
606	3	3	3	10	" Collector to Breadalbane	150
607	4	5	5	17	" Collector to Gunning	119
608	3	3	3	15	" Collector towards Goulburn	225
609	3	3	3	24	" Collector, <i>via</i> Currawang, to Tiranna	360
610	2	2	2	2	" Goulburn and Crookwell Road, near Marsden's, <i>via</i> Ravensworth, to Goulburn and Tarlo Road, near Confoy's	50
611	3	3	3	9	" Goulburn and Binda Road, at Carter's, to Goulburn and Wheeo Road, near Wollondilly (Middle Creek Road)	135
612	5	4	4	18	" Wheeo Post Office, <i>via</i> Byalla, to Gunning	180
613	3	3	3	12	" Wheeo to Binda	180
614	2	2	2	10	" Wheeo towards Crookwell	250
615	...	5	5	6	" Wheeo and Crookwell Road, at Ryan's, <i>via</i> Native Dog Flat, to Crookwell and Gunning Road	42
616	5	3	3	26	" Crookwell, <i>via</i> Grabben Gullen, to Gunning	392
617	1	1	2	14	" Crookwell to Binda	350
618	5	5	5	24	" Binda to Bigga	168
619	5	4	4	16	" Binda and Bigga Road, <i>via</i> Junction Point, to Tuena	160
620	2	1	1	57	" Goulburn and Binda Road, at Mount Wayo, <i>via</i> Tuena, to the Abercrombie River	2,850
621	5	5	5	5	" Goulburn and Wheeo Road, at Hawthorn's Tree, to the Wheeo and Crookwell Road	35
622	6	6	6	15	" Bigga to the Abercrombie	75
623	5	5	5	12	" Goulburn and Tuena Road, <i>via</i> Fullerton, to Sher- wood	84
624	2	2	2	6	" Taralga to Stonequarry	150
625	5	5	5	10	" Stonequarry to Leighwood	70
626	4	4	4	12	" Taralga, <i>via</i> Bannaby, towards Swallowtail	120
627	5	5	5	12	" Laggan, <i>via</i> Golspie, to Leighwood	84
628	4	4	4	8	" Golspie to Taralga and Rockwell Road	80
629	3	3	3	36	" Wheeo to Burrowa	540
630	2	2	2	33	" Gullen, <i>via</i> Crookwell, and Laggan, to Taralga	825
631	3	3	3	6	" Crookwell, <i>via</i> Red Ground, to Laggan and Binda Road	90
632	4	4	4	13	" Laggan to Binda	130
633	5	5	5	16	" Binda to Peelwood	112
634	3	2	2	7	" Cotta Walla to road Mount Wayo to Peelwood	175
635	2	2	2	15	" Bungendore to Doughboy Hill	375
636	2	2	2	20	" Bungendore, <i>via</i> Molonglo, to Queanbeyan and Bungendore Road	500
637	5	5	5	10	" Bungendore and Molonglo Road to Black Range	70
638	1	1	1	32	" Braidwood to Nelligen—Clyde Road	1,600
639	3	3	3	6	" Nelligen to Bateman's Bay	90
640	3	3	3	9	" Nelligen to Bateman's Bay and Milton Road at M'Millan's	135
641	5	5	2	8	" Eurobodalla to Nerrigundah	200
642	1	1	1	70	" Milton, <i>via</i> Bateman's Bay and Moruya, to Bodalla	3,500
643	4	3	3	27	" Milton and Bateman's Road, near Woodburn, <i>via</i> Brooman's Ford, to Nelligen	405
644	1	1	1	18	" Braidwood, <i>via</i> Bell's Creek, to Araluen	900
645	4	3	3	27	" Braidwood to Molonglo (Cole's Line)	405
646	5	3	2	16	" Captain's Flat, <i>via</i> Foxlow, to Molonglo	400
647	2	2	2	12	" Trunkatabella Bridge to Reedy Creek Cutting	300
648	1	1	1	36	" Araluen to Moruya	1,800
649	...	...	4	4	" Bergalia Post Office to Bengie Bengie	40
650	2	2	2	10	" Braidwood to Elrington	250
651	2	2	2	9	" Braidwood to Sergeant's Point (Little River)	225
652	6	4	4	6	" Sergeant's Point (Little River) to Clyde Road	60
653	6	6	6	15	" Braidwood and Tarago Road, <i>via</i> Larbert, to Lower Boro	75
654	3	3	3	7	" Elrington to Ballalaba	105
655	3	3	3	12	" Braidwood, <i>via</i> Reidsdale, to Bell's Creek	180
656	5	5	5	5	" Reidsdale to Warnumbucca (Tudor Valley Road)	35
657	3	3	3	8	" Elrington to Araluen	120
				1,672	Carried forward	£ 43,209

No.	Class.			Length in Miles.		Proposed Expenditure.
	1887.	1888.	1889.			
<b>Southern Roads—continued.</b>						
					Brought forward...	£ 43,209
658	3	3	3	12	Road from Monga to Major's Creek, "Elrington" ...	180
659	3	3	3	22	" Major's Creek to Fairfield ...	330
660	5	5	5	10	" Hoskingtown to Saw-mills and Harold's Cross ...	70
661	4	3	3	6	" Mogo to Tomaken ...	90
662	1	1	1	7	" Cathcart to Bibenluke Junction ...	350
663	4	4	4	19	" Nimitybelle to Bobundarah ...	190
664	5	5	5	30	" Billyingra, <i>via</i> the Gap, to Adaminaby ...	210
665	...	...	6	12	" Adaminaby to Eaglehawk ...	60
666	...	...	4	7	" Craigie to Delegate ...	70
667	5	5	5	12	" 13-mile Post on Bombala and Delegate Road, <i>via</i> Craigie, to Border ...	84
668	4	4	4	25	" Buckley's Crossing, <i>via</i> Boloco, to Jindabyne ...	250
669	4	4	4	38	" Bibenluke to Bobundarah ...	380
670	5	5	5	7	" Delegate to the Border ...	49
671	5	5	5	45	" Bobundarah to Seymour ...	315
672	2	2	2	18	" Holt's Flat to Railway Bridge ...	450
673	2	2	2	22	" Bombala to Delegate ...	550
674	...	...	6	12	" Bombala to Buckey Springs ...	60
675	3	3	3	14	" Bombala, <i>via</i> Bukalong, to Gunningrah North ...	210
676	4	4	4	20	" Old Burra Road to Michelago ...	200
677	3	3	3	32	" Cooma to Jindabyne... ..	480
678	...	6	6	12	" Cooma, <i>via</i> Mettagang, to Murrumbueca... ..	60
679	4	4	4	15	" Kiandra Road, near 6-mile post, to Middlingbank... ..	150
680	3	3	3	20	" Cooma and Jindabyne Road to Buckley's Crossing... ..	300
681	...	...	6	10	" Buckley's Crossing towards Jinenbuen ...	50
682	...	...	6	10	" Buckley's Crossing to Maffra ...	50
683	2	2	2	52	" Cooma and Jindabyne Road to Kiandra ...	1,300
684	1	1	1	51	" Cooma to Bombala ...	2,550
685	5	5	5	20	" Cooma, <i>via</i> Myalla, to Bobundarah and Nimity- belle Road ...	140
686	...	...	6	20	" Cooma, <i>via</i> Treacy's, to Kydra ...	100
687	4	4	4	24	" Cooma to Count-a-guinea, <i>via</i> the Big Badger ...	240
688	3	3	3	80	" Cooma to Braidwood ...	1,200
689	3	3	3	18	" Cooma to Bobundarah ...	270
690	5	5	5	30	" Cooma, <i>via</i> the Peak, to Bolari ...	210
691	...	6	6	20	" Cooma, <i>via</i> Rosebrook to Cowra ...	100
692	5	5	5	12	" Cooma to Green Hills ...	84
693	...	...	6	20	" Prabran, <i>via</i> Cowbed, to Round Plain ...	100
694	2	2	1	18	" Candelo to Mogila and Brown Mountain Road ...	900
695	3	2	2	18	" Candelo, <i>via</i> Wyndham, to Burrowgate ...	450
696	3	2	2	48	" Nimitybelle, <i>via</i> Kameruka, to Finger-post ...	1,200
697	2	2	2	2	" Candelo to Kameruka ...	50
698	3	3	3	8	" Burrogate to Honeysuckle ...	120
699	3	3	3	12	" Towamba to New Buildings ...	180
700	2	3	3	15	" Towamba to Bondi ...	225
701	2	2	2	38	" Cathcart Junction, <i>via</i> Wyndham, to Panbula ...	950
702	2	2	2	6	" Panbula to Wolumla... ..	150
703	2	2	2	18	" Wolumla Junction to Cross Roads... ..	325
704	4	4	4	10	" Wolumla, <i>via</i> Lithgow Flat, to Candelo and Wyndham Road... ..	100
705	4	4	4	12	" Merimbula to Jellatt Jellatt ...	120
706	4	4	4	6	" Briandairy to Bega ...	60
707	1	1	1	8	" Bega, <i>via</i> Jellatt Jellatt, to Tathra... ..	400
708	1	1	1	9	" Bega to Wolumla ...	450
709	2	2	2	54	" Bega to Bodalla ...	1,350
710	6	6	6	7	" Wallaga Lake to Bermagui... ..	35
711	2	2	2	16	" Cobargo to Bermagui ...	400
712	4	4	4	23	" Cobargo, <i>via</i> Wandellow and Yaurie, to Wadbilliga... ..	230
713	2	2	2	16	" Bega to Numbugga and Bembooka ...	400
714	2	2	2	39	" Bega, <i>via</i> Wapangue and the Murrrah, to Bermagui... ..	975
715	2	2	2	30	" Bodalla to Dignam's Creek, <i>via</i> Cowderoy's and Hawdon's... ..	750
716	3	3	2	18	" Pitman's Bridge, <i>via</i> Wagonga Heads, to Bodalla... ..	450
717	2	2	2	23	" Eden to Sturt ...	575
718	1	1	1	12	" Eden to Panbula ...	600
719	...	3	3	10	" Perico to Wog Wog ...	150
720	3	2	2	41	" Queanbeyan, <i>via</i> Gundaroo, to Gunning ...	1,025
721	3	2	2	43	" Yass to Bungendore ...	1,075
722	2	2	2	29	" Queanbeyan to Murrumbateman ...	725
					Carried forward ...	£ 69,111
				3,040		

No.	Class.			Length in Miles.		Proposed Expenditure.
	1887.	1888.	1889.			
<b>Southern Roads—continued.</b>						
Brought forward ...						£ 69,111
723	3	3	3	24	Road from Yass, <i>via</i> Muntoonen, to Fairfield Bridge...	360
724	1	1	1	7	" Gunning to Dalton ...	350
725	3	3	3	39	" Dalton to Burrowa ...	585
726	3	3	3	13	" Bowning to Binalong ...	195
727	3	3	3	26	" Sharpening Stone Creek to Burrowa and Binalong Road near Burrowa ...	390
728	2	2	2	12	" Yass to Woolgarlo ...	300
729	3	3	3	25	" Dalton to Narrawa ...	375
730	3	3	3	15	" Dalton, <i>via</i> Jerrawa, to Yass ...	225
731	3	3	3	9	" Gunning and Burrowa Road to Yass ...	135
732	5	5	5	16	" Dalton and Narrawa Road, near Roche's, to junction of Pudman Road ...	112
733	2	2	2	2	" Sharpening Stone Creek and Burrowa Road, near Walls, to Bowning ...	50
734	4	4	4	5	" Ginnindera to Weetangra ...	50
735	4	4	4	22	" Queanbeyan, <i>via</i> Yarrolumna, to Uriarra Post Office ...	220
736	4	4	4	15	" Bloomfield Road at Warro Creek, <i>via</i> Boambalo Ford, to Mullion ...	150
737	4	4	4	55	" Bloomfield, <i>via</i> Weejasper, to Tumut ...	550
738	4	4	4	15	" South Road, near Bookham, to the Cooradigbee Junction ...	150
739	4	4	4	11	" Ginnindera and Gundaroo Road, <i>via</i> Sutton and Mac's Reef, to Bungendore Road ...	110
740	4	3	3	7	" Bookham to Bowning and Binalong Road at Illalong ...	105
741	4	4	4	11	" Bookham to Chidowla ...	110
742	2	2	2	10	" Yass to Bloomfield ...	250
743	5	5	5	13	" Canberra, <i>via</i> Weetangra, to junction of Uriarra Road ...	91
744	4	3	3	5	" Yass to Black Range ...	75
745	...	4	4	17	" Yass, <i>via</i> Kitty's Creek, to Dog Trap Ford, on Murrumbidgee ...	170
746	3	3	3	20	" Graham, <i>via</i> Frogmore, to Wheeo and Burrowa ...	300
747	4	4	4	12	" Wallanbeen to Murrumburrah ...	120
748	2	2	2	28	" Burrowa to Young ...	700
749	4	4	4	22	" Burrowa to Kenya ...	220
750	3	3	3	51	" Young to Temora ...	765
751	2	2	2	44	" Morangarell to Young ...	1,100
752	4	4	4	20	" Young, <i>via</i> Balla, to Jerrybang and Bumbaldry ...	200
753	5	5	5	14	" Young, <i>via</i> Irish Jack's Creek and Black Ranges, to Moppity ...	98
754	1	1	1	20	" Binalong to Burrowa ...	1,000
755	2	2	2	18	" Murrumburrah, <i>via</i> Wombat, to Young ...	450
756	2	1	1	31	" Young to Grenfell ...	1,550
757	...	...	3	22	" Bimbi, <i>via</i> Thaddungra, to Burrangong ...	330
758	3	3	3	7	" Cullinga to Wallendbeen ...	105
759	3	3	3	25	" Jugiong to Murrumburrah ...	375
760	4	4	4	10	" Murrumburrah to Harden ...	100
761	...	3	3	15	" Douglas to Harden ...	225
762	3	3	3	22	" Temora to Barmedman ...	330
763	1	1	1	20	" Gundagai to Tumut ...	1,000
764	2	2	2	14	" Gundagai to Brungle ...	350
765	...	...	3	12	" Brungle to Wyangle ...	180
766	3	3	3	48	" Gundagai to Wagga Wagga, "north side of River" ...	720
767	3	3	2	16	" Gundagai to Bongongolong ...	400
768	2	2	2	11	" Tumut to Brungle ...	275
769	3	2	2	16	" Brungle Bridge to Gobarralong Ford ...	400
770	3	2	2	10	" Tumut to Laemalac ...	250
771	4	4	4	59	" Tumut to Kiandra ...	590
772	1	1	1	13	" Tumut to Adelong ...	650
773	2	2	2	7	" Gilmore Creek to Reily's Crossing, Adelong Creek ...	175
774	2	2	2	8	" Reily's Crossing to Reedy Flat ...	200
775	2	2	2	30	" Middle Adelong to Tumberumba ...	750
776	3	3	2	20	" Adelong to Main South Road, at Griffiths' ...	500
777	1	1	1	24	" Main Southern Road to Middle Adelong ...	1,200
778	3	3	3	22	" Coolac to Cootamundra, <i>via</i> M'Leod's ...	330
779	2	1	1	32	" Cootamundra to Temora ...	1,600
780	3	3	3	12	" Cootamundra to Stockinbingal Bridge ...	180
781	...	3	3	10	" Cootamundra to Ironbong ...	150
782	...	...	3	6	" Tarrabandra to Gocup ...	90
783	2	2	2	8	" Coolac to Gobarralong ...	200
Carried forward ...						£ 92,377
				4,193		

No.	Class.			Length in Miles.	Southern Roads—continued.	Proposed Expenditure.
	1887.	1888.	1889.			
				4,193	Brought forward ...	£ 92,377
784	3	3	3	12	Road from Glenroy to Munderoo ...	180
785	3	3	3	12	" Tumberumba to Upper Burra ...	180
786	...	...	2	4	" Reedy Flat to Tumberumba and Adelong Road ...	100
787	1	1	1	30	" Tumberumba to Jingellic ...	1,500
788	2	1	1	30	" Welaregang to Tumberumba Road ...	1,500
789	2	2	1	100	" Bowna Station to Welaregang ...	5,000
790	3	3	3	30	" Welaregang, <i>via</i> Greg Greg, to Kaneoban ...	450
791	1	1	1	40	" South Road, at Little Billabong, to Tumberumba ...	2,000
792	...	...	5	7	" Tumberumba and Billabong Road to Courabyra... ..	49
793	1	1	1	10	" Carabost to Kiamba... ..	500
794	5	5	5	77	" Wagga Wagga to Murrumburrah and Grenfell Road ...	539
795	2	2	2	33	" Main Southern Road, at Kiamba, to Wagga Wagga ...	825
796	5	5	5	57	" Wagga Wagga to Narrandera ...	399
797	3	3	3	5	" Wagga Wagga to Lake Albert ...	75
798	3	3	3	28	" Wagga Wagga to Bullenbong ...	420
799	...	...	3	24	" Urangeline to Yerrong Creek ...	360
800	2	2	2	15	" Main Southern Road, at Tarcutta, to Alfred Town ...	375
801	6	4	5	100	" Conargo to Narrandera, <i>via</i> Cuddel ...	700
802	6	4	4	40	" Wagga Wagga to Cowabee... ..	400
803	4	4	4	60	" Rock Railway Station to Urana ...	600
804	1	1	1	20	" Culcairn to Germanton ...	1,000
805	4	4	4	18	" Germanton to Cookardina ...	180
806	...	...	3	36	" Germanton to Jingellic ...	540
807	3	4	4	81	" Albury to Wagga Wagga ...	810
808	2	2	2	80	" Albury to Boomanoomana ...	2,000
809	2	2	2	80	" Albury to Urana ...	2,000
810	3	3	3	50	" Albury and Corowa Road to Urana ...	750
811	5	5	4	80	" Corowa, <i>via</i> Sandy Ridges, to Jerilderie ...	800
812	3	3	4	34	" Corowa to Piney Range ...	340
813	2	2	3	22	" Howlong to Walbundrie ...	330
814	3	2	3	20	" Walbundrie to Culcairn ...	300
815	3	3	2	20	" Gerogery, <i>via</i> Jindera, to Bungowannah ...	500
816	2	1	2	27	" Gerogery, <i>via</i> Bethel, to Howlong... ..	675
817	3	3	2	20	" Walla Walla to Gerogery ...	500
818	5	4	4	130	" Hulong to Cudgellic ...	1,300
819	6	6	6	40	" Whealbah to Gunbar ...	200
820	6	6	6	50	" Booligal to Hillston ...	250
821	6	6	6	210	" Booligal to Wilcannia ...	1,050
822	6	4	5	85	" Carathoul, <i>via</i> Gunbar, to Hillston ...	595
823	6	5	3	45	" Hay to Gunbar ...	675
824	6	3	3	45	" Hay to Booligal ...	675
825	5	6	6	57	" Balranald to Swan Hill Ferry ...	285
826	4	4	4	20	" Mathoura to Bunaleo ...	200
827	6	6	6	60	" Moulamein to Wanganella ...	300
828	4	4	4	40	" Jerilderie to Tocumwall ...	400
829	...	...	2	10	" Tocumwall to Berrigan ...	250
830	2	2	1	10	" Coonong towards Urana ...	500
831	4	4	4	20	" Coonong towards Goolgumbra ...	200
832	...	...	3	17	" Jerilderie to Coonong and Goolgumbra Road ...	255
833	3	4	4	112	" Deniliquin to Balranald ...	1,120
834	3	3	3	86	" Deniliquin to Urana ...	1,290
835	4	2	3	65	" Deniliquin to Boomanoomana ...	975
836	6	6	6	64	" Deniliquin to Hay ...	320
837	6	6	6	21	" Deniliquin to Mathoura ...	105
838	3	3	4	24	" Mathoura to Moama, west side of Railway ...	240
839	4	4	3	90	" Moama to Moulamein ...	1,350
840	2	2	2	22	" Moama to Caloola, Mars, and Womboota... ..	550
841	...	4	4	15	" Moama to Bama ...	150
842	6	6	6	116	" Balranald towards Hay ...	580
843	6	6	6	133	" Balranald to Wentworth ...	665
844	6	6	6	60	" Wentworth to South Australian Border ...	300
845	...	6	6	70	" Silvertown to Cobham ...	350
				7,212	Total miles.	Total ... £ 134,384

NOTE.—The amount per mile proposed to be expended on each class of Roads is as follows:—1st class, £50; 2nd class, £25; 3rd class, £15; 4th class, £10; 5th class, £7; 6th class, £5.

	Miles.	£
Northern Roads ...	7,556	164,151
Western Roads ...	4,729	71,462
Southern Roads ...	7,212	134,384
<b>Total</b> ...	<b>19,497</b>	<b>369,997</b>

N.B.—No sum herein contained is to be expended within the boundaries of any Municipality.

1889.

## LEGISLATIVE ASSEMBLY.

## NEW SOUTH WALES.

## ROADS.

SCHEDULE—VOTE OF £46,000 FOR 1889—SUBJECT TO SUCH RE-ARRANGEMENTS WITHIN THE LIMITS OF THE TOTAL VOTE AS EXIGENCIES MAY DEMAND.

*Ordered by the Legislative Assembly to be printed, 24 April, 1889.*

## ESTIMATES OF 1889—SCHEDULE OF ROADS.

	£	s.	d.
1. Road, Tumbulgum to Queensland Border...	500	0	0
2. Road, Condong Mill, across Condong Plain, to Selections between Condong and Cudgen	100	0	0
3. Road, Possum Shoot to Newrybar...	900	0	0
4. Road, Possum Shoot to Byron Bay Jetty	300	0	0
5. Road, Woodburn to Selman's	1,000	0	0
6. Roads and Punts, Lower Clarence...	300	0	0
7. Road, Grafton to Solferino...	500	0	0
8. Road, South Grafton to Corindi	300	0	0
9. Roads, Upper Urara and Coff's Harbour	500	0	0
10. Road, Sharp's to Upper Urara	500	0	0
11. Road, Pye's Creek Mines to Bolivia Railway Station	828	0	0
12. Road, Red Rock to Fairfield	1,000	0	0
13. Road, Tent Hill to Deepwater	600	0	0
14. Metalling on Road, Grafton to Southgate	800	0	0
15. Deviation at Charity Creek—Road, Wingham to Black Flat	800	0	0
16. Carneysland to Hastings River and thence to Beechworth Road	300	0	0
17. Road at Oxley Island (from Scott's Creek to Main Road through Island)	200	0	0
18. Road, Peterkins Bridge, <i>via</i> right bank of Warrel Creek to Nambucca	450	0	0
19. Road, Owen's Wharf, up left bank of Kinchela Creek	400	0	0
20. Road down side of Gulf, New England Tableland, to Hillgrove Mines, Falls' Valley	1,000	0	0
21. Walgett Streets	1,000	0	0
22. Road, Stewart's Brook to Belltrees	500	0	0
23. Road, Book's Ferry to Webb's Creek	500	0	0
24. Road, St. Albans to Mount Manning	300	0	0
25. Road, Underbank to Upper Williams	250	0	0
26. Road, Gosford towards Terrigal, Erina Swamp—further sum	200	0	0
27. Road from Pittwater Road at Foley's Hill to Bay View	500	0	0
28. Road, Manly to Pittwater (special sum—Metalling and Culverts)	1,000	0	0
29. Spit Road, Approaches to Middle Harbour Ferry (Metalling)	500	0	0
30. Military Road, St. Leonards (Metalling)	500	0	0
31. Road, Iron Cove to Ryde (Metalling)	600	0	0
32. Main Road across Field of Mars Common, <i>via</i> Buffalo Creek to head of navigation, Lane Cove	1,000	0	0
33. Road, Bondi, <i>via</i> Coogee to Long Bay	3,000	0	0
34. Cutting, Look-Out Hill Deviation, Kurrajong	300	0	0
35. Completion of Road on Burragorang Mountain	300	0	0
36. Road, Mount Victoria to Jenolan Caves	3,500	0	0
37. Road from Campbell's River Road to O'Connell and Swatchfield Road	300	0	0
38. Completion of Cox's River Deviation Road, Bowenfells to Marsden Swamp	600	0	0
39. Completion of Off Flats Deviation Road, Rydal to Off Flats	300	0	0
40. Road, Cudgegong Village to Rylstone—approach to Rylstone Railway Station	420	0	0
41. Road, Orange to Lewis Ponds	500	0	0
42. Extension of Drain through Robertson Park across Byng-street, Orange, and construction of Bridge, Byng-street	1,071	0	0
43. Metalling Munghorn Sands, Road, Mudjee to Wollar	2,500	0	0
44. Road, Woodstock to Canowindra	100	0	0

	£	s.	d.
45. Road, Wallendoon-street, Cootamundra ... ..	500	0	0
46. Road, Cootamundra to Callinga ... ..	150	0	0
47. Clearing proposed flood road between Lednappa Tank and Brewarrina ... ..	300	0	0
48. Road, Moama to Moulamein ... ..	700	0	0
49. Streets of Mount Costigan ... ..	460	0	0
50. Swallowtail Road, approach to Cookbundoon River ... ..	691	0	0
51. Deviations near Reilly's Crossing, on road Adelong to Tumberumba ... ..	1,000	0	0
52. Approaches to town of Tumut (Tumut to Lac-ma-lac, and Tumut to Brungle) ... ..	1,000	0	0
53. Road from Episcopal Church, Wagongra to Punkally Bridge ... ..	300	0	0
54. Road from Wyndham up Matagonah Creek ... ..	200	0	0
55. Road, Eurobodalla to Nerrigundah ... ..	500	0	0
56. Completion of Nimitybelle, Mountain Incline, Road Nimitybelle <i>via</i> Kameruka to Fingerpost ... ..	2,000	0	0
57. Completion of Deviation, Big Jack Mountain, Road, Cathcart to Panbula ... ..	1,000	0	0
58. Road, Bulli, <i>via</i> Coal Cliff to Blue Gum Forest ... ..	400	0	0
59. Punt, Eatonswill Ferry ... ..	250	0	0
60. Punt, Maelean, Clarence River ... ..	400	0	0
61. Metalling Winton and Regent Streets, Tumberumba ... ..	410	0	0
62. Roads in Richmond River Electorate (to complete in outlying parts)... ..	2,000	0	0
63. Extension of Rainbow-street, Botany to Bunnerong Road ... ..	1,400	0	0
64. Opening Old Cedar Road to Upper Stewart's River ... ..	320	0	0
65. Construction of Katoomba-street ... ..	500	0	0
66. Widening Rocky Point Road ... ..	500	0	0
Total ... ..	<u>£46,000</u>	<u>0</u>	<u>0</u>

1889.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

BALANCES OF ROADS VOTES.

(INFORMATION RESPECTING.)

Ordered by the Legislative Assembly to be printed, 24 September, 1889.

RETURN to an Order made by the Honorable the Legislative Assembly of New South Wales, dated the 1st August, 1889, That there be laid upon the Table of this House, a Return showing,—

“The amount to the credit of the Roads Officers in the various Roads Districts of the Colony on the 31st December of each year since 1883 up to date; also showing the amount of such sums written off by the Treasurer, and when written off; also specifying all cases in which the local Roads Officers have been consulted prior to writing off such sums, and whether written off on the recommendation of such officers.”

(Mr. Wall.)

Department of Public Works,  
Office of Commissioner and Engineer for Roads, 16 September, 1889.

STATEMENT of Balances to credit of Road Officers with amounts written off on the 31st December of each year since 1883. (Detailed statements herewith.)

Year.	Balances.			Written off.			Remarks.
	£	s.	d.	£	s.	d.	
1883 .....	534,271	1	2	14,922	6	3	As the specification of all cases in which Road Superintendents have been consulted prior to the "writing off" balances since 31st December, 1883, would necessitate great delay in submission of the return, a general statement will probably be sufficient to meet the question. Local road officers are instructed to furnish particulars of balances not required for expenditure, and the amounts are written off accordingly. Balances of a trivial nature are written off without consulting local officer. Where votes or balances thereon lapse in terms of the Audit or Appropriation Acts, the amounts are of necessity written off, and local officer advised thereafter. The balances written off represent, in the majority of instances, the amount unexpended and not required after completion of specific work. Where expenditure of written off votes is found to be requisite, the amount is obtained by re-vote on Estimates of a subsequent year.
1884 .....	417,274	7	9	52,281	8	10	
1885 .....	256,649	13	2	54,755	0	3	
1886 .....	288,400	17	7	19,180	5	5	
1887 .....	293,325	6	7	24,798	6	1	
1888 .....	393,572	19	10	1,332	13	0	
	£ 2,183,994	6	1	167,269	19	10	

OWEN CARROLL,  
Accountant.

G64—A

1883.

## BALANCES of Roads Votes on 31st December, 1883.

Name of Road or Bridge.	Balance on 31st December, 1883.	Written off.	When written off.	Name of Road or Bridge.	Balance on 31st December, 1883.	Written off.	When written off.
	£ s. d.	£ s. d.			£ s. d.	£ s. d.	
Glen Innes to Vegetable Creek Roads & Punts, Lower Clarence	296 5 3	15 2 4	1884	Orange to Forbes	530 2 5		
Tumbulgum to Queensland Border	775 9 2			Inland Water Supply, Tanks, Mines Department	25,000 0 0		
Lismore to Brunswick	234 11 5			Goulburn to Cooma	1,426 1 6		
Road, Coraki, Pelican Plains	1,412 9 1			Inland Water Supply (Machinery)	6,800 0 0		
Port Macquarie to Jones' Island	350 0 0			Tarago to Braidwood	114 10 1	16 0 1	1884
Drainage Swamp, South Grafton	49 6 5	0 7 3	1884	Blayney to Grenfell	345 15 3		
Uralla to Yarrowick	1,412 6 0			Port Jackson to Peat's Ferry	62 14 2		
Wauchope to Port Macquarie and New England	318 17 3			Sydney and Cook's River Road	6 14 2		
Boat Harbour to Johnson's Crossing	179 15 0			Roads, Newcastle and Lake Macquarie	202 11 8		
Maitland to Woodford	650 0 0	134 14 9	1884	South Coast Road	1,286 15 4	0 3 0	1884
Deviation, Upper Paterson	13 19 3	0 19 3		Repair to Bridges	1,582 3 10		
Roads, Vicinity Coast Gold-fields	610 13 0	0 1 8		Approach to Railway Stations	3,152 13 1	10 2 6	1884
Road to Jerebat Gully	2,100 4 8			Minor Roads under Trustees	1,596 18 9		
Mogo to Nelligen	85 0 0			Unclassified Roads	6,771 2 9		
Wilcannia from Tallywalka	303 3 6			Public Tanks and Wells	9,554 6 10		
Wilcannia to Hungerford	1,000 0 0			Tanks and Wells, Mines Dept.	19,234 0 5	1 13 3	1884
Rockley to Thompson's Creek	630 0 0			St. Leonards to Manly	182 8 11	0 2 4	
Road to Mount Brown	509 6 4			Pittwater to Barranjoey	109 17 7		
Cobar to Louth	728 14 8			Balgowlah to Pittwater	5 0 1	0 2 7	1884
Birkenhead Road	360 0 0			Lane Cove to Pittwater	144 19 8		
Tarban Creek and Gladesville Road	0 12 8			Wiseman's Ferry to St. Alban's	149 12 0	5 12 0	1884
Hunter's Hill Road	879 16 10			Pemberton to Mouth Popran Creek	68 10 0		
Road, head of Navigation, Lane Cove	2,637 16 4			Kincumber to Lloyd's Wharf	130 7 0	0 2 0	1884
Long Bay Road	2,466 15 0			Wallsend to Gosford Road, Cooranbong	324 18 6		
Gambenang Creek to Lowther	2,446 8 6	0 2 5	1884	Wallsend to Lake Macquarie	400 0 0		
Cudgegong to Rylstone	900 0 0			Mulbring to Millfield	250 13 0		
Holyoak Bridge to Bombria Hill	299 12 6			Gosford to Kincumber	16 5 9	0 15 3	1884
Moran's Road to Windsor Road	1,699 8 0			Gosford and Maitland Road to Ourimbah Creek	71 0 0		
Warkworth Road to Colo River	425 10 4	10 0 0	1884	Erina Creek to Tuggerah Beach Lake	121 3 0		
Bell's Line to Colo River	250 0 0			Bumble Hill to Upper Wyong Creek	66 3 6		
Road Gunningbar Creek	81 18 3			Wollombi to Congewai	268 4 0		
Deviation, Bega to Bodalla	150 0 0			Newport to Laguna	444 19 3		
Roads in vicinity of Temora	1,338 6 2			Broken Back Gap to Wyong Creek	143 5 6	0 1 6	1884
Main Northern Road	576 12 3			Wyong Creek to Gosford	77 3 2	1 2 2	1884
Cooma, via Kiandra to Tumut	516 17 9	41 17 10	1884	Murray's Run to Ten-mile Post	76 10 0		
South Grafton to Nana Creek Gold-fields	4,711 9 0			Blue Gum Flat to Chittaway	50 18 0	0 3 0	1884
Punt, Summer Island	200 14 2			Wyong Creek to Mangrove Ck.	151 16 6		
Punt, Edwards' River, Moulamein	289 1 8			Bullock Wharf to Upper Mangrove	167 4 0		
Punt, Gladstone	99 17 1			Warkworth Road to Colo River	253 2 0		
Punt, Fernmount	300 0 0	0 3 8	1884	Wollombi to Yangongong	86 6 6		
Main Southern Road	400 0 0			Wollombi to Mount Manning	327 12 0		
Kerr's Road, Rookwood to Upper Bankstown	4,499 18 10	10 0 0	1884	Wollombi, up Marone Creek	30 0 0	0 17 0	1884
Pymont Bridge Road and Glebe Island Road	84 1 4	84 1 4	1884	Eastfort Dividing Range to Wollombi	44 9 6		
Approach to Railway, Young	247 4 8	20 15 1		Mount Manning to Wiseman's Ferry	5 10 6	0 0 6	1884
Gap to Three-mile Waterhole	1,507 9 4			St. Alban's to Mount Manning	138 19 0		
Moran's Rock Road	1,000 0 0			St. Alban's, up Macdonald River, Melon Creek	97 18 0	4 1 6	1884
Main Western Road	463 11 4	4 3 4	1884	Newcastle to Minmi	167 0 5	0 0 7	1884
Bulahdelah to Raymond Terrace Extension, University Footways	2,675 2 5			Newcastle to Lake Macquarie Heads	14 15 6	2 0 3	1884
Ferries, Colo and Sackville Reach	800 0 0			Lambton to Charleston	0 16 6	0 3 2	1884
Punt, Hexham, Hunter River	1,398 8 1	68 10 0	1884	Raymond Terrace to Stockton	7 11 4	3 12 4	1884
Punt, Seaham	500 0 0			Raymond Terrace to Stroud	55 0 0	55 0 0	1884
Punt, Jindabyne, Snowy River	300 0 0			Raymond Terrace to Morpeth Road	74 10 0		
Grafton, via Glen Innes to Inverell	3,550 16 9			Raymond Terrace and Maitland Road to Morpeth	7 8 11	7 8 11	1884
Road, Reedy Flat	300 0 0			Raymond Terrace and Maitland Road to Hunter River	40 18 9		
Hamilton to Waratah	300 0 0	0 3 0	1884	Dunmore Bridge to Paterson Punt	80 8 0	11 19 9	1884
Grafton and Armidale Road to Bellinger	218 14 0			Clarence Town to Dungog	12 15 3		
Grafton Punt Tolls	800 0 0	1 19 2	1884	Paterson and Gresford Road to Clarence Town and Dungog	23 0 1	0 17 1	1884
Cooma to Coast Road, Cobargo	7 2 2			Clarence Town to Half-way House	13 13 6	13 9 6	1884
Kiama to Gerringong	479 0 0			Bandon Grove to Little River	48 0 0		
Armidale to Maryland	939 0 0			Dungog and Monkerai to Stroud	148 19 0		
Jamberoo to Kiama	111 15 0	0 8 3	1884	Stroud and Gloucester Road to Tinonee	2 4 8	0 11 8	1884
Jamberoo Mount—Deviation at foot	1,300 0 0			Upper Myall to Larry's Flat	250 0 0		
Welaregang to Tumberumba	1,000 0 0	1 000 0 0	1884	Bulahdelah to Forster	488 1 0	2 2 0	1884
Wallerawang to Mudjee	2,004 17 0	89 11 9	1884	Bulahdelah to Stroud and Raymond Terrace	339 17 6		
Lismore to Queensland Border	979 19 11						
Breeza to Merriwa	1,027 0 0						
Lismore to Goolmangar	500 0 0						
Bombala to Merimbula	260 0 11						
Tumberumba to Ournie	1,753 16 11	6 1 7	1884				
	596 9 4						



BALANCES of Roads Votes on 31st December, 1883—continued.

Name of Road or Bridge.	Balance on 31st December, 1883.	Written off.	When written off.	Name of Road or Bridge.	Balance on 31st December, 1883.	Written off.	When written off.
	£ s. d.	£ s. d.			£ s. d.	£ s. d.	
Dungog to Stroud and Gloucester Road to Wisemantles ...	115 13 6			Tenterfield, via Glen Lyon to Border .....	28 11 0	0 1 0	1884
Singleton, &c., to Dry Creek .....	165 0 0			Barney Downs to Poverty Point .....	63 12 10		
Jerry's Plains to Denman .....	62 10 6	0 8 0	1884	Yarrowford to Ranger's Valley .....	208 6 0		
Denman to Junction, Muswellbrook, and Mudgee Roads .....	84 10 6			Tenterfield towards Bonshaw and Clifton .....	154 19 0		
Muswellbrook and Mudgee to Merriwa .....	533 15 11			Cott's Crossing to Nymboida .....	245 9 2		
Merriwa to Cassilis .....	243 11 0	0 0 9	1884	Rocky Mouth to Palmer's Island .....	200 0 0		
Cassilis to Coolah .....	34 15 4	0 11 6	1884	Grafton to Solferino .....	366 14 4		
Muswellbrook Iron Bridge to Denman and Cassilis .....	893 9 8			Grafton to Cross Roads towards Casino .....	131 17 11		
Denman and Cassilis Road to Mudgee .....	433 19 2			North Grafton to Broadwater .....	488 10 0		
Aberdeen to Rouchell Brook .....	150 0 0			South Grafton to Maclean .....	246 12 9		
Muswellbrook to Denman .....	60 11 6			Bluff Point to South Arm Ferry .....	120 0 0		
Wallabadah to Nundle and Swamp Creek .....	38 16 8			Harwood to North Arm Ferry .....	65 0 0		
Mount Pleasant to Nundle .....	200 0 0	200 0 0	1884	Cross Roads to Ballina .....	844 13 2		
Blandford to Isis River .....	214 11 9			Lismore to Queensland Border .....	695 12 6		
Quirindi, up Jacob and Joseph's Creek .....	26 5 0	0 2 6	1884	Murwillumbah to Tumbilgum .....	122 4 8		
Breeza, towards Merriwa .....	188 4 9			Byangum, &c., to Border .....	349 0 10	24 1 3	1884
Scone to Merriwa .....	10 6 9	1 11 9	1884	Byangum to Tweed Heads .....	122 4 2		
Nundle, towards Scone .....	250 10 0			Byangum to Brunswick River .....	110 2 6		
Main Northern Road, Curra-bubula to Tamworth .....	169 3 3	0 0 2	1884	Bexhill to Pearce's Creek .....	153 3 0	66 7 0	1884
Tamworth to Bowling Alley Point and Nundle .....	357 2 0	0 0 1	1884	Lismore to Nymbin .....	104 8 6		
Bowling Alley Point to Dunglegowan .....	100 0 0			Lismore to Numulga .....	11 10 2		
Willow-tree to Gunnedah .....	46 17 3	9 11 3	1884	Lismore to Brunswick .....	10 3 11		
Gunnedah to Narrabri .....	303 15 6			Swan Bay to Woodburn .....	15 11 0	15 11 0	1884
Gunnedah towards Barraba .....	435 17 0			Lismore and Ballina Road to Ballina and Brunswick Road .....	279 0 0		
Turrawan to Walgett .....	965 1 0	617 2 0	1884	Woodburn to Selman's .....	12 9 10		
Walgett to Coonamble .....	492 1 0			Casino, via Wyrallah to Casino and Ballina Road .....	54 18 0		
Tamworth to Manilla .....	335 13 4			Boat Harbour to Johnson's Crossing .....	46 14 2		
Manilla, via Barraba to Bingera .....	613 13 8			Casino to Tabulam .....	25 0 9		
Narrabri to Bingera .....	351 11 0			Wardell to Lismore and Ballina .....	135 11 10		
Bingera to Moree .....	94 11 0			Ballina to Brunswick River .....	12 18 2		
Gunnedah to Malally .....	163 8 5			Woodburn to Wardell .....	22 16 0		
Malally to Black Stump .....	394 16 1			East Wardell to Beach .....	62 2 0		
Nesby's Junction to Black Stump .....	70 0 0			Port Macquarie to Kempsey .....	298 7 5	1 0 11	1884
Black Stump to Coolah .....	350 0 0			Kempsey to Armidale and Grafton .....	2,831 19 9	38 1 4	1884
Coonabarabran to Wingdigeon .....	286 3 11			Kempsey to Fernmount .....	1,249 2 7	134 15 0	1884
Coonabarabran to Ulunumbri .....	7 7 0			Kempsey to Trial Bay .....	529 2 8		
Merrigoen to Coonabarabran .....	19 13 10			Bowraville to Brokers .....	89 5 4	0 4 0	1884
Narrabri, via Walgett to Mungindie .....	349 18 1	3 0 7	1884	Oakes' Plains to Macleay Heads .....	381 9 0		
Rocky Creek to Moree .....	93 2 3	93 2 3		Ferry to M'Guire's E. B., Belmore River .....	250 0 0		
Warialda to Yetman .....	98 9 2	0 10 4		East Kempsey to Boggy Creek .....	103 5 0		
Bingera, via Bundarra to Keera .....	46 18 11	7 3 3		East Kempsey to Sherwood .....	200 0 0		
Bingera to Warialda .....	7 7 0	1 9 0		Green Hills to Nelson, Warneaton .....	81 4 4	0 12 4	1884
Bingera to Inverell .....	313 12 8	0 0 4		Bowraville to Congarini .....	486 9 3		
Warialda to Gunyerwaralda .....	36 16 8	1 18 8		Grafton to Fernmount .....	108 10 7		
Cobbadah to Rocky Creek .....	118 14 3			Rolland's Plains to Yarrowell Falls .....	157 15 0		
Inverell to Warialda .....	28 7 5			Rolland's Plains, Glen Esk to Upper Plains .....	1 19 0	0 11 0	1884
Inverell to Queensland Border .....	134 9 9	16 18 1	1884	Fernmount to Grafton and Armidale .....	872 15 2		
Inverell to Gramen and Yetman .....	503 3 0			Boat Harbour to South Arm .....	140 0 0		
Inverell to Reedy Creek .....	100 0 0			Missibotti to Nambucca Heads .....	416 17 3		
Inverell to Tingha .....	70 16 8			Bowraville to Lumley Argent's .....	420 14 3		
North Road, Uralla, &c., to Inverell .....	384 8 3			Cundle, &c., to Junction, Jones' Island .....	14 2 8	1 0 2	1884
Main Northern Road, Rocky Gully to Bundarra .....	264 15 0			Tinonee and Gloucester Road to Clarkins' Crossing .....	119 0 0		
Uralla to Ballala .....	86 0 0			Gloucester to Nowendoc .....	29 6 0		
Armidale to Chandler River .....	256 6 5			Nowendoc to Walcha .....	233 19 0	0 1 3	1884
Chandler River to Grafton .....	1,018 8 10			Walcha to Glen Morrison .....	156 10 0		
Armidale to Inverell .....	157 18 1			Walcha to Port Macquarie .....	73 2 4		
Main Northern Road, Uralla to Walcha .....	127 2 0			Tinonee to Farquhar's Inlet .....	41 16 6		
Armidale to Johnson's .....	201 6 6			Tinonee to Wingham Ferry .....	28 12 10	11 2 10	1884
Armidale to Rockvale .....	46 10 6			Tinonee and Cundle Road to Wingham .....	40 16 0		
Armidale to Mihi Creek .....	88 7 6			Wingham, up Cedar Party Creek .....	57 0 0		
Armidale to Uralla and Walcha Road .....	42 11 9			Wingham, via Dingo Creek to Kelvin Grove .....	13 7 6	13 7 6	1884
Glen Innes to Wellingrove .....	72 12 9			Taree Ferry to Bohnoc Road .....	7 15 10	7 15 10	1884
Glen Innes to Vegetable Creek .....	4 6 0			Wingham to Nowendoc, via Black Flat .....	626 12 0	22 5 0	1884
Glen Innes to Red Range and Kingsgate .....	82 19 4	4 8 0	1884	Wingham, &c., to Karrack Flat .....	45 0 0		
Newton Boyd to Vegetable Creek .....	541 6 5			Wingham and Wherrol Flat to Bobbin Flat .....	30 14 0		
Newton Boyd to Nymboida .....	43 9 0			Oxley Island Road .....	78 15 0		
Vegetable Creek to Tableland .....	353 19 6			Western Road to Main Southern Road, Burwood .....	89 15 0		
Lawrence to Tenterfield .....	1,969 2 3						
Tenterfield and Grafton to Boorook .....	53 4 0						

## BALANCES of Roads Votes on 31st December, 1883—continued.

Name of Road or Bridge.	Balance on 31st December, 1883.	Written off.	When written off.	Name of Road or Bridge.	Balance on 31st December, 1883.	Written off.	When written off.
	£ s. d.	£ s. d.			£ s. d.	£ s. d.	
Western Road, St. Mary's to Orphan, Southern Road .....	7 17 4	7 17 4	1884	Teapot Swamp to No. 1 Swamp	240 14 10	0 2 0	1884
Western Road, St. Mary's to Blacktown Road .....	21 13 4	21 13 4	1884	Newbridge to Arthur Town ..	253 13 0	.....	...
Yarramundi to Road, Richmond Bridge to Kurralong	35 0 0	.....	...	Teapot Swamp, via Mallow Grove to Carcoar .....	130 0 0	.....	...
Sackville Reach to Lower Portland .....	22 4 2	.....	...	Carcoar to Village of Shaw .....	118 3 4	.....	...
Central Colo to Windsor Road	35 3 0	.....	...	Bogobogolong to Marsden .....	234 6 8	.....	...
Churchill's Wharf to Lower Colo .....	100 0 0	.....	...	Cowra to Young .....	31 19 3	.....	...
Bell's Line to Colo River .....	2 15 4	.....	...	Cowra to Forbes .....	469 4 2	.....	...
Richmond Bridge to Bowenfels	417 0 2	.....	...	Cowra, via Molonglo to Frogmore .....	134 0 0	1 4 0	1884
Springwood to the Hawkesbury	6 18 2	6 18 2	1884	Carcoar to Flyer's Creek .....	98 0 0	.....	...
West Road, Little Hartley to Gambenang .....	5 5 0	5 5 0	1884	Mandurama to Canowindra .....	205 3 0	0 9 8	1884
Hartley, via Brown's Gap to Lithgow .....	39 3 4	10 14 4	1884	Mandurama to Galley Swamp ..	167 0 0	.....	...
Hartley to Oberon .....	35 13 10	17 4 6	1884	Bigga to Mount M'Donald .....	102 0 0	15 1 0	1884
Oberon to Little River .....	174 7 4	0 7 4	1884	Sheet of Bark to Mt. M'Donald	9 13 0	.....	...
Oberon to Fish River Caves ..	54 0 9	9 1 3	1884	Lyndhurst, via Cobb's to Abercrombie .....	350 1 3	.....	...
Mount Victoria to Govett's Leap .....	8 1 8	7 7 8	1884	Canowindra to Engowra .....	96 18 9	.....	...
Oberon Road, via Sidmouth Valley to Tarana Road .....	100 2 2	.....	...	Orange, via Cargo to Nanima ..	197 10 10	.....	...
Bowenfels to Marsden's Swamp	132 13 8	.....	...	Lewis Ponds to Orange .....	50 18 0	.....	...
West Road, Hartley to Mount Wilson .....	67 15 0	0 4 9	1884	Orange to Mullion .....	38 9 11	.....	...
Ginkia to Oberon .....	93 6 0	.....	...	Orange to Canoblas .....	40 2 10	0 0 9	1884
Oberon to Rockley .....	200 0 0	.....	...	Orange to Pinnacle at Renshaw's	5 16 6	0 2 6	1884
Bathurst and O'Connell's Plains to Cooper's over bridge .....	100 0 0	.....	...	Spring Terrace to Long Swamp	115 11 0	.....	...
Magpie Hollow to O'Connell	197 13 0	.....	...	Martin's to Spring Hill Railway Station .....	65 18 0	2 4 5	1884
Tarana Railway Station to Oberon .....	225 6 0	.....	...	Cargo to Cudal .....	174 13 0	.....	...
O'Connell, &c., to Swatchfield Road .....	159 6 9	.....	...	Orange to Cadia .....	66 17 10	.....	...
Oberon to Swatchfield .....	165 12 5	.....	...	Spring Terrace to Forest Reefs	96 18 0	1 6 9	1884
Bowenfels to Wallerawang .....	11 12 0	2 4 6	1884	Orange and Cadia Road to 4-mile Creek .....	130 8 0	.....	...
Mudgee Road, &c., to Meadow Flat .....	65 4 6	.....	...	Spring Grove, via Guyong to Byng .....	75 6 0	.....	...
Mudgee Road, Lidsdale to Wolgan .....	53 19 0	5 19 0	1884	Blayney to Guyong .....	8 16 8	0 1 8	1884
Sofala to Rylstone .....	163 1 5	3 17 7	1884	Western Road at Favell's to Byng .....	60 0 0	0 6 0	1884
Cudgegong to Hill End .....	891 6 9	.....	...	Boree to Parkes .....	1,445 9 8	.....	...
Cudgegong to Cassilis .....	596 8 4	.....	...	Icely to Spring Grove Railway Station .....	79 9 0	0 3 0	1884
Cudgegong to Gulgong .....	1 17 6	.....	...	Orange to Icely .....	101 16 0	.....	...
Cudgegong to Home Rule .....	17 19 0	.....	...	Spring Grove Railway Station to Cadia .....	199 1 8	.....	...
Denison Town to Coolah .....	47 7 0	.....	...	Ironbarks Railway Station to Macquarie River .....	209 4 0	.....	...
Bathurst to O'Connell Plains ..	39 17 9	0 6 6	1884	Obley to Dubbo .....	12 1 3	0 1 3	1884
Kelso to Kellosiel .....	28 0 0	0 0 1	1884	Dubbo to Coonamble .....	1,179 5 8	.....	...
Kelso to White Rock .....	121 19 6	.....	...	Spring Hill Station to Hennessy's .....	47 14 6	.....	...
Kellosiel, &c., to Little Forest	156 19 0	1 14 0	1884	Lucknow, via Spring Hill to Carcoar .....	208 1 9	0 1 3	1884
Limekilns Road to Palmer's Oakey .....	274 6 5	.....	...	Molong, via Toohey's to Toogong .....	378 14 1	.....	...
Kelso, via Limekilns to Sofala Road .....	127 11 8	.....	...	Burrawang Cross Roads to Balderogery .....	3 18 0	0 2 0	1884
Mitchell's Creek towards Palmer's Oakey .....	210 0 0	27 8 10	1884	Forbes to Parkes .....	155 6 7	.....	...
Macquarie Plains to Bloom Hill	3 12 6	3 12 6	1884	Parkes to Bogan Gate .....	245 19 4	.....	...
Bathurst, &c., to Monkey Hill	866 16 6	.....	...	Forbes to The Bogan .....	205 10 0	1 16 3	1884
Monkey Hill to Hill End .....	281 3 8	.....	...	Forbes to Condobolin .....	568 5 9	.....	...
Bathurst to Ophir .....	337 16 0	.....	...	Forbes to South Condobolin ..	184 8 10	.....	...
Bathurst to Sofala, via Peel, &c.	145 17 11	.....	...	Falconer's, via Cebborah to Gilgandra .....	427 17 2	.....	...
Peel to Duramana .....	133 2 9	.....	...	Guntawang to Wellington .....	175 4 9	.....	...
Sofala, via Cockatoo Hill to Monkey Hill .....	432 0 0	.....	...	Stony Creek to Burrendong .....	18 0 0	.....	...
Rockley to Caloola and Tuena ..	30 16 6	.....	...	Wellington to Burrendong .....	64 1 0	5 6 0	1884
Evans Plains, &c., to Trunkey Road .....	74 4 9	5 17 6	1884	Blayney to Shaw and No. 1 Swamp .....	79 18 1	8 0 1	1884
Rockley, via Campbell's River to Dog Rocks .....	182 4 0	.....	...	Blayney to Graham's Town .....	5 0 0	.....	...
Rockley to Isabella River .....	188 11 0	.....	...	Dirt-hole Creek to Burnt Yards	75 0 0	6 5 2	1884
Bathurst and Caloola to Rockley	258 3 2	.....	...	Arthur Town to Tuena .....	235 9 6	.....	...
Rockley Road to Camping Reserve, Vale Creek .....	28 5 0	.....	...	Blayney, via Hood's to Teapot Swamp .....	136 9 11	.....	...
Bathurst and Caloola to Teapot Swamp .....	122 5 0	21 2 8	1884	La Perouse to Little Bay .....	78 1 0	.....	...
Bathurst, via Gorman's Hill to Campbell's River .....	53 15 8	.....	...	Rocky Point to George's River	110 17 5	.....	...
Bathurst and Campbell's River Road to Perth .....	103 15 0	.....	...	Illawarra Road to Bond's Road	20 5 0	.....	...
Caloola, via Limekilns to Rockley .....	92 18 10	.....	...	Bringelly Cross Roads to Cobitty .....	60 0 0	.....	...
Bathurst and Caloola to Trunkey	1,115 11 7	.....	...	Campbelltown to Narellan .....	200 0 0	1 6 1	1884
Newbridge Station to Caloola ..	131 9 7	.....	...	Picton to Foot Burragorang ..	847 3 0	.....	...
Mallow Grove towards Trunkey	100 0 0	.....	...	Foot Burragorang to Cox's River .....	29 6 6	.....	...
				Bulli Pass to Cataract River ..	16 2 0	1 14 6	1884
				Main Southern Road, Berrima to Bowral .....	26 9 8	.....	...
				Bowral, via Alcorn's to Robertson .....	360 14 3	.....	...
				Old Southern Road, Cross Roads to Little Forest .....	47 6 6	.....	...
				Bowral to Lower Mittagong ..	2 4 2	.....	...

## BALANCES of Road Votes on 31st December, 1883—continued.

Name of Road or Bridge.	Balance on 31st December, 1883.	Written off	When written off.	Name of Road or Bridge.	Balance on 31st December, 1883.	Written off	When written off.
	£ s. d.	£ s. d.			£ s. d.	£ s. d.	
Near Wallaby Creek, &c., to Central Illawarra.....	6 0 0	.....	...	Bookham to Bowning and Binalong Road.....	80 0 0	.....	...
Kangaloon Road, &c., to near Mount Murray.....	133 3 4	.....	...	Southern Road, near Yass to Fairfield.....	230 17 0	.....	...
Moss Vale, &c., to foot Jamberoo Mount.....	420 3 11	.....	...	Main Southern Road, near Yass to Bungendore.....	379 18 3	.....	...
Burrawang to Robertson Road	50 0 0	.....	...	Camberra to Molonglo and Murrumbidgee Road.....	68 2 6	0 2 1	1884
Moss Vale, via Kangaroo Valley, to Nowra.....	703 18 7	.....	...	Ginninderra to Wetangra.....	50 0 0	.....	...
Nowra to Nerriga.....	14 15 0	7 1 0	1884	Ginninderra and Gundaroo Road to Bungendore.....	140 0 0	.....	...
Nowra to Yalwal.....	31 10 0	.....	...	Southern Road, near Bookham to Cooradigbee.....	150 0 0	.....	...
Sutton Forest to Bundanoon..	6 4 0	.....	...	Bloomfield Crossing to Cooradigbee Valley, near Ryrie's Bungendore and Molonglo to Black Range.....	112 12 2	.....	...
Nowra Bridge, via Tomerong to Ulladulla.....	170 4 3	.....	...	Queanbeyan, via Gundaroo to Gunning.....	41 0 0	.....	...
Kangaroo Valley to Broughton Creek.....	33 6 6	0 6 6	1884	Queanbeyan to Murrumbateman.....	1,133 8 11	.....	...
Woodhill, Broger's Creek to Broughton Creek.....	21 3 8	1 3 8	1884	Yass to Woolgarlo.....	445 1 6	.....	...
Wild's Meadow to Robertson Road.....	100 0 0	.....	...	Yass and Woolgarlo Road to Bloomfield.....	141 4 0	.....	...
Kiama Road, at Blinksop's to Barrangarry.....	155 3 0	.....	...	Yass to Manton's Creek.....	32 15 4	.....	...
Marulan to Greenwich Park...	221 13 7	.....	...	Dalton to Jerrewa Platform..	68 6 6	.....	...
Greenwich Park to Towrang...	44 9 7	0 2 7	1884	Nelligen to Bateman's Bay and Milton Road.....	120 0 0	.....	...
Marulan to Windellama.....	375 1 1	.....	...	Queanbeyan to Yarralumla...	57 7 4	.....	...
Marulan to Limekilns.....	95 16 0	.....	...	Milton, via Bateman's Bay to Bodalla.....	290 0 0	.....	...
Goulburn to Pomeroy.....	41 5 6	.....	...	Braidwood to Araluen.....	410 5 11	.....	...
Goulburn to Upper Tarlo and Roslyn.....	72 8 3	.....	...	Braidwood to Molonglo.....	51 9 2	.....	...
Goulburn to Windellama.....	787 7 9	.....	...	Araluen to Moruya.....	54 14 0	.....	...
Collector, via Currawang to Turrana.....	203 3 8	.....	...	Braidwood to Sergeant's Point.	128 12 0	0 0 1	1884
Collector to Main Southern Road, near Mt Billy.....	9 2 10	0 7 10	1884	Braidwood and Tarago Road to Lower Boro.....	6 0 0	.....	...
Goulburn, via Crookwell to Binda.....	347 16 2	0 2 6	1884	Elrington to Bakalaba.....	63 14 0	.....	...
Wheeo to Binda.....	60 17 6	0 3 0	1884	Braidwood, via Reidsdale to Bell's Creek.....	25 16 6	.....	...
Campbell's Lane, &c., to Ryhanua.....	90 0 0	.....	...	Reidsdale to Warrambuccra...	76 17 4	.....	...
Foot, Burragorang to Wollondilly.....	24 10 3	.....	...	Elrington to Araluen.....	75 0 0	.....	...
Wheeo towards Crookwell.....	113 11 0	1 2 11	1884	Monga to Major's Creek, Elrington.....	56 10 0	.....	...
Crookwell, via Grabben Gullen to Gunning.....	23 6 3	0 1 3	1884	Cooma and Jindabyne to Middlingbank.....	231 16 3	.....	...
Goulburn and Binda Road to Abererombie.....	316 8 9	0 3 9	1884	Cooma to Buckley's Crossing...	62 16 0	.....	...
Goulburn and Wheeo Road to Wheeo and Crookwell Road	8 13 9	.....	...	Cooma to Kandra.....	152 7 5	.....	...
Bigga to Abererombie.....	79 1 0	1 10 0	1884	Cooma to Bombala.....	699 6 9	0 2 10	1884
Goulburn and Tuena Road to Sherwood.....	142 8 0	.....	...	Cooma to Countaguinea.....	239 15 0	.....	...
Goulburn, via Taralga to Curraweela.....	237 1 9	.....	...	Cooma to Braidwood.....	196 19 6	.....	...
Taralga to Laggan.....	9 1 11	9 1 11	1884	Cooma to Bobundarah.....	285 3 7	0 1 10	1884
Taralga to Rockwell.....	42 0 0	.....	...	Cooma to Buckley's Crossing to Boloco.....	315 0 0	.....	...
Taralga to Leighwood.....	59 10 0	3 15 2	1884	Buckley's Crossing to Boloco.....	135 0 0	.....	...
Taralga, via Barnaby to Swallow-tail.....	82 4 6	.....	...	Cathcart to Bibbenluke Junction.....	67 16 0	2 4 8	1884
Laggan, via Golspie to Leighwood.....	10 10 0	1 8 8	1884	Bibbenluke to Bobundarah.....	380 0 0	0 0 9	1884
Goulburn to Wheeo.....	485 1 7	.....	...	Bobundarah to Seymour.....	121 7 4	0 10 1	1884
Golspie to Taralga and Rockwell.....	6 2 6	.....	...	Holt's Flat to Railway Bridge	324 0 6	22 0 5	1884
Wheeo to Burrows.....	175 4 10	.....	...	Bombala to Gunningrah.....	10 11 6	.....	...
Frogmore to Wheeo and Burrows Road.....	19 0 0	.....	...	Candelo, via Wyndham to Burrogate.....	270 0 0	.....	...
Gullen, via Crookwell to Laggan.....	70 5 0	.....	...	Brown Mountain, via Kamarooka to Finger Post.....	118 2 0	5 8 0	1884
Crookwell, via Red Ground to Laggan and Binda.....	15 17 3	.....	...	Candelo to Kameruka.....	24 14 6	24 14 6	1884
Laggan to Binda.....	27 3 9	.....	...	Burrogate to Honeysuckle.....	100 10 0	8 10 11	1884
Binda to Peelwood.....	112 0 0	0 15 0	1888	Towomba to New Buildings.....	120 0 0	.....	...
Cotta Walla to Mount Wayo and Peelwood.....	43 8 9	.....	...	Cathcart to Panbula.....	271 4 9	20 13 11	1884
Goulburn to Bungonia.....	114 10 1	.....	...	Panbula to Wolmulla.....	45 0 0	6 17 4	1884
Main Southern Road, near M'Grath's to Black Range...	50 0 0	0 0 2	1884	Wolmulla Junction to Cross Roads.....	106 0 8	.....	...
Gunning to Dalton.....	184 12 0	.....	...	Wolmulla to Candelo and Wyndham Road.....	100 0 0	5 5 0	1884
Dalton to Burrows.....	475 18 3	.....	...	Old Burra Road.....	80 0 0	.....	...
Gunning and Burrows Road to Yass Station.....	162 3 0	.....	...	Merimbula to Jellat Jellat.....	59 3 9	.....	...
Dalton to Narrawa.....	363 6 0	.....	...	Briandery to Bega.....	60 0 0	0 8 3	1884
Sharpening-stone Creek to Burrows and Binalong Road, near Burrows.....	277 17 0	.....	...	Bega to Tathra.....	222 17 5	.....	...
Sharpening-stone Creek and Burrows Road to Bowning.....	50 0 0	.....	...	Bega to Wolmulla.....	473 11 1	13 6 0	1884
Bowing to Binalong.....	110 15 6	.....	...	Bega to Bodalla.....	470 7 2	.....	...
				Cobargo to Bermagui.....	143 5 0	.....	...
				Cobargo to Wadbilliga.....	338 6 0	.....	...
				Bega to Numbugga and Bembooka.....	249 18 9	.....	...
				Bega to Wapangue.....	193 14 0	23 4 8	1884
				Bodalla to Dignam's Creek.....	323 6 11	.....	...
				Pittman's Bridge to Bodalla...	31 12 0	31 12 0	1884
				Eden to Panbula.....	224 18 6	.....	...
				Wagga to Murrumburrah and Grenfell Road.....	154 17 1	0 1 0	1884
				Wallendbeen to Murrumburrah	26 9 8	0 0 2	1884

## BALANCES of Roads Votes on 31st December, 1883—continued.

Name of Road or Bridge.	Balance on 31st December, 1883.	Written off.	When written off.	Name of Road or Bridge.	Balance on 31st December, 1883.	Written off.	When written off.
	£ s. d.	£ s. d.			£ s. d.	£ s. d.	
Nimby to Junction, Wheeo, and Burrowa Road .....	330 0 0			Bridge Maitland Point .....	1,000 0 0		
Burrowa to Young .....	284 9 5			„ Tilbuster Creek, Armidale to Rock Vale .....	1,000 0 0		
Morangerell to Junction, Young and Temora .....	170 0 0			Bridge, Sandy Creek, Inverell Road .....	400 0 0		
Young to Temora .....	575 16 2			Bridge, Doctor's Creek, Bingera Road .....	500 0 0		
Young, via Irish Jack to Moppitty .....	98 0 0			Bridge, Tycanna Creek, Moree Road .....	800 0 0		
Binalong to Burrowa .....	289 8 1			Bridge in approach, Moree Bridge .....	450 0 0		
Murrumburrah to Grenfell .....	402 6 9	0 1 8	1884	Bridge Humumbah, Barwon River .....	5,965 14 0		
Cullingha to Wallendbeen .....	5 3 0			Bridge, Nine-mile Creek, Bingera .....	448 19 0		
Murrumburrah to Harden .....	70 0 0			Bridge, Cockburn River, Wilson's Crossing .....	1,000 0 0		
Grenfell to Forbes .....	155 8 0			Bridge, Warrah Creek, Yarraman Road .....	1,000 0 0	10 19 5	1884
Cootamundra to Temora .....	168 0 10			Bridges, near Muswellbrook .....	832 0 3		
Gundagai to Bongongolong .....	124 0 0			Bridge, Hunter River, Jerry's Plains .....	6,000 0 0		
Tumut to Brungle .....	40 17 0			Bridge, Hunter River, near Denman .....	4,000 0 0		
Tumut to Lac-ma-Lac .....	50 13 0			Bridge, Falbrook Creek .....	1,200 0 0		
Tumut to Kiandra .....	207 11 0			„ Erina Creek, Gosford .....	2,000 0 0		
Gundagai to Wagga .....	698 12 5			„ Menindie Creek .....	1,200 0 0		
Upper Tumberumba to Tumberumba .....	7 10 6	7 10 6	1884	„ Gilgandra .....	4,000 0 0		
Tumberumba to Ournie .....	39 9 9	1 4 3	1884	„ Bobberah .....	400 0 0		
Welaregang to Tumberumba .....	1 7 3	0 3 3	1884	„ Bene Creek .....	400 0 0		
Bowna Station to Welaregang .....	12 15 11			„ Sandy Creek, Cobborah .....	500 0 0		
Adelong to Main South Road Hillas Creek .....	216 0 6			„ Currah Creek .....	950 0 0		
Middle Adelong to Tumberumba .....	221 7 0			„ M'Donald's Creek, Gul-gong .....	891 4 0	26 16 5	1884
South Road Billabong to Tumberumba .....	3 8 9	2 8 7	1884	Bridge, Belabula Road to Teapot Swamp .....	650 0 0		
Gilmore Creek to Riley's Crossing .....	50 8 9			Bridge, Lagoon Road, Orange to Forbes .....	1,000 0 0		
Riley's Crossing to Reedy Flat .....	54 10 0			Bridge, Oakley Creek .....	523 11 4	1 3 7	1884
Main South Road, Kyamba to Wagga .....	148 11 4			„ Loombah Creek .....	600 0 0		
Carabost to Kyamba .....	66 15 0	45 10 0	1884	„ Sandy Creek, Moran-garell .....	230 0 0	44 2 0	1884
Culcairn Railway Station to Germanton .....	19 19 0			Bridge, Cooley's Creek .....	494 8 0		
Germanton to Cookardinia .....	38 18 0			„ Keddies Creek, Field of Mars .....	200 0 0		
Wagga to Narrandera .....	254 5 6	2 2 0	1884	Bridge, Buffalo Creek, Field of Mars .....	500 0 0		
Wagga to Lake Albert .....	50 0 0			Bridge, Lane Cove .....	6,500 0 0		
Wagga to Bullenbong .....	10 0 0			„ Old Mill, Liverpool .....	450 0 0		
Main South Road, Tarcutta to Alfred Town .....	61 1 5			„ Cataract River .....	2,993 4 9		
Conargo, via Cudal to Narrandera .....	297 8 0			„ Kangaroo River .....	250 0 0		
Wagga to Cowabbie .....	36 15 7			„ Major's Ck., Elrington .....	700 0 0		
Albury to "Turner's Inn" South Tocumwall .....	210 11 1	0 1 2	1884	„ Burrowa River .....	1,000 0 0		
Albury to Urana .....	3 15 0			„ Neemer River .....	1,500 0 0		
Copowa, via Sandy Ridges to Jerilderie .....	197 19 8			„ Hurley's Creek, Cootamundra .....	300 0 0		
Gerogery Railway Station to Bungowannah .....	91 4 6			Bridge, Fitzroy, Goulburn .....	2,000 0 0		
Albury to Wagga .....	98 3 6	5 11 3	1884	„ Tomah River, at Grig Grig .....	2,000 0 0		
Rock Railway Station to Urana .....	174 9 11			Bridge, Snowy River .....	5,000 0 0		
Walla Walla to Gerogery Railway Station .....	3 6 3	1 13 10	1884	„ Tomah Creek, Kiandra .....	300 0 0		
Deniliquin to Urana .....	39 6 8			„ Gelebat and Goring Creeks .....	600 0 0		
Deniliquin to Black Swamp .....	27 6 11			Bridge, Wollondilly, Goulburn .....	645 9 3	25 18 9	1884
Moana to Moulamein .....	19 9 8	2 10 10	1884	„ Mann's Creek .....	500 0 0		
Til Til to Oxley Bridge .....	361 11 3	349 1 3	1884	„ Ourni Creek .....	1,000 0 0		
Balranald to Hay .....	293 6 8	283 11 8	1884	„ Oxley .....	429 19 3	429 19 3	1884
Balranald towards Pooncarie .....	44 5 3			„ Jingellic .....	1,500 0 0		
Carrathool to Hillston .....	293 16 0			„ Sportman's Creek .....	2,400 0 0		
Darlington Point Station, Lachlan, at Cudgellico .....	462 18 8			„ Sandy Creek, Wagga .....	680 0 0		
Hay to Gunbar .....	559 1 5			„ Lismore .....	4 7 2	4 7 2	1884
Lachlan, at Wheelbah to Gunbar .....	600 0 0			„ Dingo Creek, at Tetsal's .....	700 0 0		
Hay to Black Swamp .....	262 3 6			„ Cooley's Creek .....	500 0 0		
Hay to Booligal .....	754 0 6			„ Bingera .....	3,498 0 0		
Hay to Narrandera .....	270 0 3	88 14 2	1884	„ Port Kembla Road .....	500 0 0		
Hay and Narrandera Road to Darlington Station .....	150 0 0	114 16 0	1884	„ Lane Cove .....	2,494 0 0		
Booligal to Hillston .....	350 0 0			„ Brogo River .....	900 0 0		
Booligal to Wilcannia .....	1,683 0 6	118 5 0	1884	„ Castlereagh River .....	1,500 0 0		
Wilcannia towards Wentworth .....	884 10 6			„ Big River, Moree .....	2,000 0 0		
Gundagai to Tumut .....	83 12 11			„ Goulburn to Bathurst .....	2,091 0 0		
Bridge, Bingwall Creek .....	550 0 0			„ Yanko Creek .....	999 7 6		
„ Black Gully, Gundarimba .....	250 0 0			„ Parramatta River Gas Works .....	8,982 11 0		
Bridge, Leicester Creek .....	7,000 0 0			Bridge Teinas, Murrumbidgee .....	6,000 0 0		
„ German Creek .....	450 0 0			„ Pymont .....	50,000 0 0		
„ Bounec, at Yarrawa .....	3,000 0 0			„ Paterson River, at Gresford .....	289 10 0	289 10 0	1884
„ Coffs' Harbour Creek .....	188 10 0	91 9 9	1884				
„ Belmore River .....	600 0 0						
„ Cooperbrook .....	3,000 0 0						

## BALANCES of Roads Votes on 31st December, 1883—continued.

Name of Road or Bridge.	Balance on 31st December, 1883.	Written off.	When written off.	Name of Road or Bridge.	Balance on 31st December, 1883.	Written off.	When written off.
<b>1876.</b>	£ s. d.	£ s. d.			£ s. d.	£ s. d.	
Bridge Darling, at Bourke .....	769 9 10	17 17 8	1884	Bridge, Fitzroy, Mulwaree Ponds .....	600 0 0	.....	.....
<b>1880.</b>				Bridge, Two-mile, Warnambool .....	1,407 0 0	.....	.....
Bridge, Middle Creek .....	725 0 0	.....	.....	„ Duck Creek, Uralla Road .....	100 0 0	.....	.....
„ Cope's Creek .....	304 10 0	.....	.....	Bridge, One-mile Creek, Ballina to Tintenbar .....	200 0 0	200 0 0	1884
„ Castlereagh at Cooran- amble .....	647 0 0	.....	.....	Bridge, Dragon Swamp .....	287 0 4	13 1 10	.....
<b>1881.</b>				„ Towomba to New Buildings .....	2,000 0 0	72 18 10	.....
Bridge, Lower Barwon .....	3,985 10 0	.....	.....	Bridge, Dignam's Creek .....	142 13 4	.....	.....
„ Gunnedah .....	3,200 4 4	.....	.....	„ Mulgandra Creek .....	600 0 0	600 0 0	1884
„ Tarrion Creek .....	1,400 0 0	.....	.....	„ Swan Brook .....	500 0 0	.....	.....
„ Bogan, at Gongolgan .....	144 5 7	.....	.....	„ Punkally Creek .....	500 0 0	.....	.....
„ Manilla, at Manilla .....	26,115 9 6	.....	.....	„ Razorback and Red House Creek .....	51 14 10	.....	.....
„ Gwyder or Big River, Bingera .....	23,340 19 0	.....	.....	Bridge, Cooma Creek .....	1,750 0 0	.....	.....
<b>1882.</b>				„ Monkettee Creek, Braidwood .....	70 0 0	.....	.....
Abattoir Road .....	61 14 4	.....	.....	Bridge, Namoi River, Boggabri .....	3,665 12 8	.....	.....
St. Leonards to Manly .....	11 4 5	.....	.....	„ Parramatta, Queen's Wharf .....	4,796 7 2	.....	.....
Belmore Road to Forest Land .....	223 14 6	29 10 6	1884	Bridge, Hillston to Cobar .....	983 8 5	33 5 1	1884
Murrumburrah to Currawang .....	65 6 1	0 4 7	1884	„ Lismore .....	430 0 2	131 5 6	.....
Mangrove to Ten-mile Hollow .....	195 19 0	120 19 0	1884	„ Lane Cove .....	1,712 18 0	.....	.....
Upper Watagan to Cooranbong .....	1,773 4 7	948 16 1	1884	„ Brogo River .....	1,888 4 0	.....	.....
Road through Binalong .....	50 0 0	.....	.....	„ Booberoi Creek .....	983 0 0	983 0 0	1884
Hay Railway Approaches .....	551 18 5	506 10 11	1884	„ Sportman's Creek .....	1,484 0 0	.....	.....
Gunnedah to Barraba .....	628 10 0	.....	.....	„ Namoi River, Gunnedah .....	1,200 0 0	.....	.....
Tanks and Wells in Interior .....	19,163 7 8	.....	.....	„ George's Plains Station to Cow Flat .....	660 0 0	.....	.....
Kempsey to Armidale and Grafton .....	38 1 4	.....	.....	Bridge, Wagga Wagga .....	10,000 0 0	.....	.....
Kempsey to Fernmount .....	134 15 0	.....	.....	„ Macleay River, at Kempsey .....	6,000 0 0	6,000 0 0	1884
Greenwich Park to Towrang .....	30 11 6	.....	.....	Bridge, M'Donald's, at St. Albans .....	2,500 0 0	.....	.....
Bega to Bodalla .....	184 0 0	.....	.....				
Bridge, Umbango .....	186 12 0	.....	.....				
„ Biree River, Goodooga .....	1,150 4 0	.....	.....				
„ Castlereagh, at Cooran- amble .....	713 0 0	.....	.....				
Bridge, Palmer's Channel .....	888 0 0	.....	.....				
„ Wybong Creek .....	332 0 0	.....	.....				
					£ 534,271 1 2	14,922 6 3	

## 1884.

## BALANCES of Roads Votes on 31st December, 1884.

Name of Road or Bridge.	Balance on 31st December, 1884.	Written off.	When written off.	Name of Road or Bridge.	Balance on 31st December, 1884.	Written off.	When written off.
<b>1883.</b>	£ s. d.	£ s. d.			£ s. d.	£ s. d.	
Hay Bridge Tolls .....	912 0 0	.....	.....	Mulbring to Millfield .....	90 8 0	.....	.....
Booligal to Hillston .....	68 0 4	5 12 0	1885	Wollombi Road to Congewai .....	88 4 0	28 14 0	1885
Wilcannia to Wentworth .....	710 10 6	.....	.....	Warkworth Road to Colo River .....	22 5 0	.....	.....
Road, Coraki, Pelican Plains .....	165 12 3	.....	.....	Wollombi to Mount Manning .....	151 17 0	.....	.....
Drainage, South Grafton .....	713 19 8	583 11 9	1885	St. Albans to Mount Man- ning .....	29 3 0	.....	.....
Uralla to Yarrawick .....	13 15 11	13 15 11	1885	Dungog and Monkerai Road to Stroud .....	2 2 0	2 2 0	1885
Wilcannia from Tallywalka .....	797 9 9	164 4 7	1885	Wallabadah to Nundle and Swamp Creek .....	25 16 8	.....	.....
Wilcannia to Hungerford .....	430 0 0	.....	.....	Blandford to Isis River .....	139 3 9	139 3 9	1885
Mount Brown Road .....	328 3 6	.....	.....	Nundle towards Scone .....	87 17 0	.....	.....
Road, Head of Navigation, Lane Cove .....	930 7 8	.....	.....	Cobbadah to Rocky Creek .....	106 4 3	106 4 3	1885
Tarban Creek, Gladestville Road .....	689 7 10	65 9 5	1885	Main North Road, Rocky Gully to Bundarra .....	239 1 6	239 1 6	1885
Hunter's Hill Road .....	316 12 3	.....	.....	Newton Boyd Road to Nym- boida .....	34 14 0	34 14 0	1885
Warkwark Road to Colo River .....	123 3 0	18 8 0	1885	Vegetable Creek to Tableland .....	33 19 6	.....	.....
Deviation, Bega to Bodalla .....	6 0 0	6 0 0	1885	Coutt's Crossing to Nymboida .....	164 13 8	.....	.....
Cooma to Talbyng and Tumut .....	3,544 13 4	3,544 13 4	1885	Grafton to Cross Roads towards Casino .....	104 14 11	104 14 11	1885
Punt, Summer Island .....	51 12 1	13 18 10	1885	North Grafton to Broadwater .....	33 14 8	.....	.....
Extension, University Foot- ways .....	623 8 1	.....	.....	East Wardell to Beach .....	62 2 0	62 2 0	1885
Punt, Seaham .....	1,750 0 0	1,750 0 0	1885	Ferry to M'Guire's, along East Bank of Belmore River .....	212 0 0	.....	.....
„ Jindabyne, Snowy River .....	66 3 0	64 0 0	1885	Tinonee to Farquhar's Inlet .....	22 6 6	.....	.....
Grafton and Armidale Road to Bellinger .....	389 0 0	.....	.....	Magpie Hollow to O'Connell .....	38 1 6	38 1 6	1885
Jamberoo to Kiama .....	1,300 0 0	1,300 0 0	1885	Kelso to White Rock .....	77 10 0	.....	.....
Breeza to Merriwa .....	449 7 9	64 9 1	1885	Carcoar to Village of Shaw .....	52 7 4	.....	.....
Lismore to Goolmangar .....	210 0 11	210 0 11	1885	Lyndhurst, via Cobb's to Abercrombie .....	45 2 9	.....	.....
Inland Water Supply, 27 Tanks and Wells .....	8,979 14 8	71 0 0	1885	Canowindra to Eugowra .....	31 11 3	.....	.....
Roads under Trustees .....	666 9 6	632 19 7	1885	Arthur Town to Tuena .....	197 7 6	.....	.....
Tanks and Wells, Mines De- partment .....	12,869 1 7	.....	.....	Picton to Foot of Burragorang .....	528 19 0	.....	.....
Pemberton's to Mouth, Popran Creek .....	23 0 6	.....	.....				
Wallsend to Lake Macquarie .....	180 0 0	.....	.....				

## BALANCES of Roads Votes on 31st December, 1884—continued.

Name of Road or Bridge.	Balance on 31st December, 1884.	Written off.	When written off.	Name of Road or Bridge.	Balance on 31st December, 1884.	Written off.	When written off.
	£ s. d.	£ s. d.			£ s. d.	£ s. d.	
Candelo to Wyndham and Burrogate	35 0 0	35 0 0	1885	Ballina and Brunswick Road to Newrybar	600 0 0		
Bodalla to Dignam's Creek	269 12 5			Roads, Richmond River District	204 18 7		
Grenfell to Forbes	103 6 8			Coff's Harbour, Woogooga	400 0 0		
Main North Road, Uralla to Bundarra and Inverell	46 13 5	46 13 5	1885	Bathurst to Blayney	11 18 1	11 18 1	1885
Bridge and Approaches, Bingall Creek	550 0 0	550 0 0	1885	Memer Memer to Corindi	400 0 0		
Bridge, Black Gully, Gundurimba	250 0 0	250 0 0	1885	Congarini Ferry to Boat Harbour	500 0 0		
Bridge, Leicester Creek	6,090 0 0	1,616 5 0	1885	Blayney to Grenfell	165 11 2		
German Creek, Richmond River	450 0 0			Holey Flat to Stewart's River	225 10 0	211 17 0	1885
Bridge, Boorni, at Yarrawa	3,000 0 0	3,000 0 0	1885	Pilliga to Coonamble	385 0 0		
Belmore River	88 0 0			Greta to Cessnock	58 15 1		
Coopernook	2,000 0 0			Seaham to Clarence Town	362 18 0		
Tycanna Creek, Moree Road	800 0 0			Newcastle to Minmi	1 17 8	1 17 8	1885
Bridge in Approach, Moree	450 0 0	450 0 0	1885	Raymond Terrace to Morpeth	63 3 0		
Bridge, Humumbah, Barwon River	5,572 14 0			Tuggerah Beach Lake to Maitland and Gosford Road, at Angy Angy	290 3 0		
Bridge, Cockburn River, Wilson's Crossing	28 9 9	28 9 9	1885	Cutting, Gee's Rock, Colo	641 19 0		
Bridge, Hunter River, Jerry's Plains	6,000 0 0	6,000 0 0	1885	Repairs to Bridges	4,116 9 4		
Bridge, Hunter River, near Denman	3,332 0 0			Bourke to Enngonia	804 16 0	2 14 0	1885
Bridge, Erina Creek, East Gosford	2,000 0 0			Metalling Sturt-street, Bourke	1,500 0 0	54 0 0	1885
Bridge, Menindie Creek	1,200 0 0			Roads adjacent to Shea's Creek, Botany	15 13 3		
Sandy Creek, Cobborah	500 0 0			Approach to Railway Stations	4,012 13 9	5 7 8	1885
Gilgandra	1,440 0 0			Forbes to Southern Cross	907 1 6		
Lagoon, Orange to Forbes	131 0 0			Nyngan to Cohar and Nymagee	399 17 5	5 2 2	1885
Bridge, Buffalo Creek	14 10 3			Newbridge to Evans' Swamp	400 0 0		
Old Mill Road, Liverpool to Campbelltown	121 0 0	121 0 0	1885	Bowenfels to Marsden's	500 0 0		
Bridge, Cataract River, Broughton Pass	2,954 9 3			Cordeaux Mountain Pass	300 0 0		
Bridge, Port Kembla Road	500 0 0	500 0 0	1885	Broughton Creek to Woodhill	600 0 0		
Major's Creek, Elrington	397 10 0			Albion Park to Macquarie Mount	500 0 0		
Burrowa Road, at Coffey's	200 0 0			Broghe's Creek to Kangaroo Valley	1,380 0 0		
Bridge, Memur River, Moama to Moulamein	1,500 0 0			Unclassified Roads	16,907 9 0		
Bridge, Tooma River, at Greg Greg	1,999 11 3			Barrier to Cambewarra	300 0 0		
Bridge, Snowy River, Buckley's Crossing	5,000 0 0	5,000 0 0	1885	Upper Brogo to Bega and Bodalla	150 0 0		
Bridge, Mann's Creek, on road to Orange	467 6 6	100 2 0	1885	Cross Roads, Merimbula to Tathra	525 0 0		
Bridge, Ornie Creek, on road to Welaregang	1,000 0 0	1,000 0 0	1885	Towomba to Eden	684 0 3		
Bridge, Jingellic Creek	1,032 12 6	83 0 4	1885	Gundagai to Brungle	1,400 0 0		
Sportsman's Creek	2,235 0 0			Jindera Gap	742 10 0	0 10 0	1885
Dingo Creek, at Tetsel's	530 0 0			Road through Burrowa	267 16 0	0 2 3	1885
Bingera	504 4 0			Extension, Main-street, Cootamundra	875 13 6	9 3 4	1885
Brogo River	678 18 10			Audley-street, Narrandera	222 0 0		
Castlereagh River, John-street, Coonabarabran	840 16 0	2 16 9	1885	Urana Road	29 0 0		
Bridge, Big River, at Moree	2,000 0 0			Jerilderie to Narrandera	276 0 0		
Goulburn to Bathurst	684 9 1	684 9 1	1885	Roads, Field of Mars	1,169 10 4		
Yanko Creek	933 12 7	76 7 4	1885	Deviation, Pymont Bridge Road	2,000 0 0		
Parramatta River Gas Works	2,094 13 3	0 14 6	1885	Weston-street to Iron Cove Bridge	200 0 0	0 0 3	1885
Bridge, Teemas, over Murrumbidgee	6,000 0 0	6,000 0 0	1885	Abattoir Road	399 19 4	0 11 6	1885
Bridge, Bogan, at Nyngan	862 2 0	756 18 0	1885	Abattoir Road, Abattoirs to Petersham	119 10 4	0 0 10	1885
				Construction and maintenance, tanks and wells	15,489 2 8	272 4 7	1885
1884.				Tank, Mount Brown	1,500 0 0	1,500 0 0	1885
Hay Bridge Tolls	819 1 3			Tank, Parkes to Condobolin	2,000 0 0		
Pymont Bridge Road	2,289 11 10			Tank, Warren to Coonamble	1,500 0 0		
Main North Road	878 3 4	0 7 9	1885	Plattsburg to Minmi	483 11 0		
Main Southern Road	3,514 8 3			Canterbury Road to Peakhurst	450 0 0		
Main Western Road	2,299 17 0			Sydney and Cook's River Road	2,842 18 11		
Grafton, via Glen Innes to Inverell	2,683 19 5			Military Road, St. Leonards	309 17 0	0 1 11	1885
Roads, Tweed River District	931 0 6			Lane Cove Road, Green's Gate, to Pearce's Corner	1,256 13 7	0 1 5	1885
Armidale to Maryland	606 13 6			Lane Cove to bridge, Lane Cove River	985 10 6	0 9 10	1885
Wallerawang to Mudgee	0 7 6			Bobbing Head Road to Pittwater	110 2 0	0 12 6	1885
Wardell to Lismore and Ballina Road	751 10 3			Manly Beach to Spit	250 0 0		
Bombala to Merimbula	1,899 1 9			Tar Footway, Missenden Road	300 0 0	300 0 0	1885
Orange to Forbes	738 18 9			Banks' Meadow to Long Bay Road	392 0 0		
Goulburn to Cooma	1,427 15 0	2 2 11	1885	Elizabeth-street, Waterloo	140 2 6		
Lismore to Ballina	991 12 0			La Perouse Road	381 1 11		
				Punt, Wyrallah	400 0 0		
				Quirindi to Yarraman	197 4 1	24 7 0	1885
				Lismore to Queensland Border	342 0 0		
				Woodburn to Wardell	150 0 0		
				Newbridge to Arthurtown	118 0 0	14 0 0	1885
				Peel to Duramana	215 0 0	215 0 0	1885
				Bega to Bodalla	321 0 0		
				Hay to Black Swamp	237 0 0		
				Balranald to Hay	456 0 0	456 0 0	1885

## BALANCES of Roads Votes on 31st December, 1884—continued.

Name of Road or Bridge.	Balance on 31st December, 1884.	Written off.	When written off.	Name of Road or Bridge.	Balance on 31st December, 1884.	Written off.	When written off.
	£ s. d.	£ s. d.			£ s. d.	£ s. d.	
Hay Railway Station Approach	60 6 6	60 6 6	1885	Emis' Pant to Glen Esk, Upper Plains	31 17 6		
Wombeyan Caves Approach	300 0 0			Dungog to Stroud & Gloucester Road at Weismantels	313 0 9		
Parramatta to Ryde	1,440 6 4			Main North Road Harper's Hill to Allandale Railway Station	30 0 0	30 0 0	1885
Towomba to New Buildings	603 0 0	593 18 0	1885	Deep Creek to Allandale Railway Station	11 5 0		
Oberon to Fish River Caves	450 0 0			Singleton to Dry Creek	154 6 0	0 4 0	1885
Katoomba to Fish River Caves	2,500 0 0			North Road, Murrumbidgee to Jerry's Plains	55 18 8	0 18 8	1885
St. Leonards to Manly	153 7 3			Jerry's Plains to Denman	50 19 0	0 5 0	1885
Lane Cove to Pittwater	568 0 0			Denman to Junction, Muswellbrook and Denman Road	59 12 0		
Darlington Road	500 0 0			Muswellbrook to Merriwa	252 4 5		
Military Road, St. Leonards	6 16 1			Merriwa to Cassilis	203 18 3		
Tumut to Kiandra	2,000 0 0	28 1 2	1885	Cassilis to Coolah	17 18 0		
Minmi to Woodford	490 18 9	0 13 4	1885	Muswellbrook Iron Bridge to Denman and Cassilis	55 11 10	0 0 10	1885
Pearce's Corner to Pennant Hills	50 0 0			Denman and Cassilis to Mudgee	724 12 8		
Balgowlah to Pittwater	25 0 6			Aberdeen to Rouchel Brook	183 5 0		
Wiseman's Ferry to St. Alban's	26 8 0	14 0 0	1885	Muswellbrook to Denman	58 3 6		
Bligh-street, Camperdown	1,400 0 0	5 11 0		Scone to Denison Diggings	234 15 0		
Glebe, near Newcastle, to Adamstown	250 0 0			Wallabadah to Nundle and Swamp Creek	109 13 2	8 19 2	1885
Pemberton's to Mouth, Popran's Creek	54 19 0	0 11 6	1885	Mount Pleasant to Murphy's Gap	1 1 5	1 1 5	1885
Kincumber to Lloyd's Wharf	175 0 0			Blandford to Isis River	123 13 0	75 13 0	1885
Wallsend to Gosford Road, Cooranbong	31 19 6			Wallabadah to Quirindi	60 18 0		
Quirindi, via Colly Blue to Tambar Springs	2,000 0 0			Quirindi, up Jacob and Joseph Creek	23 0 0		
Black Stump to Mullaley	800 0 0			Scone to Merriwa	289 11 6		
Wallsend to Lake Macquarie	400 0 0			Scone and Merriwa Road to Middle Creek	70 0 0		
Mulbring to Millfield	275 6 0			Nundle towards Scone	307 6 0		
Wollombi Road to Ellalong	60 0 0			Main North Road, Currabubula to Tamworth	230 11 10	47 6 6	1885
Gosford to Kincumber	1 18 6			Werris Creek Gap to Railway Station	25 0 0		
Gosford and Maitland Road to Head of Ourimba Creek	75 0 0			Tamworth to Bowling Alley Point and Nundle	168 7 4		
Gosford to Blood-tree	100 0 0			Bowling Alley Point to Dungowan	100 0 0		
Erina Creek to Tuggerah Beach Lake	67 17 0	1 16 11	1885	Dungowan to Head of Ogimibil Creek	88 1 6		
Wollombi Road to Congewai	181 13 0			Dungowan Creek North Bank to Cadell's	35 0 0		
Newport to Laguna	13 18 3			Tamworth to the Forest	30 9 0		
Mandalong to Cooranbong Wharf	98 17 0			Tamworth, via Moree Creek to Attunga	42 15 6		
Broken Back Gap to Wyong Creek	14 11 0			Tamworth to Gunnedah	437 8 7		
Wyong Creek to Gosford	4 15 0	0 14 3	1885	Willow-tree to Gunnedah	5 9 2		
Murray's to North Road 10-mile Post	108 2 0			Gunnedah to Narrabri	985 19 7	147 15 7	1885
Blue Gum Flat to Chittaway	51 5 0			Gunnedah towards Barraba	117 3 0	1 16 9	1885
Wyong Creek to Mangrove Ck.	175 17 3			Turravan to Walgett	1,053 4 3		
Bullock Wharf to Upper Mangrove	7 8 6			Walgett to Coonamble	347 4 2		
Warkworth Road to Colo River	315 17 3			Tamworth to Manilla	237 15 5		
Wollombi to Yango	21 19 6			Manilla, via Barraba to Bingera	944 12 11		
Wollombi to Mount Manning	256 7 0			Narrabri to Bingera	799 7 10	7 10 0	1885
Wollombi to Marone Creek	30 0 0			Gunnedah to Coonabarabran	564 16 2		
Clearing Liverpool, Glenbrook, &c.	185 18 8	2 2 10	1885	Mullaley to Black Stump	251 12 7		
Eastern Foot Dividing Range to Wollombi	134 17 0			Black Stump to Spring Creek	131 5 3		
Mount Manning to Wiseman's Ferry	18 16 0	0 19 0	1885	Black Stump to Coolah	42 6 7	0 0 1	1885
St. Albans to Mount Manning	241 15 0			Bomera to Coonabarabran	159 3 8		
St. Albans up M'Donald's River to Melon Creek	84 4 0			Coonabarabran to Wingidgeon	140 3 0		
Minmi to Woodford	4 10 6			Merrygoon to Coonabarabran	140 2 0		
Talbragar-street, Dubbo	500 0 0	0 5 2	1885	Narrabri, via Moree to Murrumbidgee	1,448 6 10		
Luskintyre Bridge to Lochinvar Railway Station	1 17 7	1 17 7	1885	Rocky Creek to Moree	350 0 0	350 0 0	1885
Lennox Bridge Parramatta	4,000 0 0			Narrabri to Eulalie Creek	204 0 0	198 0 0	1885
Raymond Terrace to Stockton	2 9 3	2 9 3	1885	Warialda to Moree	144 0 6		
Raymond Terrace to Stroud	158 14 5			Warialda to Yetman	264 2 3		
Widening Parramatta Road, University Cutting	1,500 0 0			Bingera to Bundarra	115 16 0		
Iron Steam Punt, Harwood Island	722 0 0			Bingera to Inverell	118 2 6		
Raymond Terrace and Maitland Road to Hunter River	7 4 11	1 6 1	1885	Warialda to Gunyerwarialda	40 17 6		
Dunmore Bridge to Clarence Town	60 7 0			Cobbadah to Rocky Creek	311 10 0	298 3 6	1885
Clarence Town to Dungog	136 7 1			Inverell to Warialda	247 16 1	1 6 6	1885
Gostwyck to Newport	149 8 9			Inverell to Queensland Border	251 15 0		
Dungog to Chichester River	3 15 0			Inverell to Gramen and Yetman	319 14 11		
Bandon Grove to Little River	27 14 2			Main North Road, Uralla to Bundarra and Inverell	403 18 3		
Boreham's to Little River	28 16 0			Walcha to Great Northern Railway	6 4 11		
Stroud, via Gloucester to Tinonee	776 18 0			Armidale to Chandler River	60 3 1		
Gloucester to Copeland	6 6 0	5 5 6	1885	Armidale to Gostwyck	22 18 3		
Gloucester to Cobark	100 0 0			Chandler River to Grafton	577 3 8		
Upper Myall to Larry's Flat	89 15 6			Armidale to Inverell	19 11 1	1 7 1	1885
"Old Bulahdelah Inn" to Raymond Terrace Road	5 10 0						

## BALANCES of Roads Votes on 31st December, 1884—continued.

Name of Road or Bridge.	Balance on 31st December, 1884.	Written off.	When written off.	Name of Road or Bridge.	Balance on 31st December, 1884.	Written off.	When written off.
	£ s. d.	£ s. d.			£ s. d.	£ s. d.	
Main North Road, Uralla, to Walcha	93 9 6			Cundle to Port Macquarie	625 3 7		
Armidale to Yarrowick	53 0 0			Nowendoc to Walcha	127 8 10		
Armidale to Mihi Creek	55 0 0			Walcha to Port Macquarie	0 18 4	0 3 4	1885
Glen Innes to Wellingrove	61 6 4			Wingham, &c., to Kelvin Grove	8 4 6	0 3 6	1885
Glen Innes to Vegetable Creek	89 18 8			Wingham, &c., to Nowendoc	12 18 6	0 7 6	1885
Glen Innes to Red Range and Kingsgate	158 14 0			Oxley Island Road	2 11 2	0 11 2	1885
Newton Boyd Road to Vegetable Creek	100 10 5			Dumaresque Island Road	19 0 0		
Newton Boyd Road to Nymboida	34 18 0	11 18 9	1885	Windsor, &c., to Sackville's	250 2 0		
Vegetable Creek to Tableland	255 9 5			West Road, St. Mary's to Orphan School Road	33 7 0	33 7 0	1885
Lawrence to Tenterfield	3,249 10 6			West Road, St. Mary's to Blacktown Road	46 18 9	46 18 9	1885
Tenterfield and Grafton Road to Boorook	105 0 0	0 0 8	1885	Yarramundi, &c., to Road, Richmond Bridge to Kurradjong	140 0 0		
Tenterfield, via Glen Lyon to Border	34 4 0			West Portland to Bulga Road	2 13 0		
Barney Downs to Poverty Point	63 4 0			Sackville to East Portland	90 18 0		
Yarrowford to Ranger's Valley	83 16 9			Churchill's to West Portland	2 5 0	0 3 0	1885
Tenterfield to Bonshaw and Clifton	108 19 0			Windsor to Penrith	125 16 0		
Couth's Crossing to Nymboida	300 0 0			Bell's Line to Colo River	103 16 7		
Rocky Mouth to Palmer's Channel	62 0 0	62 0 0	1885	Bell's Line to Colo River	1 0 0	0 6 0	1885
Grafton to Solferino	306 10 1			Blacktown Road to Box Hill	462 19 6		
Grafton to Cross Roads towards Casino	100 13 0	22 19 0	1885	Richmond Bridge to Bowenfels	135 0 0		
North Grafton to Broadwater	192 0 7			Springwood to The Hawkesbury			
South Grafton to Palmer's Channel	309 8 10			West Road, Little Hartley to Gambenang	131 14 6	63 19 6	1885
Bluff Point to South Arm Ferry	1 16 9	1 9 3	1885	Hartley to Lithgow	28 15 0		
Harwood to North Arm Ferry	7 11 3	2 17 0	1885	Hartley to Oberon	26 12 0		
Cross Roads to Ballina	379 15 10			Oberon to Little River	145 7 6	81 14 6	1885
Casino to Mount Lindsay	213 13 2	0 9 2	1885	Oberon to Fish River Caves	103 11 0		
Lismore to Queensland Border	656 18 6			Lowther, &c., to Rydal	83 0 0	45 10 0	1885
Murwillumbah to Tumbulgum	106 19 11			Mount Victoria to Mount Wilson's Platform	101 15 8		
Byangum, via Tweed Junction to Border	327 4 10			Mount Victoria to Govett's Leap	32 0 0		
Byangum to Tweed River Heads	127 6 9			Bowenfels to Marsden's Swamp	127 18 8		
Tweed River to Brunswick River	1 5 5			Western Road, Hartley, to Mount Wilson's	60 0 0	7 2 0	1885
Bexhill to Tintenbar	221 4 6			Oberon Road, via Sidmouth Valley, to Tarana and Oberon Road	52 7 8		
Bexhill to Williams	384 9 0			Oberon to Rockley	90 17 6		
Cowalong to Staine's Mill	300 0 0			Bathurst and O'Connell's Plains Road to Cooper's Bridge	52 12 0		
Lismore to Nimbin	993 12 2			Maggie Hollow to O'Connell	14 2 10		
Lismore to Woodburn	543 13 2			Tarana Railway Station to Oberon	245 2 8		
Lismore to Numulgi	141 16 8			O'Connell to Oberon	515 2 11		
Lismore to Brunswick	16 11 8			O'Connell, &c., to Swatchfield Road	224 10 5		
Lismore and Ballina Road to Ballina and Brunswick Road	157 17 0			Oberon to Swatchfield	214 2 0	0 8 0	1885
Casino, via Wyrallah to Casino and Ballina Road	49 9 3			Bowenfels to Wallerawang	132 10 0	19 15 6	1885
Ballina to Cape Byron	5 12 10			Mudgee Road, &c., to Meadow Flat	107 18 0	80 12 0	1885
Woodburn to Wardell	67 10 0			Mudgee Road, at Lidsdale to Wolgan	10 6 0		
Tintenbar to Alstonville	100 10 0			Sofala to Rylstone	204 8 3		
East Wardell to Beach	58 7 0			Cudgong to Hill End	1,152 16 5		
Port Macquarie to Kempsey	200 12 10			Cudgong to Cassilis	357 7 8	2 14 6	1885
Kempsey to Armidale and Grafton	3,033 0 5			Cudgong to Gulgong	179 16 3		
Kempsey to Fernmount	535 14 9			Cudgong Municipality to Home Rule	80 0 0		
Kempsey to Trial Bay	331 16 11			Gulgong to Denison Town	249 19 2		
Kinchela's Creek to Spencer's Creek	70 0 0			Bathurst to O'Connell's Plains	467 12 0	0 0 6	1885
Bowravilles to Brokers	76 18 6	2 19 6	1885	Kelso to Kellosiel	3 4 2	0 1 2	1885
Oakes' Plains to Macleay Heads	294 3 6			Kelso to White Rock	22 3 7		
Ferry to M'Guire's, Eastbank, Belmore River	250 0 0			Kellosiel, &c., to Little Forest	215 10 0		
East Kempsey to Boggy Creek	61 11 0			Limekilns to Palmer's Oakey	10 12 11		
East Kempsey to Sherwood	22 15 6			Kelso, via Limekilns to Sofala Road	387 18 6		
Greenhills to Nelson's, Warne-ton	106 6 0			Mitchell's Creek to Palmer's Oakey	213 15 0	21 19 8	1885
Bowraville to Congarini	225 15 6			Mitchell's Creek to West Road, Meadow Flat	19 5 2		
Fernmount to Grafton	593 1 1			Macquarie Plains to Bloom Hill	25 0 0		
Rollaud's Plains to Yarrowell Falls	142 7 0			O'Connell's Plains, via Dirty Swamp to Mutton's Falls Road	145 16 0		
Rollaud's Plains to Ballingarra Wharf	28 0 0			Bathurst to Monkey Hill	508 12 3		
Fernmount to Grafton and Armidale Road	555 10 3			Monkey Hill to Hill End	204 19 4		
Beat Harbour, Bellinger River	238 9 11			Hill End to Main West Road	9 2 0		
Missibotti to Nambucca Heads	243 8 10			Bathurst to Ophir	114 3 2		
Bowraville to Lunley Argents	152 1 1			Bathurst to Sofala, via Peel, &c.	489 18 2		
Wilson's River, via Bar Scrub to Walcha Road	85 9 0			Peel to Duramana	157 2 3	157 2 3	1885
Camden Haven to Laurieton	41 17 0			Sofala, &c., to Monkey Hill	311 10 7		
Cundle to Jocus' Island Road	77 11 3			Rockley to Caloola and Tuena Road	24 9 3		
				Mount Lawson to Judge Thompson's Creek	31 14 8		



## BALANCES of Roads Votes on 31st December, 1884—continued.

Name of Road or Bridge.	Balance on 31st December, 1884.	Written off.	When written off.	Name of Road or Bridge.	Balance on 31st December, 1884.	Written off.	When written off.
	£ s. d.	£ s. d.			£ s. d.	£ s. d.	
Evans' Plains to Trunkey Road	115 11 0			Arthur Town to Tuena	203 7 0		
Rockley, via Campbell's River to Dog Rocks	209 9 6	0 0 1	1885	Blayney, via Hood's to Teapot Swamp	66 14 6		
Rockley to Isabella River	39 5 6			La Perouse to Little Bay	330 6 0	144 6 0	1885
Rockley Road to Camping Reserve	30 0 0			Halfway House to Rocky Point	29 12 4		
Bathurst and Caloola to Teapot Swamp	55 8 6			Banks' Meadow to Whisker's Road	50 0 0		
Bathurst to Gorman's Hill and Campbell's River	61 7 6			Tom Ugly's Point to Croydon	109 3 4		
Bathurst and Campbell's River Road to Perth	82 16 6			Bringelly Cross Roads to Cob-bitty	12 12 8	12 12 8	1885
Caloola Road, via Limekilns to Rockley	4 10 1			Campbelltown to Narellan	178 14 4	38 0 4	1885
Bathurst and Caloola to Trunkey	982 2 9	477 5 1	1885	Picton to foot of Burragorang	996 2 0	614 12 3	1885
Newbridge Station to Caloola	124 5 0	0 0 8	1885	Foot of Burragorang to Cox's River	37 4 3	15 17 3	1885
Newbridge to Arthur Town	351 12 0			Bulli, via Coal Cliff to Blue Gum Forest	1 16 1	0 4 7	1885
Carcoar to Village of Shaw	166 19 0	72 14 10	1885	Bulli Pass to Cataract River	35 0 0		
Orange to Carcoar	96 12 10			Main South Road, near Berrima to Bowral	48 16 0		
Bogobogolong to Marsden's	143 5 0			Old South Road Cross Roads to Little Forest	186 18 2		
Grenfell to Goolagong	257 6 4	19 0 8	1885	Berrima to Railway Station, Moss Vale	59 2 6		
Grenfell to Morangarell	245 9 11			Appin to Brooks' Point	50 4 0	50 4 0	1885
Cowra to Young	11 8 11	11 8 11	1885	Sutton Forest to Main South Road, at Cowley's	3 16 0		
Cowra to Canowindra	242 12 9			Bowral to Lower Mittagong	97 0 0		
Cowra to Forbes, South Bank, Lachlan	274 5 4			Near Wallaby Creek to C. Illawarra	70 8 0		
Cowra to Milburn Creek	33 9 0			Moss Vale to foot of Jamberoo	255 13 6		
Cowra, &c., towards Frogmore	164 15 11			Moss Vale and Shoalhaven Road to Wallenderry Road	152 0 0		
Carcoar to Flyer's Creek	146 10 0	76 10 0	1885	Moss Vale and Kangaroo Valley to Nowra	650 18 9	1 16 1	1885
Cargo to Canowindra	168 12 0			Kangaroo Ground to Old South Road	47 10 2		
Mandurama to Canowindra	126 4 8			Nowra to Nerriga and Braidwood	290 16 11		
Mandurama to Galley Swamp	169 0 0	135 19 8	1885	Nowra to Yalwal	204 19 0	1 6 6	1885
Sheet of Bark to Mt. M'Donald	178 8 2			Cross Roads towards Taralga	43 10 6		
Bigga to Mount M'Donald	300 0 0			Nowra, via Tomerong to Milton	1,083 17 11		
Lynchurst, via Cobbs to Abercrombie	252 19 6			Kangaroo Valley to Broughton Creek	163 12 0		
Canowindra to Eugowra	291 0 0			Woodhill to Kangaroo Valley and Broughton Creek	1 17 0	1 17 0	1885
Orange, via Cargo to Nanima	525 0 0			Wild's Meadow to Robertson's Road	3 10 6		
Lewis Ponds to Orange	1 3 0	0 1 0	1885	Kiama Road, &c., to Barrangarry	158 19 7		
Orange to Canoblas	4 13 4	0 7 4	1885	Marulan to Greenwich Park	48 11 3		
Spring Terrace to Long Swamp	110 8 1			Greenwich Park to Towrang	163 18 0		
Blayney, via Parker's to Five Islands	125 0 0	0 2 11	1885	Marulan to Windellama	384 0 5		
Martin's to Spring Hill Railway Station	75 0 0			Marulan to Limekilns	9 9 0	0 7 0	1885
Spring Terrace to Forest Reefs	125 0 0			Goulburn to Pomeroy	9 2 5		
Orange and Cadia Road to 4-mile Creek	103 3 3			Goulburn to Upper Tarlo and Roslyn	9 2 0		
Forest Reefs to Blayney	293 3 8			Goulburn to Windellama	263 9 5	0 12 5	1885
Mathews' to Brome's Creek Mines	200 0 0	0 1 3	1885	Collector towards Goulburn	22 18 7	0 1 11	1885
Blayney to Guyong	215 14 0			Collector to Tirannia	5 13 11		
West Road, via Favell's to Byng	54 18 5	0 0 11	1885	Collector to Main South Road, Breadalbane	154 19 0		
Boree to Parkes	1,624 4 0			Goulburn, via Crookwell to Binda	171 9 8	1 6 2	1885
Ieely to Spring Grove Railway Station	1 2 6	0 0 6	1885	Wheeo to Binda	115 5 0		
Ironbarks Railway Station to Macquarie River	0 9 2	0 1 8	1885	Wheeo towards Crookwell	222 11 0		
Obley to Dubbo	123 19 7			Crookwell, &c., to Gunning	128 12 0		
Dubbo to Coonamble	583 6 2			Goulburn and Binda Road to Abercrombie	21 9 9	0 0 3	1885
Spring Hill Station to Hennessy's	8 2 3	0 0 3	1885	Goulburn and Wheeo Road, at Hawthorne's Tree, to Wheeo and Crookwell Road	0 7 0		
Lucknow, via Spring Hill to Carcoar	151 16 0	0 2 0	1885	Bigga to Abercrombie	49 11 0		
Molong, via "Toohey's Inn" to Toogong	100 16 6			Goulburn and Tuena Road at Sherwood	101 17 1	9 0 0	1885
Molong to Warne Railway Station	260 0 6			Goulburn, via Taralga to Carrawecla	320 9 0		
Tabrabucca to Monkey Hill	290 0 0			Taralga to Laggan	136 2 0		
Burrangang Cross Roads to Balderogery	100 0 0			Taralga to Rockwell	19 6 3		
Forbes to Parkes	181 16 4			Rockwell to Leighwood	70 0 0		
Parkes to Condobolin	953 14 0	72 15 8	1885	Taralga to Swallow-tail	63 5 6	29 5 6	1885
Forbes to the Bogan	232 0 6			Laggan to Leighwood	14 15 6		
Forbes to Condobolin	488 14 11			Goulburn to Wheeo	312 7 2		
Forbes to South Condobolin	24 19 4			Wheeo to Burrowa	176 12 1		
Faulkner's to Gilgandra	720 9 11			Gullen to Laggan	150 1 0		
Guntawang to Wellington	511 17 6			Laggan to Binda	126 14 0		
Stony Creek to Burrendong	164 15 6	1 9 6	1885	Binda to Peelwood	112 0 0		
Springs Railway Station to Neurea Bridge	49 11 6	0 0 6	1885	Cotta Wiala to Mount Wayo and Peelwood	8 10 9	0 0 1	1885
Cullenbone to Dubbo	87 15 3						
Wellington to Buckinbah	97 2 1						
Wellington to Burrendong	41 0 4	0 13 4	1885				
Wellington to Cobborah	64 15 0						
Dirt Hole Creek to Burnt Yards	75 0 0	75 0 0	1885				

## BALANCES of Roads Votes on 31st December, 1884—continued.

Name of Road or Bridge.	Balance on 31st December, 1884.	Written off.	When written off.	Name of Road or Bridge.	Balance on 31st December, 1884.	Written off.	When written off.
	£ s. d.	£ s. d.			£ s. d.	£ s. d.	
Goulburn to Bungonia.....	9 4 8	0 2 8	1885	Bega to Numbugga and Bem- books	137 7 5	.....	.....
Collector to Gunning.....	32 11 10	.....	.....	Bega to Wapengui.....	344 13 6	.....	.....
Gunning to Dalton.....	34 2 1	0 0 1	1885	Bodalla to Dignam's Creek.....	90 18 2	0 18 2	1885
Dalton to Burrowa.....	155 10 11	.....	.....	Pittman's Bridge to Bodalla.....	225 13 4	.....	.....
Gunning and Burrowa Road to Yass Railway Station.....	177 0 0	4 0 8	1885	Eden to Start.....	131 9 7	.....	.....
Dalton to Narrawa.....	73 0 4	.....	.....	Eden to Panbala.....	379 8 7	.....	.....
Sharpening Stone Creek, near Walls to Bowning.....	19 10 0	.....	.....	Wagga to Murrumburrah and Grenfell.....	318 7 8	.....	.....
Bowing to Binalong.....	33 8 7	0 0 1	1885	Coolac to Cootamundra.....	39 16 9	.....	.....
Bookham to Bowning and Binalong Road.....	47 14 6	.....	.....	Wallendbeen to Murrumburrah.....	30 16 9	0 0 6	1885
South Road, near Yass to Fairfield Bridge.....	179 17 0	.....	.....	Burrowa to Young.....	42 13 1	.....	.....
Main South Road to Bungendore Ginninderra and Gundaroo Road to Bungendore Road.....	397 15 2	.....	.....	Morangarell to Junction, Young and Temora Road.....	450 0 0	0 0 6	1885
South Road, near Bookham to Cooradigby.....	107 4 0	.....	.....	Young to Temora.....	232 8 10	0 0 5	1885
Bloomfield Crossing, &c., to Cooradigbee Valley.....	109 2 4	.....	.....	Young and Cowra Road to Jerrybang.....	13 10 0	.....	.....
Bungendore to Doughboy Hill.....	37 19 8	.....	.....	Binalong to Burrowa.....	20 7 0	.....	.....
Bungendore and Molonglo Road to Black Road.....	45 2 0	.....	.....	Murrumburrah to Grenfell.....	115 18 10	.....	.....
Queanbeyan to Gunning.....	639 7 11	.....	.....	Murrumburrah to Harden.....	2 1 3	0 0 3	1885
Queanbeyan to Murrumbate- man.....	423 17 1	.....	.....	Grenfell to Forbes.....	303 8 6	.....	.....
Yass to Woolgarlo.....	8 17 6	0 0 2	1885	Cootamundra to Temora.....	178 9 6	.....	.....
Yass to Manton's Creek.....	73 0 0	.....	.....	Gundagai to Bongongolong.....	234 6 0	.....	.....
Dalton and Pudman Road to Burrowa Road.....	50 0 0	.....	.....	Gundagai to Brungle.....	100 2 8	.....	.....
Dalton to Jerrawa Platform.....	103 13 8	.....	.....	Tumut to Brungle.....	53 1 6	.....	.....
Milton and Bateman's Bay Road to Brown's Ford.....	130 0 0	11 0 0	1885	Tumut to Adelong.....	18 19 2	.....	.....
Braidwood to Nelligen.....	503 8 1	.....	.....	Tumut to Lac-ma-Lac.....	134 10 2	.....	.....
Queanbeyan to Uriarra Ford.....	78 13 6	15 2 6	1885	Tumut to Kiandra.....	157 0 0	.....	.....
Milton to Bodalla.....	696 14 2	.....	.....	Gundagai to Wagga.....	504 15 3	.....	.....
Braidwood to Araluen.....	114 9 2	0 14 0	1885	Tumbarumba to Jingellic.....	59 1 8	.....	.....
Braidwood to Molonglo.....	78 18 1	.....	.....	Bowna Station to Waleragang Adelong to Main South Road, Hillas.....	427 14 7	.....	.....
Araluen to Moruya.....	33 12 11	.....	.....	South Road, Little Billabong Creek to Tumberumba.....	138 5 3	.....	.....
Braidwood to Sergeant's Point Sergeant's Point to Clyde River Erlington to Balallaba.....	144 10 9	.....	.....	Main South Road to Middle Adelong.....	45 15 8	0 1 11	1885
Braidwood, via Reidsdale to Bell's Creek.....	34 6 8	.....	.....	Gilmore's Creek to Riley's Crossing.....	124 5 8	.....	.....
Reidsdale to Warrambuccra Erlington to Araluen.....	5 8 2	0 0 2	1885	Main South Road, Kiamba to Wagga.....	100 14 0	.....	.....
Monga to Major's Creek, Erling- ton.....	142 3 8	.....	.....	Carabost to Kiamba.....	430 7 10	.....	.....
Major's Creek to Fairfield.....	12 18 2	.....	.....	Culcairn to Germantown.....	127 3 0	.....	.....
Cooma and Jindabyne Road to Kiandra.....	4 17 7	.....	.....	Germantown to Cookardinia.....	106 1 4	.....	.....
Cooma and Jindabyne Road to Buckley's Crossing.....	152 15 8	.....	.....	Wagga to Narrandera.....	139 9 6	.....	.....
Cooma to Bombala.....	155 0 2	0 11 1	1885	Wagga to Lake Albert.....	93 17 8	.....	.....
Cooma to Countaguinca.....	309 0 4	.....	.....	Wagga to Bullenbong.....	43 10 0	.....	.....
Cooma to Cooma and Braid- wood.....	283 12 3	0 10 3	1885	Main South Road, Tarcutta to Alfred Town.....	305 12 0	.....	.....
Cooma to Bobundarra.....	85 11 9	.....	.....	Conargo, via Cudal to Narran- dera.....	66 4 5	.....	.....
Buckley's Crossing to Bolico.....	180 11 2	.....	.....	Wagga to Cowabbee.....	367 14 3	.....	.....
Cathcart to Bibbenluke Junc- tion.....	538 18 5	.....	.....	Albany to "Turner's Inn," South of Tocumwal.....	118 9 10	.....	.....
Bibbenluke to Bobundarra.....	310 9 0	.....	.....	Albany to Urana.....	872 9 0	.....	.....
Bobundarra to Seymour.....	120 18 0	.....	.....	Albany and Corowa Road to Urana.....	556 1 11	.....	.....
Holt's Flat to Railway Bridge..	199 6 0	21 7 6	1885	Corowa, via Sandy Ridges to Jerilderie.....	963 3 6	0 0 9	1885
Bombala to Delegate.....	220 0 0	.....	.....	Howlong to Walbundry.....	98 9 0	.....	.....
Bombala to Gunningarah.....	25 8 11	0 1 11	1885	Walbundry to Culcairn Railway Station.....	260 0 0	3 16 3	1885
Candelo to Brown's Mountain. Candelo and Wyndham to Burrogate.....	244 10 6	.....	.....	Gerogery Railway Station to Bungowannah.....	3 16 3	.....	.....
Brown's Mountain to Finger- post.....	396 4 9	.....	.....	Gerogery Railway Station to Howlong.....	28 15 6	.....	.....
Candelo to Kameruka.....	219 0 0	.....	.....	Albany to Wagga.....	644 8 4	.....	.....
Burrogate to Honeysuckle.....	217 13 0	.....	.....	Rook Railway Station to Urana Walla Walla to Gerogery Railway Station.....	407 7 11	.....	.....
Towamba to New Buildings.....	139 16 0	.....	.....	Purchase of Land, Bridge, Gas Works, Parramatta.....	732 3 1	.....	.....
Cathcart to Panbala.....	51 18 10	.....	.....	Deniliquin to Mathoura Old Road.....	90 0 0	.....	.....
Panbala to Wolunla.....	30 0 0	.....	.....	Mathoura to Moama.....	76 0 0	.....	.....
Wolunla Junction to Cross- Roads.....	67 17 0	.....	.....	Deniliquin to Balranald.....	4 4 1	.....	.....
Wolunla to Candelo and Wyndham.....	43 2 9	.....	.....	Deniliquin to Urana.....	322 5 6	.....	.....
Merimbula to Jellat Jellat.....	482 7 0	.....	.....	Deniliquin to Black Swamp.....	310 0 1	.....	.....
Brianderry to Bega.....	33 19 0	2 7 6	1885	Moama to Moulamein.....	358 7 2	.....	.....
Bega to Tathra.....	56 15 6	.....	.....	Til Til to Oxley Bridge.....	80 5 3	352 0 0	1885
Bega to Wolunla.....	100 0 0	.....	.....	Balranald to Hay.....	347 17 4	45 19 6	1885
Bega to Bodalla.....	4 17 0	.....	.....	Balranald towards Pooncarie ..	359 14 2	322 6 7	1885
Cobargo to Bermagui.....	58 12 0	.....	.....	Hay to Darlington.....	150 0 0	.....	.....
Cobargo to Wadbilliga.....	23 7 6	.....	.....	Carrathool to Hillston.....	883 5 2	229 3 8	1885
	184 16 10	.....	.....	Hulung Station to Lake Cud- gellico.....	486 14 1	.....	.....
	343 19 10	.....	.....	Lachlan, via Whealbah to Gun- bar.....	182 8 10	182 8 10	1885



1885.

## BALANCES of Roads Votes on 31st December, 1885.

Name of Road or Bridge.	Balance on 31st December, 1885.	Written off.	When Written off.	Name of Road or Bridge.	Balance on 31st December, 1885.	Written off.	When Written off.
<b>1883.</b>				<b>Bridges—</b>			
Road, head of navigation, Lane Cove	£ 311 1 0	£ 125 5 6	1886	Lennox Bridge, Parramatta..	4,000 0 0	4,000 0 0	1886
Tanks and wells, Mines Department	7,474 9 5	7,466 10 11	1886	Wilson's Creek.....	700 0 0	700 0 0	1886
<b>Bridges—</b>				Culgoa River Bridge.....	1,996 9 0	.....	...
German Creek.....	32 9 0	32 9 0	1886	Billabong Creek, Bourke.....	25 1 10	.....	...
Tycanna Creek.....	311 12 7	.....	...	Greenbah Creek.....	460 0 0	.....	...
Humumbah Creek.....	4,558 14 0	.....	...	Wickham to Bullock Island..	1,324 0 0	.....	...
Erina Creek.....	523 8 0	.....	...	Mulbring Creek.....	850 0 0	98 15 0	1886
Menindie Creek.....	250 0 0	.....	...	Rylstone to Bylong.....	198 14 0	117 3 0	1886
Tooma River, Greg Greg.....	1,999 11 3	1,999 11 3	1886	Main South Coast Road.....	325 7 8	144 13 6	1886
Big River, Moree.....	311 4 8	.....	...	Futter's and Machaachie's...	204 8 11	.....	...
<b>1884.</b>				Yarrien Creek.....	465 0 0	.....	...
Warden to Lismore and Ballina Road	534 0 3	.....	...	Five-mile Creek.....	319 0 0	.....	...
Lismore to Ballina.....	532 17 0	.....	...	Howlong.....	3,034 18 5	.....	...
Ballina and Brunswick Road to Newreybar.....	600 0 0	600 0 0	1886	Bingera.....	2,381 5 0	.....	...
Congarini Ferry to Boat Harbour, Nambucca River.....	495 0 0	.....	...	Lachlan, at Murrin.....	68 4 8	.....	...
Tuggerah Beach Lake, &c., to near Angy Angy.....	109 3 0	.....	...	Parramatta Gas Works.....	0 5 0	.....	...
Bowenfels to Marsden's Swamp	410 0 0	410 0 0	1886	<b>1885.</b>			
Broughton Creek to Woodhill	543 0 0	.....	...	Main North Road.....	753 12 8	1 3 4	1886
Albion Park to Macquarie Mt.	9 10 7	9 19 7	1886	Main South Road.....	2,753 12 4	10 3 5	1886
Brogers Creek to Kangaroo Valley.....	326 0 0	.....	...	Main Western Road.....	2,331 16 3	178 1 0	1886
Upper Brogo to Bega and Bodalla.....	44 18 0	.....	...	Grafton, via Glen Innes to Inverell.....	40 7 0	1 10 6	1886
Cross Roads, Merimbula Road to Tathra Road.....	525 0 0	525 0 0	1886	Grafton Punt Tolls.....	0 17 7	0 2 1	1886
Towamba to Eden.....	15 12 9	.....	...	Armidale to Maryland.....	51 1 8	13 13 3	1886
Road through Burrows.....	8 11 0	.....	...	Wallerawang to Mudgee.....	297 7 9	112 7 11	1886
Deviation, Pyrmont Bridge to Glebe Island.....	2,000 0 0	6 18 1	1886	Bombala to Merimbula.....	495 2 10	.....	...
Abattoir Road, Petersham to Abattoirs.....	33 19 0	.....	...	Orange, via Boree to Forbes..	251 11 11	.....	...
Tanks, Parkes to Condobolin...	582 3 2	305 14 4	1886	Goulburn to Cooma.....	2,326 19 5	.....	...
Tanks, Warren to Coonamble	168 3 7	11 7 3	1886	Tarago to Braidwood.....	222 6 3	.....	...
Sydney and Cook's River Road	2,302 3 11	1,898 14 6	1886	Bathurst to Blayney.....	24 10 2	.....	...
Banks' Meadow to Long Bay...	71 5 4	.....	...	Blayney, via Cowra to Grenfell	360 4 6	17 10 9	1886
Parramatta to Ryde.....	609 5 3	.....	...	Port Jackson to Peat's Ferry ..	297 6 10	.....	...
Katoomba to Fish River Caves	124 9 0	16 11 6	1886	Main South Coast Road.....	320 11 5	2 8 7	1886
Lane Cove to Pittwater.....	401 17 6	.....	...	Rocky Point Road, &c., to Burwood Railway Station ..	91 7 6	5 18 2	1886
Tumut to Kiandra, via Cooma.	205 2 6	.....	...	Sydney and Cook's River Road	42 9 4	0 4 4	1886
Glebe, near Newcastle to Adamstown.....	13 17 2	.....	...	Expenses, Punts.....	315 16 1	4 6 10	1886
Kincumber to Lloyd's Wharf	31 0 0	.....	...	Repairs to Bridges.....	1 0 5	0 11 2	1886
Quirindi, via Colley Blue to Tambar.....	1,849 16 2	.....	...	Unclassified Roads.....	3,970 18 5	50 0 0	1886
Widening Parramatta Road, University.....	644 11 2	.....	...	Approach to Harwood Punt ..	117 7 5	.....	...
Iron Steam Punt, Harwood Island.....	15 5 0	2 5 0	1886	Punt, Oyster Channel, Clarence River.....	327 16 6	113 5 8	1886
Dungog to Chichister River ..	3 15 0	.....	...	Punt, Book's Ferry.....	227 5 0	214 18 3	1886
Newton Boyd to Nymboida ..	2 2 0	.....	...	Punt at Bateman's Bay.....	300 0 0	19 1 2	1886
Mount Victoria to Govett's Leap	2 0 0	.....	...	Main-street, Emmaville.....	234 0 0	.....	...
O'Connell to Oberon.....	341 15 11	.....	...	Marx Hill to Bourke's Crossing	200 14 4	.....	...
O'Connell, via Wiseman's Creek to Swatchfield.....	111 10 5	.....	...	Roads, Colliery Townships, Lower Hunter.....	3,994 11 8	5 0 0	1886
Oberon to Swatchfield.....	125 14 0	.....	...	Roads, Raymond Terrace, Northwards.....	316 11 5	.....	...
Bowenfels to Wallerawang.....	66 1 6	.....	...	G.N. Road, District Waratah..	185 5 0	.....	...
Macquarie Plains to Bloom Hill	5 0 0	.....	...	Road, Coal Cliff.....	608 0 0	.....	...
Evans Plains, &c., to Trunkey	6 2 2	.....	...	Lithgow to Vale of Clwydd ..	500 0 0	.....	...
Bathurst and Campbell's River Road to Perth.....	17 16 5	.....	...	Road, Field of Mars Common..	305 4 4	.....	...
Bathurst to Caloola and Trunkey.....	46 17 0	.....	...	Manly to Pittwater.....	1,000 0 0	.....	...
Grenfell to Goolagong.....	59 16 8	.....	...	Pyrmont Bridge Road.....	935 10 11	1 7 4	1886
Parkes to Condobolin.....	134 0 0	.....	...	Road round Wentworth Park..	1,673 0 0	.....	...
Kiama Road, at Blinkensops to Barrengarry.....	9 16 7	.....	...	Road, east side Botany Road..	41 1 0	.....	...
Milton via Bateman's Bay Road to Bowman's Ford.....	25 0 0	.....	...	Ryde to Parramatta.....	2,724 0 0	.....	...
<b>Bridges—</b>				Gardener's Road, Botany.....	148 13 3	.....	...
Wilson's Creek, Lismore ..	545 0 11	397 18 3	1886	Anabil's-lane, Botany.....	347 2 2	3 19 6	1886
Westbrook and Glendonbrook	1,000 0 0	.....	...	Walche's Road, Botany.....	71 3 8	.....	...
King's Creek, Port Macquarie	2,000 0 0	.....	...	King-street, Botany.....	38 0 0	.....	...
Brungle Gully.....	1,500 0 0	.....	...	Completion of Works, Gee's Rock.....	0 7 0	.....	...
Paterson.....	6,000 0 0	.....	...	Cutting Colo Rock, Bulga side	1,066 0 0	.....	...
Bega to Brogo.....	1,500 0 0	3 13 1	1886	Improvement of Sherwin's Range.....	529 0 0	.....	...
				Tanks and wells, special schedule.....	100 1 3	3 13 5	1886
				Fencing special leases, tanks, &c.....	10,890 13 1	.....	...
				Building, &c., Caretakers' Huts	12,894 4 6	9,000 0 0	1886
				Approach, Auburn Platform...	241 9 0	241 9 0	1886
				Road, Upper Watagan to Coorabong.....	858 4 0	3 15 2	1886
				Filling, Coal Workings, Newcastle.....	285 12 1	.....	...
				Abattoirs to "White Bay Hotel"	1,287 15 0	.....	...
				Jamberoo Mount Deviation.....	1,000 0 0	.....	...
				Military Road, St. Leonards..	74 18 6	8 0 11	1886
				Manly to Pittwater.....	345 15 5	.....	...
				Bulgowlah to Pittwater.....	60 10 0	.....	...

## BALANCES of Roads Votes on 31st December, 1885—continued.

Name of Road or Bridge.	Balance on 31st December, 1885.	Written off.	When written off.	Name of Road or Bridge.	Balance on 31st December, 1885.	Written off.	When written off.
Pittwater to Barranjoey .....	£ s. d. 200 0 0	£ s. d.	...	Currabubula to Tamworth .....	£ s. d. 95 13 0	£ s. d.	...
Pearce's Corner to Pennant Hills Lane Cove to Pittwater .....	1 10 0 49 14 0	.....	.....	Tamworth to Bowling Alley Point and Nundle .....	476 18 5	.....	.....
Pearce's Corner to Peat's Ferry Peat's Ferry Road to Berowra Creek .....	15 2 9 45 0 0	.....	.....	Dungowan to head of Qumbil..	55 4 6	.....	.....
Wiseman's Ferry to St. Albans Pemberton to mouth Popran Creek .....	46 4 9 28 15 0	.....	.....	Dungowan to Cadell's Station..	35 0 0	.....	.....
Kincumber to Lloyd's Wharf..	175 0 0	0 11 0	1886	Tamworth to the Forest .....	24 17 6	.....	.....
Wallsend to Gosford Road, Cooranbong .....	610 5 10	.....	.....	Tamworth to Gunnedah .....	247 5 5	.....	.....
Wallsend to Lake Macquarie..	363 0 6	.....	.....	Tamworth, via Moree Creek to Attunga .....	13 12 4	.....	.....
Mulbring to Millfield .....	405 15 7	.....	.....	Tamworth to Manilla .....	127 10 4	.....	.....
Gosford to Kincumber .....	55 11 11	.....	.....	Manilla, via Barraba to Bingera .....	367 5 11	.....	.....
Gosford, &c., to Government Reserve, Ourimba Creek .....	68 4 0	26 18 0	1886	Barraba to Bundarra .....	3 19 9	3 19 9	1886
Gosford to Blood-tree .....	163 15 1	.....	.....	Gunnedah to Coonabarabran..	22 14 11	.....	.....
Erina Creek to Tuggerah Beach Lake .....	228 2 0	.....	.....	Spring Creek to Birrewa .....	93 19 0	.....	.....
Bumble Hill to Upper Wyong .....	29 15 0	4 17 0	1886	Coonabarabran to Merrygoen..	73 12 8	.....	.....
Wollombi Road to Congewai..	131 6 0	16 4 8	1886	Gunnedah towards Barrabra ..	464 0 0	424 0 0	1886
Wollombi Road to Ellalong ..	134 9 0	.....	.....	Gunnedah to Narrabri .....	665 8 5	536 10 8	1886
Mandalong to Cooranbong Wharf .....	84 9 6	.....	.....	Narrabri to Walgett .....	1,166 18 5	38 0 0	1886
Broken Back Gap to Wyong Creek .....	53 2 3	7 18 3	1886	Narrabri to Bingera .....	1,036 19 11	.....	.....
Wyong Creek to Gosford .....	241 15 6	.....	.....	Narrabri, via Moree to Mungindi .....	662 7 6	.....	.....
Murray's Run to 10-mile Post ..	76 1 4	0 6 8	1886	Rocky Creek to Moree .....	255 14 0	150 15 6	1886
Blue Gum Flat to Chittaway..	2 5 1	2 5 1	1886	Old Gunnedah and Narrabri Roads to Bulali Creek .....	225 0 0	.....	.....
Wyong Creek to Mangrove Creek .....	131 2 11	.....	.....	Cobbadah to Rocky Creek .....	177 0 0	171 7 3	1886
Warkworth Road to Putty .....	253 10 3	102 10 3	1886	Walgett to Coonamble .....	249 3 7	64 7 6	1886
Wollombi to Yangong .....	11 7 4	.....	.....	Bingera to Moree .....	172 5 6	.....	.....
Wollombi to Wiseman's Ferry ..	407 9 3	.....	.....	Warialda to Moree .....	347 2 0	.....	.....
Wollombi to Millfield .....	3 1 6	3 1 6	1886	Pallamallawa, via Bularoo to Moree .....	3 16 0	.....	.....
Wollombi up Narone Creek .....	30 0 0	.....	.....	Bingera, via Keera to Bundarra .....	3 5 1	3 5 1	1886
St. Albans to Mount Manning ..	31 8 2	4 13 2	1886	Bingera to Inverell .....	44 17 10	.....	.....
St. Albans up M'Donald Road to Melon Creek .....	38 7 10	.....	.....	Warialda to Gumyerrualda..	136 15 3	.....	.....
Lambton to Charleston .....	2 11 6	.....	.....	Warialda to Inverell .....	39 16 2	.....	.....
Wallsend to Sandgate .....	20 0 0	.....	.....	Main North Road, Uralla to Walcha .....	49 10 0	.....	.....
Minni to Woodford .....	27 18 9	.....	.....	North Road at Uralla to Inverell .....	90 10 10	.....	.....
Hexham to Fullerton Cove .....	4 1 10	.....	.....	Walcha to Great Northern Railway .....	25 3 8	1 9 8	1886
Raymond Terrace to Stroud .....	227 9 10	.....	.....	Armidale to Chandler River ..	31 16 7	0 12 7	1886
Raymond Terrace to east side Williams River .....	16 9 4	14 14 9	1886	Armidale to Rock Vale .....	9 0 5	0 0 5	1886
Alnwick to Martin's Wharf .....	8 0 7	.....	.....	Armidale, via Mihi Creek to Walcha .....	35 12 1	0 1 0	1886
West Maitland to Dunmore .....	3 13 0	2 1 0	1886	Walcha to Glen Morrison .....	42 14 0	.....	.....
Dunmore to Clarence Town .....	5 19 0	.....	.....	Guyla Railway Station, via Eastern Plains to Inverell ..	3 2 10	3 2 10	1886
Dunmore to Patterson Punt .....	53 8 0	14 8 0	1886	Walcha to Port Macquarie..	363 5 6	3 14 0	1886
Gostwyck to New Park .....	116 10 3	.....	.....	Glen Innes to Wellingrove..	6 10 5	.....	.....
Clarence Town to Limeburners' Creek .....	121 2 6	.....	.....	Glen Innes to Vegetable Creek	16 2 7	.....	.....
Harper's Hill to Allandale Railway Station .....	50 0 0	2 1 6	1886	Yarrowford to Ranger's Valley	68 13 9	.....	.....
Deep Creek to Allandale Railway Station .....	8 13 5	8 13 5	1886	Inverell to Reedy Creek .....	99 12 9	37 16 9	1886
Singleton, via Goorangoolah to Dry Creek .....	53 18 3	2 8 3	1886	Inverell to Vegetable Creek ..	1 4 10	1 4 10	1886
Singleton to Cooper's Flat .....	110 1 6	.....	.....	Inverell, &c., to Kangaroo Camp .....	3 8 0	2 11 0	1886
North Road, near Merimbah to Jerry's Plains .....	46 7 0	.....	.....	Inverell, via Dinton Vale to Bukkulla .....	134 0 0	.....	.....
Doyle's Creek to Jerry's Plains ..	120 0 0	1 1 0	1886	Inverell to King's Plains .....	89 6 5	4 12 5	1886
Jerry's Plains to Denman .....	63 3 8	.....	.....	Inverell to Gramen, Yetman, and Goondiwindi .....	466 0 9	.....	.....
Denman to Junction, Muswellbrook and Mudgee Roads ..	3 18 9	3 18 9	1886	Inverell to Queensland Border	16 12 1	0 0 1	1886
Muswellbrook and Mudgee to Merriwa .....	80 10 5	0 0 5	1886	Barney Downs to Poverty Point .....	47 14 2	.....	.....
Merriwa to Cassilis .....	516 18 3	.....	.....	Laurence to Tenterfield .....	2,367 0 7	2 9 8	1886
Muswellbrook Iron Bridge to Denman and Cassilis .....	51 16 8	.....	.....	Newton Boyd Road to Vegetable Creek .....	31 15 4	.....	.....
Denman and Cassilis to Mudgee ..	1,001 6 5	114 11 4	1886	Tent Hill to Deepwater .....	262 0 6	.....	.....
Aberdeen, up Rouchell Brook to Scrumbow .....	39 5 8	10 9 8	1886	Tenterfield, via Glen Lyon to Border .....	236 9 6	.....	.....
Scone to Denison Diggings, at Noonan .....	4 16 4	.....	.....	Tenterfield and Grafton Road to Boorook .....	31 6 0	11 0 0	1886
Scone to Merriwa .....	25 1 2	.....	.....	Penterfield to Bonshaw .....	276 3 8	.....	.....
Scone and Merriwa Road to Kingdon Ponds .....	70 0 0	6 6 5	1886	Stroud, via Gloucester to Tinonee .....	1,420 16 6	.....	.....
Quirindi, up Jacob and Joseph Creeks to Middle Creek, &c. ..	38 11 0	4 0 8	1886	Tinonee and Gloucester Road to Clarkson's Crossing .....	300 11 0	57 2 6	1886
Blandford to Isis River .....	79 0 0	.....	.....	Burril Creek to Wingham and Black Flat .....	118 4 0	22 4 0	1886
Wallabadah to Quirindi .....	48 1 5	.....	.....	Bullock Wharf to Wolumbah River, Larry's Flat .....	87 4 9	.....	.....
Wallabadah to Nundle and Swamp Creek .....	62 13 7	20 1 7	1886	Gloucester to Copeland .....	294 16 6	1 14 6	1886
Mount Pleasant to Murphy's Gap .....	21 14 0	21 14 0	1886	Gloucester to Cobark .....	26 10 0	.....	.....
				Gloucester to Nowendoc .....	250 0 0	9 14 6	1886
				Dungog to Stroud and Gloucester Road at Weismantle's ..	422 4 1	.....	.....
				Dungog to Underbank .....	341 14 7	.....	.....



## BALANCES of Roads Votes on 31st December 1885—continued.

Name of Road or Bridge.	Balance on 31st December, 1885.	Written off.	When written off.	Name of Road or Bridge.	Balance on 31st December, 1885.	Written off.	When written off.
	£ s. d.	£ s. d.			£ s. d.	£ s. d.	
Caloola Road, <i>via</i> Limekilns to Rockley Road .....	25 1 1	0 0 7	1886	Picton, <i>via</i> Vanderville to foot of Burragarang Mount .....	750 12 6		
Bathurst to Caloola & Trunkey Gold Fields .....	788 13 5	95 19 7	1886	Appin to Brooks' Point .....	32 14 0	32 14 0	1886
Newbridge Station to Caloola..	205 0 6	0 17 6	1886	Foot Burragarang Mount to Cox's River .....	53 8 6		
Arthur Town to Tuena .....	3 14 8			Foot Burragarang Mount up Wollondilly River .....	97 12 0	8 3 0	1886
Newbridge, <i>via</i> Nobby's Yards to Arthur Town .....	321 10 10	0 0 4	1886	Moss Vale, <i>via</i> Kangaroo Valley to Nowra .....	245 5 8		
Hill End to Main Western Rd.	9 2 0			Moss Vale and Nowra Road to foot Jamberoo Mount .....	418 11 6		
Mallow Grove towards Trunkey	160 0 0	1 15 6	1886	Old South Road from Cross Roads to Little Forest .....	211 2 8		
Orange to Carcoar .....	83 6 1			Bowral, <i>via</i> Alcorn's Hill to Robertson .....	313 3 0		
Orange, <i>via</i> Cargo to Nanima...	33 4 0			Main South Road, near Berrina, to Bowral .....	168 8 6		
Lewis Ponds to Orange .....	99 4 0			Bowral to Lower Mittagong ..	11 10 3		
Orange to Mullion .....	84 1 6			Bowral Road to Burradoo Plat- form .....	5 9 3		
Orange to Canoblas .....	244 4 0			Berrima to Railway Station, Moss Vale .....	107 5 6		
Orange to Pinnacle at Renshaw's Blayney, <i>via</i> Parker's to Five Islands .....	113 14 0			Moss Vale and Shoalhaven Road to Wallanderry .....	257 11 0		
Cargo to Cudal .....	29 15 4			Sutton Forest to Main South Road, near Cowley's .....	75 0 0		
Orange to Ophir .....	56 14 0	0 5 6	1886	Sutton Forest to Bundanoon ..	75 5 9		
Spring Terrace to Forest Reefs	22 3 4	0 13 11	1886	Cross Roads towards Taralga ..	60 0 0		
Orange and Cadia Road to Four- mile Creek .....	143 3 11			Kangaloon Road at Robertson's Point to Mount Murray .....	80 11 7		
Forest Reef to Blayney .....	269 13 9			Near Wallaby Creek, &c., to Central Illawarra .....	25 2 9		
Matthews to Brown's Creek Mine .....	60 5 3			Kiama Road, at Elinkinsopp's to Barrengarry .....	205 19 10		
Western Road at Favell's to Byng .....	150 0 0	0 12 8	1886	Burrawang to Robertson's Road	19 11 0		
Icely to Spring Grove Railway Station .....	210 0 0			Wild's Meadow to Robertson's Road .....	99 10 0		
Molong to Obley .....	20 14 9			Nowra, <i>via</i> Nerriga to Braid- wood .....	76 3 10		
Stony Creek to Burrendong ..	150 0 0			Nowra to Yahwal .....	196 12 8		
Spring Railway Station to Newrea Bridge .....	161 5 0			Nowra <i>via</i> Tomerong to Milton	306 13 8		
Wellington to Burrendong .....	330 0 0			Kangaroo Valley to Broughton Creek .....	87 1 11		
Dirt-hole Creek to Burnt Yards	41 14 0	41 14 0	1886	Woodhill, Broger's Creek, to Kangaroo Valley and Broughton Creek .....	39 4 0		
Carcoar to Village of Shaw ..	249 2 11			Marulan to Greenwich Park ..	76 11 7		
Bogo Bogolong to Marsden .....	67 8 9			Greenwich Park to Towrang ..	2 14 7		
Grenfell to Goolagong .....	205 0 0			Marulan to Limekilns .....	70 3 9		
Grenfell to Morangarell .....	192 13 4			Marulan to Windellama .....	282 19 0		
Cowra to Young .....	114 19 4			Goulburn to Bangonia .....	26 13 6		
Cowra to Canowindra .....	146 17 4			Goulburn to Windellama .....	49 1 3		
Cowra to Forbes .....	262 2 4			Goulburn to Curraweela .....	93 9 10		
Cowra to Milburn Creek .....	54 7 8	0 11 7	1886	Goulburn to Upper Tarlo and Roslyn .....	82 8 3		
Cowra to Morongla and Nula towards Frogmore .....	46 13 8			Campbell's Lane, Middle Arm Road to Rhyanna .....	52 0 0		
Carcoar to Flyer's Creek .....	143 12 0	56 10 0	1886	Goulburn, <i>via</i> Crookwell to Binda .....	402 0 0		
Mandurama to Canowindra ..	247 13 7			Goulburn, <i>via</i> Gullen to Wheeo	384 19 4		
Mandurama to Galley Swamp ..	215 5 8			Collector to Main South Road at Breadalbane .....	27 2 0		
Sheet of Bark, &c., to Mt. McDonald .....	169 5 2			Collector to Gunning .....	12 2 0		
Biggar to Mount McDonald .....	32 5 6			Collector towards Goulburn ..	28 15 0		
Lyndhurst, <i>via</i> Cobb's to Aber- crombie .....	353 1 3			Collector, <i>via</i> Currawang to Tiranna .....	75 4 3		
Canowindra to Eugowra .....	246 15 6			Wheeo to Binda .....	2 19 10	2 19 10	1886
Boree to Parkes .....	956 4 2			Wheeo towards Crookwell .....	119 11 0	9 16 8	1886
Forbes to Parkes .....	372 13 11	0 0 6	1886	Crookwell, <i>via</i> Grabben Gullen to Gunning .....	69 13 10		
Forbes to Condobolin .....	107 18 2			Binda to Bigga .....	102 0 0		
Forbes to Bogan .....	351 14 8			Goulburn and Binda Roads, &c., to Abercrombie .....	882 9 0		
Parkes to Condobolin .....	788 1 0			Goulburn and Wheeo Road to Wheeo and Crookwell .....	35 0 0	0 5 6	1886
Grenfell to Forbes .....	324 12 11			Bigga to The Abercrombie .....	23 7 0		
Forbes to South Condobolin ..	327 18 4			Goulburn and Tuena Road, &c., to Sherwood .....	145 10 8		
Lachlan at Murrumbidgee to Mt. Hope	520 0 0	114 3 6	1886	Taralga to Stone-quarry .....	7 10 6		
Jaulkner's, <i>via</i> Cobborah to Gilgandra .....	451 8 0			Stone-quarry to Leighwood ..	28 11 0		
Cullenbone to Dubbo .....	35 11 7			Taralga, <i>via</i> Bannaby to Swal- lowtail .....	77 13 0		
Dubbo to Coonamble .....	1,355 8 7	34 12 3	1886	Laggan, <i>via</i> Golspie to Leigh- wood .....	36 4 6	0 5 0	1886
Obley to Dubbo .....	197 5 1			Golspie to Taralga and Stock- well Road .....	27 1 8		
Cobar to Nyngan .....	600 0 0	2 2 6	1886	Wheeo to Burrowa .....	12 9 2	3 7 2	1886
Nymagee to Nyngan .....	101 13 7			Gullen, <i>via</i> Crookwell to Laggan	10 7 11		
Bourke to Ford's Bridge, and Hungerford .....	305 0 0	5 19 5	1886				
Bourke to Wanaaring .....	21 0 0						
Wilcannia to Thackaringra ..	268 16 1	218 15 7	1886				
Wilcannia towards Tibooburra	305 6 8						
Randwick Toll-gate to La Perouse .....	178 4 6	73 18 6	1886				
Half-way House to Rocky Point .....	15 5 3						
Banks' Meadow to Whiskers Road .....	50 0 0						
Tom Ugley's Point to Croydon	131 4 11	29 16 11	1886				
Rocky Point Road to George's River .....	209 15 4						
Illawarra Road to Bond's Road	17 16 10						
Bringelly Cross Roads to Cob- bity Road .....	60 0 0						
Campbelltown to Narellan .....	100 0 0	100 0 0	1886				

## BALANCES of Roads Votes on 31st December, 1885—continued.

Name of Road or Bridge.	Balance on 31st December, 1885.	Written off.	When written off.	Name of Road or Bridge.	Balance on 31st December, 1885.	Written off.	When written off.
	£ s. d.	£ s. d.			£ s. d.	£ s. d.	
Crookwell, via Red Ground to Laggan and Binda .....	10 16 0	10 16 0	1886	Sharpening Stone Creek to Bowning, via Burrowa Road, near Walls .....	14 5 9	.....	.....
Laggan to Binda .....	119 2 6	.....	.....	Ginnindera to Weetangra .....	25 0 0	.....	.....
Binda to Peelwood .....	9 16 6	0 6 6	1886	Queanbeyan to Uryana Post Office, via Yarralumla .....	234 0 0	.....	.....
Bungendore to Doughboy Hill Bungendore, &c., to Queanbeyan and Bungendore Road .....	15 16 10	0 0 2	1886	Bloomfield Road at Waroo Creek, &c., to Mullion .....	119 2 6	.....	.....
Braidwood to Nelligen .....	14 11 8	2 5 8	1886	Bloomfield Creek, Murrumbidgee, to Cooradigbee, via Ryrie's .....	2 12 4	2 12 4	1886
Nelligen to Bateman's Bay .....	515 6 8	.....	.....	South Road, near Bookham, to Cooradigbee Junction .....	19 18 6	.....	.....
Nelligen to Bateman's Bay and Milton Road at M'Millan's .....	12 0 2	2 1 2	1886	Ginnindera and Gundaroo Road, via Mac's Reef to Bungendore .....	40 0 0	.....	.....
Milton and Bateman's Bay and Moruya to Bodalla .....	44 3 0	.....	.....	Bookham to Bowning and Binalong Road at Ellalong .....	6 1 6	.....	.....
Braidwood to Araluen .....	12 3 0	.....	.....	Yass to Bloomfield .....	183 13 0	.....	.....
Araluen to Moruya .....	9 6 8	.....	.....	Wallendbeen to Murrumburrah .....	37 2 0	.....	.....
Braidwood to Elrington .....	409 16 6	.....	.....	Burrowa to Young .....	9 2 0	.....	.....
Braidwood to Sergeant's Point .....	96 6 6	.....	.....	Young to Temora .....	6 12 0	.....	.....
Braidwood to Ballalaba .....	84 16 7	.....	.....	Morangarell to Young and Temora Road .....	31 4 0	.....	.....
Elrington to Ballalaba .....	37 17 8	.....	.....	Young and Cowra Road, near Young to Jerrybang .....	60 2 6	.....	.....
Braidwood, via Reidsdale to Bell's Creek .....	82 9 6	27 3 10	1886	Binalong to Burrowa .....	9 10 10	.....	.....
Monga to Major's Creek, Elrington .....	12 7 4	1 3 8	1886	Murrumburrah and Wombat, &c., to Grenfell .....	12 0 0	.....	.....
Major's Creek to Fairfield .....	47 9 6	.....	.....	Gundagai to Tunut .....	113 19 3	.....	.....
Cathcart to Bibbenluke Junction .....	209 12 0	.....	.....	Gundagai to Brungle .....	83 15 0	.....	.....
Brown Mountain, &c., to Finger Post .....	67 6 10	.....	.....	Gundagai to Wagga .....	493 12 3	.....	.....
Burrogate to Honeysuckle .....	20 16 6	1 18 6	1886	Tunut to Brungle .....	62 15 10	.....	.....
Towomba to New Buildings .....	10 0 9	3 18 7	1886	Tunut to Lac-ma-Lac .....	4 4 11	.....	.....
Cathcart Junction, &c., to Panbula .....	64 8 3	3 4 3	1886	Tunut to Kiandra .....	217 1 11	.....	.....
Panbula to Wolumla .....	6 10 6	.....	.....	Tunut to Adelong .....	7 13 2	.....	.....
Wolumla Junction to Cross Roads .....	73 16 0	.....	.....	Gilmore Creek to Riley's Crossing, Adelong Creek .....	18 7 6	.....	.....
Wolumla, &c., to Candelo and Wyndham Road .....	44 11 0	24 14 0	1886	Riley's Crossing to Reedy Flat .....	41 0 0	.....	.....
Briandairy to Bega .....	44 17 0	.....	.....	Adelong to Main Southern Road at Hillas Creek .....	56 9 1	.....	.....
Bega, via Jellat Jellat to Tathra .....	1 9 3	1 5 9	1886	Main Southern Road to Middle Adelong .....	626 15 2	.....	.....
Bega to Wolumla .....	23 10 0	.....	.....	Coolac to Cootamundra, via McLeod's .....	19 1 6	.....	.....
Bega to Bodalla .....	54 6 10	.....	.....	Cootamundra to Stockinbringal Bridge .....	6 19 6	.....	.....
Cobargo to Bermagui .....	5 0 0	1 15 0	1886	Upper Tumberumba to Tumberumba .....	37 1 10	.....	.....
Cobargo, via Wandellow, &c., to Wadbilliga .....	4 5 10	4 5 10	1886	Tumberumba, via Mundaroo to Jingellie .....	4 16 6	3 15 6	1886
Bega to Numbugga and Bembooka .....	188 8 11	.....	.....	Bowna Station to Walleragang .....	1 0 4	0 3 4	1886
Bega to Wapingue .....	439 0 1	.....	.....	South Road at Little Billabong to Tumberumba .....	4 9 4	.....	.....
Bodalla to Dignam's Creek .....	102 2 11	.....	.....	Carabost to Kyamba .....	10 10 7	.....	.....
Pittman's Bridge, &c., to Bodalla .....	72 12 8	.....	.....	Wagga Wagga to Murrumburrah and Grenfell Road .....	79 9 10	56 17 10	1886
Eden to Sturt .....	101 16 10	.....	.....	Main Southern Road Kiamba to Wagga .....	43 9 1	3 13 10	1886
Eden to Panbula .....	211 14 1	.....	.....	Canberra to Molonglo and Murrumbidgee Road .....	80 0 0	.....	.....
Cooma to Jindabyne .....	341 13 6	.....	.....	Wagga Wagga to Narrandera .....	135 13 11	.....	.....
Cooma and Jindabyne Road, &c., to Middling Bank .....	120 0 0	.....	.....	Wagga Wagga to Lake Albert .....	25 0 3	25 0 3	1886
Cooma and Jindabyne Road to Buckley's Crossing .....	240 4 3	0 0 3	1886	Wagga Wagga to Bullenbong .....	91 10 11	.....	.....
Cooma and Jindabyne Road to Kiandra .....	217 18 7	.....	.....	Main Southern Road, Tarcutta to Alfred Town .....	27 19 5	.....	.....
Cooma to Bombala .....	759 10 7	0 1 6	1886	Conargo to Narrandera, via Cuddell .....	80 14 3	5 3 1	1886
Cooma to Counta Guinea .....	240 10 2	0 3 2	1886	Wagga Wagga to Cowabbee .....	69 1 3	.....	.....
Cooma to Braidwood .....	6 6 0	.....	.....	Culcairn Railway Station to Germanton .....	129 0 10	.....	.....
Buckley's Crossing to Boloco .....	134 10 0	.....	.....	Aibury to Wagga Wagga .....	357 9 1	0 5 3	1886
Bibbenluke to Bobundarah .....	376 8 0	0 0 4	1886	Albury to "Turner's Inn," south of Tocumwall .....	698 5 5	.....	.....
Bobundarah to Seymour .....	227 10 8	.....	.....	Albury to Urana .....	7 2 0	.....	.....
Holt's Flat to Railway Bridge .....	25 9 1	0 7 1	1886	Albury and Cowra Road to Urana .....	593 7 8	.....	.....
Bombala to Delegate .....	171 6 10	0 0 2	1886	Corowa, via Sandy Ridges to Jerilderie .....	213 7 2	.....	.....
Bombala to Gunningrah, &c. .....	23 0 10	.....	.....	Corowa to Piney Range .....	424 9 3	.....	.....
Old Burra Road .....	80 0 0	0 0 10	1886	Howlong to Walbundrie .....	281 9 9	.....	.....
Queanbeyan, &c., to Gunning .....	70 13 3	.....	.....	Walbundrie to Culcairn Railway Station .....	73 18 3	.....	.....
Yass to Bungendore .....	384 8 7	.....	.....	Gerogery Railway Station, to Bungowannah .....	30 13 8	.....	.....
Queanbeyan to Murrumbateman .....	525 0 3	.....	.....	Gerogery Railway Station, via Bethel, &c., to Howlong .....	417 3 10	.....	.....
Yass, via Mundoonen to Fairfield Bridge .....	42 1 6	18 15 1	1886	Walla Walla to Gerogery Railway Station .....	15 15 8	.....	.....
Gunning to Dalton .....	70 14 2	.....	.....				
Dalton to Burrowa .....	83 13 1	.....	.....				
Bowning to Binalong .....	12 3 0	.....	.....				
Sharpening Stone Creek to Burrowa and Binalong Road, near Burrowa .....	58 0 4	0 0 3	1886				
Yass to Woolgarlo .....	162 13 4	.....	.....				
Dalton to Narrawa .....	203 7 10	.....	.....				
Dalton to Jerrawa Platform .....	64 8 8	.....	.....				
Gunning and Burrowa Road to Yass .....	86 0 8	.....	.....				
Dalton and Narrawa Road, &c., to Pudman Road .....	93 11 3	.....	.....				
Yass to Manton's Creek .....	12 16 3	1 3 11	1886				



## BALANCES of Roads Votes on 31st December, 1885—continued.

Name of Road or Bridge.	Balance on 31st December, 1885.	Written off.	When written off.	Name of Road or Bridge.	Balance on 31st December, 1885.	Written off.	When written off.
	£ s. d.	£ s. d.			£ s. d.	£ s. d.	
Jerilderie to Tocumwall.....	198 10 5			Bridge, Devil's Elbow, Adelong to Gundagai.....	500 0 0		
Coonong Railway Station to Urana.....	157 12 6			Bridge, on road Balranald to Punt, Swan Hill.....	736 7 4		
Coonong Railway Station towards Goolgumbra.....	200 0 0	100 0 0	1886	Bridge, Sportsman's Creek, Clarence River.....	7 9 6	7 9 6	1886
Deniliquin to Balranald.....	29 0 4			Bridge, Polygonum Swamp.....	2,337 9 6	2 9 11	1886
Deniliquin to Urana.....	272 1 7	0 0 5	1886	Bridge, Edina Creek, East Gosford.....	1,252 12 0		
Tocumwall to Deniliquin.....	24 12 10			Bridge, Four-mile Creek, War-nambool.....	84 18 0	84 18 0	1886
Mathoura to Moama.....	35 16 8			Bridge, Brogo River.....	262 17 7	262 17 7	1886
Moama to Moulamein.....	14 16 4	0 12 7	1886	Bridge, Parramatta R., Dol-phin's and Guide Piles.....	1,802 7 10		
Moama to Bama.....	4 16 0			Bridge, One-mile Creek, Ballina to Tintenbar.....	200 0 0	200 0 0	1886
Til Til to Oxley Bridge.....	412 0 0	412 0 0	1886	Bridge, Coonamble Creek.....	1,700 0 0		
Balranald towards Hay.....	332 16 7	24 6 1	1886	Bridge, Berrangong Creek, Young.....	700 0 0	235 14 1	1886
Carrathool to Hillston, via Gunbar.....	1,000 0 0			Culvert, Flyers Creek, Bulah-delah to W. Myall.....	200 0 0		
Hurlong Station to Lachlan at Lake Cudgellico.....	298 15 7			Culvert on Road, Bull, via Coal Cliff to Blue Gum Forest.....	907 4 9		
Hay to Gunbar.....	374 1 6						
Lachlan at Wheelbah to Gunbar.....	600 0 0	600 0 0	1886	<b>1881.</b>			
Hay to Black Swamp.....	344 17 9			Bridges—			
Hay to Booligal.....	678 16 6			Lower Barwon.....	1,834 10 0	88 10 9	1886
Hay to Narrandera.....	590 0 0	106 11 0	1886	Gwydir or Big River, Bingera.....	3,974 18 4	5 3 3	1886
Hay and Narrandera Road to Darlington Railway Station.....	143 11 11	143 11 11	1886	<b>1885.</b>			
Hay to Darlington.....	241 11 7	222 15 7	1886	Completion of Works Gee's Rocks.....	0 2 0	0 2 0	...
Booligal to Hillston.....	248 0 0	248 0 0	1886	M'Donald Town Subway Under Railway.....	3,050 0 0	3,050 0 0	...
Booligal to Wilcannia.....	527 3 4			Mainly and Pittwater Road to M'Garr's Creek.....	0 1 2	0 1 2	...
Palmer's Channel Bridge approaches.....	263 4 8			Pearce's Corner to Pennant Hills Lane Cove to Cowan Creek and Bobbin Head.....	0 1 3	0 1 3	...
Hay Bridge revenue.....	53 3 0			Pearce's Corner to Peat's Ferry New Port to Laguna.....	0 1 1	0 1 1	...
Bridge, Hoskisson's Creek, Barraba.....	9 7 0	9 7 0	1886	Bullock Wharf to Mangrove Creek.....	0 6 0	0 6 0	...
Bridge, Mehi, at Telegraph.....	2,000 0 0			Minni to Woodford.....	0 0 5	0 0 5	...
Bridge, parish of Redbank and Poppenburra.....	800 0 0			Hexham to Fullerton Cove.....	0 3 0	0 3 0	...
Bridge, Tarbac Creek, Bung-wall to Foster.....	800 0 0	12 14 0	1886	Lochinvar to Railway Station Raymond Terrace and Stroud Road to Raymond Terrace and Seaham Road.....	0 17 6	0 17 6	...
Bridge, Dunmore to Clarence Town.....	500 0 0	437 0 1	1886	Main North Road to Lincoln Creek.....	1 0 0	1 0 0	...
Bridge, Wallarabie Creek.....	800 0 0	385 17 3	1886	Spring Creek to Berrima.....	0 0 1	0 0 1	...
Bridge, Johnson's Creek.....	400 0 0			Warianda to Yetman.....	0 5 11	0 5 11	...
Bridge, Morpeth Lagoon.....	80 0 0			Pallamallawa, via Bularoo to Morea.....	0 0 5	0 0 5	...
Bridge, Binnaway Creek.....	500 0 0	500 0 0	1886	Main North Road Uralla to Walcha.....	0 2 1	0 2 1	...
Bridge, Weetalibah Creek, near Binnaway.....	400 0 0	400 0 0	1886	Armidale to Yarrowick.....	0 7 10	0 7 10	...
Bridge, Bomera Creek, near Bomera House.....	500 0 0	500 0 0	1886	Vegetable Creek to Tableland Bandon Grove to Little River.....	0 0 8	0 0 8	...
Bridge, Castlereagh River, near Meringon.....	2,500 0 0	2,500 0 0	1886	Fernmount to Armidale Road.....	0 8 11	0 8 11	...
Bridge, Reedy Creek, Cudge-gong to Cassilis.....	750 0 0			Casino to Tabulam.....	0 5 1	0 5 1	...
Bridge, Carwell Creek, Cudge-gong Village to Rylstone.....	650 0 0			Blacktown to Seven Hills Railway Station.....	0 0 10	0 0 10	...
Bridge, Oakey Creek, Cudge-gong Village to Rylstone.....	500 0 0			Yarramundi, via Alston Falls to Wilberforce.....	0 1 0	0 1 0	...
Bridge, Bogan River, at Dan-daloo.....	1,000 0 0	3 13 2	1886	Sackville to East Portland.....	0 6 0	0 6 0	...
Bridge, Barwon River, Cato Creek, at Brewarrina.....	5,000 0 0			Churchill's Wharf to West Portland.....	0 1 6	0 1 6	...
Bridge, Mandagery Creek, at Windred's.....	500 0 0			West Portland, &c., to Upper Colo.....	0 4 0	0 4 0	...
Bridge, Brown's Creek, Bowen-fells to Wallerawang.....	300 0 0	300 0 0	1886	Bell's Line to Colo River.....	0 0 2	0 0 2	...
Bridge, Blackman's Creek, Hartley to Lithgow.....	300 0 0	2 17 0	1886	Little Hartley to Gambenang.....	0 3 0	0 3 0	...
Bridge, South Creek, Carnes' Hill to Bringelly.....	370 0 0	157 16 2	1886	Hartley to Oberon.....	0 3 6	0 3 6	...
Bridge, Head of Navigation Lane Cove.....	3,000 0 0	2,991 12 0	1886	Bowenfells to Marsden's Swamp.....	1 3 8	1 3 8	...
Bridge, Banberry Curran Creek, App. Ingham P.....	1,550 0 0	1,550 0 0	1886	Ginkin to Oberon and Jenolan.....	0 3 6	0 3 6	...
Bridge, Gunrock Creek, Moss Vale to Wallenderry.....	150 0 0			Bowenfells to Wallerawang.....	0 15 0	0 15 0	...
Bridge, Bredbo River, Goalbara to Cooma.....	2,500 0 0	2,500 0 0	1886	Cudgegong to Guigong.....	0 0 10	0 0 10	...
Bridge, Bibbenlake R., Holt's Flat to Railway Bridge.....	600 0 0			Cudgegong to Rylstone.....	0 16 0	0 16 0	...
Bridge, Ournie Creek to Wal-lerawang.....	617 6 9	617 6 9	1886	Hill End to Main Western Road.....	0 8 10	0 8 10	...
Bridge, Jellat Jellat Creek, Merimbula to Jellat.....	700 0 0	231 18 8	1886	Teapot Swamp, &c., to No. 1 Swamp.....	0 0 8	0 0 8	...
Bridge, Old Man of Burke's Creek, Wagga to Rock S.....	13 5 3	13 5 3	1886	Blayney to Shaw and No. 1 Swamp.....	0 2 2	0 2 2	...
Bridge, Little Tarini Creek, Moama to Moulamein.....	1,000 0 0	4 2 1	1886	Blayney to Graham's Town.....	0 0 2	0 0 2	...
Bridge, George's River, Liver-pool.....	3,000 0 0	3,000 0 0	1886	Blayney, via Hood's to Teapot Swamp.....	0 0 11	0 0 11	...
				Cargo to Canowindra.....	0 1 0	0 1 0	...

## BALANCES of Roads Votes on 31st December, 1885—continued.

Name of Road or Bridge.	Balance on 31st December, 1885.	Written off.	When written off.	Name of Road or Bridge.	Balance on 31st December, 1885.	Written off.	When written off.
	£ s. d.	£ s. d.			£ s. d.	£ s. d.	
Orange and Cargo to Nanima	0 4 3	0 4 3	...	Goulburn to Pomeroy	0 3 2	0 15 10	...
Spring Terrace to Long Swamp	0 4 3	0 4 3	...	Collector to Gunning	0 15 10	0 2 0	...
Martin's to Spring Hill Railway Station	0 0 9	0 0 9	...	Cotta Walla to Mount Wayo and Peelwood	0 2 0	0 2 0	...
Blayney to Guyong	0 1 0	0 1 0	...	Bungendore, via Molonglo to Black Range	0 0 2	0 0 2	...
Orange to Icely	0 1 4	0 1 4	...	Braidwood to Molonglo	0 16 0	0 16 0	...
Spring Grove Railway Station to Cadia	0 0 11	0 0 11	...	Cooma to Braidwood	0 7 0	0 7 0	...
Spring Hill Railway Station to Hennessy's	0 1 2	0 1 2	...	Cooma to Bobundarah	0 0 1	0 0 1	...
Lucknow, via Spring Hill to Carcoar	0 3 2	0 3 2	...	Bobundarah to Seymour	0 0 4	0 0 4	...
Molong to Oblev	0 7 8	0 7 8	...	Bombala to Gunningrah	0 2 5	0 2 5	...
Molong to Warne Railway Station	0 2 9	0 2 9	...	Queanbeyan to Gunning	0 0 1	0 0 1	...
Burrawang Cross Roads to Balderegery	0 2 6	0 2 6	...	Bowling to Binalong	0 1 0	0 1 0	...
Wellington to Buckinbah	0 0 3	0 0 3	...	Wallendbeen to Murrumburrah	0 1 9	0 1 9	...
Wellington to Cobborah	0 1 10	0 1 10	...	Young to Temora	0 1 5	0 1 5	...
La Perouse to Little Bay	0 10 0	0 10 0	...	Morangerell to Young and Temora	0 1 6	0 1 6	...
Bulli, via Coal Cliff to Blue Gum Forest	0 9 2	0 9 2	...	Murrumburrah to Grenfell	0 0 6	0 0 6	...
Woodhill, Broger's Creek, to Kangaroo Valley	0 2 0	0 2 0	...	Cullinga to Wallendbeen	0 0 6	0 0 6	...
Greenwich Park to Towrang	0 5 11	0 5 11	...	Rock Railway Station to Urana	0 5 0	0 5 0	...
South Road at Towrang to Paddy's River	0 1 8	0 1 8	...	Germantown to Cookardinia	0 0 4	0 0 4	...
Goulburn to Bungonia	0 0 6	0 0 6	...	Albury to Urana	0 0 1	0 0 1	...
				Mama to Caloola and Mars	0 9 11	0 9 11	...
				Culvert, Johnston's Creek	350 0 0	350 0 0	...
				Road, Clarence Town			...
				Bridge, Nambucca S. A.	214 10 6	214 10 6	...
				Bellinger			...
					£ 256,649 13 2	54,755 0 3	

## 1886.

## BALANCES of Roads Votes on 31st December, 1886.

Name of Road or Bridge.	Balance on 31st December, 1885.	Amounts written off.	When written off.	Name of Road or Bridge.	Balance on 31st December, 1886.	Written off.	When written off.
	£ s. d.	£ s. d.			£ s. d.	£ s. d.	
<b>1883.</b>				Laggan to Binda	51 15 10		...
Bridges—				Eden to Sturt	11 11 7		...
Tycanna Creek	95 1 7	95 1 7	1887	Coonong Railway Station to Goolgumlah	100 0 0		...
Hummumbah	3,605 14 0		1887	Hay to Booligal	55 8 6		...
Menindie Creek	154 16 7	154 16 7	1887	Bridge, Mehi to Telegraph	2,000 0 0		...
Tooma River at Greg Greg	533 2 0	474 12 5	1887	Bridge, Johnson's Creek	69 7 5	37 19 5	1887
Big River, Moree	15 0 10	15 0 10	1887	Bridge, Barwon River, Cats Creek	2,833 4 8	5 14 11	1887
Murrumbidgee at Taemas	3,451 10 0		...	Culverts, Bulli to Blue Gum Forest	701 10 3		...
<b>1884.</b>							
Bridges—				<b>1885.</b>			
Westbrook and Glendenbrook	1,000 0 0		...	Main Northern Road	840 7 7		...
King Creek, Port Macquarie	270 1 6	3 13 8	1887	Main Southern Road	1,280 5 3		...
Brungle Gully	620 0 0		1887	Main Western Road	860 13 8	5 12 1	1887
Paterson	3 1 8	2 11 8	1887	Grafton, via Glen Innes, to Inverell	470 14 1		...
Culgoa River	1,866 9 0	164 6 6	1887	Armidale to Maryland	738 13 3		...
Bingera	237 16 11		1887	Wallerawang to Mudgee	455 3 8	25 0 0	1887
Quirindi, via Colly Blue to Tambar	141 8 4	66 8 4	1887	Bembula to Mcrinbula	584 10 6		...
Congarini Ferry to Boat Harbour, Nambucca Road	41 8 1		...	Orange by Boree to Forbes	723 2 2		...
<b>1885.</b>				Goulburn to Cooma	364 15 8	0 7 0	1887
Main Street, Eumaville	29 4 9	12 12 3	1887	Tarago to Braidwood	11 14 0		...
Lithgow to Vale of Clwydd	372 13 6		1887	Bathurst to Blayney	57 12 4		...
Ryde to Parramatta	902 0 0	5 12 5	1887	Blayney to Grenfell	1,029 19 7		...
Building Caretakers' huts	3,455 0 3	3,371 19 4	1887	Port Jackson to Peat's Ferry	69 5 10		...
Jamberoo Mount Deviation	557 11 2	0 11 11	1887	Main Southern Coast Road	1,037 10 5		...
Gunnedah towards Barraba	40 0 0		...	Sydney and Cook's River Road	135 13 4	0 9 9	1887
Port Macquarie to Kempsey	50 0 0		...	Expenses, Punts	373 14 9	5 15 9	1887
Gloucester to Copeland	54 0 0		...	Repairs to Bridge (Trust Fund)	616 8 5		...
Coutt's Crossing to Nymboida	21 10 0		...	Unclassified Vote	24,823 8 11		...
Fast Wardell to Beach	43 7 0		...	Minor Roads under Trustees	1,793 9 5	102 17 7	1887
Lismore to Nimbin	119 18 3		...	Sunny Corner and Meadow Flat	1,581 6 1	81 15 5	1887
Sidmouth Valley to Tarana Rd.	17 0 3		...	Tanks and Wells, Mines Department	2,526 17 8		...
O'Connell to Swatchfield	113 17 9		...	Towards Approaches, Crown Land and Bridges, Field of Mars, of Gordon and Manly Cove	1,451 15 6		...
Mandurama to Gully Swamp	215 5 8		...	Tanks and Wells	4,044 9 1	1 1 7	1887
Canowindra to Engowra	10 8 4		...				
Dubbo to Coonamble	196 9 6		...				
Bourke, Ford's Bridge and Hungerford	202 13 4		...				

BALANCES of Roads Votes on 31st December, 1886—continued.

Name of Road or Bridge.	Balance on 31st December, 1886.	Written off.	When written off.	Name of Road or Bridge.	Balance on 31st December, 1886.	Written off.	When written off.
	£ s. d.	£ s. d.			£ s. d.	£ s. d.	
Wentworth Park Road	23 1 0			Wallabadah to Nundle and Swamp Creek	119 17 0		
Mining Townships, Lake Macquarie	2 6 7	1 2 7	1887	Carrabubula to Tamworth	19 10 6		
Miln Creek, via Gostwyck Creek to Uralla	5 10 4			Tamworth to Bowling Alley Point and Nundle	135 5 6		
Walcha to Muluerindi	84 0 0			Bowling Alley Point to Dungowau	60 8 6		
Tenterfield and Grafton Road to Boorook	4 3 4	4 3 4	1887	Dungowan Creek to North B., Cadell's	35 0 0		
Emmaville to Webb's Silver Lode	143 0 0			Tamworth to The Forest	23 14 0		
Wilson's Downfall to Queensland Border	313 13 7			Tamworth to Manilla	357 15 2		
St. Leonards to Manly	49 1 10	7 10 9	1887	Manilla, via Barraba to Bingera	841 2 5		
Lane Cove to Cowan Creek, Bobbin Head	16 3 0			Barraba to Bundarra	92 18 0		
Manly Cove to Pittwater	61 18 10			Nowendoc to Walcha	270 12 8		
Manly and Pittwater Road to M'Garr's Creek	72 7 6			Denison Town to Cassilis	185 3 0		
Pittwater to Barranjoey	180 16 3			Tamworth to Gunnedah	284 11 0		
Balgowlah to Pittwater Road	75 0 0			Coonabarabran to Malally	68 13 0		
Pearce's Corner to Peat's Ferry	262 6 0			Spring Creek to Birriwa	122 11 0		
Wallsend to Gosford Road, Cooranbong	734 5 2	0 17 2	1887	Coonabarabran to Wingdigeon	265 1 1		
Wallsend to Lake Macquarie	165 5 0			Dungowan, via Cadell to Ogumbil	0 0 6	0 0 6	1887
Peat's Ferry Road to Berowra Creek	31 2 6			Tamworth, via Moree Creek to Attungla	23 14 0		
Warkworth Road to Putty	153 7 3	153 7 3	1887	Coonabarabran to Merygoen	118 11 1		
Millfield to Wollombi	10 10 0			Gunnedah towards Barraba	418 11 9	22 18 3	1887
Plattsburg to Minmi	4 4 10			Gunnedah to Black Stump	275 15 6		
Waratah to Maitland	11 13 11			Gunnedah to Narrabri	6 8 6	6 8 6	1887
Lambton to Charleston	4 5 10			Narrabri, via Walgett to Breda	1,995 10 10	3 7 8	1887
Wallsend to Sandgate	190 0 0			Narrabri to Bingera	19 13 9		
Minmi to Woodford	14 19 0			Narrabri, via Moree to Mungindi	371 9 3		
Raymond Terrace to Hexham	146 17 2			Rocky Creek to Moree	149 0 3		
Glebe to Adamstown	79 9 7			Old Gunnedah and Narrabri Road to Ulalie Creek	21 2 0		
Hexham to Fullarton Cove	190 0 0			Cobbadah to Rocky Creek	147 13 0		
Lockinvar to Railway Station	19 19 7	2 19 7	1887	Walgett to Coonamble	106 14 0		
East Maitland to Broken Back Gap	19 18 3			Bingera to Moree	156 18 9		
Maitland and Dagworth Road to Wallie's Creek	60 0 0			Warialda, via Gragin to Reedy Creek	87 0 0		
Raymond Terrace to Stockton	261 17 3	93 14 0	1887	Warialda to Yetman	150 6 3		
Raymond Terrace to Stroud	238 7 4			Pallamallawa, via Bullaroo to Moree	86 3 0		
Raymond Terrace, east side Williams Road to Seaham	93 1 1			Bingera, via Keera to Bundarra	12 7 7		
Raymond Terrace and Stroud Road to Raymond Terrace and Seaham	21 0 0			Bingera to Warialda	283 8 10		
Raymond Terrace to Morpeth	73 13 0			Bingera to Inverell	344 4 6		
Alawick to Martin's Wharf	67 18 3	1 0 3	1887	Warialda to Gunywarallda	64 1 3		
Dunmore to Clarence Town	39 11 5			Warialda to Inverell	152 4 0		
Dunmore to Patterson Point	8 17 6	1 19 9	1887	North Road, Uralla, via Bundarra to Inverell	890 4 8	266 7 0	1887
Clarence Town to Dungog	56 3 2			Main North Road Uralla to Walcha	2 13 2		
Nundle towards Scene	220 19 0			Walcha to G.N. Railway	120 17 10		
Gostwyck to New Park	160 8 9			Armidale to Grafton	67 19 9		
Clarence Town to Limeburner's Creek	71 6 0			Armidale to Yarrowick	113 4 3		
Deep Creek to Allandale R.S.	48 5 6	5 5 0	1887	Armidale, via Mibi Creek to Walcha	56 3 5	0 11 0	1887
Edinglassie to Boureman's	50 0 0	0 2 0	1887	Armidale to Gostwyck	68 13 7		
Singleton to Cooper's Flat	281 3 7			Walcha to Glen Morrison	3 17 11	1 19 9	1887
North Road, near Munimba to Jerry's Plains	224 6 2			Guyra Railway Station to Tingha and Inverell	759 17 2		
Quirindi, via Colly Blue to Tambar	393 9 6			Walcha to Port Macquarie	252 17 5		
Doyle's Creek to Jerry's Plains	63 11 8			Glen Innes to Wellingrove	50 14 5		
Jerry's Plains to Denman	57 16 5	0 1 5	1887	Glen Innes to Vegetable Creek	91 1 6		
Denman to Junction of Muswellbrook and Mudgee Roads	201 19 0	19 5 10	1887	Glen Innes to Red Range and Kingsgate	1 15 1		
Muswellbrook and Mudgee Road to Merriwa	285 10 4	13 10 0	1887	Yarrowford to Ranger's Valley	61 11 1		
Merriwa to Cassilis	20 7 1	1 9 1	1887	Inverell to Reedy Creek	99 2 0		
Muswellbrook Iron Bridge to Denman and Cassilis Roads	156 14 0	19 4 8	1887	Inverell to Vegetable Creek	387 4 1		
Denman and Cassilis Road to Mudgee	779 7 4			Inverell, via Newstead and Paradise to Kangaroo Camp	105 10 6		
Main North Road to Lincoln's Creek	19 7 1			Inverell, via Dinbon Vale to Bukkulla	150 2 0		
Aberdeen, up Rouchell Brook to Scrumbow	160 2 0	0 5 0	1887	Inverell to King's Plains	168 9 0		
Muswellbrook to Denman	230 18 0			Inverell, via Gramen, Yetman, and Goondiwindi	213 5 2		
Scene to Denison Diggings, at Moonan	171 11 8	10 16 5	1887	Inverell to Queensland Border	143 3 3		
Scene to Merriwa	104 9 2			Barney Downs to Poverty Point	58 8 2		
Scene and Merriwa Road, at Kingdon Ponds to Middle Creek	70 0 0	15 0 0	1887	Armidale to Eastern Plains	4 13 4		
Quirindi, up Jacob and Joseph Creeks	42 0 0			Main North Road, Cregan's to Uralla and Bundarra	4 14 11		
Willow-tree to Gunnedah	111 16 11	0 9 0	1887	Laurence to Tenterfield	1,690 12 10		
Wallabadah to Quirindi	83 14 5			Newton Boyd Road to Vegetable Creek	181 15 11		
				Tent Hill to Deepwater	32 0 6		
				Tenterfield, via Glen Lyon to Border	5 9 5	5 9 5	1887
				Tenterfield to Bonshaw	366 11 1		
				Vegetable Creek to Tableland	43 17 8		

## BALANCES of Roads Votes on 31st December, 1886—continued.

Name of Road or Bridge.	Balance on 31st December, 1886.	Written off.	When written off.	Name of Road or Bridge.	Balance on 31st December, 1886.	Written off.	When written off.
	£ s. d.	£ s. d.			£ s. d.	£ s. d.	
Stroud, <i>via</i> Gloucester to Tinonee .....	1,978 8 9	.....	.....	Bexhill to Tintenbar .....	417 16 0	.....	.....
Tinonee and Gloucester Road to Clarkson's Crossing .....	402 6 0	.....	.....	Bexhill to Williams .....	487 12 6	.....	.....
Bullock Wharf, Wolomla R., to Larry's Flat .....	95 5 5	.....	.....	Cross Roads to Ballina .....	1,118 10 0	.....	.....
Gloucester to Copeland .....	263 8 0	.....	.....	Casino to Mount Lindsay .....	144 9 11	.....	.....
Gloucester to Cobark .....	186 10 0	1 19 1	1887	Cowalong to Stanis' Mill .....	18 3 5	.....	.....
Gloucester to Nowendoc .....	238 0 0	.....	.....	Casino to Lismore and Ballina Road at Chilcott's Wharf .....	903 0 0	.....	.....
Dungog to Stroud and Gloucester Road, at Wiesmantle's .....	194 19 9	.....	.....	Casino to Tabulam .....	111 19 5	.....	.....
Dungog to Underbank .....	445 0 0	.....	.....	Casino to Woodburn on right bank .....	294 15 9	.....	.....
Dungog and Underbank to Chichester River .....	65 17 0	8 1 0	1887	East Wardell to Beach .....	75 0 0	.....	.....
Bandon Grove to Little River .....	105 0 0	.....	.....	Lismore to Numulga .....	257 10 0	.....	.....
Bookham to Little River .....	82 10 0	.....	.....	Lismore to Queensland Border .....	1,374 10 2	.....	.....
Dungog and Gloucester Road to Fosterton .....	39 9 6	.....	.....	Lismore to Nimbin .....	372 18 4	.....	.....
Dungog and Monkerai Road to Stroud .....	154 2 9	.....	.....	Lismore to Brunswick .....	876 17 7	.....	.....
Bulahdelah to Stroud and Raymond Terrace .....	193 13 3	.....	.....	Lismore to Woodburn .....	685 2 8	.....	.....
Bulahdelah, <i>via</i> Bungwall to Foster .....	97 0 0	.....	.....	Lismore and Ballina Road to Ballina and Cape Byron Road .....	171 0 0	.....	.....
Caloola to Wetangra .....	50 0 0	.....	.....	Woodburn to Selman's .....	870 7 6	.....	.....
Upper Myall to Bulahdelah .....	68 5 1	.....	.....	Woodburn to Wardell .....	439 5 10	.....	.....
Burril Creek to Wingham and Black Flat .....	128 0 0	.....	.....	Byangum, <i>via</i> Tweed to Border Tweed River to Brunswick River .....	464 15 9	.....	.....
Upper Myall to Larry's Flat .....	192 4 5	3 1 11	1887	Tintenbar, <i>via</i> Seven to Alstonville .....	456 16 6	4 0 3	1887
Flyer's Creek to Dorney's .....	56 12 0	.....	.....	Cudgen to Tweed Junction .....	4 12 0	.....	.....
"Old Bulahdelah Inn" to Raymond Terrace .....	105 0 0	.....	.....	Murrumburrah to Tumbulgum .....	145 0 0	.....	.....
Ennis Punt to Glen Esk, Upper Plains .....	23 9 0	4 8 0	1887	Blacktown Road to Seven Hills R. S. .....	6 12 0	.....	.....
Nevill's Gate, <i>via</i> Barrangarry to Rolland's Plains .....	100 0 0	.....	.....	Western Road, St. Mary's to Blacktown Road .....	15 4 0	15 4 0	1887
Upper Camden Haven to Laurieton .....	86 0 0	.....	.....	Richmond Bridge to King's Road .....	204 2 10	.....	.....
Tinonee to Port Macquarie .....	235 16 2	.....	.....	Blacktown Road to Box Hill .....	31 2 4	.....	.....
Coopers Creek to Upper Landsdown .....	40 0 0	.....	.....	Windsor to Penrith .....	108 18 0	0 0 6	1887
Wingham, up Cedar Party Creek .....	71 0 0	.....	.....	Yarramundi, <i>via</i> Aston Falls to Wilberforce .....	93 1 0	.....	.....
Wingham and Wherrol Flat to Bobbin Flat .....	10 0 0	.....	.....	Windsor, <i>via</i> Sackville to Wiseman's Ferry .....	233 18 4	.....	.....
Wingham, <i>via</i> King's Creek to Kelvin Grove .....	16 5 6	7 10 6	1887	Sackville to East Portland .....	33 17 0	.....	.....
Wingham, on left bank of Manning River to Nowendoc .....	601 7 8	.....	.....	Bell's Line to Hennessy's .....	61 1 6	7 5 8	1887
Port Macquarie to Tacking Point .....	47 0 0	10 2 6	1887	Hennessy's to Putty .....	18 8 0	.....	.....
Port Macquarie to Kempsey .....	304 6 10	.....	.....	Springwood to the Hawkesbury .....	50 9 0	.....	.....
Kempsey to Armidale and Grafton .....	435 6 0	1 7 3	1887	Little Hartley to Gambenang .....	77 18 6	27 18 6	1887
Kempsey to Fernmount .....	656 10 1	.....	.....	Hartley to Lithgow .....	103 14 5	.....	.....
Kempsey to Trial Bay .....	238 4 11	.....	.....	West Portland Road to Bulga Road, Upper Colo .....	4 11 0	.....	.....
East Kempsey to Boggy Creek .....	151 15 0	.....	.....	Hartley to Oberon .....	64 1 0	.....	.....
Green Hills to Nelson, Warne-ton .....	87 11 2	.....	.....	Oberon to Jenolan .....	8 2 9	.....	.....
Rolland's Plains to Yarrowell Falls .....	102 15 0	.....	.....	Mount Victoria to Mt. Wilson's Platform .....	48 16 0	40 14 0	1887
Oakes' Plains to Macleay Heads .....	201 2 11	.....	.....	Blackheath to Govett's Leap .....	1 16 0	1 16 0	1887
Ferry to Maguire's, East Branch, Belmore River .....	129 8 0	.....	.....	Bowenfels to Marsden's Swamp .....	57 19 0	.....	.....
Kinchela Creek to Spencer's Creek .....	13 12 4	.....	.....	Little Hartley to Hartley Vale Platform .....	55 17 8	.....	.....
Fernmount to Armidale Road .....	67 11 0	.....	.....	Four-mile Tree to Rockley .....	136 17 6	60 3 6	1887
Boat Harbour to Nambuccera Heads .....	412 2 8	.....	.....	Mutton's Falls, P. S. to Oberon .....	61 18 0	.....	.....
Cedar Party Creek to Diamonds .....	40 0 0	.....	.....	Tarana to O'Connell .....	70 0 0	70 0 0	1887
Bowra to Congarini .....	115 13 2	.....	.....	O'Connell to Swatchfield .....	33 17 0	.....	.....
East Kempsey to Sherwood .....	145 10 0	.....	.....	Oberon to Swatchfield .....	29 11 0	.....	.....
Wingham, <i>via</i> Brimbin to Landsdown .....	99 6 0	.....	.....	Bowenfels to Wallerawang .....	36 9 0	.....	.....
Bowra to Lumley .....	106 6 6	0 17 11	1888	Middle Road to Meadow Flat .....	89 16 6	.....	.....
Missabotti to Nambuccera Heads .....	54 5 4	.....	.....	Sofala to Rylstone .....	144 8 0	41 2 0	1887
Newton Boyd Road to Nymboida .....	35 6 0	.....	.....	Cudgegong to Cassilis .....	502 16 7	0 6 1	1887
Cott's Crossing to Nymboida .....	221 4 8	.....	.....	Cudgegong, <i>via</i> Merwah to Gulgong .....	20 2 2	.....	.....
Fernmount to Grafton .....	1,014 1 1	.....	.....	Cudgegong to Home Rule .....	100 12 4	.....	.....
South Grafton to Corindi .....	148 10 0	.....	.....	Cudgegong, <i>via</i> Cullenbone to Gulgong .....	140 11 0	.....	.....
Morton's Creek to New England Road .....	19 13 0	0 0 10	1887	Cudgegong Village to Rylstone .....	1 10 11	1 10 11	1887
Grafton to Solferino .....	193 9 11	3 14 11	1887	Wyndier's, <i>via</i> Campbell's O'k. to Reynor's .....	123 2 0	5 15 8	1887
North Grafton to Broadwater .....	435 19 10	.....	.....	Rylstone to Bylong .....	101 3 11	2 14 11	1887
Bluff Point to South Arm Ferry .....	114 0 0	.....	.....	Gulgong to Birrewa .....	201 1 0	.....	.....
Tree to North Forster .....	236 10 0	.....	.....	Wall's Junction to Botabola .....	94 17 6	.....	.....
Ballina to Cape Byron .....	677 19 11	.....	.....	Monkey Hill to Hill End .....	237 19 4	.....	.....
				Guntawang to Wellington .....	49 4 10	.....	.....
				Tabrabacca to Monkey Hill .....	116 13 10	58 3 10	1887
				Bathurst to O'Connell's Plains .....	338 8 0	.....	.....
				Bathurst and O'Connell's Plains, to Cooper's Over-bridge .....	31 12 4	.....	.....
				Kelso to the White Rock .....	95 12 0	.....	.....
				Kelloshill to Little Forest .....	52 17 4	.....	.....
				Limekilns Road to Palmer's, Oakley .....	173 13 6	.....	.....
				Kelso, <i>via</i> Limekilns to Peel and Sofala .....	451 11 4	42 10 5	1887

## BALANCES of Roads Votes on 31st December, 1886—continued.

Name of Road or Bridge.	Balance on 31st December, 1886.	Written off.	When written off.	Name of Road or Bridge.	Balance on 31st December, 1886.	Written off.	When written off.
	£ s. d.	£ s. d.			£ s. d.	£ s. d.	
Mitchell's Creek Reefs to Palmer's Oakley .....	69 18 0	.....	.....	Grenfell to Eualdrie.....	114 0 0	.....	.....
Mitchell's Creek to Main W. Road, Meadow Flat.....	3 2 2	3 2 2	1887	Wellington to Burrendong.....	26 2 0	.....	.....
Macquarie Plains to Bloom Hill.....	25 0 0	.....	.....	Wellington to Arthurville.....	171 0 0	0 2 3	1887
O'Connell's Plains, via Dirty Swamp to Road, Mutton's Falls to O'Connell's Plains.....	104 12 0	4 6 0	1887	Carcoar to Village of Shaw.....	36 11 3	.....	.....
Bathurst, via Kellosiel to Monkey Hill.....	10 19 2	10 19 2	1887	Bogobogolong to Marsden.....	210 12 9	.....	.....
Bathurst to Ophir.....	178 4 6	.....	.....	Grenfell to Goolagong.....	129 0 4	.....	.....
Bathurst to Sofala.....	304 14 10	.....	.....	Grenfell to Morangarell.....	307 9 10	.....	.....
Sofala, via Cockatoo Hill to Monkey Hill.....	394 9 9	.....	.....	Cowra to Young.....	116 16 7	.....	.....
Mount Lawson, via Judges Creek to Burragee Copper Mines.....	429 8 3	.....	.....	Cowra to Hovell's Creek.....	103 10 0	.....	.....
Evans' Plains, via Bald Hills to Trunkey Road.....	119 0 0	.....	.....	Cowra to Canowindra.....	28 0 4	.....	.....
Rockley, via Campbell's River to Dog Rocks.....	11 2 0	.....	.....	Cowra, via Binni Creek to Walli.....	125 0 0	.....	.....
Rockley to Charlton.....	238 0 0	.....	.....	Cowra to Forbes.....	190 0 11	.....	.....
Rockley to Isabella River.....	23 13 0	.....	.....	Cowra to Milburn Creek.....	69 7 4	.....	.....
Bathurst and Caloola Road to Rockley.....	154 8 7	.....	.....	Cowra, via Morangla, &c., to Frogmore.....	57 9 5	.....	.....
Bathurst and Caloola Road to Teapot Swamp.....	114 18 0	22 5 6	1887	Carcoar to Flyer's Creek.....	39 19 8	39 19 8	1887
Bathurst, via Gorman's Hill to Campbell's River.....	99 0 0	.....	.....	Cowra to Walli.....	63 0 0	.....	.....
Bathurst and Campbell's River Road to Perth.....	54 7 1	54 7 1	1887	Cowra, via Neiller's and Cudgelong towards Bunanora.....	36 0 0	.....	.....
Caloola Road, via Limekilns to Rockley Road.....	222 0 0	.....	.....	Mandurama to Canowindra.....	545 10 0	.....	.....
Bathurst to Caloola and Trunkey Road.....	322 11 4	.....	.....	Mandurama to Guiley Swamp.....	210 0 0	47 8 0	1887
Newbridge Station to Caloola.....	237 0 0	.....	.....	Sheet of Bark to Mount M'Donald.....	154 4 2	.....	.....
Arthur Town to Tuena.....	229 1 0	.....	.....	Bigga to Mount M'Donald.....	63 12 1	.....	.....
Newbridge, via Hobby's Yards to Arthur Town.....	167 14 0	0 4 9	1887	Lyndhurst to Abercrombie.....	255 14 7	.....	.....
Hill End to Main Western Road.....	7 10 6	.....	.....	Canowindra to Eugowra.....	168 18 4	.....	.....
Mallow Grove towards Trunkey.....	90 18 0	0 6 0	1887	Boree to Parkes.....	2 14 9	.....	.....
Newbridge towards Evans' Swamp.....	119 0 0	11 18 9	1887	Forbes to Parkes.....	100 2 10	.....	.....
Teapot Swamp, via Five Islands to No. 1 Swamp.....	163 6 1	.....	.....	Forbes to Condobolin.....	309 17 5	.....	.....
Blayney to Show and No. 1 Swamp.....	551 6 9	.....	.....	Forbes to the Bogan.....	171 6 10	.....	.....
Blayney, via Graham's Town to Milthorpe.....	294 11 0	.....	.....	Parkes to Condobolin.....	427 8 4	.....	.....
Teapot Swamp, via Mallow Grove to Carcoar.....	77 6 0	.....	.....	Grenfell to Forbes.....	231 9 8	.....	.....
Blayney, via Hood's to Teapot Swamp.....	105 16 6	.....	.....	Forbes to South Condobolin.....	302 4 10	.....	.....
Orange to Carcoar.....	728 6 8	.....	.....	Lachlan at Murrin to Mount Hope.....	494 0 0	.....	.....
Cargo to Canowindra.....	195 0 0	.....	.....	Wellington to Cobborah.....	59 9 6	.....	.....
Orange, via Cargo to Nanima.....	114 9 8	0 18 6	1887	Falconer's via Cobborah to Gligandra.....	868 7 6	142 14 2	1887
Orange to Canoblas.....	43 4 5	.....	.....	Cullenbone to Dubbo.....	111 6 6	.....	.....
Orange to Pinnacle and Renshaw's.....	59 17 2	0 3 2	1887	Dubbo to Coonamble.....	1,084 0 3	.....	.....
Spring Terrace to Long Swamp.....	78 8 0	.....	.....	Obley to Dubbo.....	84 4 11	.....	.....
Blayney, via Parkes to Five Islands.....	99 17 6	.....	.....	Cobar to Nyngan.....	532 0 0	372 12 11	1887
Martin's to Spring Hill Railway Station.....	56 16 0	.....	.....	Nymagee to Nyngan.....	270 13 6	.....	.....
Cargo to Cudal.....	235 0 0	0 5 1	1887	Bourke to Ford's Bridge and Hungerford.....	669 3 4	.....	.....
Orange to Cadia.....	12 10 0	0 6 0	1887	Wilcannia to Thackaringa.....	736 11 8	505 13 4	1887
Orange to Ophir.....	0 14 0	.....	.....	Wilcannia to Tibbooburra.....	272 16 5	.....	.....
Spring Terrace to Forest Reef.....	86 9 9	.....	.....	Wilcannia to Wentworth.....	366 12 11	15 19 0	1887
Orange, via Cadia Road to Four-mile Creek.....	114 17 11	0 2 11	1887	Randwick Toll Gate to La Perouse.....	102 1 0	.....	.....
Forest Reefs to Blayney.....	1 1 11	0 1 11	1887	La Perouse to Little Bay.....	29 19 9	.....	.....
Mathew's to Brown Creek Mines.....	149 9 3	.....	.....	Banks Meadow to Whiskers Road.....	50 0 0	.....	.....
Spring Grove, via Guyong to Byng.....	89 18 3	.....	.....	Tom Ugly's Point to Croydon.....	114 13 9	.....	.....
Western Road, Farrell's to Byng.....	37 7 7	0 0 1	1887	Rocky Point to George's Road.....	120 14 9	.....	.....
Spring Grove Railway Station to Cadia.....	5 5 0	.....	.....	Illawarra Road to Bond's Road.....	39 16 0	1 17 0	1887
Spring Hill Railway Station to Hennessy's.....	52 15 0	.....	.....	Bringelly Cross Roads to Cobbitty.....	60 0 0	0 3 0	1887
Orange to Icely.....	188 3 0	.....	.....	Campbelltown to Narrellan.....	100 0 0	100 0 0	1887
Molong to Boree.....	114 0 0	.....	.....	Pieton to foot Burragorang.....	24 10 11	5 16 5	1887
Molong to Obley.....	581 15 4	.....	.....	Appin to Brooks' Point.....	41 16 0	.....	.....
Molong to Warne.....	208 17 3	.....	.....	Foot Burragorang Mount to Cox's River.....	58 15 6	.....	.....
Burrawang Cross Roads to Balderogery.....	35 10 0	.....	.....	Foot Burragorang Mount up Wollondilly.....	53 11 6	43 16 6	1887
Stony Creek to Burrendong.....	43 2 9	.....	.....	Moss Vale to Nowra Bridge.....	290 7 0	.....	.....
Wellington to Buckinbah.....	151 3 4	.....	.....	Moss Vale and Nowra Road to foot of Jamberoo.....	554 0 9	.....	.....
				Old South Road, Cross Roads to little Forest.....	594 0 3	.....	.....
				Bowral, via Alcorn's to Robertson's.....	421 1 0	0 5 0	1887
				Fitzroy Iron Mines to Bowral.....	114 17 9	.....	.....
				Old South Road, Mittagong, to South Road, Fitzroy Iron Mines.....	30 0 0	.....	.....
				Main South Road, Berrima to Bowral.....	99 10 0	.....	.....
				Bowral Road to Burradoo Platform.....	50 0 0	.....	.....
				Berrima to Railway Station, Moss Vale.....	13 15 0	.....	.....
				Kangaroo Ground, at Byrnes' to Moss Vale.....	31 17 6	.....	.....
				Moss Vale and Shoalhaven to Meryla Creek, Wallanderry.....	149 13 11	.....	.....

## BALANCES of Roads Votes on 31st December, 1886—continued.

Name of Road or Bridge.	Balance on 31st December, 1886.	Written off.	When written off.	Name of Road or Bridge.	Balance on 31st December, 1886.	Written off.	When written off.
	£ s. d.	£ s. d.			£ s. d.	£ s. d.	
Sutton Forest to Main South Road, Cowley's.....	75 0 0			Araluen to Moruya .....	997 0 5		
Sutton Forest to Bundanoon ..	66 4 0			Braidwood to Elrington .....	39 19 8		
Cross Roads to Taralga .....	71 12 6			Braidwood to Sergeant's Point ..	45 15 0		
Kangaloon Road, at Robertson Park, to Mount Murray .....	55 7 0			Sergeant's Point to Clyde River ..	40 0 0		
Near Wallaby Creek to Central Illawarra .....	40 8 6			Braidwood and Tarago Road to Lower Boro .....	48 18 0		
Alcorn's Store to Macquarie Pass.....	50 0 0			Elrington to Balalaba .....	6 10 4		
Kiama Road, at Blinkensops to Burrangarry .....	99 19 1			Braidwood, <i>via</i> Reidsdale to Bell's Creek .....	145 9 0		
Burrawang to Robertson Road ..	73 10 0			Reidsdale to Warrambucra .....	35 0 0		
Main South Coast Road to Jervis Bay .....	70 0 0	15 15 0	1887	Elrington to Araluen .....	18 7 4		
Wild's Meadows to Robertson Road ..	87 6 0			Monga to Mayor's Creek, Elrington .....	139 17 2	74 12 2	1887
Nowra, <i>via</i> Nerriga to Braidwood .....	88 7 6			Mayor's Creek to Fairfield.....	119 0 4		
Nowra to Yalwal .....	184 7 0			Candelo, <i>via</i> Wyndham to Burrogate .....	103 16 6		
Nowra, <i>via</i> Tomerong to Milton.....	1,335 6 1			Brown Mount to Finger Post... ..	78 6 4		
Woodhill, Broger's Creek to Kangaroo Valley .....	23 12 0	1 6 0	1887	Caadelo to Kamarooka .....	50 0 0		
Greenwich Park to Towrang .....	75 12 3			Burrogate to Honeysuckle .....	114 0 0		
South Road, Towrang to Paddy's River .....	9 2 0			Towomba to Boudi .....	357 0 0	306 18 0	1887
Marulan to Windellama .....	166 11 11			Towomba to New Buildings .....	1 1 10	1 1 10	1887
Goulburn to Bungonia .....	216 1 0			Cathcart to Panbula .....	81 19 3		
Goulburn to Windellama .....	50 17 6			Panbula to Wolumba .....	42 18 0	34 3 0	1887
Goulburn, <i>via</i> Taralga to Curraweela.....	253 7 6			Wolumba Junction to Cross Road .....	85 8 2		
Goulburn to Upper Tarlo and Roslyn .....	158 18 10			Wolumba, <i>via</i> Lithgow to Candelo and Wyndham.....	68 4 0		
Campbell's Lane, Middle Arm to Rhyanna .....	90 0 0			Bega to Tathra .....	117 14 0		
Richlands to Wambeyan Caves ..	105 0 0			Bega to Wolumba .....	41 19 5		
Goulburn, <i>via</i> Crookwell to Binda .....	692 16 6			Bega to Bodalla .....	1 0 2	1 0 2	1887
Goulburn, <i>via</i> Gullen to Wheeo ..	541 0 10			Cobargo to Bermagui .....	197 2 0		
Goulburn, <i>via</i> Mummel to Pomeroy.....	56 16 11			Cobargo to Waddbilliga .....	141 0 0		
Collector to Main South Road to Breadalbane .....	87 15 11			Bega to Numbugga and Bembooka .....	107 16 11		
Collector to Gunning .....	153 4 8			Bega to Wapangui .....	302 14 8		
Collector towards Goulburn .....	48 7 0			Pittman's Bridge to Bodalla .....	5 16 9		
Collector, <i>via</i> Currawang to Tirranna .....	129 11 6			Eden to Sturt .....	445 9 0		
Wheeo to Binda .....	142 9 0			Eden to Panbula .....	36 5 10		
Wheeo towards Crookwell.....	122 1 0			Cooma to Jindabyne .....	0 18 9		
Crookwell, <i>via</i> Grabben Gullen to Gunning .....	2 14 10	2 14 10	1887	Cooma and Jindabyne Road to Middling Bank.....	46 0 0		
Binda to Bigga .....	122 8 3			Cooma and Jindabyne Road to Buckley's .....	141 10 3	1 4 10	
Goulburn and Binda Road, at Mount Wayo, to Abercrombie ..	539 13 7			Cooma to Bombala .....	579 19 5		
Bigga to Abercrombie.....	65 1 6			Cooma to Count-a-Guinea .....	197 8 0		
Goulburn and Tuena Road to Sherwood .....	1 11 2	1 11 2	1887	Cooma to Braidwood .....	284 6 8		
Taralga to Laggan .....	105 7 5			Cooma to Bobundarah.....	123 5 0	0 6 6	1887
Stone-quarry to Leighwood .....	44 11 6	7 11 6	1887	13-mile post on Bombala and Delegate Road, <i>via</i> Craigie to Border .....	84 0 0	0 15 5	1887
Taralga, <i>via</i> Barnaby to Swallow Tail .....	55 10 4			Bibbenluka to Bobundarah.....	245 4 10		
Golspie to Taralga and Rockwell ..	41 10 2			Bobundarah to Seymour .....	176 19 0	12 3 2	1887
Laggan, <i>via</i> Golspie to Leighwood .....	4 19 0	4 19 0	1887	Delegate to Border .....	49 0 0	2 0 0	1887
Wheeo to Burrowa .....	303 3 0			Holt's Flat to Railway Bridge.. ..	118 18 0		
Gullen, <i>via</i> Crookwell to Laggan ..	71 1 10			Bombala to Delegate .....	392 4 4		
Crookwell, <i>via</i> Red Ground to Laggan and Binda .....	60 0 0			Bombala to Gunnagarah, <i>via</i> Bukkulla .....	200 0 0		
Laggan to Binda .....	124 13 0	26 18 10	1887	Old Bulli Road.....	68 6 0		
Binda to Peelwood .....	78 11 0			Queanbeyan, <i>via</i> Gundaroo to Gunning .....	167 8 9		
Cotta Walla to Mount Wayo and Peelwood .....	48 0 0			Yass to Bungendore.....	274 19 5		
Bungendore to Doughboy Hill .....	3 19 6			Queanbeyan to Murrumbateman .....	116 8 3		
Bungendore to Queanbeyan and Bungendore Road.....	12 6 6			Yass to Fairfield Bridge.....	86 3 10		
Bungendore and Molonglo Road to Black Range.....	70 0 0	17 12 0	1887	Gunning to Dalton .....	137 4 7		
Braidwood to Nelligen .....	439 0 3			Dalton to Burrowa .....	174 13 2		
Nelligen to Bateman's Bay .....	6 1 1	0 2 4	1887	Bowning to Binalong .....	63 8 3		
Nelligen and Bateman's Bay and Melton Road at M'Millan's.....	22 14 6			Sharpening-stone Creek to Burrowa and Binalong Road, near Burrowa .....	148 0 10		
Milton, <i>via</i> Bateman's Bay to Bodalla .....	1,783 0 5			Yass to Woolgarlo .....	152 2 0		
Braidwood to Araluen.....	262 3 5			Dalton to Narrawa .....	168 13 4		
Braidwood to Molonglo .....	94 16 6			Dalton, <i>via</i> Jerriwa Platform to Yass Railway Station.....	74 16 9		
				Gunning and Burrowa Road to Yass .....	20 13 6	2 15 6	1887
				Dalton and Burrowa Road to Pudman Road .....	93 8 0		
				Sharpening-stone Creek and Burrowa Road, near Wall's, to Bowning .....	39 1 5		
				Ginindera to Weetangra .....	4 3 3		
				Queanbeyan to Uriarra P.O., <i>via</i> Yarralumla .....	53 1 5		
				Bloomfield Road, at Waroo, &c., to Mullion.....	70 17 2		
				Bloomfield Crossing, Murrumbidgee, to Cooradigbee .....	16 14 6		

BALANCES of Roads Votes on 31st December, 1886—continued.

Name of Road or Bridge.	Balance on 31st December, 1886.	Written off.	When written off.	Name of Road or Bridge.	Balance on 31st December, 1886.	Written off.	When written off.
	£ s. d.	£ s. d.			£ s. d.	£ s. d.	
Bloomfield, via Wee Jasper to Tumut .....	518 10 0	317 16 11	1887	Walla Walla to Gerogery Railway Station .....	109 2 6	8 11 3	1887
South Grafton, near Bookham to Cooradigbee Junction.....	33 12 0	.....	.....	Jerilderie to Tocumwall.....	163 17 1	.....	.....
Gerindera and Gundaroo Road to Bungendore Road .....	52 9 3	.....	.....	Coonong Railway Station to Urana .....	9 17 3	.....	.....
Bookham to Bowring and Binalong Road, at Illalong .....	16 10 8	6 15 8	1887	Coonong Railway Station to Goolgumlah .....	190 0 0	.....	.....
Bookham to Chidwallah.....	114 0 0	.....	.....	Deniliquin to Balranald .....	474 11 9	.....	.....
Yass to Bloomfield .....	169 9 10	.....	.....	Deniliquin to Urana .....	378 6 5	.....	.....
Canberra to Molonglo and Murrumbidgee River .....	44 11 10	.....	.....	Tocumwall to Deniliquin .....	176 17 8	.....	.....
Yass to Black Range .....	16 10 0	.....	.....	Deniliquin to Hay .....	357 19 7	.....	.....
Frogmore to Wheeo and Burrowa Road.....	38 15 6	0 11 4	1887	Deniliquin to Taranna.....	428 0 0	.....	.....
Wallendbeen to Murrumburrah .....	3 5 8	1 0 9	1887	Deniliquin to Moama Swamp.....	41 18 10	.....	.....
Burrowa to Kenya .....	209 0 0	.....	.....	Murray's Hut to Tupal Road.....	216 0 0	56 5 0	1887
Burrowa to Young .....	313 7 2	.....	.....	Til Til to Oxley Bridge .....	399 0 0	399 0 0	1887
Young to Temora.....	508 13 10	.....	.....	Balranald towards Hay .....	401 19 2	.....	.....
Morangarell to Junction Young and Temora Roads .....	561 10 0	.....	.....	Carrathool, via Gunbar to Hillston .....	690 4 7	665 2 7	1887
Young and Cowra Road to Jerrybang .....	145 6 6	4 3 8	1887	Hulong Station to Lachlan, at Cudgellico .....	465 14 2	.....	.....
Young, via Insh Jack to Mopitty ..	78 13 0	.....	.....	Hay to Gunbar .....	53 13 0	37 9 0	1887
Binalong to Burrowa .....	689 10 4	.....	.....	Lachlan, at Whealbah to Gunbar ..	190 0 0	190 0 0	1887
Murrumburrah to Young .....	149 6 2	.....	.....	Hay to Booligal .....	293 19 8	.....	.....
Cullinga to Wallendbeen .....	31 8 4	.....	.....	Hay to Narrandera .....	367 14 8	28 9 8	1887
Young to Grenfell .....	265 19 0	1 2 11	1887	Booligal to Hillston .....	175 8 0	104 13 0	1887
Murrumburrah to Harden .....	0 5 6	.....	.....	Booligal to Wilcannia .....	124 2 5	.....	.....
Jugiong to Murrumburrah.....	356 0 0	.....	.....	Wingham, &c., to Tinonee and Gloucester .....	75 0 0	4 16 0	1887
Gundagai to Tumut .....	333 15 5	.....	.....	New England Road to Head, Hickey's Creek .....	100 0 0	.....	.....
Gundagai to Brungle .....	57 14 6	.....	.....	New England Road to Turner's Flat .....	50 0 0	.....	.....
Gundagai to Wagga .....	390 18 4	.....	.....	Nambucera Ferry to Macleay Heads .....	60 0 0	20 2 8	1887
Gundagai to Bongongolong.....	84 6 1	.....	.....	Boat Harbour to Raleigh Mill.....	77 14 2	.....	.....
Tumut to Brungle .....	98 15 4	.....	.....	Nambucera to Upper Worrell Creek .....	40 18 0	.....	.....
Tumut to Lac-ma-Lac .....	53 15 6	.....	.....	Newton Boyd Road to Ramornie .....	14 0 0	1 19 0	1887
Brungle Bridge to Wagga .....	171 0 0	.....	.....	Myers' Creek to Never Never Plains .....	185 0 0	.....	.....
Tumut to Kiandra .....	5 5 2	.....	.....	Moonee Creek, via Woolgoolga to Corindi .....	295 5 3	.....	.....
Tumut to Adelong .....	249 19 10	.....	.....	S. Bellinger School to Upper S. Arm .....	196 2 0	106 2 4	1887
Gilmore Ck. to Riley's Crossing ..	117 8 0	.....	.....	South Grafton to Yamba .....	509 5 6	.....	.....
Riley's Crossing to Reedy Flat .....	46 5 6	.....	.....	Harwood to N. Arm Ferry.....	211 19 6	.....	.....
Temora to Barmedman .....	313 0 0	.....	.....	Bluff Point to Tindal .....	75 0 0	.....	.....
Mid. Adelong to Tumberumba .....	552 0 5	145 14 6	1887	Cowalong, via Pierce's Creek to Byron Bay.....	435 0 0	.....	.....
Adelong to Main South Road, Hillas Creek .....	178 19 6	.....	.....	Goonilabah to Chilcott's Wharf ..	145 0 0	60 5 0	1887
Main South Road to Middle Adelong .....	446 17 8	.....	.....	Casino to Coraki .....	193 5 0	.....	.....
Coolac to Cootamundra .....	245 18 0	.....	.....	Casino to Goondurimba .....	203 0 0	.....	.....
Cootamundra to Temora .....	386 16 10	.....	.....	Lismore to Hanging Rock .....	171 0 0	.....	.....
Cootamundra to Stockinbingle Bridge .....	64 15 4	.....	.....	S. Lismore to Wyrallah .....	238 0 0	.....	.....
Upper Tumberumba to Tumberumba .....	10 7 9	9 19 3	1887	Wardell to Ballina Road .....	285 0 0	59 6 6	1887
Tumberumba, via Mundaroo to Jingellic .....	309 5 5	.....	.....	Tumbulgum, &c., to Terranora Creek .....	162 12 0	.....	.....
Bowna Station to Walaregang South Road, Little Billabong to Tumberumba .....	564 2 2	.....	.....	Clarendon to Cornwallis .....	43 0 0	.....	.....
Carabost to Kyamba .....	196 3 0	68 16 4	1887	Mitchell's Creek to Piper's Flat R. S. .....	185 18 0	.....	.....
Wagga to Murrumburrah and Grenfell .....	354 2 1	.....	.....	Meadow Flat to Tarana R. S. .....	137 6 0	3 1 0	1887
Main South Road, Kyamba to Wagga .....	384 12 5	0 1 0	1887	O'Connell's Plains, &c., to Campbell's Lagoon .....	114 0 0	8 5 0	1887
Wagga to Narrandera .....	254 2 9	21 14 3	1887	Cargo Road, via Paling Yards Creek to Cudal .....	84 0 0	.....	.....
Wagga to Lake Albert .....	75 0 0	.....	.....	Mullion Railway Station to Ophir .....	115 16 10	.....	.....
Wagga to Bullenbong .....	96 16 6	.....	.....	Cheeseman's Creek to Oakey Creek, at Water Reserve .....	60 0 0	.....	.....
Main South Road, Tarcutta to Alfred Town .....	176 16 5	.....	.....	Walli to Sheet of Bark, or Burley Jacky .....	90 0 0	90 0 0	1887
Conargo, via Narrandera to Cudal ..	202 12 11	.....	.....	Parkes to The Bogan .....	277 6 0	.....	.....
Wagga to Cowabee .....	111 14 9	41 3 9	1887	Cobar to Wilcannia .....	940 1 7	185 12 9	1887
Rock Railway Station to Urana .....	416 14 9	.....	.....	Mount Hope Tank to Enabalong Road .....	72 8 0	49 13 0	1887
Culcairn to Germanton .....	460 10 0	.....	.....	Bourke to Barrangun .....	913 11 9	.....	.....
Germanton to Cookardinia .....	36 5 6	.....	.....	Numby to Junction, Burrowa and Wheeo .....	277 19 0	.....	.....
Albury to Wagga .....	614 17 0	.....	.....	Milton and Bateman's Bay Road to Nelligen .....	179 19 3	.....	.....
Albury to "Turner's Inn," south of Tocumwall.....	363 12 9	.....	.....	Waluga Lake to Bermagui .....	35 0 0	.....	.....
Albury to Urana .....	256 5 3	.....	.....	Welaregang, via Greg Greg to Karicaban .....	427 0 0	.....	.....
Albury and Corowa Road to Urana .....	690 17 10	.....	.....	Maines to Rosewood .....	142 0 0	.....	.....
Corowa, via Sandy Ridges to Jerilderie .....	165 14 7	.....	.....	Wentworth to South Australian Border.....	231 0 6	15 15 6	1887
Corowa to Piney Range .....	333 6 8	38 9 2	1887				
Howlong to Walbundrie.....	113 4 0	.....	.....				
Walbundrie to Culcairn .....	82 2 2	.....	.....				
Gerogery Railway Station to Bungowannah .....	139 14 8	.....	.....				
Gerogery Railway Station to Howlong ..	26 19 6	.....	.....				

## BALANCES of Roads Votes on 31st December, 1886—continued.

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	£ s. d.	£ s. d.			£ s. d.	£ s. d.	
Balranald to Wentworth.....	416 8 0			Bridge—			
Euabalong to Mount Hope.....	322 8 8	142 15 4	1887	Big River, Bingera .....	1,716 13 2	1,684 2 5	1887
Eden to Towomba .....	916 5 0			Wilson's Creek .....	700 0 0		
Raymond Terrace to Telegerry Creek .....	182 13 4	2 5 4	1887	Howlong .....	550 10 11		
Ballina to Tweed, via Brunswick .....	1,346 10 0			Piora Creek Road, Casino to Tabulam .....	400 0 0	5 5 4	1887
Road, Sandylands Mountain .....	555 4 0			Creek at Moleville .....	200 0 0		
Roads, punts, &c., Lower Clarence .....	551 3 1	2 4 7	1887	Kangaroo Creek .....	600 0 0		
Approaches, Kentucky Creek Crossing .....	146 11 9			Pine Creek, Fernmount to Grafton .....	280 0 0		
Boat Harbour, Little North Arm, at M'Faddyen's .....	193 13 3			Brungle Gully, Fernmount to Grafton .....	800 0 0		
Bellinger Road, at Deep Creek, to "Gordon's Hotel" .....	128 9 10			Corindi Creek .....	300 0 0		
Road up Muscle Creek .....	300 0 0			Woolgoolga Creek .....	500 0 0		
East Maitland and Broken Back Gap to Meat Works .....	113 13 11			Bridges on Road, Mundaroo to Jingellic .....	1,000 0 0		
Maitland Road to Railway Station down Wyong Creek .....	1,055 0 0			Bridge—			
Glebe to Adamstown .....	400 0 0			Hunt's Gully, Inverell to Goondiwindi .....	400 0 0		
Casino to Mount Lindsay .....	500 0 0			Moama River, at Tulladonna .....	1,500 0 0		
Warren to Nevertire Railway Station .....	135 16 0			Darawank Creek, Taree to Foster .....	500 0 0	2 7 2	1887
Nyngan Roads .....	1,000 0 0			Alderly Creek, Stroud to Raymond Terrace .....	800 0 0	104 0 11	1887
Bowenfels to Mount Tomah .....	472 11 0			Wallis Creek Road, Maitland to Dagworth .....	400 0 0	142 8 0	1887
Approaches to Fig-tree Bridge, Lane Cove River .....	1,176 2 0			Phipp's Creek Road, Richmond to Wilberforce .....	400 0 0		
Forming Metalling Roads, Botany, Randwick, &c. ....	1,805 15 7	1 13 9	1887	Four-mile Creek, Cassilis .....	450 0 0		
Main Sydney Road—Billylengra to Murrumbucca .....	250 0 0	30 2 6	1887	Goodman Creek, Mudgee to Cobborah .....	350 0 0		
Salt Water Creek to Clark's selection .....	133 4 0			Flash Jack Creek .....	300 0 0	0 0 1	1887
Cockamaroo Hill, Gundagai, to Tumut .....	600 0 0			And Approaches, Breakfast Creek, O'Connell to Swatchfield .....	250 0 0		
Urangeline to Young Creek .....	117 0 0	7 0 0	1887	Barwon Creek, Cargo to Cudal .....	350 0 0		
Brungle to Wyangle .....	600 0 0	1 2 10	1887	Coombing Creek, Baker's Crossing, Five Islands .....	350 0 0		
Jingellic to Germanton .....	883 4 8			Burril Lake .....	1,500 0 0		
Balranald to Wentworth .....	500 0 0	224 18 0	1887	Malabar Creek, Moruya Inlet .....	500 0 0	498 12 0	1887
Wentworth to South Australian Border .....	1,000 0 0	1,000 0 0	1887	Tilbuster Creek .....	500 0 0		
Wilson's Downfall to Queensland Border .....	400 0 0			Jones' Creek, Gundagai .....	400 0 0		
Roads, District Stroud and Raymond Terrace .....	1,500 0 0			Williams' River, at Meeni .....	400 0 0		
Raymond Terrace to Stockton .....	800 0 0			Foot M'Grath's Hill, Parramatta to Windsor .....	300 0 0		
Road across Nepean, at Stonequarry .....	600 0 0			Between East and West Boorowa .....	600 0 0		
Main Road through Walgett .....	993 0 0			Stony Creek, Tumberumba to Welaregang .....	500 0 0		
Mudgee Road, via Arnold's Farm to Raynor's .....	500 0 0			Yanko Creek, at Bingangong Reserve .....	1,000 0 0		
Making mountain incline, Colombo to Nymitybelle .....	2,000 0 0			Cockleong Creek Reserve .....	900 0 0		
Elizabeth-street, Waterloo .....	238 18 10	0 17 10	1887	Forest Creek, Deniliquin to Balranald .....	350 0 0	29 4 11	1887
Stockton to Saltash .....	1,000 0 0	0 6 5	1887	Tallywarka Embankment .....	1,200 0 0		
South Grafton to Ulmarra .....	395 4 0			Paterson—further sum .....	2,788 9 7		
Pymont Bridge Road between Parramatta & Orphan School .....	1,000 0 0			Smollet-street, Albury .....	700 0 0		
Spit Road, St. Leonards to Manly .....	2,019 9 7	0 1 2	1887	Fudman Creek, at Rye Park .....	400 0 0		
Bondi, via Coogee to Long Bay .....	3,319 3 11	0 11 10	1887	Throsby Creek, Wickham to Bullock Island .....	621 6 6	6 13 9	1887
Bulli Road .....	1,143 18 9			Paddy's River .....	1,500 0 0		
Metalling margin of tramway line, Lane Cove Road, Miller-street .....	1,273 13 3			Bigall Creek, Wardell Bay .....	550 0 0		
Roads, Tweed River District .....	1,121 5 7			Approach, Moree Bridge .....	450 0 0		
Roads, Richmond River District .....	927 2 0			Ournie Creek, Road to Welaregang .....	1,000 0 0	1,000 0 0	1887
Jamberoo to Kiama .....	616 18 1			Landsdown River at Saville's .....	800 0 0		
Iron Cove Bridge to Ryde, via Gladesville .....	401 16 0			Tenterfield Creek, Molesworth-street, Tenterfield .....	3,000 0 0		
Main-street, Silverton .....	900 0 0			Swan Creek, South Grafton to Ulmarra .....	500 0 0		
Hay Revenue .....	137 9 1	10 11 0	1887	Gambling Creek, Old Canterbury Road .....	500 0 0	63 9 4	1887
Coonamble Creek .....	980 0 0	73 7 0	1887	Roads and Bridges, Hawarra District .....	1,428 0 0		
North approach bridge, head navigation, Lane Cove .....	500 0 0			Renewal of Mullet Creek and others; Bridges, South Creek Road .....	1,850 0 0		
Punt—				Bridge—			
Lower Hunter .....	555 10 0	555 10 0	1887	Snowy River, at Buckley's Crossing .....	8,500 0 0		
Bellinger River .....	230 0 0			Barwon River, Brewarrina .....	5,000 0 0		
Menindie .....	400 0 0	286 10 6	1887	Mulwala (iron) Loans .....	5,000 0 0		
Seaham .....	425 0 0	117 0 0	1887	Lane Cove River .....	13 2 1	13 2 1	1886
Wilcannia .....	600 0 0	200 14 2	1887	M'Donald's, St. Albans .....	0 3 0	0 3 0	1886
Wentworth Ferry .....	408 10 3	394 6 3	1887	Menindie .....	1,200 0 0	1,200 0 0	1886
Murrumbidgee, at Gambarlong .....	200 0 0	177 18 4	1887	Grafton Punt, Tolls .....	2 1 2	2 1 2	
				Tarago to Braidwood .....	0 1 5	0 1 5	
				Expenses, Punts .....	0 1 5	0 1 5	
				Repair to Bridges .....	0 4 7	0 4 7	
				Repair to Bridges, Trust Funds .....	1 0 1	1 0 1	



## BALANCES of Roads Votes on 31st December, 1886—continued.

Name of Road or Bridge.	Balance on 31st December, 1886.	Written off.	When written off.	Name of Road or Bridge.	Balance on 31st December, 1886.	Written off.	When written off.
	£ s. d.	£ s. d.			£ s. d.	£ s. d.	
Congarini Ferry to Boat Harbour	500 0 0	500 0 0	...	Hill End to Main West Road..	0 2 6	0 2 6	...
Tanks and Wells, Maintenance and Additions	0 3 2	0 3 2	...	Lewis Ponds to Orange	0 0 6	0 0 6	...
Military Road, St. Leonards..	0 1 6	0 1 6	...	Orange to Mullion	0 0 2	0 0 2	...
Lane Cove to Pittwater	0 1 4	0 1 4	...	Orange to Ophir	0 2 0	0 2 0	...
Mulbring to Millfield	0 0 11	0 0 11	...	Blayne to Guyong	0 4 2	0 4 2	...
Wollombi Road to Ellalong	0 10 0	0 10 0	...	Icely to Spring Grove Railway Station	0 2 5	0 2 5	...
St. Albans to Mount Manning.	2 3 9	2 3 9	...	Spring Railway Station to Cadia Molong, via "Toohey's Inn" to Toogong	0 15 3	0 15 3	...
St. Albans, up M'Donald's River, to Melon Creek	0 0 1	0 0 1	...	La Perouse to Little Bay	0 0 5	0 0 5	...
Plattsburg to Minmi	0 8 5	0 8 5	...	Half-way House to Rocky Point	0 0 3	0 0 3	...
Lambton to Charleston	0 3 5	0 3 5	...	Rocky Point to George's River	0 2 1	0 2 1	...
East Maitland to Broken Back Gap	0 2 7	0 2 7	...	Bottle Forest to Main South Coast Road	0 3 10	0 3 10	...
West Maitland to Dunmore	0 4 1	0 4 1	...	Kangaroo Valley to Broughton Creek	0 1 10	0 1 10	...
Blandford to Isis River	0 3 9	0 3 9	...	Collector towards Goulburn	0 3 1	0 3 1	...
Werris Creek Gap to Railway Station	0 3 0	0 3 0	...	Bungendore, via Molonglo to Bungendore Road..	0 2 0	0 2 0	...
Rolland's Plains to Ballangarry Wharf	0 2 0	0 2 0	...	Merimbula to Jellat Jellat	0 14 6	0 14 6	...
Wingham and Wherrol Flat to Bobbin Flat	0 7 6	0 7 6	...	Cooma to Jindabyne	0 1 6	0 1 6	...
Dumaresq Island Road	0 13 1	0 13 1	...	Cooma and Jindabyne Road to Middlingbank	0 1 6	0 1 6	...
Cudgen to Tweed Junction	0 3 0	0 3 0	...	Buckley's Crossing to Jindabyne	0 0 1	0 0 1	...
Blacktown Road to Seven Hills Railway Station	0 3 0	0 3 0	1886	Holt's Flat to Railway Bridge.	0 0 5	0 0 5	...
Western Road, St. Mary's to Orphan School	1 4 0	1 4 0	...	Cullenga to Wallendbeen	0 0 11	0 0 11	...
Churchill's Wharf to West Portland	0 1 0	0 1 0	...	Murrumburrah to Harden	3 4 11	3 4 11	...
West Portland Road to Upper Colo	0 8 0	0 8 0	...	Blackman's Point to Ennie's Ferry	1 7 2	1 7 2	...
Rockley, via Campbell's River to Dog Rocks	0 0 1	0 0 1	...	Parramatta to Pennant Hills..	0 10 0	0 10 0	...
Rockley Road to Camping Reserve, Vale Creek	0 0 3	0 0 3	...	Cobar to Hillston	1 0 0	1 0 0	...
				Nimby Junction to Burrowa and Wheeo Road	0 0 10	0 0 10	...
					314 0 0	314 0 0	...
					£ 288,400 17 7	19,180 5 5	...

## 1887.

## BALANCES of Roads Votes on 31st December, 1887.

Name of Road or Bridge.	Balance on 31st December, 1887.	Written off.	When written off.	Name of Road or Bridge.	Balance on 31st December, 1887.	Written off.	When written off.
	£ s. d.	£ s. d.			£ s. d.	£ s. d.	
Blayne, via Cowra to Grenfell Approaches Crown Lands Field of Mars, and parishes of Gordon, &c.	915 13 10	732 1 5	1888	Raymond Terrace to Telegherry Creek	13 10 0	.....	...
North Road, Minembar to Jerry's Plains	118 6 3	74 3 0	1888	Sandyland's Mountain Road	14 8 0	.....	...
Quirindi, via Colly Blue to Tambar Springs	18 17 8	.....	...	Road up Muscle Creek	143 14 0	2 12 6	1888
Scone to Merriwa	22 0 2	.....	...	Warren to Nevertire Railway Station	39 19 8	.....	...
Scone and Merriwa Road, &c., to Middle Creek	55 0 0	.....	...	Bowenfels to Mount Tomah	402 11 0	.....	...
Tinonee and Gloucester Road to Clarkin's Crossing	47 5 0	.....	...	Saltwater Creek to Clarke's Selection	52 8 0	.....	...
Dungog and Gloucester to Posterton	2 16 6	.....	...	Main Road through Walgett..	247 0 0	.....	...
Caloola to Wallangra	50 0 0	.....	...	Pymont Bridge, between Parramatta and Orphan School Road	24 18 6	.....	...
Tinonee to Port Macquarie	19 13 4	.....	...	Bull Road	270 19 11	31 15 5	1888
Wingham to Nowendoc	40 18 0	.....	...	Metalling margin of Tram Line, Lane Cove Road, Miller-st.	250 12 5	4 18 8	1888
Coot's Crossing to Nymboida..	136 11 8	.....	...	Main-street, Silverton	450 0 0	.....	...
Bluff Point to South Arm Ferry	48 0 0	.....	...	Bligh-street, Camperdown	23 0 3	23 0 3	1888
Lismore and Ballina Road to Ballina and Cape Byron Road	43 1 6	43 1 6	...	Gloucester to Cobark	34 6 0	.....	...
Bowenfels to Marsden's Swamp	46 9 0	.....	...	Bridge—			
Little Hartley to Hartley Vale Platform	30 11 8	.....	...	Mehi, at Telegraph	750 0 0	345 6 5	1888
Cudgegong to Gulgong	20 2 2	.....	...	Humumbah (1883)	2,562 14 0	275 0 0	1888
Blayne, via Graham's Town to Milthorpe	32 18 0	.....	...	Westbrook and Glendon Brook	1,000 0 0	.....	...
Candeelo, via Wyndham to Burrogate	4 17 6	.....	...	Brungle Gully	359 0 0	.....	...
Towomba to Bondi	50 2 0	.....	...	Paterson	0 10 0	.....	...
Cowalong, via Pearce's Creek to Byron Bay	142 17 6	.....	...	Culgoa River	118 9 0	.....	...
Mullion Railway Station to Ophir	18 19 4	.....	...	Murrumbidgee, at Taemas..	2,639 3 7	.....	...
Welaregang to Kancobar to Greg Greg	291 15 0	.....	...	Kangaroo Creek	320 14 4	60 2 0	1888
Manus to Rosewood	58 0 0	.....	...	Brungle Creek (1884)	228 1 0	34 16 0	1888
				Corindi Creek	48 0 0	.....	...
				Woolgoolga Creek	272 3 4	163 9 7	1888
				Bridges, Mundaroo to Jingellic Bridge—	801 0 0	183 15 7	1888
				Hunt's Gully	200 0 0	.....	...
				Namoi River, at Tulladunna	471 17 7	31 6 9	1888
				Four-mile Creek, Cassilis	150 0 0	.....	...
				Burril Lake	1,048 0 0	.....	...

## BALANCES of Roads Votes on 31st December, 1887—continued.

Name of Road or Bridge.	Balance on 31st December, 1887.	Written off.	When written off.	Name of Road or Bridge.	Balance on 31st December, 1887.	Written off.	When written off.
Bridge—continued—	£ s. d.	£ s. d.			£ s. d.	£ s. d.	
Williams' River, at Minmi...	400 0 0	9 9 6	1888	Addition to Votes for 1887 ...	96 0 0	...	...
Foot, M'Grath's Hill .....	96 18 3	.....	...	Bay Bridge tolls .....	419 17 5	.....	...
Between East and West Burrows .....	400 0 0	102 10 0	1888	Mandurama to Galley Swamp Cross Roads, Merimbula, to Tathra .....	158 19 0	.....	...
Yanko Creek, at Bingeong Reserve .....	191 10 3	80 4 3	1888	Spit Road, St. Leonards to Manly .....	3,109 15 8	.....	...
Cocketgong Creek Reserve .....	700 0 0	.....	...	Bondi, via Coogee to Long Bay .....	1,296 13 9	.....	...
Forest Creek, Deniliquin .....	114 15 1	.....	...	Picton to Burrigorang .....	616 13 11	.....	...
North Approach, Lane Cove .....	404 2 4	373 4 4	1888	St. Leonards to Manly .....	18 3 3	7 19 3	1888
Pudman Creek, Rye Park .....	240 0 0	.....	...	Manly Cove to Pittwater .....	13 1 4	.....	...
Throsby Creek, Wickham .....	350 0 0	.....	...	Manly and Pittwater Road to M'Garr's Creek .....	4 7 6	.....	...
Paddy's River, Welaregang .....	1,331 0 0	874 17 7	1888	Balgowlah to Pittwater Road . Lane Cove, Cowan Creek to Bobbin Head .....	2 6 5	2 6 5	1888
Bingall Creek, Wardell Bay .....	229 4 0	185 9 6	1888	Peat's Ferry Road to Berowra Creek .....	7 10 0	7 10 0	1888
In approach, Moree Bridge .....	450 0 0	71 10 0	1888	Pearce's Corner to Pennant Hills .....	15 0 0	.....	...
Tenterfield Creek, Molesworth-street .....	2,886 15 3	.....	...	Pearce's Corner to Peat's Ferry Wallsend to Gosford, at Cooranbong .....	141 1 6	.....	...
Swan Creek, South Grafton .....	310 0 0	68 18 6	1888	Warkworth Road to Putty .....	85 15 10	.....	...
Gambling Creek .....	4 16 0	.....	...	Waratah to Maitland .....	41 11 6	.....	...
Roads and Bridges, Illawarra District .....	830 8 7	.....	...	Lochinvar to Railway Station.. "Union Inn," Rutherford to Melville Ford .....	137 11 8	.....	...
Renewal of Mullet Creek and other Bridges .....	1,194 7 9	1 3 0	1888	Hexham to Fullerton Cove .....	48 0 0	0 12 11	1888
Bridge—				Raymond Terrace to Hexham .....	15 11 9	.....	...
Snowy River, at Buckley's Crossing .....	6,290 0 0	.....	...	Raymond Terrace to Stockton .....	64 14 2	.....	...
Barwon River, Brewarrina .....	1,624 17 9	1 10 1	1888	Raymond Terrace to Stroud .....	43 16 0	.....	...
Mulwala (iron) .....	5,000 0 0	.....	...	Raymond Terrace, Williams River to Seaham .....	53 14 4	.....	...
				Alwicks Road to Martin's Wharf .....	91 19 7	.....	...
1887.				Cessnock to Josephson's 2,000 acres .....	152 10 11	0 7 7	1888
Main Northern Road .....	434 9 11	55 5 0	1888	Cessnock to M'Donald's, at Pokolbin .....	74 15 6	.....	...
Main Southern Road .....	1,521 17 1	.....	...	West Maitland to Dunmore .....	47 6 0	0 18 1	1888
Main Western Road .....	291 12 7	27 14 6	1888	Cessnock to Rothbury Public School .....	5 18 3	.....	...
Grafton punt tolls .....	629 17 0	0 4 3	1888	Dunmore to Clarence Town .....	79 15 3	0 0 3	1888
Armidade to Maryland .....	37 0 0	37 0 0	1888	Clarence Town to Dungog .....	160 15 9	.....	...
Wallerawang to Mudgee .....	25 0 0	.....	...	Harper's Hill to Allandale Railway Station .....	3 19 7	.....	...
Bombala to Merimbula .....	120 1 4	.....	...	Clarence Town to Limeburner's Creek .....	27 0 0	.....	...
Orange, via Boree to Forbes .....	548 3 6	.....	...	Deep Creek to Allandale Railway Station .....	10 0 7	.....	...
Goulburn to Cooma .....	806 7 8	0 11 0	1888	North Road, Menimba to Jerry's Plains .....	93 4 7	.....	...
Blayne, via Cowra to Greenfell .....	6 3 0	.....	...	Singleton to Cooper's Flat .....	171 19 0	.....	...
Port Jackson to Peat's Ferry .....	59 16 0	.....	...	Denman to Merriwa .....	166 14 5	.....	...
Main South Coast Road .....	223 11 11	2 11 0	1888	Jerry's Plains to Denman .....	320 6 6	.....	...
Sydney and Cook's River Road .....	4 19 1	.....	...	Muswellbrook I.B. to Denman and Cassilis .....	61 10 0	.....	...
South Head Roads .....	4,000 0 0	.....	...	Denman and Cassilis to Mudgee .....	237 13 0	.....	...
Expenses, punts, &c. .....	56 10 4	56 10 4	1888	Main North Road to Lincoln's Creek .....	335 18 0	.....	...
Unclassified roads .....	10,477 18 10	302 2 4	1888	Aberdeen to Rouchell Brook and Scrumlow .....	113 15 0	.....	...
Cost of repairing damages to minor and unclassified roads by late rains .....	13,997 15 3	.....	...	Muswellbrook to Denman .....	27 6 0	.....	...
Construction tanks, wells, and dams .....	22,278 1 11	.....	...	Scone to Denison Diggings at Moonan .....	6 13 7	.....	...
Wilson's Downfall to Acacia Creek .....	71 4 8	.....	...	Scone to Merriwa .....	191 15 0	.....	...
Brunswick to Ballina .....	689 12 0	.....	...	Scone to Merriwa .....	166 15 0	.....	...
Roads, punts, &c., Lower Clarence .....	455 18 3	.....	...	Willow-tree to Gunnedah .....	152 4 9	.....	...
Tinonee to Wingham Ferry .....	280 0 0	.....	...	Quirindi, up Jacob and Joseph's Creek .....	86 0 0	5 3 2	1888
Raymond Terrace Punt to Morpeth .....	314 8 6	.....	...	Wallabadah to Nundle and Swamp Creek .....	14 14 4	.....	...
Improvement Letter-box Road, Cooperbrook .....	200 0 0	.....	...	Werris Creek, via Carrabubula to Tamworth .....	64 0 9	.....	...
Cobar to Bourke .....	89 10 2	.....	...	Quirindi, via Colly Blue to Tambar .....	226 6 0	.....	...
Gulgong to Coolah .....	798 12 5	.....	...	Tamworth to Bowling Alley Point and Nundle .....	297 7 5	.....	...
Completion of cutting, Colo Rock .....	440 0 0	.....	...	Dungowan, via Cadells to Ogumbil .....	5 1 10	.....	...
Warren to Coonamble .....	64 3 9	.....	...	Tamworth to Somerton .....	7 15 9	.....	...
Milton to Bateman's Bay Road .....	1,300 0 0	.....	...	Manilla, via Barraba to Bingera Trust Fund .....	315 17 7	4 6 0	1888
Eden to Clarke's selection .....	500 0 0	.....	...	Nowendoc to Walcha .....	24 6 0	.....	...
Dry River to Bermagui .....	339 6 0	51 11 6	1888	Barraba to Bundarra .....	324 12 0	.....	...
Metalling road, Hornsby to Parramatta .....	593 8 11	.....	...	Coonabarabran to Mullaley .....	56 16 2	.....	...
Croydon to Hurstville .....	122 14 0	13 8 0	1888	Denison Town to Cassilis .....	7 9 0	0 5 0	1888
Miller-street, via Weston-street to Iron Cove Bridge .....	18 18 0	.....	...	Coolah to Birrewa .....	131 5 10	.....	...
Petersham to Abattoirs .....	52 9 0	.....	...		98 9 6	.....	...
Road along Bondi Sewer .....	922 9 8	.....	...				
Punt, Coraki .....	500 0 0	.....	...				
Punt, Carrathool .....	240 0 0	.....	...				
Tanks, Broken Hill .....	2,361 7 9	.....	...				
Tanks, Menindie towards Silvertown .....	4,000 0 0	2,726 13 1	1888				
Fencing special leases .....	6,990 1 2	.....	...				
Pipes, Cobar Reserve .....	2,500 0 0	2,500 0 0	1888				
Tanks and wells maintenance .....	4 6 4	0 7 9	1888				
Tanks and wells construction and fencing .....	48 2 1	.....	...				
Addition to Votes for 1887 .....	60,724 1 3	.....	...				

## BALANCES of Roads Votes on 31st December, 1887—continued.

Name of Road or Bridge.	Balance on 31st December, 1887.	Written off.	When written off.	Name of Road or Bridge.	Balance on 31st December, 1887.	Written off.	When written off.
	£ s. d.	£ s. d.			£ s. d.	£ s. d.	
Gunnedah to Mullaley .....	46 4 0			Flyer's Creek to Dooney's .....	25 9 3		
Gunnedah to Black Stump .....	5 0 0			Upper Myall to Larry's Flat .....	233 9 0	7 8 3	1888
Holders to Baradine .....	82 8 5			Old Bulahdelah Junction to .....			
Coonabarabran to Minimbra .....	9 16 0			Raymond Terrace Road .....	79 17 6		
Gunnedah, towards Barraba .....	401 18 4	389 11 4	1888	Rolland's Plains to Ballangarry .....			
Gunnedah to Narrabri .....	10 8 6	9 1 3	1888	Wharf .....	9 7 6		
Narrabri, via Walgett to .....				Wilson's Road, via Bar Scrub .....			
Brenda .....	1,343 3 2			to Walcha .....	141 14 0		
Narrabri, via Moree to Mun- .....				Upper Camden Haven to Laurie- .....			
gindi .....	113 16 6			town .....	10 1 6		
Rocky Creek to Moree .....	272 17 6	245 4 0	1888	Cooperbrook to Harrington .....	139 17 6	0 2 4	1888
Old Gunnedah and Narrabri .....				Cooperbrook to Upper Lands- .....			
Road to Eulah Creek .....	199 9 6	60 8 8	1888	down .....	40 0 0		
Moree, via Goonah to Mogil .....				Tinonee to Port Macquarie .....	128 16 4		
Mogil .....	1,140 1 3	577 4 10	1888	Tinonee to Farquhar's Inlet .....	38 0 0		
Walgett to Coonamble .....	4 16 3			Tinonee to Wingham Ferry .....	63 1 0		
Bingera to Moree .....	240 7 2			Tinonee and Cundle Road to .....			
Warialda to Moree .....	1 10 0			Wingham .....	17 7 0		
Moree to Goondiwindi .....	372 12 4			Wingham, up Cedar Party .....			
Bingera to Bundarra .....	13 8 0			Creek .....	10 14 10		
Bingera to Inverell .....	93 11 7			Wingham, &c., to Nowendoc .....	373 13 4		
Warialda to Gunyerwarildi .....	215 6 1			Chalk Hills to Apple-tree Flat .....	8 8 0		
North Road, Uralla to Inverell .....	1,226 0 9			Morton Creek to New England .....			
North Road, Uralla to Walcha .....	47 1 3			Road .....	80 9 0		
Armidale to Grafton .....	3 4 0	1 13 8	1888	Rawden Island Road .....	18 0 0		
Uralla and Walcha Road, at .....				Port Macquarie to Kempsey .....	97 6 9		
Salisbury Plains to Great .....				Kempsey to Armidale and .....			
North Road .....	10 0 0			Grafton .....	442 16 4		
Pint-pot Creek to Chandler .....				Taree to North Foster .....	140 12 0		
River .....	4 1 0			Blackman's Point to Eanis .....			
Rockvale Road, up Baker's .....				Ferry .....	58 0 0		
Creek .....	6 15 1			Kempsey to Fernmount .....	809 15 3		
Armidale, via Mihi Creek to .....				Kempsey to Trial Bay .....	237 0 3		
Walcha .....	62 2 10			Wingham to Tinonee and .....			
Armidale to Gostwyck .....	7 8 7			Gloucester Road .....	72 0 0		
Armidale to Castle Doyle .....	3 12 9			East Kempsey to Boggy Creek .....	1 10 9		
Gwyrá Railway Station to In- .....				East Kempsey to Sherwood .....	132 8 6		
verell .....	0 7 0			New England to head Hickey's .....			
Mihi Creek, via Gostwyck to .....				Creek .....	25 9 10		
Uralla .....	22 0 0			Green Hills to Nelson, Warn- .....			
Walcha to Glen Morrison .....	100 4 6			eton .....	34 1 8		
Walcha to Port Macquarie .....	605 6 7			Rolland's Plains to Yarrowell .....			
Glen Innes, via Wellingrove to .....				Falls .....	143 2 0		
King's Plains .....	67 14 6			New England to Turner's Flat .....	5 10 4		
Walcha to Mulnerindi .....	70 19 0			Oakes' Plains to Macleay Heads .....	235 16 5		
Glen Innes to Emmaville .....	102 8 3			Nambuccera to Macleay Heads .....	95 16 0		
Inverell, via Dinton Vale to .....				Kinchela Creek to Spencer's .....			
Bukkulla .....	8 3 0			Creek .....	51 6 11		
Glen Innes to Red Range and .....				Ferry to Maguire's, along Bel- .....			
King's Gate .....	67 0 3			more River .....	35 18 6		
Inverell to Emmaville .....	232 12 10			Long Reach to Clybuca .....	12 10 0		
Inverell to Gramen and Goonda- .....				Fernmount to Armidale Road .....	369 8 6		
windi .....	1,109 15 9			Nambuccera to Upper Worrel .....			
Inverell to Queensland Border .....	4 14 9			Creek .....	45 18 0		
Caloola to Wallangra .....	55 6 0	1 16 5	1888	Boat Harbour to Nambuccera .....			
Tenterfield and Grafton to .....				River .....	129 10 7		
Borook .....	40 9 5			Bowraville to Broker's .....	62 17 2	5 10 8	1888
Tenterfield to Bonshaw .....	169 19 7			Bowraville to Lumley .....	149 2 0		
Emmaville to Webb's Silver .....				Missibotti to Nambuccera Heads .....	198 13 7		
Lode .....	102 16 9			Myers' C.P. to Never Never .....			
Stroud, via Gloucester to Tino- .....				Plains .....	9 18 0		
nee .....	2,442 11 5			Boat Harbour to Little North .....			
Wilson's Downfall to Queens- .....				Arm .....	25 3 6		
land Border .....	299 15 11			Newton Boyd to Nymboida .....	1 1 6		
Tenterfield to Scrub .....	42 15 0			Coot's Crossing to Nymboida .....	254 8 0	1 0 0	1888
Tinonee and Gloucester Road .....				Fernmount to Grafton .....	964 15 6		
to Clarkins' Crossing .....	221 13 0			Moonee Creek to Corindi .....	155 14 9		
Burril Creek to Wingham and .....				South Bellinger School to Upper .....			
Black Flat .....	99 3 6	0 4 0	1888	South Arm .....	192 4 0		
Bullock Wharf, &c., to Larry's .....				South Grafton to Corindi .....	43 13 5		
Flat .....	120 1 7			Grafton to Solferino .....	7 6 7		
Gloucester to Copeland .....	128 13 9			Grafton to Cross Roads towards .....			
Gloucester to Cobar .....	182 16 0			Casino .....	199 13 0		
Gloucester to Nowendoc .....	190 17 9	0 6 9	1888	Grafton, via Copmanhurst to .....			
Dungog to Stroud and Glouces- .....				Apple-tree Flat .....	284 10 3		
ter Road, at Wiesmantle's .....	213 9 7			Harwood to North Arm Ferry .....	63 16 6		
Dungog to Underbank .....	438 6 6			Bluff Point to South Arm .....			
Dungog and Underbank to .....				Ferry .....	123 12 6		
Little River .....	39 15 0			Ballina to Cape Byron .....	384 3 8		
Dungog and Gloucester Road .....				Bexhill to Tintenbar .....	291 10 10		
to Fosterton .....	49 17 9			Bexhill to Williams' .....	299 3 6		
Dungog and Monkerai Road to .....				Casino to Mount Lindsay .....	8 17 8		
Stroud .....	169 16 3			Cowalong, via Pearce's Creek .....			
Bulahdelah to Stroud and Ray- .....				to Byron Bay .....	515 0 0		
mond Terrace .....	44 5 4			Cowalong to Staines' Mill .....	25 16 5		
Bulahdelah, via Bungwall to .....				Goonilabah to Chilcott's Wharf .....	58 4 2	29 4 2	1888
Foster .....	156 7 0	0 6 2	1888	Casino, via Wyrallah to Lis- .....			
Upper Myall to Bulahdelah .....	129 14 1			more and Ballina Road .....	776 10 1		

## BALANCES of Roads Votes on 31st December, 1887—continued.

Name of Road or Bridge.	Balance on 31st December, 1887.	Written off.	When written off.	Name of Road or Bridge.	Balance on 31st December, 1887.	Written off.	When written off.
	£ s. d.	£ s. d.			£ s. d.	£ s. d.	
Casino to Coraki .....	7 9 10			Bathurst, <i>via</i> Kelloshtel to Monkey Hill .....	628 9 0		
Casino to Gundarimbah .....	11 7 11			Bathurst to Ophir .....	192 9 10		
East Wardell to Beach .....	72 0 0			Bathurst to Sofala, <i>via</i> Peel & Wyagdon .....	8 13 4		
Lismore to Hanging Rock .....	51 0 1			Sofala, &c., to Monkey Hill .....	272 13 6		
Lismore to Queensland Border.	1,856 17 1			Rockley to Caloola and Tuena Road .....	153 6 4		
Lismore to Brunswick .....	89 8 7			Mt. Lawson to Burruga Copper Mines .....	595 8 0		
Lismore to Woodburn .....	15 15 6			Evans' Plains to Trunkey Road .....	94 2 0		
South Lismore to Wyrallah .....	198 0 0			Rockley, <i>via</i> Campbell's River to Dog Rocks .....	196 13 4	0 1 0	1888
Lismore and Ballina Road to Ballina and Cape Byron Rd.	171 0 0	116 7 10	1888	Rockley to Charlton .....	31 2 6		
Tintenbar to Toohey's Mill .....	100 12 3			Rockley to Isabella River .....	327 0 8		
Tintenbar, <i>via</i> Severn to Alstonville .....	301 4 6			Bathurst and Caloola to Rockley .....	237 16 7		
Possum Shoot to Cooper Shoot .....	310 7 0			Bathurst and Caloola Road to Teapot Swamp .....	90 11 6		
Goonilabah to Geswolan .....	142 10 6			Rockley Road to Camping Reserve, Vale Creek .....	22 17 6		
Boat Harbour to Cowley's .....	119 0 0			Bathurst, <i>via</i> Gorman's Hill to Campbell's River .....	318 7 0		
Clunes to Byron Bay .....	569 16 0			Bathurst, <i>via</i> Campbell's Road to Perth .....	90 8 0		
Clunes to Darobygrass .....	17 15 6	17 15 6	1888	Caloola Road, <i>via</i> Limekilns to Rockley Road .....	84 8 4		
Wardell to Lismore and Ballina Road .....	41 17 6			Bathurst to Caloola and Trunkey Creek .....	138 14 6		
Wardell to Ballina Road .....	285 0 0			Newbridge Station to Caloola .....	215 4 0		
Woodburn to Wardell .....	198 18 0			Newbridge, <i>via</i> Hobby's Yards to Arthurtown .....	168 0 2		
Byangum, <i>via</i> Tweed to Border .....	10 19 10			Newbridge towards Evans' Swamp .....	92 13 0		
Tweed River to Brunswick Rr. .....	22 10 10			Mallowgrove towards Trunkey Hill End to Main West Road .....	105 8 8		
Cudgen to Tweed Junction .....	77 2 0			Teapot Swamp to No. 1 Swamp .....	76 13 7		
Road up Middle Arm .....	142 0 0			Blayney, <i>via</i> Grahamstown to Millthorpe .....	168 16 0		
Brunswick Road to Condong .....	141 5 0			Blayney to Shaw and No. 1 Swamp .....	38 15 1		
Lismore Road to Tweed and Brunswick Road .....	241 8 0			Teapot Swamp to Carcoar .....	73 4 0	0 1 6	1888
Western Rd., St. Mary's, to Blacktown Road .....	30 12 6			Orange to Carcoar .....	200 9 4		
Richmond Bridge to King's Rd. .....	388 11 11			Cargo to Canowindra .....	3 12 0		
Windsor to Penrith .....	70 5 4			Lewis Ponds to Orange .....	53 5 6		
Yarramundi to Pitt Town Punt .....	41 9 6			Mullion Railway Station to Ophir .....	145 0 0		
Windsor to Wiseman's Ferry .....	486 4 5			Orange to Canoblas .....	76 16 5		
Bell's Line to Putty .....	35 15 6			Martin's to Spring Hill Railway Station .....	45 13 6		
Bowenfels to King's Road .....	24 4 7			Spring Terrace to Forest Reefs .....	101 16 6		
Little Hartley to Gambenang .....	43 17 6			Forest Reefs to Blayney .....	103 8 3		
Hartley to Lithgow .....	18 6 0			Blayney to Guyong .....	41 1 6		
Oberon to Jenolan .....	3 5 9			Western Road, Favell's to Byng .....	44 4 10		
Mount Victoria to Mt. Wilson Platform .....	176 15 4			Orange to Icely .....	130 17 4		
Bowenfels to Marsden's Swamp .....	89 12 6			Spring Grove Railway Station to Cadia .....	44 3 4	3 9 10	1888
Little Hartley to Hartley Vale Platform .....	197 1 0			Spring Hill Station to Hennessy's .....	80 8 8		
Four-mile Tree to Rockley .....	202 2 0			Molong to Warne Railway Station .....	2 18 9	2 18 9	1888
Mutton Falls P.S. to Oberon .....	12 13 6			Burrabung Cross Roads to Balderogery .....	40 12 0		
Tarana to O'Connell .....	39 11 0			Springs Railway Station to Newrea Bridge .....	190 0 0		
Sidmouth's Valley to Tarana .....	68 3 0			Wellington to Burrendong .....	14 13 8	0 1 2	1888
O'Connell to Oberon .....	9 10 0	8 9 6	1888	Wellington to Balderogery .....	206 6 7		
Main West Road to Cox's R. .....	4 18 0	4 18 0	1888	Village to Dairy Creek .....	105 11 8		
Oberon to Swatchfield .....	56 12 0			Grenfell to Goolagong .....	22 6 4		
Bilambil to Tweed Heads .....	204 3 4			Piper's to Williams' .....	253 15 0	0 15 0	1888
Bowenfels to Wallerawang .....	0 19 6			Grenfell to Eualdrie .....	51 9 10		
Middle River to Meadow Flat .....	10 4 2			Cowra to Young .....	74 9 2		
Little River to 50-mile Tree, Swatchfield Road .....	16 6 0			Cowra to Canowindra .....	6 15 2		
Rydal to Off Flats .....	6 0 0	6 0 0	1888	Cowra, <i>via</i> Bene Creek to Walli .....	126 18 8		
Oberon to Shooter's Hill .....	62 0 0			Cowra to Forbes, South Bank, Lachlan .....	143 11 10		
Lidsdale to Wolgan .....	22 7 6			Cowra to Milburn Creek .....	29 5 8		
Cudgegong Village to Rylstone .....	53 16 10			Cowra, <i>via</i> Nulla to Burrowa .....	228 0 0		
Cudgegong to Rylstone .....	0 6 0			Carcoar to Flyer's Creek .....	53 18 0		
Rylstone to Bylong .....	109 13 0			Mandurama to Canowindra .....	134 12 2		
Cudgegong to Home Rule .....	68 6 10			Walli Walli to Sheet of Bark .....	118 0 0		
Winderley, <i>via</i> Campbell's Ck. to Raynor's .....	133 0 0			Mandurama to Gailey Swamp .....	79 3 6		
Wall's Junction to Botobolar .....	77 18 4			Sheet of Bark to Mount M'Donald .....	3 18 4		
Tabrabucca to Monkey Hill .....	193 0 0			Bigga to Mount M'Donald .....	125 1 1		
Guntawang to Wellington .....	113 15 11			Lyndhurst, <i>via</i> Cobbs to Abercrombie .....	33 10 4		
Bathurst to O'Connell Plains .....	432 11 2			Canowindra to Eugowra .....	105 2 4		
Kelso to Kelloshtiel .....	28 0 0						
Kelloshtiel to Little Forest .....	173 10 10						
Kelso to the White Rock .....	55 5 10						
Limekilns Road to Palmer's Oakley .....	99 4 0						
Kelso, <i>via</i> Limekilns to Sofala Road .....	501 12 10						
Kelso, <i>via</i> Sofala Rd., Cheshire Creek, to Upper Turon .....	94 3 2						
Mitchell's Creek to Palmer's Oakley .....	316 1 0						
Mitchell's Creek to West Road, at Meadow Flat .....	128 2 0						
Meadow Flat to Tarana R'lway Station .....	147 14 0						
Macquarie Plains to Bloom Hill .....	25 0 0						
O'Connell's Plains to Campbell's Lagoon .....	106 4 0	43 0 6	1888				

## BALANCES of Roads Votes on 31st December, 1887—continued.

Name of Road or Bridge.	Balance on 31st December, 1887.	Written off.	When written off.	Name of Road or Bridge.	Balance on 31st December, 1887.	Written off.	When written off.
	£ s. d.	£ s. d.			£ s. d.	£ s. d.	
Forbes to Condobolin .....	124 18 7	.....	...	Marulan to Windellama .....	154 10 10	.....	...
Parkes to Condobolin .....	149 19 11	.....	...	Kippelaw, via Parksbourn to Breadalbane .....	50 15 5	.....	...
Parkes to Balderogery .....	174 15 6	.....	...	Gurrunda Road, near Kippe- law to Bealla .....	109 6 10	.....	...
Grenfell to Forbes .....	22 19 2	.....	...	Wheeo Post Office to Gunning .....	100 0 0	.....	...
Forbes to South Condobolin .....	110 18 4	.....	...	Goulburn to Bungonia .....	94 3 3	.....	...
Lachlan, at Murrin to Mount Hope .....	402 8 4	.....	...	Goulburn to Windellama .....	89 6 0	.....	...
Wellington to Cobborah .....	196 14 6	.....	...	Taralga to Curraweela .....	37 4 0	.....	...
Falconer's, via Cobborah to Gligandria .....	877 0 0	.....	...	Richlands to Wombeyan Caves .....	100 0 0	.....	...
Dubbo to Coonamble .....	564 18 0	.....	...	Goulburn to Upper Tarlo and Roslyn .....	64 16 4	.....	...
Cobar to Nyngan .....	441 4 8	.....	...	Goulburn to Wheeo .....	31 16 0	.....	...
Cobar to Wilcannia .....	438 3 4	.....	...	Goulburn to Pomeroy .....	39 16 5	.....	...
Nymagee to Nyngan .....	206 8 4	.....	...	Collector to Main Southern Road, Breadalbane .....	50 4 6	.....	...
Cobar to Bourke .....	39 13 2	.....	...	Collector to Gunning .....	12 14 4	.....	...
Bourke to Ford's Bridge and Hungerford .....	134 5 5	.....	...	Collector towards Goulburn .....	4 0 10	.....	...
Bourke, via Wanaaring to Mil- perinka .....	139 15 6	.....	...	Collector, via Currawang to Ti- nonee .....	96 0 10	.....	...
Bourke to Barrington .....	67 16 2	.....	...	Binda and Bigga Road to Tuena .....	106 0 0	.....	...
Wilcannia to Thackeringa .....	565 8 11	46 17 5	1888	Goulburn and Tuena to Sher- wood .....	28 0 0	.....	...
Wilcannia to Tibooburra .....	215 12 2	129 13 10	1888	Taralga to Laggan .....	18 3 8	.....	...
Wilcannia towards Wentworth .....	394 3 11	.....	...	Taralga to Stone-quarry .....	11 14 10	.....	...
Hulong Station to Cudjellico .....	3 0 7	.....	...	Stone-quarry to Leighwood .....	36 0 0	21 5 6	1888
Booligal to Hillston .....	7 5 6	.....	...	Taralga, via Barnaby to Swad- low-tail .....	79 0 0	.....	...
Silverton, via Purnamoota to Tarella .....	331 0 0	.....	...	Binda to Peelwood .....	88 17 3	.....	...
Old Botany Road .....	6 10 6	.....	...	Bungendore to Doughboy Hill .....	32 14 4	.....	...
La Perouse to Little Bay .....	37 10 0	.....	...	Bungendore, via Molong to Queanbeyan and Bungen- dore Road .....	31 7 8	.....	...
Randwick Toll-gate to La Perouse .....	27 1 0	.....	...	Bungendore, via Molonglo to Black Range .....	66 0 0	66 0 0	1888
Half-way House to Rocky Point .....	1 18 0	1 18 0	1888	Braidwood to Nelligen (Clyde Road) .....	30 16 7	.....	...
Rocky Point to George's River .....	15 19 6	2 12 11	1888	Nelligen to Bateman's Bay .....	34 13 0	.....	...
Bringelly Cross Roads to Cob- bitty .....	13 5 6	.....	...	Nelligen to Bateman's Bay and Milton Road, at M'Millan's .....	94 0 0	.....	...
Campbelltown to Narellan .....	95 0 0	.....	...	Milton, via Bateman's Bay to Bodalla .....	1,103 18 2	.....	...
Picton to Fort Burragorang .....	106 1 2	.....	...	Milton, via Bateman's Bay to Nelligen .....	56 14 7	.....	...
Appin to Brooks' Point .....	9 1 0	.....	...	Braidwood, &c., to Araluen .....	37 4 11	.....	...
Fort Burragorang to Cox's River .....	35 8 0	.....	...	Trunkabella Bridge to Reedy Creek .....	79 3 5	.....	...
Fort Burragorang to Wollon- dilly .....	84 15 0	.....	...	Araluen to Mornya .....	249 6 4	.....	...
Bottle Forest to Main South Coast Road, at Westmacott's Moss Vale, via Kangaroo Valley to Nowra .....	1 12 0	.....	...	Braidwood to Elrington .....	85 5 2	.....	...
Moss Vale to Nowra Road, via Robertson to foot Jamberoo Mountain .....	633 8 4	0 7 10	1888	Braidwood to Sergeant's Point .....	32 2 4	.....	...
Old South Road Cross Roads to Little Forest .....	77 11 5	.....	...	Sergeant's Point to Clyde River .....	24 16 0	.....	...
Bowral, via Alcorn's to Robert- son .....	348 14 0	.....	...	Braidwood and Taralga to Lower Boro .....	72 0 0	.....	...
Fitzroy Iron Mines to Bowral .....	84 4 3	.....	...	Elrington to Araluen .....	34 12 11	18 19 1	1888
Old South Road, Mittagong to Main South Road, at "Fitz- roy Inn" .....	30 0 0	.....	...	Monga to Major's Creek, El- rington .....	62 6 3	.....	...
Mittagong to Joadja Creek .....	77 0 6	.....	...	Major's Creek to Fairfield .....	2 9 11	.....	...
Main South Road, via Berrima to Bowral .....	3 14 6	.....	...	Hoskington to Saw Mills .....	67 0 0	.....	...
Bowral Road to Burradoo Plat- form .....	30 18 6	.....	...	Mogo to Tomakin .....	57 0 0	.....	...
Moss Vale and Shoalhaven to Wallandry .....	299 2 5	.....	...	Candello to Brown Mountain .....	70 6 0	.....	...
Sutton Forest to Bundanoon .....	17 3 3	.....	...	Candello, via Wyndham to Bur- rogate .....	120 4 0	.....	...
Cross Roads towards Taralga .....	95 0 0	.....	...	Brown Mount to Finger Post .....	138 17 10	.....	...
Kangaroo Road, &c., to near Mount Murray .....	154 15 0	.....	...	Candello to Kameruka .....	43 7 6	.....	...
Near Wallaby Creek to Central Illawarra .....	47 17 6	.....	...	Burrogate to Honeysuckle .....	43 14 0	.....	...
Alcorn's Store to Macquarie Pass .....	47 0 0	.....	...	Towoma to New Buildings .....	134 13 0	.....	...
Kiama Road at Blinkensop's to Barragarry .....	27 16 3	.....	...	Towomba to Bendi .....	327 6 0	.....	...
Burrawang to Robertson Road .....	34 19 0	.....	...	Catcart to Panbula .....	333 7 6	73 13 0	1888
Wild's Meadow to Robertson .....	67 14 0	.....	...	Panbula to Wolumla .....	44 6 0	0 0 9	1888
Main South Coast Road to Jervis Bay .....	67 0 0	.....	...	Merimbula to Jellat Jellat .....	20 5 0	.....	...
Nowra, via Nerriga to Braid- wood .....	200 10 0	31 10 1	1888	Bega to Tathra .....	14 5 8	1 8 10	1888
Nowra to Yalwal .....	165 19 8	0 3 8	1888	Bega to Wolumla .....	48 13 5	.....	...
Nowra, via Tomerong to Milton .....	1,294 1 10	.....	...	Bega to Bodalla .....	387 17 7	0 0 1	1888
Kangaroo Valley to Broughton Creek .....	14 6 11	.....	...	Cobargo to Bermagui .....	98 5 9	.....	...
Kangaroo Valley to Kangaroo Mountain .....	2 3 0	.....	...	Cobargo to Nadbilliga .....	99 19 0	.....	...
Marulan to Greenwich Park .....	26 2 6	.....	...	Bega to Numbugga and Bem- booka .....	7 11 8	.....	...
Greenwich Park to Towrang .....	13 4 0	.....	...	Bega, via Wapangue to Murrumbidgee River .....	504 13 5	.....	...
				Pittman's Bridge to Bodalla .....	9 10 2	.....	...
				Eden to Sturt .....	92 19 10	.....	...
				Eden to Panbula .....	135 9 4	.....	...
				Cooma to Jindabyne .....	346 8 6	.....	...
				Cooma and Jindabyne to Mid- dling Bark .....	114 0 0	.....	...
				Cooma, &c., to Buckley's Crossing .....	182 15 3	0 3 0	1888
				Cooma, &c., to Kiandra .....	721 8 9	.....	...

## BALANCES of Roads Votes on 31st December, 1887—continued.

Name of Road or Bridge.	Balance on 31st December, 1887.	Written off.	When written off.	Name of Road or Bridge.	Balance on 31st December, 1887.	Written off.	When written off.
	£ s. d.	£ s. d.			£ s. d.	£ s. d.	
Cooma to Bombala .....	499 15 9			Albury to Wagga.....	616 8 8		
Cooma to Bobundarah and Nimitybelle .....	124 6 4			Albury to "Turner's Inn" S. of Tocumwall .....	377 16 3		
Cooma to Count-a-guinea .....	111 3 0			Albury to Urana .....	496 9 8		
Cooma to Bobundarah .....	170 10 8			Albury and Corowa Road to Urana .....	186 3 10		
Cooma to Green Hills .....	6 17 9			Corowa, via Sandy Ridges to Jerilderie .....	142 18 3		
Nimitybelle to Bobundarah .....	138 6 0			Corowa to Piney Range .....	412 0 0		
Ballylagra to Wanambucera .....	67 0 0			Howlong to Walbundry .....	170 9 7	0 3 1	1888
Thirteen-mile Post, via Cragie to Border .....	89 0 0			Walbundry to Culcairn Railway Station .....	212 18 0	2 0 10	1888
Buckley's Crossing to Jindabyne .....	230 15 0	66 7 6	1888	Gerogery Railway Station to Howlong .....	19 9 10		
Bibbenluke to Bobundarah .....	156 8 7			Walla Walla to Gerogery Railway Station .....	262 8 0		
Bobundarah to Seymour .....	300 0 0			Balranald Ferry to Swan Hill .....	15 11 4		
Bombala to Delegate .....	86 0 0			Moulamein to Wanganella .....	280 0 0		
Bombala to Gunningarah .....	198 8 0			Germanton to Mountain Creek .....	23 5 0	12 4 1	1888
Old Bunah Road to Michelago .....	146 1 9			Jerilderie to Tocumwall .....	100 3 9		
Queenbeyan, &c., to Gunning .....	46 9 2			Coonong Railway Station towards Urana .....	153 9 9		
Yass to Bungendore .....	12 15 5			Coonong Railway Station towards Goolgumla .....	41 17 8		
Yass to Fairfield Bridge .....	25 13 10			Deniliquin to Balranald .....	938 15 2		
Gunning to Dalton .....	29 14 11			Deniliquin to Urana .....	337 13 3		
Bowring to Binalong .....	19 15 6			Deniliquin to Hay .....	191 2 10	3 3 11	1888
Shg. Stone Creek to Burrowa and Binalong Road, near Burrowa .....	89 10 5			Deniliquin to Mathoura Old Road .....	53 0 0		
Yass to Woolgarlo .....	34 18 2			Mathoura to Moama .....	117 0 11	0 1 0	1888
Dalton to Narrawa .....	156 1 2			Moama to Moulamein .....	273 0 8		
Dalton to Yass Municipality .....	2 5 3			Moama to Calula Mars and Wambuta .....	9 19 6		
Gunning and Burrowa Road to Yass .....	18 19 0			Wentworth to S. A. Border .....	94 16 11	70 9 6	1888
Shg. Stone Creek to Burrowa Road, near Walls to Bowning .....	44 8 9			Balranald towards Hay .....	110 12 0	95 0 0	1888
Geninderie to Wetangra .....	46 3 9			Balranald to Wentworth .....	83 6 0	83 6 0	1888
Bloomfield, via Weegaspati, Tunut .....	342 2 10			Hay to Gunbar .....	1 7 10		
Geninderie and Wetangra to Bungendore Road .....	121 13 10			Hay to Booligal .....	9 1 8		
Bookham to Bowning and Binalong Road .....	18 0 6	2 15 11	1888	Bridge—			
Canberra to Junction, Urrarra Road .....	17 19 6	10 19 10	1888	Half-way Creek, S. Grafton to Corindi .....	300 0 0	120 12 11	1888
Yass to Black Range .....	17 19 0			Mandini Creek, Boat Harbour to Raleigh Mill .....	400 0 0		
Burrowa to Kenya .....	43 3 6			On Road, Walla to Walcha .....	540 0 0		
Morangarell to Young .....	59 13 10			Ohio Creek, Walcha to Armidale .....	700 0 0		
Binalong to Burrowa .....	22 17 5			Three and Five-mile, Warnambool .....	3,600 0 0		
Young to Grenfell .....	18 11 10			Big River, Moree .....	1,500 0 0		
Murzumburrah to Harden .....	6 5 3			Greenbah Creek .....	1,200 0 0		
Gundagai to Tunut .....	157 16 0			Quarrybylong .....	650 0 0		
Gundagai to Brungle .....	50 2 0			Lackey's Creek at Falconer's .....	400 0 0		
Gundagai to Wagga .....	194 4 9			Cooyal Creek, Cudjegang to Home Rule .....	450 0 0		
Gundagai to Bongongolong .....	29 3 4			Reedy Creek, Rylstone to Bylong .....	500 0 0	158 19 9	1888
Tunut to Brungle .....	164 17 4			Dilga Creek, Cessnock to Balderogery .....	300 0 0		
Brungle Bridge to Wagra .....	171 0 0			Jumper's Flat and Caloola Creek .....	71 10 0		
Tunut to Lac-ma-Lac .....	72 16 6			Nags Head (Grenfell to Forbes) .....	57 18 0		
Tunut to Kiaura .....	371 11 0			Cowra, reconstruction .....	3,000 0 0	2,765 19 1	1888
Temora to Barmiedman .....	77 11 1			Mandagery Creek, Eugowra .....	750 0 0		
Gilmore Creek to Riley's Crossing .....	39 3 10			Snakes Valley, Mutton Falls to Oberon .....	300 0 0		
Riley's Crossing to Reedy Flat .....	159 13 9			Fish River, near Oberon .....	300 0 0		
Middle Adelong to Tumberumba .....	609 8 0			Munmurra Creek .....	1,000 0 0	1,000 0 0	1888
Adelong to Main South Road, Hillas Creek .....	78 18 0			Broughton Hill Creek .....	549 4 4		
Main South Road to Middle Adelong .....	154 9 1			Over Creek, near Canoonah .....	550 0 0		
Coolac to Cootamundra .....	198 13 8			Murrumurang Creek .....	300 0 0	41 6 5	1888
Cootamundra to Stockimbley Bridge .....	130 6 0			Dignam's Creek .....	900 0 0		
Coolac to Goobardong .....	158 13 3			Jones' Creek, near Gundagai .....	400 0 0		
Glenroy to Mundaroo .....	171 0 0			At Walbundry .....	1,000 0 0		
Tumberumba to Upper Burra .....	171 0 0			Billabong, at Mahinga .....	250 0 0	107 12 0	1888
Tumberumba, via Mundaroo to Jingellie .....	841 6 2			Creek, Little Billabong .....	350 0 0		
Bowna Station to Welaregang .....	1,134 17 7			Little Forest Creek, Deniliquin to Urana .....	500 0 0	22 8 8	1888
Welaregang, via Greg Greg to Kancoban .....	428 0 0			And approaches Menindie Creek .....	600 0 0		
South Road, Little Billabong to Tumberumba .....	1,144 11 8			Yampoola, near Menindie .....	800 0 0		
Carebost to Kyamba .....	475 0 0			Three-mile Creek, Wilcannia to Wentworth .....	800 0 0	25 3 7	1888
Main South Road, Kyamba to Wagga .....	246 2 8			Bullock Island .....	7,461 5 8	6,850 18 5	1888
Wagga to Narrandera .....	340 8 6			Graven Creek, Great North Road .....	4,000 0 0		
Wagga to Lake Albert .....	15 15 2			Boonie, at Yarrowa .....	3,000 0 0		
Wagga to Bullenbong .....	92 10 3						
Main S. Road, Tarcutta to Alfred Town .....	131 14 11						
Rock Railway Station to Urana .....	136 2 10						
Culcairn to Germanton .....	166 2 11						
Germanton to Cookardina .....	137 9 0	0 8 4	1888				

## BALANCES of Roads Votes on 31st December, 1887—continued.

Name of Road or Bridge	Balance on 31st December, 1887.	Written off.	When written off.	Name of Road or Bridge.	Balance on 31st December, 1887.	Written off.	When written off.
	£ s. d.	£ s. d.			£ s. d.	£ s. d.	
Grafton, via Glen Innes to Inverell	0 0 9	0 0 9	1887	West Portland Road to Upper Colo.	0 0 6	0 0 6	
Armidale to Maryland	2 9 1	2 9 1		Hartley to Lithgow	0 2 6	0 2 6	
Main South Coast Road	0 6 6	0 6 6		Bowenfels to Wallerawang	0 5 6	0 5 6	
Miller-street, &c., to Iron Cove Bridge	0 3 6	0 3 6		Sofala to Rylstone	0 1 0	0 1 0	
Petersham to Abattoirs	0 1 4	0 1 4		Cudgong to Rylstone	0 17 0	0 17 0	
Binda to Caves	1,211 16 9	1,211 16 9		Cargo to Canowindra	0 7 2	0 7 2	
Military Road, St. Leonards	0 0 5	0 0 5		Mathews' to Brown's Creek Mines	0 15 9	0 15 9	
Warkworth Road to Putty	0 0 3	0 0 3		Icely to Spring Grove Railway Station	0 17 0	0 17 0	
Raymond Terrace and Stroud Road to Raymond Terrace and Seaham	0 5 0	0 5 0		Carcoar to village of Shaw	0 0 3	0 0 3	
Bowling Alley Point to Dugowan	0 15 0	0 15 0		Cowra to Hovell's Creek, Darby's Falls	0 8 0	0 8 0	
Gunnedah to Black Stump	3 11 9	3 11 9		Bigga to Mount M'Donald	0 0 6	0 0 6	
Coonabarabran to Ulimambri	0 15 10	0 15 10		Forbes to The Bogan	0 19 7	0 19 7	
Cobbadah to Rocky Creek	0 17 0	0 17 0		Mount Hope Tank to Euabalong Road	118 0 0	118 0 0	
Gwyra Railway Station to Tingha and Inverell	0 19 1	0 19 1		Euabalong to Mount Hope	488 6 8	488 6 8	1887
Barney Downs to Poverty Point	0 3 11	0 3 11		La Perouse to Little Bay	0 1 0	0 1 0	
Emmaville to Tabicland	0 10 0	0 10 0		Halfway House, Ricketty-street, Botany	0 2 0	0 2 0	
Tenterfield to Scrub	0 1 0	0 1 0		Bulli, via Coal Cliff to Blue Gum Forest	0 0 9	0 0 9	
Wingham, via Dingo Creek to Kelvin Grove	0 16 6	0 16 6		Bulli Pass to Cataract River	1 0 0	1 0 0	
Wingham, &c., to Bobbin Flat	0 13 0	0 13 0		Laggan, via Golspie to Leighwood	0 13 9	0 13 9	
Chalk Hills to Apple-tree Flat	0 3 6	0 3 6		Gunning and Burrows Road to Yass	0 19 0	0 19 0	
Newton Boyd Road to Nymboida	0 1 10	0 1 10		Upper Tumbarumba to Tumbarumba	0 18 0	0 18 0	
South Grafton to Yamba	0 19 7	0 19 7					
North Grafton to Broadwater	0 3 7	0 3 7					
Bluff Point to Tynedale	0 13 9	0 13 9					
Cross Roads to Casino	0 1 4	0 1 4					
Kynamboon to Mudgenquin	0 9 0	0 9 0					
					£ 293,825 6 7	24,798 6 1	

## 1888.

## BALANCES of Roads Votes on 31st December, 1888.

Name of Road or Bridge.	Balance on 31st December, 1888.	Written off.	When written off.	Name of Road or Bridge.	Balance on 31st December, 1888.	Written off.	When written off.
	£ s. d.	£ s. d.			£ s. d.	£ s. d.	
<b>1883.</b>							
Grafton Pant Tolls	240 1 11			Clunes to Byron Bay	76 0 0		
Bridge, Snowy River, Buckley's Crossing	1,177 14 5			Bowenfels to Marsden's Swamp	60 9 0		
Bridge Mulwala	4,996 0 0			Four-mile Tree to Rockley	166 1 0		
Bridge, Tenterfield Creek, Molesworth St.	1,343 14 6			Tabrabucca, via Crudine to Monkey Hill	157 16 0		
Bridge, Burrill Lakes	277 14 2			Mandarama to Canowindra	32 6 4		
<b>1887.</b>							
Unclassified Vote	1,212 0 8			Walli Walli to Sheet of Bark and Burly Jack	49 15 0		
Minor Roads under Trustees	45 0 0			Lachlan, at Murvin, to Mount Hope	492 8 4		
Construction Tanks, Wells, and Dams	8,847 11 8			Cobar to Nyngan	237 12 8		
Brunswick to Ballina, via Byron Bay and North Creek	292 3 6			Wilcannia towards Wentworth	208 16 0		
Cobar to Bourke	61 10 2			Old Botany Road	6 10 6		
Milton to Bateman's Bay Road, via Burrill	741 5 6			Bringley Cross Roads to Cobbitty	5 12 0		
Eden to Clarke's Selection	174 1 6			Campbelltown to Narellan	95 0 0		
Fencing Special Leases, Tanks and Wells	2,655 19 11			Appin to Brooks' Point	9 1 0		
Hay Bridge Tolls	256 18 7			Bowral Road to Burradoo Platform	30 18 6		
Cessnock to South boundary of Josephson's	256 6 5			Moss Vale and Shoalhaven Road, via Meryla Creek to Wallenderry	252 3 5		
Nowendoc to Walcha	164 1 0			Burrawang to Robertson	17 18 0		
Moree, via Goonal to Mogil Mogil	138 19 0			Main South Coast Road to Jervis Bay	22 0 0		
Main North Road, Uralla, via Bundarra to Inverell	13 0 0			Taralga, via Bannaby to Swallow-tail	7 7 6		
Wilson's Downfall to Queensland Border	47 2 1			Nelligen to Bateman's Bay	19 8 6		
Gloucester to Cobar	64 6 0			Nelligen to Bateman's Bay and Milton Road, at McMillan's	17 6 8		
Wingham, &c., near Killawarra to Tinouee and Gloucester Road	72 0 0			Towamba to New Buildings	134 13 0		
Nambuccra to Upper Warrell Creek	14 18 0			Towamba to Bondi	176 3 6		
Cowalong, via Pearce's Creek, and Tintinbar to Byron Bay	50 4 2			Catcart Junction, via Wyndham to Pambula	80 7 9		
East Wardell to Beach	72 0 0			Eden to Pambula	154 8 4		
Lismore and Ballina Road to Ballina, and Cape Byron Road	8 5 1			Cooma and Jindabyne Road to Buckley's Crossing	39 0 0		
				Bridge, Nanamal Creek; Boat Harbour to Raleigh Mill	15 4 7		
				Bridge on Road Uralla to Walcha	540 0 0		

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Bridge, Three and Five Mile Creeks, Warnambool .....	2,809 12 0			Quirindi to Yarraman .....	302 0 6		
Bridge, Big River, Meroe .....	712 17 2			Port Jackson to Peat's Ferry .....	307 7 3		
Bridge, Greenbah Creek .....	1,088 4 7			Main South Coast Road .....	133 4 2		
Wallis Creek, Trappard Road .....	238 7 1			Bluff Point to Tyndale .....	5 4 0		
Bridge, Quarrybylong .....	287 1 3			Coonabarabran to Uhimambri .....	5 16 7		
Bridge, Cowra (cylinders) .....	9 2 0			Coonabarabran to Spring Creek .....	196 14 0		
Bridge, Fish River, near Oberon .....	105 17 4			Sydney and Cook's River Road .....	556 18 5		
Bridge, Mandagery Creek, Eugowra .....	36 8 6			Botany Road, Sydney to Banks' Meadow .....	107 9 5		
Bridge over Creek, near Canouua .....	61 0 0			Sandy Hill to Boorook .....	53 7 7		
Bridge, Dignam's Creek .....	683 18 0			Tenterfield to Wallangarra .....	111 4 0		
Bridge, at Walbundry .....	901 10 0			Repairs to Bridges .....	1 19 11		
Bridge and Approach, near Mcindie .....	600 0 0			Unclassified Roads .....	9,655 10 4		
Bridge and Approach, Yam-poola Creek, near Menindie .....	564 0 0			Minor Roads under Trustees .....	1,021 16 5		
Bridge and Approach, Bullock Island .....	8 9 0			Tenterfield to Bonshaw .....	216 8 6		
Bridge, Grávin Creek, on Great North Road .....	3,799 18 0			Tenterfield to Scrub .....	51 16 8		
Bridge, Boomi, at Yarrava .....	1,378 4 0			Acacia to Korelah .....	2 1 0		
Kiama Road, at Blenkinsopps, via Wild's Meadow to Barrangarry .....	27 16 3			Spring Creek to Merrygoon .....	643 7 3		
<b>1888.</b>							
Walcha Railway Station to Glen Morrison .....	125 2 8			Werris Creek, via Currabubula to Tamworth .....	25 18 1		
Raymond Terrace to Stockton .....	12 0 1			Nemingha Flat to Bowling Alley Point Road .....	1 10 0		
"Union Inn," Rutherford to Melville Ford .....	9 8 0			Attunga to Somerton .....	48 0 0		
Morpeth, via Hinton Punt to Dunmore and Seaham .....	2 13 6			Tanks and Wells Maintenance .....	1,028 19 10		
Maitland and Paterson Road, within L. Harris' to Luskintyre .....	7 10 2			Barraba to Bundarra .....	91 13 5		
Dunmore to Clarence Town .....	14 13 10			Kiah River to Eden .....	300 0 0		
Main Northern Road .....	268 3 9			Brianderry to Buckago .....	360 0 0		
Dunmore to Paterson Punt .....	9 8 6			Tumut to Wyangle .....	491 12 0		
Gloucester to Nowendoc .....	13 0 9			Temora to Junee .....	350 0 0		
Upper Myall to Bulahdelah .....	179 13 1			Urangeline to Yerong Creek .....	213 0 0		
Armidale and Maryland Road, near "Old Ben Lomond Inn," via Ben Lomond Station to Wandsworth .....	57 0 0			Gormanton to Jingellic .....	317 6 5		
Walcha Railway Station, towards Bendemeer .....	93 10 0			Sidmonth Valley and Rainville Roads and Bridges .....	800 0 0		
Main Southern Road .....	626 9 2			Wilson's Downfall to Acacia Creek .....	476 13 2		
Narrabri to Boggabri .....	165 12 10			Sternbrook to Scrubvia, Tenterfield .....	122 10 2		
Singleton, via Newbridge to Cooper's Flat .....	174 12 8			Deepwater to Torrington .....	35 17 4		
North Road, near Munimba, via Warkworth to Jerry's Plains .....	50 18 5			Wyrallah to Tueki .....	119 0 0		
Kentucky Station to Green's Valley .....	105 0 0			Casino to Woodburn .....	0 18 8		
Ironbarks to Shannahans .....	256 15 6			West Numbin Road .....	26 16 6		
Main Western Road .....	17 11 8			Jiggi Creek Road .....	243 2 0		
Narrabri to Eulah and Bul-lawa Creek .....	376 17 0			Goonengerry to Lismore and Brunswick Road .....	173 12 0		
Aberdeen, up Rouchel Brook to Scumlow .....	128 9 0			Miller-street, via Abattoirs and Western-street to Iron Cove Bridge .....	10 2 6		
Wilson's River, via Bar Scrub to Walcha .....	87 9 0			Cathcart Road to Eden .....	210 8 0		
Narrabri to Terry Hie Hie .....	75 3 6			Missenden Road .....	424 0 0		
Bingera, via Pallal to Eulowrie .....	98 13 4			Spring Hill Deviation .....	353 13 7		
Warialda to Gunyerwarialda .....	6 15 4			Hay Bridge Tolls .....	422 1 8		
Grafton Punt Tolls .....	142 1 1			Metalling and Completing of Roads, Botany .....	81 7 8		
Coolatai to Wallangarra .....	50 0 0			Casino to Tabulam .....	43 13 11		
Armidale to Maryland .....	979 5 5			Tenterfield to Fairfield .....	442 16 8		
Pappenbarra Creek to Cowal .....	18 18 6			Coff's Harbour Road .....	360 0 0		
Wallerawang to Mudgee .....	88 13 9			Cedar Party Creek to Wingham .....	138 14 6		
Bombala to Merimbula .....	822 7 8			Cutting, Broken Back Range .....	300 0 0		
Coult's Crossing, via Kangaroo Creek to Nymboida .....	308 1 3			Sandy Creek to Mount Vincent .....	300 0 0		
Quirindi, up Jacob and Joseph Creek .....	112 17 6			Union-street, Adamstown to Platform .....	321 0 0		
Blandford to Isis River .....	2 7 6			Darkey Creek Deviation .....	1,500 0 0		
Orange, by Boree, to Forbes .....	18 4 9			Cobar, via Priory to Nymagee .....	300 0 0		
Goulburn to Cooma .....	1,157 14 2			Nymagee to Condobolin .....	265 12 0		
Willow-tree to Gunnedah .....	186 13 9			Road to connect Road at Caves with Hartley & Oberon Road .....	160 0 0		
Wallabadah to Nundle and Swamp Creek .....	88 18 0			Upper Hawkesbury to Wiseman's .....	498 12 0		
Tarago to Braidwood .....	245 18 0			Military Road, St. Leonards (metalling) .....	82 11 5		
Bathurst to Blayney .....	24 9 6			Lane Cove to Pittwater .....	204 17 6		
Blayney, via Cowra to Grenfell .....	422 6 6			Pearce's Corner to Pennant Hills .....	991 10 10		
				Approach, Fig-tree Bridge, Lane Cove .....	484 12 0		
				Cemetery Road, Field of Mars .....	1,312 11 5		
				Lane Cove Road (metalling) .....	110 19 9		
				Approach, Railway Station, Seven Hills .....	800 0 0		
				Approach, Railway Station, Wentworthville .....	550 0 0		
				Defence Road to Pittwater Road .....	23 11 3		
				Manly Cove to Pittwater .....	73 1 9		
				Manly and Pittwater Road to M'Garr's Creek .....	107 0 0		
				Pittwater to Barranjoey .....	107 16 6		
				Nowendoc to Walcha .....	351 5 3		



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Lane Cove, via Stony Creek to Pittwater	3 0 2			Boat Harbour, Taylor's Arm, to Laverty's Plains	192 4 0		
Peat's Ferry to Berowra Creek	60 0 0			Gunnedah towards Barraba	456 10 2		
Pearce's Corner to Pennant Hills	3 15 0			Gunnedah to Narrabri	80 12 3		
Pearce's Corner to Peat's Ferry	92 0 3			Narrabri, via Walgett to Brenda	1,848 4 5		
Wallsend to Gosford Road, Cooranbong	58 14 0			Narrabri to Bingera	2 17 4		
Warkworth Road to Putty	263 2 10			Narrabri, via Moree to Mungindi	784 0 2		
Adamstown to Lake Macquarie	1 17 7			Rocky Creek to Moree	268 1 11		
Lambton to Charlestown	28 4 0			Moree, via Goonal to Mogil			
Glebe to Adamstown	0 1 8			Mogil	549 4 8		
Wallsend to Sandgate Cemetery	8 13 0			Cobbadah to Rocky Creek	26 13 9		
Lochinvar to Railway Station	40 16 0			Bingera to Moree	267 11 7		
Minmi to Woodford	1 17 3			Warialda to Moree	129 10 8		
West Maitland to Black Water-hole	25 5 4			Moree to Goondiwindi	159 6 10		
Raymond Terrace to Hexham	14 14 7			Warialda, via Gragin to Reedy Creek	86 10 0		
East Maitland to Broken Back Gap	31 11 8			Bingera to Warialda	1 13 8		
Maitland and Dagworth Road to Wallis Creek	60 0 0			Bingera to Inverell	5 5 0		
Raymond Terrace to Stroud	52 3 6			Warialda to Inverell	44 5 3		
Raymond Terrace and Stroud Road, by east side of Williams' to Seaham	89 3 6			Warialda to Ezzies	133 17 9		
Raymond Terrace and Stroud Road to Raymond Terrace and Seaham Road	5 9 6			Main North Road at Cregairs, via Rose Hill to Uralla and Bundarra	4 7 9		
Raymond Terrace to Morpeth	16 17 10			Main North Road, Uralla to Walcha	26 10 9		
Cessnock's to south boundary of Josephson's	67 4 6			Uralla and Walcha Road at Salsbury Plains, via Kentucky Railway Station to Great North Road	84 13 0		
Cessnock to M'Donald's, at Pokolbin	41 10 3			Pint-pot Creek to Chandler River	3 8 11		
Cessnock to Rathbury Public School	43 3 6			Armidale to Yarrowick	10 5 1		
Clarence Town to Dungog	85 19 4			Armidale to Eastern Plains	16 0 4		
Gostwyck to Newport	89 3 1			Walcha to Glen Morrison	35 13 3		
Harper's Hill to Allandale Railway Station	17 13 0			Uralla, via Balalla to Bundarra	230 4 0		
Clarence Town to Limeburner's Creek	88 12 6			Walcha to Port Macquarie	284 1 2		
Deep Creek to Allandale Railway Station	82 5 2			Glen Innes, via Wellingrove to King's Plains	1 1 5		
Kinchela Creek to Spencer's Creek	169 8 0			Walcha to Muluerindi	59 0 0		
Darkwater Ferry, up left bank of Belmore River	67 1 6			Glen Innes to Emmaville	57 7 0		
Muswellbrook to Denman and Cassilis	46 13 4			Glen Innes to Red Range and Kingsgate	14 11 8		
Denman and Cassilis Road to Mudgee	517 2 8			Yarrowford to Rangers' Valley	69 8 2		
Main North Road to Lincoln's Creek, Muscle Creek Road	111 6 6			Inverell to Reedy Creek	4 7 0		
Muswellbrook to Denman	467 2 2			Inverell, via Newstead and Paradise to Kangaroo Camp	0 13 3		
Scone to Denison Digging, at Moonan	100 10 6			Inverell to Gramen, Yetman, and Goondiwindi	761 5 0		
Scone to Merriwa	122 2 2			Lawrence to Tenterfield	1,056 15 11		
Wallabadah to Quirindi	43 13 2			Barney Downs to Millera	243 17 0		
Quirindi, via Colly Blue to Tambar	336 3 2			Newton Boyd Road to Emmaville	75 12 4		
Tamworth to Bowling Alley Point and Nundle	216 8 10			Emmaville to Webb's Silver Lode	79 12 5		
Bowling Alley Point, via Cadell's Gap to Dungowan	30 5 0			Emmaville to Tent Hill	9 19 6		
Dungowan, via Cadell's to head of Squambil Creek	31 13 6			Tent Hill to Tableland	101 6 7		
Dungowan Creek, on north bank to Cadell's	15 7 3			Stroud, via Gloucester to Tinonee	1,218 5 5		
Tamworth, via Moore Creek to Attunga	2 1 10			Tinonee and Gloucester Road to Clarkins' Crossing, Wallamba River	30 17 2		
Tamworth to Forest	15 12 9			Burril Creek to Wingham and Black Flat	134 16 6		
Tamworth to Gunnedah	142 16 11			Bullock Wharf, Wallamba River to Larry's Flat	28 17 8		
Tamworth to Manilla	191 5 3			Gloucester to Copeland	97 6 0		
Manilla, via Barraba to Bingera	730 12 11			Gloucester to Cobark	198 5 0		
Gundarimba to Ballina	63 6 5			Dungog to Stroud and Gloucester Road, at Weismantels	263 4 5		
Coolah to Malally	287 4 7			Dungog to Underbank	96 6 3		
Pimlico Point to Wardell and Ballina Road	50 0 0			Dungog and Underbank to Little River	122 12 0		
Coolah, via Birriwa to Gulgong	320 14 10			Dungog and Monkerai Road to Stroud	100 16 11		
Coolah to Spring Creek	180 8 11			Bulahdelah, via Bungwall to Forster	214 15 6		
Orange and Cargo Road to Boree	72 0 0			Flyer's Creek to Dorney's	1 19 3		
Coonabarabran to Malally	72 4 5			Upper Myali to Larry's Flat	226 3 8		
Gunnedah to Malally	248 12 4			Old "Bulahdelah Inn" to Raymond Terrace Road	16 9 0		
				Cooperbrook, via Cattai Creek to Harrington	98 6 6		
				Cundle, via Landsdown to Jones' Island	79 18 0		
				Tinonee to Port Macquarie	40 12 0		

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Tinonee to Wingham Ferry ...	0 14 6			Tintenbar, via Teven to Alstonville.....	98 6 9		
Tinonee and Cundle Road to Wingham .....	18 18 8			Possom Shoot to Cooper's Shoot	199 4 0		
Wingham and Wherrol Flat Road, via Bobbin Flat to Upper Dingo Creek .....	4 14 0			Goocellabah to Jesswolgan .....	200 1 11		
Blakebrook Road to Nimbin Road .....	65 0 0			Boat Harbour to Cowley's .....	76 15 5		
Wingham, on left bank Manning River to Nowendoc .....	297 4 1			Clune's to Byron Bay .....	374 10 9		
Chalk Hills to Appletree Flat .....	9 16 6			Clune's to Duraby Grass .....	128 6 6		
Wingham and Nowendoc Road to Karaak Flat .....	41 17 0			Wardell, via Tuckombil to Lismore and Ballina Road .....	141 4 6		
Oxley Island Road .....	62 17 6			Wardell to Ballina Road .....	121 16 0		
New England Road to Turner's Flat .....	50 0 0			Lismore to Namulgi .....	180 2 0		
Duniasq Island Road .....	75 0 0			Woodburn to Wardell .....	157 1 0		
Port Macquarie to Kempsey .....	311 16 9			Byangam, via Tweed Junction to Border .....	225 14 1		
Kempsey to Armidale, and Grafton .....	536 17 3			Tweed River to Brunswick River .....	2 8 4		
Taree to North Forster .....	2 14 9			Murwillumbah to Tambulgum	16 10 0		
Kempsey to Fernmount .....	357 6 0			Bilambil, via Sebastopol to Tweed River Heads .....	17 18 1		
Kempsey to Trial Bay .....	733 3 1			Road up Middle Arm .....	1 17 9		
Wingham, &c., near Killawarra to Tinonee and Gloucester Road .....	2 8 9			Kynumbon to Mudgenquin .....	225 0 0		
East Kempsey Ferry to Boggy Creek .....	13 1 6			Brunswick Road to Condong .....	70 13 6		
East Kempsey, via Dungay Bridge to Sherwood .....	161 16 0			Cudgen, via Gailfoyle's to Tweed Junction .....	20 13 0		
New England Road to Head of Hickey's Creek .....	74 10 8			Lismore Road, via Mullumbimbi to Tweed and Brunswick .....	11 17 0		
Greenhill to Nelson's, Warneton	107 15 6			Moball to Tweed and Brunswick Road .....	30 18 0		
Holland's Plains to Yarrowell Falls .....	91 19 0			Durembah to Tweed River .....	86 19 0		
Oakes' Plains to Macleay Heads Ferry to McGuire's, along east bank of Belmore River .....	175 16 1			Pocket, Brunswick River to Tweed River .....	196 0 0		
Long Reach to Clybucca .....	100 16 9			Mullumbimbi to Byron Bay .....	184 14 0		
Congarini to Boat Harbour .....	0 15 10			Clarendon to Cornwallis .....	30 0 0		
Fernmount to Armidale .....	116 0 0			Pitt Town to Maroota .....	8 15 0		
Boat Harbour to Raleigh Mill	390 6 3			Bowenfels to Wallerawang .....	1 13 8		
Nambuccra to Upper Warrell Creek .....	288 7 10			Cudgegong Village to Rylstone	129 11 7		
Boat Harbour, via Spickett's, to Nambuccra River .....	48 19 0			Duggans to Caves .....	70 7 5		
Bowraville to Brokers .....	444 4 11			Tarana to Oberon .....	42 2 3		
Bowraville to Congarini .....	62 1 0			Oberon to Jenolan .....	150 4 11		
Bowraville to Lunley .....	226 9 0			Parramatta to Pennant Hills .....	100 0 0		
Wisibotti to Nambuccra Heads	118 9 7			Blacktown Road to Seven Hills Station .....	75 0 0		
Myers' Conditional Purchase to Never Never Plains .....	86 17 11			Western Road, St. Mary's, to Orphan School Road .....	74 7 6		
Newton Boyd Road to Nymboida .....	61 19 6			Western Road, St. Mary's to Blacktown Road .....	14 11 9		
Fernmount to Grafton .....	3 2 9			Rouse Hill to Schofield's Platform .....	6 14 9		
Moonee Creek, via Woolgoolga to Corindi .....	418 5 11			Richmond Bridge to Kiug's Road .....	181 16 9		
Coast Road to Upper South Arm	109 2 0			Windsor, via Sackville Ferry to Wiseman's Ferry .....	123 15 5		
South Grafton to Corindi .....	90 0 0			Sackville to East Portland .....	53 13 0		
Grafton to Cross Roads towards Casino .....	241 5 11			West Portland to Comleroi Road .....	18 1 0		
Grafton, via Copmanhurst to Apple-tree Flat .....	417 9 0			Churchill's Wharf to West Portland .....	90 18 0		
North Grafton to Broadwater	40 11 5			Bell's Line to Putty .....	133 8 2		
Bluff Point to South Arm Ferry, Clarence River .....	5 2 2			Little Hartley to Gambenang .....	4 17 6		
Ballina to Cape Byron .....	172 17 4			Hartley to Oberon .....	4 2 0		
Cross Roads to Casino .....	7 19 8			Bowenfels to Marsden's Swamp	153 13 9		
Casino to Mount Lindsay .....	10 5 10			Four-mile Tree to Rockley .....	150 4 1		
Cowalong, via Pearce's Creek and Tintenbar to Byron Bay .....	173 16 0			O'Connell to Oberon .....	106 16 6		
Cowalong to Staine's Mill .....	59 1 4			O'Connell to Swatchfield Road .....	222 3 0		
Casino, via Wyrallah to Lismore and Ballina Road, at Chillcott's .....	8 12 2			Oberon to Swatchfield Road .....	103 3 0		
Casino, via Lismore to Ballina	212 5 0			Middle River to Meadow Flat .....	18 4 0		
East Wardell to Beach .....	150 0 0			Little River to Fifty-mile Tree on Swatchfield Road .....	30 0 0		
Lismore to Hanging Rock .....	44 11 4			Oberon to Shooter's Hill .....	73 0 0		
Ballina, via North Creek to Byron Bay .....	120 18 8			Lidsdale to Wolgan .....	79 8 10		
Lismore to Queensland Border	2,034 8 4			Cudgegong to Rylstone .....	139 3 0		
Lismore to Nimbin .....	8 18 10			Cudgegong, via Cullenbone to Guigong .....	8 4 10		
Lismore to Brunswick .....	462 9 3			Windeyer, via Campbell's Creek to Raynor's .....	61 19 4		
Lismore to Woodburn .....	471 19 11			Grattal, via Windeyer and Pyramul to Sally's Flat .....	183 18 0		
Lismore to Wyrallah .....	41 13 5			Monkey Hill to Hill End .....	1 4 6		
Lismore and Ballina Road to Lismore and Cape Byron Road .....	122 16 0			Tabrabucca, via Crudine to Monkey Hill .....	182 11 7		
Tintenbar to Toobey's Mill .....	15 14 5			Guntawang to Wellington .....	116 4 6		
				Bathurst to O'Connell's Plains	52 3 2		
				Bathurst and O'Connell's Plains Road at Cox's Hill, to Cooper's Bridge .....	7 7 0		
				Kelloshiel, via White's Crossing to Little's Forest .....	996 18 10		

## BALANCES of Roads Votes on 31st December, 1888—continued.

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Kelso to White Rock .....	101 8 0	.....	.....	Springs Railway Station to Neureca Bridge .....	83 0 0	.....	.....
Limekilns Road to Palmer's Oakley and Upper Turon ..	279 13 0	.....	.....	Wellington, via Buckinbah to Balderogery .....	212 15 9	.....	.....
Kelso and Sofala Road, at Cheshire Creek, to Upper Turon .....	112 3 1	.....	.....	Wellington to Arthurville ..	144 0 0	.....	.....
Mitchell's Creek towards Palmer's Oakley .....	196 5 11	.....	.....	Carcoar to Village of Shaw ..	11 0 0	.....	.....
Meadow Flat to Tarana Railway Station .....	75 3 0	.....	.....	Blayney to Milthorpe .....	117 9 3	.....	.....
Mitchell's Creek to Piper's Flat Railway Station .....	275 16 0	.....	.....	Boga Bogalong to Marsden's ..	20 6 6	.....	.....
Macquarie Plains to Bloom Hill .....	25 0 0	.....	.....	Grenfell to Goolagong .....	151 9 10	.....	.....
O'Connell's Plains, via Spicer's Creek to Campbell's Lagoon ..	99 10 0	.....	.....	Grenfell, via Piper's to Moran-gorell .....	53 10 2	.....	.....
Bathurst, via Kellosiel to near Monkey Hill .....	604 16 9	.....	.....	Piper's to Williams' .....	17 4 0	.....	.....
Bathurst to Ophir .....	303 2 5	.....	.....	Grenfell to Eualdrie .....	120 0 0	.....	.....
Bathurst to Sofala .....	883 15 1	.....	.....	Cowra to Hovell's Creek .....	100 15 6	.....	.....
Sofala to Cockatoo Hill, at Monkey Hill .....	146 7 0	.....	.....	Cowra to Young .....	61 3 3	.....	.....
Peel to Duramana .....	138 16 0	.....	.....	Cowra to Canonwindra .....	41 11 11	.....	.....
Mount Lawson, via Judge's Creek to Burruga Copper Mines .....	213 4 11	.....	.....	Cowra, via Binai Creek to Walli ..	120 12 0	.....	.....
Evans' Plains, via Bald Hills to Trunkey Road .....	26 17 0	.....	.....	Cowra to Milburn Creek .....	24 16 2	.....	.....
Rockley, via Campbell's River to Dog Rock .....	55 10 7	.....	.....	Cowra, via Breakfast Creek to Burrowa .....	261 1 11	.....	.....
Rockley to Charlton .....	72 13 9	.....	.....	Mandurama to Canonwindra ..	376 16 8	.....	.....
Bathurst and Caloola to Rockley ..	193 6 9	.....	.....	Mandurama to Burnt Yards ..	100 0 0	.....	.....
Bathurst and Caloola Road to Teapot Swamp .....	61 9 6	.....	.....	Walli Walli to Sheet of Bark and Burley Jack .....	120 0 0	.....	.....
Rockley Road to Camping Reserve, Vale Creek .....	30 0 0	.....	.....	Mandurama to Galley Swamp ..	23 8 10	.....	.....
Bathurst, via Gorman's Hill to Campbell's River .....	113 9 6	.....	.....	Mt. M'Donald to Grabine .....	120 0 0	.....	.....
Bathurst to Campbell's Road, Perth .....	97 9 6	.....	.....	Spring Hill to Long Swamp ..	62 14 5	.....	.....
Bathurst to Caloola and Trunkey Creek Gold-field .....	36 14 5	.....	.....	Lyndhurst, via Cobbs to Bigga ..	43 0 8	.....	.....
Newbridge Station to Caloola ..	145 9 1	.....	.....	Boree to Parkes .....	103 17 5	.....	.....
Newbridge Station, &c., to Abercrombie River .....	49 14 0	.....	.....	Forbes to Parkes .....	31 8 4	.....	.....
Hill End to Main West Road ..	17 14 7	.....	.....	Forbes to Condobolin .....	132 16 7	.....	.....
Teapot Swamp, via Five Islands to No. 1 Swamp .....	444 2 2	.....	.....	Forbes to Gunningbland Junction ..	142 19 0	.....	.....
Blayney to Shaw and No. 1 Swamp ..	22 6 3	.....	.....	Parkes to Condobolin .....	804 10 0	.....	.....
Blayney, via Hood's to Teapot Swamp .....	196 5 2	.....	.....	Parkes to Balderogery .....	161 17 0	.....	.....
Orange to Cargo .....	127 12 6	.....	.....	Grenfell to Forbes .....	374 12 3	.....	.....
Orange to Carcoar .....	457 5 2	.....	.....	Forbes to Condobolin .....	93 9 1	.....	.....
Orange to Mullion .....	32 11 0	.....	.....	Lachlan, at Murrin, to Mount Hope .....	508 0 3	.....	.....
Cargo to Canonwindra .....	117 9 6	.....	.....	Bimbi to Carragabal .....	49 0 0	.....	.....
Cargo Road, via Paling Yards Creek to Cudal .....	84 0 0	.....	.....	Wellington to Cobborah .....	9 2 0	.....	.....
Mullion Railway Station to Ophir .....	1 3 2	.....	.....	Wellington to Mumbil and Burrendong .....	84 1 0	.....	.....
Spring Terrace to Long Swamp ..	48 17 11	.....	.....	Faulkner's, via Cobborah to Gilgandra .....	39 11 5	.....	.....
Orange to Icely .....	93 9 4	.....	.....	Cullenbone to Dubbo .....	24 19 7	.....	.....
Blayney, via Parker's to Five Islands .....	3 14 2	.....	.....	Dubbo to Coonamble .....	753 15 2	.....	.....
Martin's to Spring Hill Railway Station .....	23 8 6	.....	.....	Obley to Dubbo .....	345 4 0	.....	.....
Orange to Cadia Gate .....	7 3 4	.....	.....	Cobar towards Hillston .....	150 0 0	.....	.....
Spring Terrace to Forest Reefs ..	49 6 2	.....	.....	Cobar to Nyngan .....	512 2 6	.....	.....
Orange to Ophir .....	54 18 6	.....	.....	Cobar to Wilcannia .....	739 2 4	.....	.....
Orange and Cadia Road to Four-mile Creek .....	250 0 0	.....	.....	Nymagee to Nyngan .....	124 16 8	.....	.....
Mathews' Creek to Brown's Creek Mine .....	104 0 0	.....	.....	Canowindra to Eugowra .....	22 1 0	.....	.....
Forest Reefs to Blayney .....	137 13 3	.....	.....	Cowra to Forbes, on south bank of Lachlan .....	113 18 3	.....	.....
Blayney to Guyong .....	80 4 6	.....	.....	Cobar to Bourke .....	480 0 0	.....	.....
Milthorpe, via Guyong to Byng ..	71 3 10	.....	.....	Bourke to Ford's Bridge and Hungerford .....	373 4 10	.....	.....
Milthorpe Railway Station to Cadia .....	50 8 4	.....	.....	Bourke, via Wanaaring to Milparinka .....	85 19 0	.....	.....
Spring Hill Station to Orange and Cadia Road .....	30 16 6	.....	.....	Wilcannia to Thackaringa .....	245 2 6	.....	.....
Lucknow, via Spring Hill to Carcoar .....	105 5 1	.....	.....	Wilcannia towards Tibbooburra .....	445 0 0	.....	.....
Molong, via Boree and Big Flat to Cargo .....	240 0 0	.....	.....	Wilcannia towards Wentworth ..	500 0 0	.....	.....
Molong to Obley .....	110 13 9	.....	.....	Hulung Station to Lachlan, at Lake Cudgellico .....	429 1 11	.....	.....
Molong to Warne .....	281 8 0	.....	.....	Parkes to Coradgery .....	279 0 0	.....	.....
Mumbil Railway Station to Burrendong .....	104 19 0	.....	.....	Whealbah to Gunbar .....	3 5 6	.....	.....
				Booligal to Wilcannia .....	60 9 9	.....	.....
				Silverton, via Purnamocta to Poolamacca and Tarella .....	25 10 6	.....	.....
				Sidmouth Valley to Tarana .....	85 4 0	.....	.....
				Main West Road, Bonnyblink to Cox's River .....	45 7 6	.....	.....
				Rylstone to Bylong .....	77 0 11	.....	.....
				Cudgegong to Home Rule .....	3 6 0	.....	.....
				Kelso, via Limekilns to Sofala ..	330 1 1	.....	.....
				Old Botany Road .....	3 14 3	.....	.....
				Randwick Tollgate to La Perouse .....	98 15 6	.....	.....
				Upper Bankstown, via Auburn Park to Rookwood Road .....	1 11 3	.....	.....
				Bankstown to Rookwood Station ..	4 6 7	.....	.....
				Long Reach to Big Hill Post-office .....	25 0 0	.....	.....
				Bringelly Cross Roads to Cobbitty Road .....	60 0 0	.....	.....

## BALANCES of Roads Votes on 31st December, 1888—continued.

Name of Road or Bridge.	Balance on 31st December, 1888.	Written off.	When written off.	Name of Road or Bridge.	Balance on 31st December, 1888.	Written off.	When written off.
	£ s. d.	£ s. d.			£ s. d.	£ s. d.	
Campbelltown to Narellan .....	100 0 0			Collector, <i>via</i> Currawang to			
Picton, <i>via</i> Vanderville to				Tiranna .....	38 18 8		
Burratorang .....	300 17 5			Wheeo to Crookwell .....	32 0 6		
Appin to Brooks' Point .....	32 14 0			Crookwell, <i>via</i> Grabben Gullen			
Foot of Burratorang Mountain				to Gunning .....	156 17 3		
up Wollondilly .....	4 7 9			Binda to Bigga .....	0 9 3		
Bottle Forest to Main South				Goulburn and Wheeo Road, at			
Coast Road, Westmacott's				Hawthorne-tree, to Wheeo			
Pass .....	227 15 4			and Crookwell Road .....	2 17 6		
Bulli Pass to Cataract River ...	70 0 0			Goulburn and Binda Road, at			
"Tait's Hotel" to Lumsden's				Mount Wayo, <i>via</i> Tuena, to			
Corner .....	97 17 6			Abercrombie River .....	278 5 10		
Moss Vale to Nowra .....	191 17 10			Bigga to The Abercrombie .....	37 14 6		
Moss Vale and Nowra Road,				Goulburn and Tuena Road, <i>via</i>			
<i>via</i> Robertson to foot of				Fullerton to Sherwood .....	84 0 0		
Jamberoo Mount .....	404 1 9			Taralga to Stone-quarry .....	39 3 4		
Old South Road Cross Roads				Stone-quarry to Leighwood ...	43 6 0		
to Little Forest .....	261 1 9			Taralga, <i>via</i> Bannaby to Swal-			
Bowral, <i>via</i> Alcorn's to				low-tail .....	74 3 0		
Robertson .....	16 0 11			Laggan, <i>via</i> Golspie to Leigh-			
Throsby Park and Kiama Road				wood .....	70 12 0		
to Mittagong and Illawarra				Golspie to Taralga and Rock-			
Road .....	43 15 0			well Road .....	37 10 2		
Bowral Road to Burradoo Plat-				Wheeo to Burrowa .....	1 7 10		
form .....	50 0 0			Gullen, <i>via</i> Crookwell to Lag-			
Berrima to Railway Station,				gan and Taralga .....	12 13 8		
Moss Vale .....	2 8 6			Crookwell, <i>via</i> Red Ground to			
Kangaroo Ground, at Byrnes', to				Laggan and Binda .....	46 10 3		
Old South Road, Moss Vale				Laggan to Binda .....	37 1 0		
Moss Vale and Shoalhaven				Binda to Peelwood .....	32 15 6		
Road, <i>via</i> Meryla Creek to				Cotta Walla to Road, Mount			
Wallenderry .....	248 4 2			Wayo to Peelwood .....	6 18 6		
Sutton Forest to Main South				Bungendore to Doughboy Hill.	248 9 10		
Road, at Cowley's .....	73 9 6			Bungendore, <i>via</i> Molonglo to			
Bundanoon to Old South Road				Queanbeyan and Bungendore			
Sutton Forest to Bundanoon ...	17 16 4			Road .....	31 16 0		
Cross Roads towards Taralga ...	33 12 0			Bungendore and Molonglo Road			
Kangaloon Road, at Robertson				to Black Range .....	24 3 0		
Park, to near Mount Murray				Braidwood to Nelligen .....	436 3 11		
Alcorn's Store to Macquarie				Nelligen to Bateman's Bay .....	55 17 6		
Pass .....	50 0 0			Nelligen to Bateman's Bay and			
Kiama Road, at Blenkinsopp's,				Milton Road, at M'Millan's			
<i>via</i> Wild's Meadow to Bar-				Milton, <i>via</i> Bateman's Bay and			
rangary .....	449 13 9			Moruya to Bodalla .....	765 17 0		
Burrawang to Robertson Road				Milton & Bateman's Bay Road,			
Wild's Meadow to Robertson				near Woodburn, <i>via</i> Brosnan's			
Road .....	73 8 0			Ford to Nelligen .....	140 4 1		
Main South Coast Road to				Braidwood, <i>via</i> Dirty Butter			
Jervis Bay .....	105 0 0			Creek to Araluen .....	262 13 6		
Nowra, <i>via</i> Nerriga to Braid-				Braidwood to Molonglo .....	337 15 0		
wood .....	672 7 10			Araluen to Moruya .....	683 11 2		
Nowra to Yalwal .....	161 1 0			Braidwood to Elrington .....	77 3 0		
Nowra, <i>via</i> Tomerong to Mil-				Braidwood to Sergeant's Point			
ton .....	1,416 2 10			Sergeant's Point to Clyde River			
Kangaroo Mountain, <i>via</i>				Braidwood and Tarago Road,			
Brogher's Creek, to Kan-				<i>via</i> Larbert to Lower Boro...			
garoo Valley .....	8 8 0			Elrington to Ballalaba .....	11 1 0		
Marulan to Greenwich Park ...	1 15 0			Reidsdale to Warnumbuccra...	90 18 0		
Greenwich Park to Towrang ...	48 3 6			Braidwood, <i>via</i> Reidsdale to			
Wheeo and Crookwell Road,				Bell's Creek .....	84 13 4		
<i>via</i> Native Dog Flat to				Elrington to Araluen .....	93 10 6		
Crookwell and Gunning Road				Monga to Major's Creek,			
Marulan to Limekilns .....	42 0 0			Elrington .....	54 2 3		
Marulan, <i>via</i> Bungonia and				Major's Creek to Fairfield .....	118 18 11		
Jacqua to Windellama .....	104 11 9			Mogo to Tomakin .....	73 12 9		
Gurrunda Road, <i>via</i> Kippelan				Candelo to Mogilla and Brown			
and Gurrunda to Bialla .....	91 12 11			Mountain .....	115 1 1		
Goulburn and Binda Road, at				Candelo, <i>via</i> Wyndham to			
Carter's, to Goulburn and				Burrogate .....	100 1 0		
Wheeo Road, near Wollon-				Nimitybelle, <i>via</i> Kameruka to			
dilly .....	127 7 0			Fingerpost .....	304 7 3		
Windellama, <i>via</i> Gegg's and				Candelo to Kameruka .....	50 0 0		
Oalen to Braidwood and				Burrogate to Honeysuckle .....	50 8 0		
Nerriga Road .....	77 17 6			Towamba to New Buildings ...	146 10 0		
Goulburn to Bungonia .....	4 4 0			Towamba to Bondi .....	225 0 0		
Goulburn to Windellama .....	87 8 11			Cathcart Junction, <i>via</i> Wynd-			
Goulburn to Taralga .....	79 7 7			ham to Pambula .....	537 6 6		
Taralga to Curraweela .....	20 6 8			Pambula to Wolumla .....	130 3 0		
Richlands to Wombeyan Caves				Wolumla Jun. to Cross Roads.			
Goulburn to Upper Tarlo and				Wolumla, <i>via</i> Lithgow Flat to			
Roslyn .....	28 18 0			Candelo and Wyndham .....	36 8 0		
Goulburn, <i>via</i> Crookwell to				Merimbla to Jellat Jellat .....	4 5 0		
Binda .....	70 11 10			Bega, <i>via</i> Jellat Jellat to			
Goulburn, <i>via</i> Gullen to Wheeo				Tathra .....	347 11 0		
Goulburn, <i>via</i> Mummell to				Bega to Wolumla .....	95 7 6		
Pomeroy .....	153 11 1			Bega to Bodalla .....	377 13 0		
Collector to Gunning .....	122 4 3			Cobargo to Bermagui .....	33 1 3		
Collector towards Goulburn ...	66 16 9			Wallaga Lake to Bermagui ...	15 11 0		
	52 8 0						
	84 6 2						

## BALANCES of Roads Votes on 31st December, 1888—continued.

Name of Road or Bridge.	Balance on 31st December, 1888.	Written off.	When written off.	Name of Road or Bridge.	Balance on 31st December, 1888.	Written off.	When written off.
	£ s. d.	£ s. d.			£ s. d.	£ s. d.	
Cobargo, via Wandellow and Yaurie to Wadbilliga	182 11 6	.....	.....	Yass, via Kitty's Creek to Dog Trap Ford on Murrumbidgee	164 15 0	.....	.....
Bega to Numbugga and Bembooka	255 18 8	.....	.....	Grahamstown, via Frogmore to Wheeo and Burrowa Road	134 7 9	.....	.....
Bega, via Wapengue to Murrumbidgee and Bermagui	642 0 2	.....	.....	Wallendbeen to Murrumburrah	29 17 0	.....	.....
Bodalla to Dignam's Creek	74 7 9	.....	.....	Burrowa to Young	109 18 8	.....	.....
Pittman's Bridge, via Wagonga Heads to Bodalla	28 13 2	.....	.....	Burrowa to Kenya	173 16 0	.....	.....
Eden to Sturt	237 5 6	.....	.....	Young to Temora	197 10 10	.....	.....
Eden to Panbala	307 0 6	.....	.....	Morangarell to Young	274 10 9	.....	.....
Cooma to Jindabyne	231 18 0	.....	.....	Young and Cowra Road, near Young to Jerrybaug	27 19 6	.....	.....
Cooma and Jindabyne Road, near Coolingden's to Midling Bank	93 8 7	.....	.....	Young, via Irish Jack Creek and Black Range to Moppitty	19 0 0	.....	.....
Perico to Woy Woy	150 0 0	.....	.....	Douglas to Harden	21 9 9	.....	.....
Cooma and Jindabyne Road to Buckley's Crossing	128 5 0	.....	.....	Binalong to Burrowa	183 9 5	.....	.....
Cooma and Jindabyne Road to Kiandra	557 6 7	.....	.....	Murrumburrah, via Wombat to Young	62 10 5	.....	.....
Cooma to Bombala	249 7 7	.....	.....	Young to Grenfell	29 18 6	.....	.....
Cooma, via Myalla to Bobundarah and Nimitybelle Road	109 17 11	.....	.....	Cullinga to Wallendbeen	1 16 5	.....	.....
Cooma to Countaguinea, via Big Badger	199 0 0	.....	.....	Jugiong to Murrumburrah	72 9 0	.....	.....
Cooma to Braidwood	751 1 4	.....	.....	Murrumburrah to Harden	44 19 11	.....	.....
Cooma to Bobundarah	4 2 2	.....	.....	Gundagai to Tamut	38 10 4	.....	.....
Cooma, The Peak, via Bolari	210 0 0	.....	.....	Gundagai to Brungle	72 4 10	.....	.....
Cooma, via Rosebrook to Cowra	100 0 0	.....	.....	Gundagai to Wagga	76 4 3	.....	.....
Cooma to Green Hills	42 5 0	.....	.....	Gundagai to Bongongolong	22 4 10	.....	.....
Nimitybelle to Bobundarah	92 6 0	.....	.....	Tamut to Brungle	74 4 3	.....	.....
Billyliagra, via Gap to Murrumbuccra	44 1 0	.....	.....	Brungle Bridge to Gobarralong	345 12 0	.....	.....
Thirteen-mile Post on Bombala, Delegate Road, via Craigie to Border	84 0 0	.....	.....	Tamut to Lac-ma-Lac	143 4 9	.....	.....
Buckley's Crossing, via Boloco to Jindabyne	198 19 0	.....	.....	Tamut to Kiandra	79 12 2	.....	.....
Bibbenluke to Bobundarah	258 13 6	.....	.....	Tamut to Adelong	136 12 2	.....	.....
Delegate to Border	49 0 0	.....	.....	Temora to Barmadman	111 4 11	.....	.....
Bobundarah to Seymour	191 6 2	.....	.....	Gilmore Creek to Riley's Crossing, Adelong Creek	56 11 6	.....	.....
Holt's Flat to Railway Bridge	11 3 1	.....	.....	Riley's Crossing to Reedy Flat	8 1 8	.....	.....
Bombala to Delegate	367 1 5	.....	.....	Middle Adelong to Tumbaramba	484 12 0	.....	.....
Old Burrah Road to Michelago	196 17 0	.....	.....	Adelong to Main South Road, Hillas Creek	112 7 10	.....	.....
Queanbeyan, via Gundaroo to Gunning	673 8 3	.....	.....	Main South Road to Middle Adelong	371 13 2	.....	.....
Yass to Bungendore	625 1 8	.....	.....	Coolac to Cootamundra, via M'Leod's	123 11 10	.....	.....
Queanbeyan to Murrumbateman	516 7 11	.....	.....	Cootamundra to Temora	49 3 10	.....	.....
Yass, via Mundanoon to Fairfield Bridge	199 0 4	.....	.....	Cootamundra to Stockinbringal Bridge	72 7 3	.....	.....
Gunning to Dalton	208 6 3	.....	.....	Coolac to Gobarralong	22 8 3	.....	.....
Dalton to Burrowa	354 6 9	.....	.....	Glenroy to Munderoo	111 1 0	.....	.....
Bowning to Binalong	58 10 6	.....	.....	Cootamundra to Ironbong	94 0 0	.....	.....
Sharpening Stone Creek to Burrowa and Binalong Road, near Burrowa	201 6 9	.....	.....	Tumbarumba to Upper Barra	85 16 9	.....	.....
Yass to Woolgarlo	124 15 6	.....	.....	Upper Tumbarumba to Tumbarumba	14 11 6	.....	.....
Dalton to Narrawa	218 4 0	.....	.....	Tumbarumba, via Munderoo to Jingellie	602 0 11	.....	.....
Dalton, via Jerrawa Platform to Yass	84 19 0	.....	.....	Weleragang to Tumbarumba	680 2 6	.....	.....
Gunning and Burrowa Road to Yass	135 0 0	.....	.....	Bowna Station to Weleragang	480 3 5	.....	.....
Dalton and Narrawa Road, near Roche's, to junction of Pudman Road	75 5 0	.....	.....	Weleragang, via Greg Greg to Kancoban	278 15 0	.....	.....
Sharpening Stone Creek and Burrowa Road, near Walls to Bowning	37 6 6	.....	.....	South Road, at Little Billabong to Tumbarumba	1,625 14 3	.....	.....
Ginninderra to Weetangra	50 0 0	.....	.....	Carabost to Kyamba	311 17 8	.....	.....
Queanbeyan to Uriarra P. O.	183 6 0	.....	.....	Wagga to Murrumburrah and Grenfell	127 17 4	.....	.....
Bloomfield Road at Waroo Creek, via Boambola Ford to Mullion	56 8 0	.....	.....	Main South Road, Kyamba to Wagga	405 19 10	.....	.....
Bloomfield, via Wejasper to Tamut	360 11 1	.....	.....	Wagga to Narrandera	81 12 6	.....	.....
South Road, near Bookham to Cooradigbee Junction	40 7 0	.....	.....	Wagga Wagga to Lake Albert	73 2 8	.....	.....
Ginninderra and Gundaroo Road to Bungendore	98 19 4	.....	.....	Wagga Wagga to Bullenbong	7 12 0	.....	.....
Bookham to Bowning and Binalong Road, at Illalong	93 15 0	.....	.....	Main South Road, Tarcutta to Alfred Town	173 3 0	.....	.....
Bookham to Chidowla	110 0 0	.....	.....	Conargo, via Cuddell to Narrandera	383 0 11	.....	.....
Yass to Bloomfield	14 2 0	.....	.....	Wagga to Cowabee	50 13 9	.....	.....
Canberra, via Weetangra to Junction Uriarra Road	91 0 0	.....	.....	Rock Railway Station to Urana	367 1 10	.....	.....
Yass to Black Range	75 0 0	.....	.....	Culcairn Railway Station, via Morven to Germantown	465 16 11	.....	.....
				Germantown to Cookardinia	100 0 0	.....	.....
				Albury to Wagga	232 10 11	.....	.....
				Albury to "Turner's Inn," south of Tocumwall	714 2 3	.....	.....
				Albury to Urana	816 13 10	.....	.....
				Albury and Corowa Road to Urana	18 6 5	.....	.....
				Corowa to Piney Range	154 6 10	.....	.....
				Howlong to Walbundrie	375 17 7	.....	.....
				Walbundrie to Culcairn Railway Station	384 5 4	.....	.....
				Gerogery Railway Station, via Jindera to Bungowannah	31 14 6	.....	.....

BALANCES of Roads Votes on 31st December, 1888.—*continued.*

Name of Road or Bridge.	Balance on 31st December, 1888.	Written off.	When written off.	Name of Road or Bridge.	Balance on 31st December, 1888.	Written off.	When written off.
	£ s. d.	£ s. d.			£ s. d.	£ s. d.	
Gerogery Railway Station, <i>via</i> Bethel.....				Bridge— <i>continued.</i>			
Burrumbuttock to Howlong .....	143 6 6			Talbragar River, at Redbank	500 0 0		
Mathoura to Bunaloo .....	36 13 1			Stony Creek, Mudgee to Wollar .....	450 0 0		
Moulamein to Wanganella.....	30 8 0			Bogan River, Coradgery .....	396 5 0		
Germanton to Mountain Creek.....	66 1 3			Castlereagh River, at Bein.....	4,000 0 0		
Jerilderie to Tocumwall.....	94 15 4			Burril Creek, Parkes, to 10-mile Ridges .....	600 0 0		
Coonong Railway Station to Goolgumbla .....	63 17 0			Billabong Creek, near Parkes	440 0 0		
Deniliquin to Balranald .....	111 11 5			Frederick's Valley, Orange to Ophir .....	105 4 0		
Deniliquin to Urana .....	678 9 6			Eagle Creek, Werombi to Theresa Park.....	300 0 0		
Tocumwall to Deniliquin .....	476 6 5			Allen's Creek, Wilton to Douglas Park .....	300 0 0		
Deniliquin to Hay .....	62 11 7			Kirkham Lane .....	400 0 0		
Deniliquin to Mathoura Old Road .....	30 3 1			Stony Creek, Braidwood to Araluen .....	300 0 0		
Moama to Bama .....	111 10 0			Back Creek, Major's Creek, to Fairfield .....	300 0 0		
Mathoura to Moama .....	72 14 1			Allsopp's Creek, Bega to Bodalla .....	755 0 0		
Moama to Caloola, Mars, and Wamboota.....	3 0 0			Sandy Creek, at Cobargo.....	800 0 0		
Wentworth to South Australian Border .....	95 2 6			Narira River, Dignam's Creek, to Bermagui .....	700 0 0		
Balranald towards Hay .....	146 14 0			Dry River, Bega to Bodalla	700 0 0		
Balranald to Wentworth .....	360 10 5			Deep and Forest Creeks, Frogmore to Reid's Flat... ..	500 0 0		
Carrathool, <i>via</i> Gunbar to Hillston .....	100 10 9			Tumut River, Old Point crossing, Kiandra Road ..	2,100 0 0		
Hay to Gunbar .....	50 18 10			Buberai Creek, Condobolin to Hillston .....	700 0 0		
Hay to Narrandera .....	152 10 0			Narraburra Creek, Young to Temora .....	32 10 11		
Hay to Booligal .....	33 19 8			At Erawlin .....	115 11 1		
West Maitland to Dunmore ..	4 4 8			Bombala River, at Bibben-luke.....	2,000 0 0		
Blayney to Grahamstown .....	100 0 0			Billabong, at Walla Walla...	1,000 0 0		
Grahamstown, <i>via</i> Hills to Fairfield Chapel .....	46 0 8			Merool, at Broken Dam .....	500 0 0		
Jerry's Plains to Denman .....	33 3 0			Budgen Creek, at Maude ..	600 0 0		
Denman to Merriwa .....	312 10 0			Willandra, Billabong Road, Balranald to Ivanhoe ..	1,000 0 0		
Walgett, <i>via</i> Nugil to Coonamble .....	163 7 11			Forest Creek, Deniliquin to Urana .....	600 0 0		
Nevertire to Dubbo and Coonamble .....	540 0 0			Colombo Creek, Yamma to Colombo.....	350 0 0		
Bingora to Bundarra, <i>via</i> Keera	42 11 3			Backwater Creek, Bama to Moama .....	350 0 0		
Dungog and Gloucester Road to Posterton .....	20 3 2			Unwin's Bridge, Cook's River	2,000 0 0		
Trangie to Dandaloo.....	248 14 6			Malabar Creek .....	498 0 0		
Bulahdelah to Stroud and Raymond Terrace Road .....	33 3 2			Ouranie Creek .....	1,000 0 0		
Booligal to Hillston .....	6 15 6			Allen's Creek, Port Kembla Road .....	500 0 0		
Bexhill to Williams' .....	315 9 5			Goulburn River .....	12,600 0 0		
Foot of Barragorang Mountain to Cox's River .....	4 14 1			Hunter River, between Aberdeen and Singleton .....	11,000 0 0		
Additions to Votes .....	3,850 12 2			Spit, Middle Harbour .....	61,477 13 1		
Bridge—				Hunter River, between Maitland and Branxton .....	12,400 0 0		
Barwon River, at Brewarrina	3,692 10 9			Darling River, Wilcannia ..	11,965 5 0		
Snowy River, Buckley's Crossing .....	2,472 8 1			Darling River, Wentworth...	14,997 0 0		
Bermagui .....	292 6 9			Bega River, at Tarraganda...	15,630 0 0		
Westbrook and Glendonbrook .....	212 0 7			Murrumbidgee River at Narrandera .....	11,996 12 6		
Goolmangar Creek, Road Jiggi to Nimbin.....	500 0 0			Plattsburg to Minmi .....	0 0 7	0 0 7	1888
Emigrant Creek, Lismore to Ballina .....	2,280 0 0			Main Northern Road .....	25 0 0	25 0 0	
Cooper's Creek, Bexhill to Namulgi.....	700 0 0			Dunmore to Paterson Pant ..	0 5 3	0 5 3	
Serpentine Creek, Harwood to Chatsworth .....	1,250 0 0			Gloucester to Nowendoc.....	0 3 2	0 3 2	
Copmanhurst Creek.....	700 0 0			Grafton, <i>via</i> Glen Innes to Inverell .....	0 1 6	0 1 6	
Dungowan Creek .....	300 0 0			Inverell to Queensland Border	0 1 6	0 1 6	
Washpool, Stroud .....	1,200 0 0			Expenses of Punt .....	0 0 11	0 0 11	
Pilliga Lagoon .....	698 16 0			Repairs to Bridges .....	0 16 6	0 16 6	
Big River, Pioneer Crossing	1,800 0 0			Difference between Schedule and Appropriation Act ..	19 0 0	19 0 0	
Namoi River, Tarriah or Wallah .....	2,000 0 0			Casino to Woodburn .....	0 0 4	0 0 4	
Werah Creek, Narrabri to Walgett .....	400 0 0			Petersham to Abattoirs .....	0 1 4	0 1 4	
Terriabola Creek, near Goolgumbla .....	1,500 0 0			Miller-street, <i>via</i> Abattoirs and Western-street to Iron Cove Bridge .....	0 7 11	0 7 11	
Bokira Biree to Brewarrina...	1,000 0 0			Abattoirs to "White Bay Hotel" ..	0 0 4	0 0 4	
Biree River, Biree to Culgoa	1,000 0 0			Gates, at Ellalong.....	7 0 0	7 0 0	
Culgoa River, at Luscombes.	2,000 0 0			Military Road, St. Leonards ..	0 7 8	0 7 8	
Mehi to Warnambool .....	2,000 0 0			Lane Cove to Cowan Creek, at Bobbin Head .....	0 0 1	0 0 1	
Narran River, at Yerambah.	1,500 0 0			Mount Kanwary to Hinton ..	0 2 3	0 2 3	
Warrego River .....	2,000 0 0			Bingera to Inverell .....	0 0 8	0 0 8	
Ford's .....	2,000 0 0			Armidale to Grafton .....	0 5 5	0 5 5	
Mooki River, Yarraman Road .....	1,000 0 0						
Spencer's Creek .....	600 0 0						
Bulahdelah .....	1,200 0 0						
Kingdon Ponds .....	500 0 0						
Wilbertree.....	2,096 1 9						

BALANCES of Roads Votes on 31st December, 1888—continued.

Name of Road or Bridge.	Balance on 31st December, 1888.			When written off.	Name of Road or Bridge.	Balance on 31st December, 1888.			When written off.	
	£	s.	d.			£	s.	d.		
Inverell, <i>via</i> Dinton Vale to Bukkulla .....	0	0	11	...	Icely to Milthorpe Railway Station .....	0	1	1	...	
Inverell to King's Plains .....	0	0	6	...	Spring Hill to Long Swamp ...	0	0	1	...	
Upper Camden Haven to Laurieton .....	0	1	0	...	Cowra, <i>via</i> Morongla and Gudgebong to Burrowa .....	0	0	11	...	
Teapot Swamp, <i>via</i> Mallow Grove to Carcoar .....	0	5	8	...	Bridle Track, Katoomba to Caves .....	0	1	3	...	
Wingham, <i>via</i> Dingo Creek to Kelvin Grove .....	0	1	0	...	Old Botany Road .....	0	2	2	...	
Moreton's Creek to New England Road .....	0	0	3	...	Bulli, <i>via</i> Coal Cliff to Blue-gum Forest .....	0	6	7	...	
Rawdon Island Road .....	0	5	0	...	Fitzroy Iron Mines to Bowral Old South Road, Mittagong to Main South Road, at Fitzroy Mines .....	0	9	7	...	
Nambuccra to Macleay Heads. Brush Grove to Bluff Point Ferry .....	0	18	8	...	Berrima to Railway Station, Moss Vale .....	0	7	0	...	
Casino to Coraki .....	0	5	2	...	Kangaroo Ground, at Byrnes, to Old South Road, at Moss Vale .....	0	2	10	...	
Cudgeon, <i>via</i> Guilfoyle's to Tweed Junction .....	0	0	6	...	Sutton Forest to Bundanoon ...	0	0	7	...	
Pitt Town to Maroota .....	0	0	10	...	Marulan to Greenwich Park ...	0	3	6	...	
Blaxland's Ridge, <i>via</i> Moran's Rock to Upper Colo .....	0	1	0	...	South Road, at Towrang, <i>via</i> Lockersleigh to Paddy's River .....	0	2	0	...	
Caloola Road, <i>via</i> Limekilns to Rockley Road .....	0	0	10	...	Bungonia to Inverary Park ...	0	0	6	...	
Hartley to Lithgow .....	0	10	0	...	Wheeo Post Office, <i>via</i> Byalla to Gunning .....	0	0	10	...	
Rouse Hill to Schofield's Platform .....	0	0	6	...	Goulburn to Bungonia .....	0	4	0	...	
Blacktown Road, <i>via</i> Riverstone to Box Hill .....	0	0	6	...	Collector to Main South Road at Breadalbane .....	0	6	0	...	
Windsor to Penrith .....	0	0	4	...	Binda and Bigga Road, <i>via</i> Junction Point to Tuena .....	0	12	5	...	
West Portland to Comleroy Road .....	0	2	0	...	Cathcart to Bibbenluke Junction .....	0	17	9	...	
Springwood to Hawkesbury ...	0	1	4	...	Brianderry to Bega .....	0	4	3	...	
Little Hartley to Gambenang..	0	5	11	...	Bombala, <i>via</i> Bukalong to Gunningrath North .....	0	8	9	...	
Bowenfels to Marsden's Swamp	0	0	6	...	Wagga Wagga to Bullenbong	0	1	2	...	
Middle River to Meadow Flat	0	7	4	...	Wentworth to South Australian Border .....	0	0	4	...	
Bathurst, at O'Connell's Plains Road, at Cox's Hill, to Cooper's Bridge .....	0	2	8	...	Harwood to North Arm Ferry	1,000	0	0	...	
Mallow Grove towards Trunkey	0	13	3	...	Bowenfels to King's Road .....	0	0	3	...	
Lewis Ponds to Orange .....	0	3	0	...	Minnamurra Road .....	0	2	8	...	
Orange to Canoblas .....	0	5	7	...		268	15	0	...	
Cargo to Cudal .....	0	1	6	...					...	
Western Road, at Favells to Byng .....	0	8	7	...					...	
						£	393,572	19 10	1,332 13 0	...

Sydney : Charles Potter, Government Printer.—1889.





1889.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

ROADS.

(AMOUNT SPENT ON, WITHIN MUNICIPALITIES BY THE DEPARTMENT.)

Ordered by the Legislative Assembly to be printed, 23 July, 1889.

[Return prepared in fulfilment of a promise made by the Secretary for Public Works, in reply to a question by Mr. Perry, M.P., on the 9th July, 1889.]

- (9.) Roads within Municipalities:—Mr. Perry asked the Secretary for Public Works,—  
(1.) Has any money been expended by the Roads Department on roads within municipalities during the last twelve months?  
(2.) If so, will he give the names of the municipalities and the amounts expended in each?  
Mr. Bruce Smith answered,—A Return of this character will take some time to prepare, but will be drawn up and laid upon the Table of the House as quickly as possible, giving the information asked.

AMOUNTS issued to Municipalities from 1st July, 1888, to date, 17th July, 1889.

Date of Issue.	Municipality.	Amount.	Road.
1888.		£ s. d.	
5 July	Kogarah	650 0 0	"Half-way House" to Rocky Point.
4 August	Molong	129 1 3	Main Western Road.
13 July	Silverton	22 16 0	Wilcannia to Thackaringa.
24 August	Wickham	450 0 0	Road through Wickham.
21 September	Hurstville	1,000 0 0	Culverts, Kingsgrove Road to Kogarah Station.
20 November	Casino	150 0 0	Casino, &c., to Chilcott's Wharf.
1889.			
1 May	Muswellbrook	50 0 0	Main Northern Road.
1 "	South Singleton	25 0 0	
1 "	Singleton	50 0 0	
1 "	Armidale	50 0 0	Armidale to Maryland.
2 "	"	25 0 0	
1 "	Tamworth	125 0 0	Main Northern Road.
1 "	Uralla	50 0 0	
1 "	Morpeth	286 0 0	
16 July	"	150 0 0	Main Northern Road (Unclassified Vote).
1 May	East Maitland	348 0 0	Main Northern Road "Tolls."
10 "	"	366 0 0	Repairs to Bridges.
1 "	West Maitland	385 0 0	Main Northern Road "Tolls."
2 "	Goulburn	140 12 6	Main Southern Road.
10 "	"	25 0 0	Goulburn to Cooma.
2 "	Penrith	60 12 6	Main Western Road.
2 "	Orange	37 10 0	
2 "	Wellington	77 3 9	
2 "	Grafton	71 5 0	
2 "	Glen Innes	275 0 0	Grafton, via Glen Innes, to Inverell.
2 "	"	200 0 0	Armidale to Maryland.
2 "	Cudgegong	200 0 0	Wallerawang to Mudgee.
16 July	"	300 0 0	Cullenbone to Mudgee (Unclassified Vote.)

Date of Issue.	Municipality.	Amount.	Road.
1889.			
2 May	Forbes	£ 350 0 0	Orange to Forbes.
10 "	Cooma	87 0 0	Goulburn to Cooma.
12 June	"	196 12 0	Goulburn to Cooma (Contingent Vote).
10 May	Blayney	12 0 0	Bathurst to Blayney.
10 "	"	98 0 0	} Blayney, <i>via</i> Cooma, to Grenfell.
10 "	Grenfell	50 0 0	
10 "	Marrickville	1,450 0 0	Sydney and Cook's River Road.
15 "	Shellharbour	200 0 0	Roads, Shellharbour District (Unclassified Vote).
5 June	"	200 0 0	Main South Coast Road.
15 May	Nowra	150 0 0	Repairs to Bridges.
14 June	"	50 0 0	Nowra Hill Road (Unclassified Vote.)
5 "	"	200 0 0	} Main South Coast Road.
5 "	North Illawarra	225 0 0	
5 "	Wollongong	87 10 0	
5 "	Gerringong	550 0 0	
5 "	Broughton Creek and Bomaderry.	700 0 0	
5 "	Campbelltown	350 0 0	
21 May	Adamstown	300 0 0	Road through Adamstown (Unclassified Vote).
21 June	Liverpool	391 5 0	Main Road through Liverpool (Contingent Vote).
16 July	Canterbury	400 0 0	Old Canterbury Road (Main West Road) to Canterbury.
16 "	Ulmarra	60 0 0	Ulmarra Wharf Approaches (Unclassified Vote).
16 "	New Lambton	300 0 0	Newcastle to Wallsend.
17 May	Cootamundra	500 0 0	Walloondocn-street, Cootamundra.
16 July	Glebe	120 0 0	Pymont Bridge Road.
22 February	Hay	246 4 10	Hay Bridge "Tolls."
3 July	Gulgong	300 0 0	Gulgong to Mudgee, <i>via</i> 3-Miles (Unclassified Vote).
6 June	"	45 0 0	Gulgong to Martin's Crossing.
6 "	"	50 0 0	Gulgong to Jackson's Crossing.
		13,317 12 10	

Department of Public Works,  
Office of Commissioner and Engineer-in-Chief for Roads.

1889.

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LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

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ROADS.

(CONSTRUCTION OF, WITHIN MUNICIPAL BOUNDARIES.)

*Ordered by the Legislative Assembly to be printed, 19 September, 1889.*

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*[Return prepared in fulfilment of a promise made by the Secretary for Public Works, in reply to a question by Mr. T. T. Ewing, M.P., on the 28th June, 1889.]*

Question.

Mr. EWING asked THE SECRETARY FOR PUBLIC WORKS,—What amount does the Department of Works save yearly by causing municipalities to construct and maintain the continuations of those scheduled roads which lie within municipal boundaries?

Answer.

Mr. BRUCE SMITH answered,—It will take some time to prepare this information, but a return will be compiled and laid upon the Table of the House as quickly as possible.

From reports furnished by local officers it would appear that to maintain the continuations of scheduled roads which are not provided for on 1889 Estimates, the sum of £13,010 would be required at 1889 schedule of rates.

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1889.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

**ROADS.**

(APPLICATION BY ALEXANDER WILSON TO PURCHASE—COUNTY BLAND.)

*Ordered by the Legislative Assembly to be printed, 25 June, 1889.*

*[Laid upon the Table of the House, in accordance with promise made by the Honorable the Secretary for Lands, in answer to Question No. 9, Votes and Proceedings No. 26, of 16th May, 1889.]*

RETURN showing cost to the Government of work performed in connection with applications by Alexander Wilson to purchase certain roads, parishes of Warralenga and Brymar, County Bland.

Survey Fees.	Advertisements.	Clerical labour.	Total.
£ s. d.	£ s. d.	£ s. d.	£ s. d.
2 2 0	4 0 0	1 5 0	7 7 0



1889.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

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ROADS.

MONEY EXPENDED ON, TAMWORTH TO WARIALDA, TAMWORTH TO GLEN INNES, NARRABRI TO MOREE.

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*Ordered by the Legislative Assembly to be printed, 13 August, 1889.*

[Return prepared in fulfilment of a promise made by the Secretary for Public Works on the 3rd July, 1889, in answer to a question by Mr. Hassall, M.P.]

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Questions and Answers.

- (13.) Roads—Tamworth to Warialda, Tamworth to Glen Innes, and Narrabri to Moree:—Mr. Dowel, for Mr. Hassall, asked the Secretary for Public Works,—Will he be pleased to furnish a Return, showing the amount of money expended, from the 1st January, 1879, to 31st December, 1888, on the following roads, viz., Tamworth to Warialda, Tamworth to Glen Innes, Narrabri to Moree? Mr. Bruce Smith answered,—A Return, giving the desired information, shall be prepared and laid upon the Table of the House as quickly as possible.

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Return of Expenditure on the undermentioned Roads from the 1st January, 1879, to 31st December, 1888.

	£	s.	d.
1. Tamworth to Warialda ... ..	50,216	1	1
2. Tamworth to Glen Innes ... ..	56,478	18	8
3. Narrabri to Moree ... ..	8,771	2	5

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1889.

## LEGISLATIVE ASSEMBLY.

## NEW SOUTH WALES.

## ROADS.

(CORRESPONDENCE, &amp;c., IN REFERENCE TO OPENING OF, KNOWN AS MACNAMARA'S, COUNTY OF CAMDEN, PARISH OF KEMBLA.)

*Ordered by the Legislative Assembly to be printed, 27 August, 1889.*

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 22nd May, 1889, That there be laid upon the Table of this House,—

“Copies of all petitions, plans, papers, and correspondence in reference  
“to the opening of a road in the parish of Kembla, county of Camden,  
“known as Macnamara's Road.”

*(Mr. J. P. Abbott.)*

## SCHEDULE.

NO.	PAGE.
1. Petition from the residents of the Cordeaux River, near Wollongong, county Camden, for road to their farms, with minutes. 18 July, 1861 .....	2
2. Licensed-Surveyor Mann to the Surveyor-General, with minutes and enclosure. 21 December, 1861 .....	2
3. Executive Council Minute, with minutes and enclosure. 25 April, 1862 .....	2
4. <i>Gazette</i> Notice. 7 June, 1862 .....	3
5. Messrs. Smith and Waring to the Surveyor-General. 7 June, 1862 .....	3
6. Clerk of the Executive Council to the Secretary for Lands, with minutes and enclosure. 12 June, 1862.....	3
7. Executive Council Minute, with minutes. 30 August, 1862.....	4
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11. The Acting Surveyor-General to Messrs. Stewart, Brown, and others. 24 March, 1863.....	5
12. R. Waring, Esq., to the Acting Surveyor-General, with minutes. 23 January, 1864 .....	5
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14. The same to Messrs. Stewart, Brown, and others. 14 October, 1864.....	6
15. The Council Clerk, Dapto, to the Secretary for Lands, with minutes. 4 April, 1872.....	6
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17. H. Love to the Secretary for Lands, with minutes. 23 May, 1872.....	6
18. The Council Clerk, Dapto, to the same, with minutes. 3 July, 1872 .....	7
19. Licensed-Surveyor Sheaffe to the Surveyor-General, with minutes and enclosure. 9 March, 1873.....	7
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21. Clerk of the Executive Council to the Secretary for Lands, with minutes and enclosure. 16 September, 1873...	9
22. Petition, with minutes and enclosure. January, 1875 .....	9
23. Petitioners to S. W. Gray, Esq., M.P., with minute. 24 April, 1876 .....	9
24. R. Wilson to Secretary for Lands, with minutes. 12 June, 1876 .....	10
25. C. C. Russell to Acting Surveyor-General, with minutes and enclosure. 13 May, 1887 .....	10
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27. Council Clerk, Central Illawarra, to the Secretary for Mines, with minutes. 28 December, 1887.....	11
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30. The Council Clerk, Central Illawarra, to the Secretary for Lands, with minutes. 31 March, 1888 .....	12
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32. F. Woodward, Esq., M.P., to the Secretary for Lands, with minutes and enclosures. 16 May, 1888 .....	12
33. The Under Secretary for Lands to F. Woodward, Esq., M.P. 22 May, 1888.....	13
34. F. Woodward, Esq., M.P., to the Secretary for Lands, with minutes and enclosure. 23 June, 1888 .....	13
35. The District Surveyor, Sydney, to Licensed-Surveyor Chapman, with minutes. 9 July, 1888 .....	13
36. Licensed-Surveyor Chapman to the Metropolitan and Coast District Surveyor, with minutes and enclosure. 14 July, 1888 .....	13
37. F. Woodward, Esq., M.P., to the Secretary for Lands, with minutes and enclosures. July, 1888 .....	14
38. The Under Secretary for Lands to F. Woodward, Esq., M.P. 27 July, 1888.....	15
39. The Metropolitan and Coast District Surveyor to Licensed-Surveyor Chapman, with minute. 16 August, 1888 .....	15
40. Licensed-Surveyor Chapman to the Metropolitan and Coast District Surveyor, with minutes and enclosure. 21 September, 1888 .....	15
41. The Acting Surveyor-General to the Under Secretary for Lands, with minutes and enclosure. 7 February, 1889 .....	16
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## ROADS.

## No. 1.

## Petition from Residents of Cordeaux River.

The respectful memorial of the undersigned landholders and residents on the Cordeaux River, near Wollongong, in Illawarra, in the county of Camden,

RESPECTFULLY SHOWETH,—

That they are much inconvenienced by the want of a road to their respective farms.

That from the commencement of their residence they have had a road leading from the public road, where it crosses John Garrett's 36 acres, adjoining Collins' 100 acres, now held by Robert Fishlock, after passing which it leads through Casey's 50 acres, Young's 50 acres, and Patrick Collins' 50 acres, to the lots north and east, the name of the purchaser not being known to your memorialists.

That from the rough nature of the ground, being intersected with gullies and creeks, the road we have been using is the only practicable one, but the present proprietor refuses to let us have the use of it any longer.

That the roads measured on the boundaries of some of the farms of your memorialists lead up to the ranges, and are utterly useless to them.

That unless relief be granted your memorialists will be obliged to abandon their farms, whereon, in some instances, the labour of years has been expended, and utter ruin to them and their families must ensue.

Your memorialists would therefore urgently, but respectfully, request that a surveyor be instructed to mark out the road above named, and have it proclaimed a public road.

And your memorialists will ever pray, &c.

John Stewart, Keira Vale,  
James Brown,  
Thomas Cleverton,  
John Osborne,  
Patrick Murphy,  
John Andrews,  
James Dugan,

Allen M'Lean,  
Edward Andrews,  
John Stafford,  
James Taylor,  
W. Stafford,  
W. S. Makin.

Wollongong, 18 June, 1861.

Acting Surveyor-General.—M.F., 16/7/61. Forward to Mr. J. F. Mann in letter, requesting him to make necessary survey and report.—A.G.M., 9/9/61. Licensed-Surveyor J. F. Mann, 12/9/61. Returned, 24/12/61.

## No. 2.

## Mr. Licensed-Surveyor Mann to The Surveyor-General.

Sir,

Sydney, 21 December, 1861.

1. I have the honor to transmit the plan and book of reference of a line of road through certain farms near the head of the Cordeaux River, Illawarra, which I have surveyed according to the instructions received in your letter, No. 61-1,278, of the 12th September.

2. This road, which was petitioned for by John Stewart and twelve other individuals, runs parallel with the Cordeaux River, commencing at the south boundary of John Collins', now R. Fishlock's 100 acres. According to the assertions of many old residents this line was in use prior to any farms being measured on the river, and up to a very recent period. Mr. Fishlock, however, objects to any further thoroughfare through his land, and has fenced across the road, and otherwise obstructed the traffic by falling timber, &c. In the measurement of this 100 acres Mr. Shone does not appear to have reserved this road, but marked off a line 50 links wide round the east boundaries of the farms on this river. This line is comparatively useless, as it is crossed by numerous deep gullies and water-courses, which could only be crossed by expensive bridges and cuttings. I have traced this line of reserved road from Kembala Creek, and find that it is available southerly to the south-east corner of T. Cleverton's 84 acres, and westerly to point A. From this point I have traced a line south to the north side of Fishlock's land, and thence following nearly the course of the old existing track to the south side thereof. This line would satisfy all the petitioners, as it passes over a level country, avoiding all deep creeks and gullies, and the land it would occupy is poor and scrubby. This line, however, passes close to Fishlock's residence, and this fact may be raised as an objection. The residence is a mere hut, and as it is possible to take another course at a greater distance than 200 yards, and which would necessarily pass over good soil, any opposition to the line as shown on my plan ought not to be entertained.

I have, &c.,

JOHN F. MANN,  
Licensed Surveyor.

The enclosed plan and book of reference of the road from T. Cleverton's 84 acres to the road from Cordeaux River to Wollongong, near the south boundary of Robert Fishlock's 100 acres, are forwarded with the view to the opening of the line under the Act 4, William IV, No. 11.—A.G.M., B.C., 10/4/62, No. 521.

Minute for Council, 16/4/62.

## No. 3.

## Minute Paper for The Executive Council.

Department of Lands, Sydney, 25 April, 1862.

THE accompanying plan and book of reference of a proposed road from T. Cleverton's 84 acres to the road from Cordeaux River to Wollongong, near the south boundary of R. Fishlock's 100 acres, are recommended for the approval of His Excellency the Governor and the Executive Council, with a view to the formation of the line under the Act 4 William IV, No. 11.

JOHN ROBERTSON.  
The

The Executive Council advise that the intended formation of the road herein referred to as a parish road, be notified in the manner prescribed by the Act 4 William IV, No. 11.—CHAS. COWPER, JUNR., Clerk of the Council. Minute 62-14, 1/5/62; confirmed, 8/5/62; approved, 9/5/62.—J. Y.

The Surveyor-General is requested to say whether a copy of the plan has been sent to the Bench.—M.F., B.C., 22/5/62. Copies of the plan and book of reference have been sent to the Police Office, Wollongong.—A.G.M., B.C., 30/5/62. No. 62-737; notified in *Government Gazette* of 10th June, 1862. Clerk of the Council, 14/6/62. Clerk of the Council.—M.F., B.C., 25th September.

## [Enclosure.]

BOOK OF REFERENCE of Road from T. Cleverton's 84 acres to the Road from Cordeaux River to Wollongong, near the south boundary of Robert Fishlock's 100 acres, to be proclaimed as a Parish Road, under the Act of Council, 4 William IV, No. 11.

No.	Portion of Road.	Reputed Owner.	Occupier.	Character or Land.	Bearings.	Length in Chains.	Enclosures.	Cultivation.	Breadth of Road.	Area.
1	From reserved road at south side of Thos. Cleverton's 84 acres to boundary line between Patk. Collins' 50 acres and Jas. Young's, now John Stewart's 50 acres.	James Dugan.	James Dugan.	Poor	South	15.75	None.	None	50	0 3 6
2	From last-mentioned boundary to reserved road between J. Stewart's 50 acres and Michl. Casey's, now J. Brown's, 50 acres.	John Stewart.	do	do	do	15.20	do	do	50	0 3 1
3	Crossing that reserved road	Reserved Road				1.00	do	do		
3a	From last-mentioned reserved road to boundary between Michl. Casey's 50 acres and John Collins', now R. Fishlock's 100 acres.	James Brown.	James Brown.	Indifferent	South	13.75	do	do	50	0 2 30
4	From last-mentioned boundary to boundary between that land and John Garrett's 35 acres.	Robert Fishlock.	Robert Fishlock.	do	{ S. 8° 30' W. S. 42° 30' E.	{ 13.40 22.30 }	Fence.	do	50	1 3 5
5	From the last-mentioned boundary to the road from Cordeaux River to Wollongong, confirmed 14th November, 1856.	J. Garrett		do	South-east	5 chains	Nil.	do	50	0 1 0

## No. 4.

## Gazette Notice.

Department of Lands, Sydney, 7 June, 1862.

His Excellency the Governor, with the advice of the Executive Council, having deemed it expedient to open and make a parish road (to be maintained at the expense of the parishes through which it passes), from T. Cleverton's 84 acres to the road from the Cordeaux River to Wollongong, near the south boundary of Robert Fishlock's 1,100 acres, running through the lands supposed to be the property of Messrs. James Dugan, James Brown, and Robert Fishlock, notice is hereby given that, in conformity with the provisions of the Act of the Governor and Council 4th William IV, No. 11, a Plan and Book of Reference, showing the intended line of the road above mentioned, are now deposited at the office of the Surveyor-General, in Sydney, and at the Police Office, Wollongong, and all persons interested therein are requested to transmit in writing to the Clerk of the Executive Council, within one month from this date, any well-grounded objections, which may exist to the formation of the road in question.

By His Excellency's command,

JOHN ROBERTSON.

Messrs. Smith and Waring to The Surveyor-General.

## No. 5.

Sir,

We have the honor to acknowledge the receipt of your letter 62-52, of the 30th ultimo, forwarding copies of a Plan and Book of Reference of a road about to be opened from T. Cleverton's 84 acres to the road from the Cordeaux River to Wollongong, near the south boundary of Robert Fishlock's 100 acres.

We have, &c.,

C. T. SMITH, J.P.

GEO. WARING, J.P.,

Mayor.

## No. 6.

The Clerk of the Executive Council to The Secretary for Lands.

Objection to Road.

Sir,

In compliance with the request contained in Mr. Under-Secretary Fitzpatrick's letter of the 14th ultimo, No. 274, I do myself the honor to forward to you the objection lodged with me to the formation of the proposed parish road, noted in the margin.

I have, &c.,

CHAS. COWPER, JUN.,

Clerk of the Council.

Surveyor-General.—M.F., 18/7/62.

The objection is not, in my opinion, of sufficient weight to induce the abandonment of the intention to open the road, and I would therefore recommend its confirmation. I consider, however, that the parties desiring the road should make provision for fencing it where it passes through enclosed lands before the road is formerly opened.—A.G.M., 2/8/62.

Approved.—JOHN R., 25/8/62.

From T. Cleverton's 84 acres to the road from the Cordeaux River, to Wollongong, near the south boundary of Fishlock's 1,100 acres.  
One enclosure.

[Enclosure.]

[Enclosure.]

To the Clerk of the Executive Council,—  
Sir,

16 June, 1862.

Referring to your notice, 7th instant, I have the honor to protest against another parish road being made through my land, for the following reasons, namely :—Because there is one road already through the land, and the proposed road will pass through land that cost me a large sum to clear ; and secondly, because a road equally good can be made adjoining my land without going directly through it.

I have, &c.,  
ROBERT FISHLOCK,  
Cordeaux River, Illawarra.

## No. 7.

## Executive Council Minute.

Department of Lands, Sydney, 30 August, 1862.

It is recommended to His Excellency the Governor and the Executive Council that the line of road from T. Cleverton's 84 acres to the road from the Cordeaux River to Wollongong near the south boundary of Fishlock's 1,100, as notified in the *Gazette* of the 16th June last, be confirmed, under the Act 4th William IV, No. 11, notwithstanding the objection made thereto.

JOHN ROBERTSON.

Clerk of Executive Council.—R. W. W. (for the Under Secretary), B. C., 30/8/62. The Executive Council advise that the road herein referred to be now confirmed as a parish road, in accordance with the provisions of the Act 4 William IV, No. 11.—CHAS. COWPER, JUNR., Clerk of the Council.

Minute 62-29, 1/9/62. Confirmed, 9/9/62. Approved.—J. Y., 13/9/62. Notice in *Government Gazette* of 26th September, 1862. Principal Under Secretary, 30/9/62.

## No. 8.

*Gazette Notice.*

Department of Lands, Sydney, 24 September, 1862.

WITH reference to the Government Notice dated 7th June last, relative to the opening and making a parish road from T. Cleverton's 84 acres to the road from the Cordeaux River to Wollongong, near the south boundary of Robert Fishlock's land : notice is hereby given, in accordance with the Act of Council 4 William IV, No. 11, that having duly considered the objection which has been made to the proposed road, in conformity with the said Act, His Excellency the Governor, with the advice of the Executive Council, has been pleased to confirm the said road, and it is therefore hereby declared expedient to open and make the road referred to, according to the Plan and Book of Reference to be seen at the office of the Surveyor-General at Sydney, and at the Police Office, Wollongong ; and all persons intending to claim compensation in respect of the said line are hereby reminded that notice must be served upon the Colonial Secretary within forty days from the date hereof, in such manner and form as are provided by the sixth section of the Act above referred to, or they will be for ever foreclosed from such claim.

By His Excellency's Command,

JOHN ROBERTSON.

## No. 9.

## Petition.

To the Honorable Charles Cowper, Esq., Colonial Secretary of New South Wales.

The Memorial of Robert Fishlock, of the Cordeaux River, near Wollongong, Illawarra, in the Colony of New South Wales, farmer,

HUMBLY SHOWETH :—

That he is seized of an estate of inheritance in possession of one hundred acres of land situate at the Cordeaux River aforesaid, which he purchased of John Collins.

That a parish road has been proclaimed to be made in pursuance of the Government notice of the 7th day of June last from "T. Cleverton's 84 acres to the road from the Cordeaux River to Wollongong, near the south boundary of Robert Fishlock's."

That the said new line of road cuts through the cultivated land of the said Robert Fishlock's 100 acres from north to south, at the north-west end thereof, and then in a south-east direction close to the farm buildings and dwelling house of the said Robert Fishlock into the reserved road which runs through his land at the south end thereof.

That it will require 280 rods of fencing on the line of the said road.

That the said new road will deprive the said Robert Fishlock of 1 acre and 3 rods, or thereabouts, of his cultivated and cleared land.

That unless the said road is properly fenced in, his ground and crops will be open to the depredation and spoil of all cattle, &c., passing and repassing along the said road.

That the said new road will cut off the said Robert Fishlock from the supply of water along the west boundary of his said ground.

That he estimates his loss of land, &c., as before mentioned at the sum of £100.

That he hereby gives notice that he assesses his damage at the sum of £100 for compensation of the same.

That the said Robert Fishlock is a poor man, and his property is now under mortgage, and his deeds are not in his own possession, so that he cannot have immediate reference to the grant. That he might set forth the date and particulars thereof.

That he has been informed and believes there is no right reserved in the said grant for the making of roads.

Dated this 29th day of October, 1862.

Signed for and on behalf of the said Robert Fishlock by

RICHARD WARING,

His Solicitor, Wollongong.

Mr.

Mr. V. For the Secretary for Lands.—A., 11 November. B.C. 14. Surveyor-General.—M.F., 18 November.

See the late Surveyor-General's memo. upon 62-S,244, and approved of by the honorable the Secretary for Lands. That the parties desiring the road should make provision for the fencing where it passes through enclosed lands before the road is formally opened. Total length of fencing including both sides, would be about 281 rods, at 4s. 6d. per rod, £63 4s. 6d. I think the parties requiring the road ought to be so informed.

The parties may be so informed.—P. F. ADAMS (for the Acting Surveyor-General), 11/3/63. Petitioners informed, 24/3/63.

### No. 10.

#### The Colonial Secretary to The Under Secretary for Lands.

Sir,

Colonial Secretary's Office, Sydney, 24 November, 1862.

In reply to your letter of the 30th September last, No. 53, I am directed to state, for the information of the Secretary for Lands, that no applications have been received in this office for compensation in respect to the line of road from T. Cleverton's 84 acres to the road from the Cordeaux River to Wollongong, excepting that from Mr. Waring on behalf of Robert Fishlock, which has been already forwarded to you under blank cover.

I have, &c.,

W. ELYARD.

The Surveyor-General as usual.—M.F., 25/11/62.

### No. 11.

#### The Acting Surveyor-General to Messrs. Stewart, Brown, and Others.

Gentlemen,

Surveyor-General's Office, Sydney, 24 March, 1863.

With reference to your petition that a road might be opened from T. Cleverton's 84 acres to the road from Wollongong to the Cordeaux River, I have to inform you that the road having been now confirmed only awaits your provision for its fencing through the enclosed land prior to its being formally opened.

I have, &c.,

W. R. DAVIDSON,

Acting Surveyor-General.

### No. 12.

#### R. Waring, Esq., to The Acting Surveyor-General.

Sir,

Wollongong, 23 January, 1864.

On the 24th September, 1862, a parish road was proclaimed (No. 107) from T. Cleverton's 84 acres to the road from the Cordeaux River to Wollongong, near the south boundary of Robert Fishlock's.

This road cuts through the cleared land of Robert Fishlock, and the road is not defined nor can it be so by the plan, the consequence of which is that people who go that way trespass all over the land of the said Robert Fishlock, and it is a continual annoyance and damage to him, and will, without the road is laid out and fenced, work his ruin. It is a case of very great hardship.

He only asks that the road should be properly marked out so that the same may be fenced, and as it is understood that a surveyor from your Department is about to be sent down to Central Illawarra Municipality, it would be desirable that he should, at the same time, mark the road out according to plan.

Your giving directions to that effect will be a great relief, both to Robert Fishlock as also to those settlers that live beyond him and make use of the road, but who are continually at variance, not knowing the right road.

I have, &c.,

RICHARD WARING,

On behalf of ROBERT FISHLOCK.

Memo. for Deputy Surveyor-General.—The petitioners, Messrs. J. Stewart, J. Moran, and others, that were desirous of having this road opened were informed by letter, dated 24th March, 1863, 63-918, "that the road having now been confirmed only awaits your provision for its fencing through the enclosed land prior to its formal opening." The petitioners have not replied to that letter, which makes it a great hardship to Mr. Fishlock. Should not the petitioners be reminded?—T.H.L., 21/3/64.

Inform Mr. Fishlock.—P.F.A., 22/3/64. Mr. Fishlock can prevent the use of the road until it has been formally opened.—1 April. He can without doubt, and may be so informed.—1 April. R. Fishlock, 11/4/63. Petitioners informed.—April. Let me see 64-1,483.—To Mr. Fishlock, 15 September.

### No. 13.

#### The Acting Surveyor-General to R. Waring, Esq.

Sir,

Surveyor-General's Office, Sydney, 11 April, 1864.

In reply to your letter of the 23rd January last, complaining that the road from T. Cleverton's 84 acres to the road from the Cordeaux River to Wollongong is not defined, and stating that Robert Fishlock, through whose land the road passes, suffers great loss from travellers choosing their route

route across it, I have to inform you that Mr. Fishlock can prevent the use of the road until such time as it has been formally opened, which will not take place until the petitioners for the opening of the road have made provision for fencing the enclosed lands through which it passes.

I am, &c.,

W. R. DAVIDSON,

Acting Surveyor-General.

Deputy Surveyor-General.—I think the petitioners may be reminded, 16/9/64. Yes.—W.R.D., 13/10/64. Petitioners reminded, 14/10/64.

#### No. 14.

#### The Acting Surveyor-General to Messrs. Stewart, Brown, and Others.

Gentlemen,

Surveyor-General's Office, Sydney, 14 October, 1864.

I have the honor to inform you that Mr. Robert Fishlock can prevent the use of the road from T. Cleverton's 84 acres to the road from the Cordeaux River to Wollongong until such time as it has been formally opened, which will not take place until you have made provision for fencing the enclosed lands through which it passes.

I have, &c.,

W. R. DAVIDSON,

Surveyor-General.

#### No. 15.

#### The Council Clerk, Dapto, to The Secretary for Lands.

Sir,

Council Chambers, Dapto, 4 April, 1872.

I am directed by the Mayor of the Municipal Borough of Central Illawarra to request that a road at the Cordeaux River leading from T. Cleverton's 84 acres to the road from the Cordeaux River to Wollongong, near the south boundary of Robert Fishlock's land, may be opened as soon as convenient by the proper officer.

This road is now stopped by Robert Fishlock, who has placed thereon certain obstructions such as to cause hindrance to the public; and the Council, at the request of several parties who travel thereon, decline any action in causing the removal of such obstruction until the road is duly declared opened.

The *Government Gazette*, dated 24th September, 1862, page 1841, furnishes full particulars relative to this subject.

I have, &c.,

GEO. OSBORNE,

Council Clerk.

It is recommended that the Council be informed that the road having been proclaimed and confirmed, the opening rests with them. But as a considerable time has elapsed since the survey, the marking may be obliterated, in which case it will be re-marked on application.—ROBT. D. FITZGERALD (for the Surveyor-General), B.C., 22/4/72.

Approved.—J.B.W., 25/4/72. The Council Clerk, Dapto, informed, 4/5/72.

#### No. 16.

#### The Council Clerk, Dapto, to The Secretary for Lands.

(Extract from 72-709.)

Sir,

Borough of Central Illawarra, Council Chambers, Dapto, 15 May, 1872.

I am instructed by the Worshipful the Mayor of this Borough to acknowledge with thanks the receipt of your letter of the 4th instant, in reply to a letter from this Council, dated the 4th ultimo, on the subject of the opening and removal of obstructions to the road at the Cordeaux River to Wollongong, and also to request that you will be pleased to cause an officer to be sent at your earliest convenience, for the purpose of re-marking the road in question, as promised by you on making application.

I have, &c.,

GEO. OSBORNE,

Council Clerk.

#### No. 17.

#### Mr. H. Love to The Secretary for Lands.

Sir,

Cordeaux, Fig-tree Post Office, 23 May, 1872.

I have the honor to request, on the part of myself and others, that the road known as Fishlock's, which leads from the Cordeaux River Road to O'Brien's Road may be opened with all possible despatch.

I and others have petitioned the Municipal Council of Central Illawarra to that end, but can get no satisfactory reply.

The road is, and has been for some time past, blocked by Robert Fishlock, through whose land it runs, and we have no outlet, except by trespass.

I have, &c.,

HUGH LOVE

(Per E. F. SMITH).

Mr. Surveyor Arnheim is requested to re-mark the road referred to.—ROBT. D. FITZGERALD, (for Surveyor-General), 29/5/72.

Transferred to Mr. Licensed-Surveyor Sheaffe, who will be good enough to re-mark the road, in accordance with the tracings of it, and forward his report and account to me for transmission to the Surveyor-General.—E. H. ARNHEIM, 18/12/72.

## No. 18.

## The Council Clerk, Dapto, to The Secretary for Lands.

Sir,

Council Chambers, Dapto, 3 July, 1872.

I am instructed by the Worshipful the Mayor of this Borough to request that you will, as soon as convenient, cause a surveyor to be sent here for the purpose of pointing out the boundaries of the road from T. Cleverton's 84 acres to the road from the Cordeaux River to Wollongong. In reply to a letter, dated the 4th of April last, you stated that this request would be complied with on application. As the road in question is now totally unavailable to the public, by reason of felled timber being placed thereon at the instance of Robert Fishlock, this Council would esteem it as a favour by an officer being sent to unravel the existing doubts as to the boundaries.

I have, &amp;c.,

GEORGE OSBORNE,  
Council Clerk.

Mr. Surveyor Arnheim has been instructed to mark this road.—ROBT. D. FITZGERALD (for Surveyor-General), 20/7/72. Lands, 22/7/72. Inform for approval.—O.R., 23/7/72. Council Clerk informed, 31/7/72.

## No. 19.

## Mr. Licensed-Surveyor Sheaffe to The Surveyor-General.

Sir,

9 March, 1873.

In furtherance of instructions conveyed to Mr. Surveyor Arnheim by your blank cover memorandum, No. 72-25, of 29th May, 1872, and by him transferred to me 18th December, 1872, I have the honor to transmit plan of road from a reserved road on the south of T. Cleverton's 84 acres, to the road from Wollongong to the Cordeaux, within J. Garrett's 46 acres, and to report that I proceeded to mark the road as surveyed by Mr. Licensed-Surveyor Mann, but found that it was impossible to lay out the line shown by Mr. Mann, as S. 42° 30' E. 22° 30', and terminate it on the Wollongong Road, or south of Robert Fishlock's line, as by starting from the corner of the paddock, shown on the original plan. This bearing is directly on the barn, which barn was there at the time of Mann's survey. It appears Mr. Mann made a mistake in reading this bearing. The old track which was in use then being plainly visible still, and in the position of the road shown on my plan, which was pointed out to me by a son of Fishlock's as the road measured by Mann; but as this does not agree with the plan as proclaimed, and this being known to Mr. Fishlock (he having had it surveyed) it appeared to me impossible to open the road as proclaimed, I therefore have made a resurvey of the whole road, and propose that it be now proclaimed again.

2. I am aware that the opening of this road will be opposed by Robert Fishlock, who has always opposed it in the most violent manner, demanding that fencing shall be given him, and as it is unavoidable to take it within 200 yards of his house, it appears necessary to obtain his consent, which can be done by granting him fencing (which he is not entitled to), his land being unenclosed; but as he can prevent it being opened, I presume such consent must be obtained if you decide on opening it. I would also explain that Fishlock will most probably not oppose the proclamation of this road, he being of opinion that it is quite illegal; but would such proclamation make it legal, it passing within 200 yards of his house?

3. The traffic depending on this road is very small, and hardly seems to warrant the expense of opening under these circumstances, as all the farms between Fishlock's and Kembla Creek, on the bank of the Cordeaux, are unoccupied, with the exception of Hugh Love's, which also was unoccupied at the time of my survey. I am not aware of any other necessity for this road.

4. The remainder of this road, from Fishlock's north boundary to the reserved road south of T. Cleverton's 84 acres, agrees with the road as proclaimed, and will not be opposed, nor can fencing be demanded, as the lands are all unenclosed and unoccupied.

5. I have prepared a fencing return, in case you decide on granting it through Fishlock's.

6. I have marked this road in a permanent manner on both sides, and would explain that I was a considerable time occupied in trying to find marks of the original survey which does not appear to have been marked, and as, with the exception of a small portion of cleared land on Fishlock's, the road is through the very densest scrub, I was fully occupied during the time charged for, besides losing the time travelling, as I had no other work in the vicinity.

I have, &amp;c.,

G. H. SHEAFFE,  
Licensed Surveyor.

The discrepancies referred to in this report, and shown on Mr. Sheaffe's plan, will necessitate a new proclamation of the road. I would also submit whether, under existing circumstances, it would not be advisable to allow R. Fishlock compensation for fencing.—E. H. ARNHEIM, B.C., 17/3/73.

[Enclosures.]

3 June, 1873.

THE accompanying plan and book of reference of road from T. Cleverton's 84 acres, to the road from Wollongong to the Cordeaux River, near the south boundary of R. Fishlock's 100 acres, county of Camden, are forwarded with the view to the opening of the line as a Parish Road under the Act of Council 4 William IV, No. 11, in lieu of road confirmed in *Government Gazette*, 24th September, 1862, folios 1841 and 1869. 276, a 1,603. Tracing herewith for the Police Office at Wollongong.

ROBT. D. FITZGERALD  
(For Surveyor-General).

The Under Secretary for Lands.

Approved.—J.S.F., 23/6/73. Minute, 27/6/73.—The Executive Council has authorized the proclamation of this road. Minute 73-30 confirmed, 30/6/73. (See Roads, No. 73/780). The Bench of Magistrates at Wollongong, forwarding plan and book of reference, 12/7/73. *Government Gazette*, 22/7/73. The Clerk of the Executive Council, 25/7/73.

Book of Reference of Road from T. Cleverton's 84 acres to the road from Wollongong to the Cordeaux River, near the south boundry of R. Fishlock's 100 acres, to be opened as a parish road, under the Act of Council, 4 William IV, No. 11, in lieu of road confirmed in *Government Gazette*, 24th September, 1862, folios 1841 and 1869.

No.	Portion of Road.	Reputed Owner.	Occupier.	Character of land.	Bearings.	Length in chains.	Enclosures.	Character and state of preservation of fencing.	Culti- vation.	Breadth of road.	Area.	Remarks.
1	From a reserved road on the south of T. Cleverton's 84 acres, being the north boundary of Geo. Organ's 50 acres to the south boundary of that land.	George Organ..	None.....	Firm ground; poor soil.	South..	16.76	None....	None....	None...	links. 50	a. r. p. 0 3 14	Previously proclaimed.
2	From the last-mentioned boundary to a road forming the south boundary of John Stewart's 50 acres.	John Stewart..	None.....	do	do	16.60 (app.)	None....	None....	None...	50	0 3 5	do
3	From the north to the south side of the said road.	Reserved	Road.....	do	do	0.50	None....	None....	None...	50	0 0 4	Previously proclaimed and reserved in original survey.
4	From the road, being the north boundary of Hugh Love's 50 acres, to the south boundary of that land.	Hugh Love....	Hugh Love....	do	do	13.60 (app.)	Enclosed on one side only.	Hard-wood; good.	Partly grazing and bush.	50	0 2 29	Proclaimed.
5	From the last-mentioned boundary to the south boundary of Robert Fishlock's 100 acres.	Robert Fishlock	Robert Fishlock	do	South-easterly	33.75	Enclosed by logs and felled trees.	None....	None; grass.	50	1 2 29	Part proclaimed. See letter.
6	From the last-mentioned boundary to the road from Wollongong to the Cordeaux within John Garrett's, now Pearson's, 36 acres.	Pearson.....	Moses Driver..	do	do	0.50	None....	None....	None...	50	0 0 4	

Transmitted to the Surveyor-General with my letter No. 73-22, dated 9th March, 1873.

G. H. SHEAFFE,  
Licensed Surveyor.

Road from a reserved road on the south of T. Cleverton's 84 acres to the road from Wollongong to Cordeaux River, county of Camden. R. 276A, 1,603.

MEMORANDUM showing the names of the owners or reputed owners of the enclosed lands through which the above-mentioned road passes, the length of new fencing required to be erected within each enclosure, and the cost thereof; also, the length of the existing fences which will require removal, and the cost of their re-erection.

Name of owner or reputed owner, Robert Fishlock; name of occupier, Robert Fishlock; length of fencing required—new, 67.50 chains; old (to be removed and re-erected), none; cost per rod, 3s. 3d.; total cost, £43 17s. 6d.

Transmitted to the Surveyor-General, with my letter, No. 73-22, dated 9th March, 1873.

G. H. SHEAFFE,  
Licensed Surveyor.

No. 20.  
*Gazette Notice.*  
Parish Roads.

Department of Lands, Sydney, 22 July, 1873.

HIS Excellency the Governor, with the advice of the Executive Council, having deemed it expedient to open and make the several parish roads mentioned in the Schedule appended hereto, to be maintained at the expense of the parishes through which they pass, notice is hereby given, that, in accordance with the provisions of the Act 4th William IV, No 11, plans and books of reference, showing the intended lines of the roads in question are now deposited at the office of the Surveyor-General in Sydney, and at the Police Offices mentioned.

It is requested that any well-grounded objections that may exist to the formation of the roads in question may be transmitted in writing to the Clerk of the Executive Council within one month from this date.

By His Excellency's Command,  
JAMES S. FARNELL.

SCHEDULE REFERRED TO.

Roads No.	Description of roads.	Names of reputed owners or occupiers through whose properties the roads pass.	Police Offices at which the plans and books of reference have been lodged.
73-750	Road from T. Cleverton's 84 acres to the road from Wollongong to the Cordeaux River, near the south boundary of R. Fishlock's 100 acres, county of Camden, in lieu of road confirmed in <i>Government Gazette</i> , 24th September, 1862; folios 1841 and 1869.	George Organ..... John Stewart..... Hugh Love..... Robt. Fishlock..... — Pearson and..... (Reserved Road.....	Wollongong.



No. 21.

The Clerk of the Executive Council to The Secretary for Lands.

Sir,

Executive Council Office, 16 September, 1873.

In compliance with the request contained in the Under Secretary's letter of the 25th July last, I do myself the honor to forward to you the objection lodged with me to the formation of the proposed parish road noted in the margin.

From J. Cleverton's 84 acres to the road from Wollongong to Cordeaux River, near R. Fishlock's 100 acres, county of Camden.

I have, &c.,

ALEX. C. BUDGE,  
Clerk of the Council.

I cannot recommend the confirmation of this road, the objection raised by Mr. Fishlock that it approaches within the prescribed distance of the principal house on the grant being, under the existing law, insurmountable.—ROBT. D. FITZGERALD (for the Surveyor-General), 21/10/73.

Approved.—J.S.F., 29/10/73. The Council Clerk, Dapto, informed, 29/11/73.

[Enclosure.]

To the Clerk of the Executive Council,—

In pursuance of the notice, dated Department of Lands, Sydney, 22nd July, 1873, stating that His Excellency the Governor, with the advice of the Executive Council, had deemed it advisable to open and make a road from T. Cleverton's 84 acres to the road from Wollongong to the Cordeaux River, near the south boundary of my 100 acres, county of Camden, the said road passing through my property, and requesting that any well-grounded objection that might exist to the formation of the said road should be submitted to the Clerk of the Executive Council, I do hereby give you notice that I object to the road in question being opened and made, on the grounds that the said road is placed nearer to my house than it should be, and that I shall be compelled to fence my land at a cost of not less than £28, and that I shall lose 3 acres of land, which I value at £45.

Dated this 20th day of August, A.D. 1873.

ROBERT FISHLOCK  
(By FRANCIS WOODWARD, his Attorney).

No. 22.

Petition.

To the Honorable the Minister for Lands,—

The memorial of the ratepayers and inhabitants of that portion of the Illawarra Municipality called the Cordeaux River,

RESPECTFULLY SHOWETH,—

That your memorialists are proprietors of land or reside at the Cordeaux River, distant from the Wollongong and Kiama road about 4 or 5 miles, and from the town of Wollongong about 7 miles.

That there are two roads connecting the Cordeaux River with the town of Wollongong, namely, O'Brien's Road and the American Creek Road; but there is a proclaimed road at the Cordeaux River, as shown on the accompanying plan, and coloured pink, which would be of great convenience for the use of many of the residents there, enabling them to have access to the American Creek Road, which is nearer, and also more suitable, being less steep than O'Brien's Road.

That such proclaimed road was used by the public for a period of about fifteen years, but has been obstructed by the proprietor of the 100 acres formerly belonging to John Collins, and afterwards Robert Fishlock, and now Robert Wilson, and your memorialists are desirous of having such road opened.

Your memorialists therefore respectfully request that you will cause the necessary steps to be taken to open the road in question for the use of the public.

ROBT. OWEN,  
THOS. MAKIN, SENR.,  
MICHAEL MORAN  
(And seven others).

Presented by the Honorable R. Owen, M.L.C. Have this matter dealt with as soon as possible.—T.G., 18/1/75. This road was proclaimed but not confirmed, owing to the legal objection raised that it passes within the prescribed distance of Mr. Fishlock's house.—P.F.A. Mr. Fishlock might be asked to state the lowest amount he will take as compensation for land and fencing, and to allow of the road being confirmed and opened.—T.G., 7/3/76. Mr. Fishlock asked accordingly, 22/3/76.

No. 23.

Petitioners to S. W. Gray, Esq., M.P.

Sir,

Wollongong, 24 April, 1876.

About two months since I and some other persons residing at the Cordeaux River handed a petition to the Honorable R. Owen, M.L.C., which he has presented to the Honorable Thos. Garrett, Minister for Lands, together with a tracing of the road from Wollongong to the Cordeaux River.

This road goes through Fishlock's 100 acres, and being used for many years was the subject matter of the petition. This land was John Collins' original 100-acre Crown grant—the latter sold to Fishlock, he lately sold it to Mr. Robert Wilson.

Fishlock, several years ago, stopped up this road by falling trees across it, and was by the Court of Petty Sessions committed to take his trial at the Wollongong Quarter Sessions, and being found guilty was, by Judge Dowling, remanded for sentence, with the understanding that if he (Fishlock) cleared off the timber and left the road open for public use again he would not be called up for sentence.

About five or six years since Fishlock again stopped up the road by putting fences across it, and by his violent threats and actions frightened all those who were entitled to use said road from coming on to it.

it. His alienee, Mr. Robert Wilson, persisted in keeping this road closed, causing great inconvenience to several settlers at the back of the road, and prevented the Municipal Council laying out money in repairs of same.

It is respectfully requested that the Minister for Lands will take the proper steps to have said road again opened.

Yours, &c.,

W. S. MAKIN, SEN.

(For self and other petitioners).

Mr. Robert Wilson may be asked if he has any objection to the road being carried out.—T.G., 22/5/76. Robert Wilson informed, 5/6/76.

No. 24.

Mr. R. Wilson to The Secretary for Lands.

Sir,

Cordeaux River, 12 June, 1876.

In reply to yours of 5th ultimo, No. 76-699, asking if I have any objection to a road, leading from Wollongong to the Cordeaux River, being opened through my farm of 100 acres, I beg to inform you that the best and most suitable road for the whole of the residents of the Cordeaux River settlement has been opened and is in full use of the public between Wollongong and the Cordeaux River, and running through a portion of my farm of 100 acres in question.

I have a most decided objection to any other road being opened through the said land, and especially so to the one in question, as it would run through the centre of my farm within a few yards of my dwelling-house and through paddocks now under cultivation. If compelled to do so, I shall take every reasonable and legal objection in my power.

But if the petitioners for this road are willing to pay me for the land it would take from me the damage I would sustain by it running through the centre of my farm and sufficient to pay for fencing it on each side; then I might waive my objection to its being opened.

I have, &c.,

ROBERT WILSON.

I cannot recommend that this road be confirmed on the terms here offered at the expense of the Crown. It is however recommended that the Municipal Council be made aware of them, as they may be desirous of making terms with Mr. Wilson.—ROBT. D. FITZGERALD (for Surveyor-General), 29/6/76.

Approved.—T.G., 3/7/76. The Council Clerk, Dapto, informed, 8/7/76.

No. 25.

Mr. C. C. Russell to The Acting Surveyor-General.

R. 276A, 1,603, Roll.

Dear Sir,

Wollongong, 13 May, 1887.

To save a long explanation, I enclose you copy of my instructions.

Will you be kind enough to let me know at your earliest convenience, whether the road, defined by R. 276A, 1,603 Roll, has been confirmed and opened, and by whom and when.

Your kind attention will much oblige.

Yours faithfully,

CHAS. C. RUSSELL.

The road in question, viz., that from T. Cleverton's 84 acres, to the road from Wollongong to the Cordeaux River, has not been confirmed, and consequently has not been opened. It is recommended that the writer be so informed.—E. TWYNAM, 16/5/87. Under Secretary for Lands.

Inform.—C.O., 17/5/87. C. C. Russell informed, 18/5/87.

[Enclosure.]

Mr. Charles C. Russell, Solicitor, Wollongong.

Sir,

4 May, 1887.

Mr. John T. Craddock has blocked the public road leading from the Cordeaux River Road to Haggett's and Bartlett's land.

This is to authorize you to take immediate action to have the road opened, and we hereby agree to be responsible to you for costs.

THOMAS MACNAMARA,  
M. FISHLOCK,  
MICHAEL MORAN.

THOMAS HAYES,  
GEORGE WALKER,  
JOHN MURRAY.

No. 26.

The Under Secretary for Lands to Mr. C. C. Russell.

Sir,

Department of Lands, Sydney, 18 May, 1887.

With reference to your letter of the 13th instant, respecting road R. 276A, 1,603 Roll, I have the honor to inform you that the road in question, viz., from T. Cleverton's 84 acres to the road from Wollongong to the Cordeaux River, has not been confirmed, and consequently has not been opened.

I have, &c.,

CHARLES OLIVER,

Under Secretary.

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No. 27.

The Council Clerk, Central Illawarra, to The Secretary for Mines.

Sir, Borough of Central Illawarra, Council Chambers, 28 December, 1887.

I have the honor to inform you that I have been instructed by resolution of Council, passed on the 14th instant, to respectfully request that you will cause the necessary steps to be taken to have a reserved road leading from a farm now in the occupation of Mr. John Sutherland, through land, the property of the Honorable John Stewart, Thos. Macnamara, and John Craddock to the Cordeaux Road confirmed and opened, as Mr. Craddock has fenced the road across in his holding, and will not allow the others ingress or egress.

Mr. H. O. McCabe has been in the locality and had the tracing with him, and states there is a road there; and as he has been instructed to survey the continuation of O'Brien's Road from Parson's Boundary to the Cordeaux River would be able to mark the proper road, whilst in the neighbourhood, if instructed by your Department.

Trusting the matter will receive your favourable consideration, as Macnamara and others are completely shut in, not having access to any road for vehicular traffic,

I have, &c.,  
WILLIAM OSBORNE,  
Council Clerk.

Forward to the Department of Lands and inform.—G.E.H. (for the Under Secretary), 29/12/87.  
Informed, 29/12/87. The Under Secretary for Lands.—G.E.H., B.C. (for the Under Secretary), 29/12/87.

From the information afforded in this letter, the position of the road referred to cannot be identified in this office. The writer should perhaps be requested to supply further particulars such as the name of parish, and numbers of portions through which the road is said to pass, or to furnish a sketch showing the position of the road.—A. J. STORRS (for Surveyor-General), 13/2/88. The Under Secretary for Lands. Approved.—S.F., 9/2/88. The Council Clerk informed, 14/2/88.

No. 28.

The Under Secretary for Lands to The Council Clerk, Central Illawarra.

Sir, Department of Lands, Sydney, 14 February, 1888.

Referring to your letter of the 28th December last, asking to have a reserved road, leading from a farm now in occupation of one John Sutherland, through land, the property of the Honorable John Stewart, Thomas Macnamara, and John Craddock, to the Cordeaux Road, confirmed and opened, I have the honor to inform you that the position of the road referred to cannot be identified in this office, and to request you to be good enough to supply further particulars, such as the name of parish and numbers of portion through which the road is said to pass, or to furnish a sketch showing the position of the road.

I have, &c.,  
STEPHEN FREEMAN  
(For the Under Secretary).

No. 29.

Mr. B. Lipscombe to The Secretary for Lands.

Sir, Wollongong, 22 March, 1888.

I have the honor to enclose herewith a petition from the residents of the Cordeaux River, in this district, in reference to the proclamation of a road marked on the Government plan, which is fenced across by Mr. J. T. Craddock.

Trusting the matter will receive your early attention and favourable consideration,

I have, &c.,  
BENJ. LIPSCOMBE.

[Enclosure.]

The Honorable the Minister for Lands, Sydney,—

The Humble Petition of the undersigned landholders and residents of the Cordeaux River, parish of Kembla,

RESPECTFULLY SHOWETH,—

1. That they are put to great hardship and inconvenience in consequence of a road delineated on the plan of the parish of Kembla, county of Camden, Land District of Wollongong, through the lands I 146, Patrick Collins', jun., 50 acres, portion 199; James Young's I 143, 50 acres, portions 198; Michael Casey's I 142, 50 acres, portion 197; and Patrick Collins' I 130 (ex road) 100 acres, being closed by J. T. Craddock, now the owner of the said 100 acres, who, having fenced across the said road, whereby we are prevented from getting access to the Cordeaux River Road.

2. That application has been made to the Municipal Council of Central Illawarra to have this road opened, which they have failed to do, in consequence of the said road not having been duly proclaimed.

Your Petitioners humbly pray the road in question be proclaimed and opened for the benefit of all residing in the locality, and the public generally.

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

THOMAS MACNAMARA,  
MICHAEL MORAN,  
JOHN MORAN,  
Freeholders, Cordeaux.

[Here follow twenty-three other signatures.]

No. 30.

## No. 30.

The Council Clerk, Central Illawarra, to The Secretary for Lands.

Sir,

Borough of Central Illawarra, 31 March, 1888.

In reply to your favour of the 14th February last, No. 88-2 Roads, requesting further information to enable the Department to identify the road referred to in my application of the 28th December last, I have the honor to forward same from the parish map, as follows, viz. :—

Parish of Kembla, second edition; from farm, 8½ acres, Albert Haggett and Windham Bartlett, through Patrick Collins' 50 acres, No. I 146-672; James Young's 50 acres, I 143-672; Michael Casey's 50 acres, I 142-672, and Patrick Collins' 100 acres, I-130-672, to the Cordeaux Road.

The present proprietor (John Craddock) of the latter two farms has closed the road, and stopped the owner of the first named two farms from all means of ingress or egress to or from the said Cordeaux Road, which is the only vehicular road available. Although the road now asked to be confirmed is plainly marked on the above-named parish map, and area of the last named 100 acres is stated as ex road, should the Department request the surveyor who has been instructed to survey the continuation of O'Brien's Road from Parson's boundary to re-mark the above. It could be done with a very trifling expense, and would be a boon not only to the few farmers immediately interested, but would also be a benefit to the general public, and once officially proclaimed and confirmed, the Council would lose no time in putting it into trafficable repair.

Hoping the matter will receive your most favourable attention,

I have, &amp;c.,

WILLIAM OSBORNE,  
Council Clerk.

It is recommended that the Municipal Council of Central Illawarra be informed that the road in question has not been confirmed as Mr. Fishlock's objections were considered to be valid, and barred the establishment of the road.—A. J. STORPS (for the Surveyor-General), 23/4/88.

Inform.—S.F., 27/1/88. The Council Clerk, Central Illawarra, informed, 30/4/88.

## No. 31.

The Under Secretary for Lands to The Council Clerk, Central Illawarra.

Sir,

Department of Lands, Sydney, 30 April, 1888.

In reply to your letter of the 31st ultimo, applying for the confirmation of the road from Messrs. A. Haggott and W. Bartlett's 8½ acres, through P. Collins' 50 acres, Jas. Young's 50 acres, M. Casey's 50 acres, and P. Collins' 100 acres to the Cordeaux Road, parish of Kembla, county of Camden, I have the honor to inform you that Mr. Fishlock's objections were considered to be valid, and barred the establishment of the road in question.

I have, &amp;c.,

STEPHEN FREEMAN  
(For the Under Secretary).

## No. 32.

F. Woodward, Esq., M.P., to The Secretary for Lands.

Sir,

Legislative Assembly, Macquarie-street, 16 May, 1888.

I do myself the honor, at the instance of the Borough Council of Central Illawarra, to forward a letter addressed to you by the Council Clerk of such Council upon the subject of the objections to the road passing through Collins', Casey's, and Collins' land to the Cordeaux River.

I have, &amp;c.,

FRAS. WOODWARD.

The lithograph of the parish of Kembla, referred to in enclosed letter from the Borough Council of Central Illawarra does, as stated, show the road that was marked and preliminarily notified, but abandoned on account of its proximity to Fishlock's house.

With regard to the statement made by the Council that the road in question was originally reserved and excluded from the area of Fishlock's, formerly Collins', 100 acres, it should be stated that the reservation applies to the road from the southern boundary of the land to the crossing of the Cordeaux River, and, consequently, not to the road under consideration, which has not been reserved. Probably the Borough Council and Mr. F. Woodward, M.P., should be so informed.—A. J. STORPS (for Surveyor-General), 18/5/88. Yes.—S.F., 19/5/88. F. Woodward, M.P., informed, 22/5/88.

[Enclosure.]

To the Honorable the Minister for Lands, Sydney,—

Sir,

Borough of Central Illawarra, Council Chambers, 12 May, 1888.

In reply to your letter, No. , stating that Fishlock's objections to the road passing through Collins', Casey's, and Collins' land to the Cordeaux Road were considered valid, I have the honor to invite your attention to the fact that the revised map, years subsequent to Fishlock's objections, shows a 50-link road, and gives the area of said farm (Collins') 100 acres, ex road.

I have further to state that by the original survey of the farms in the Cordeaux neighbourhood, roads were shown as outside the boundaries of the farms, but that in regard to this particular locality was condemned as impracticable, and there is no other way of getting to or from the farm at present occupied by T. Macnamara.

Trusting the Department will reconsider the matter and cause the said road to be opened,

I have, &amp;c.,

WILLIAM OSBORNE,  
Council Clerk.

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No. 33.

The Under Secretary for Lands to F. Woodward, Esq., M.P.

Sir,

Department of Lands, Sydney, 22 May, 1888.

With reference to your letter of 16th instant, enclosing a communication from the Borough Council of Central Illawarra upon the subject of the objections to the road passing through Collins', Casey's, and Collins' land to the Cordeaux River, I have the honor to inform you that the lithograph referred to by the Council Clerk shows the road that was marked and preliminarily notified, but abandoned on account of its proximity to Fishlock's house.

With regard to the allegation that the road in question was originally reserved and excluded from the area of Fishlock's (formerly Collins') 100 acres, I have to state that the reservation applies to the road from the southern boundary of the land to the crossing of the Cordeaux River, and consequently not to the road under consideration (viz., through Collins', Casey's, and Collins' land) which has not been reserved.

I have, &amp;c.,

F. H. WILLIAMS

(For the Under Secretary).

No. 34.

F. Woodward, Esq., M.P., to The Secretary for Lands.

Sir,

Wollongong, 23 June, 1888.

I have to acknowledge the receipt of your letter of the 22nd instant, further upon the subject of the opening and proclaiming of the road through Collins' 100 acres, Casey's and Collins' 50 acres, and to respectfully urge for your consideration a letter from the Council of the Borough of Central Illawarra, conveying a resolution of such Council thereon, and dealing with the alleged objection to the completing of this case.

I have, &amp;c.,

FRAS. WOODWARD.

Forwarded to Mr. J. W. Deering, Metropolitan District Surveyor, for report, as to the present necessity, in the public interest, for the opening of this road; also, with regard to the cost of fencing that might be claimed.—A. J. STORRS (for Surveyor-General), 3/7/88.

Instruction No. 45.

Returned to the Metropolitan District Surveyor, with instruction No. 1,801, of the 9th July, 1888, with my report, No. 17, of 14th July, 1888.—E. C. S. CHAPMAN, Licensed Surveyor, Camp, Wollongong, 14/7/88.

[Enclosure.]

To the Honorable the Minister for Lands, Sydney,—

Sir,

Borough of Central Illawarra, Council Chambers, 21 June, 1888.

I have the honor to inform you that I am instructed, by resolution of Council, passed on the 20th instant, to respectfully request that you will be pleased to cause the originally marked and preliminary notified road through Collins' 100 acres, Casey's and Collins' 50 acres to be proclaimed resumed if necessary, as the house (Fishlock's), which was then considered a bar, has been removed long since, and at the time of its being closed there were few only interested in its being opened; but the adjoining lands, especially Macnamara's, have been since purchased and cultivated, under the impression that there was a reserved road through the said farms, and until recently the public were not prohibited from travelling.

Again requesting your favourable consideration.

I have, &amp;c.,

WILLIAM OSBORNE,

Council Clerk.

No. 35.

Memorandum from The District Surveyor, Sydney, to Mr. Licensed-Surveyor Chapman.

9 July, 1888.

Proposed road through Collins' 100 acres, Casey's 50 acres, Young's 50 acres, and Collins', jun., 50 acres, parish of Kembla, county of Camden.—No. 1,801, 9th July, 1888.

MR. CHAPMAN is requested to be good enough to report as to the present necessity in the public interest, for the opening of the above road, having reference also to any cost for fencing (if any) that might be claimed.

JOHN W. DEERING,

Metropolitan and Coast District Surveyor.

For report see my letter, No. 17, of the 14th instant, returned herewith.—E. C. S. CHAPMAN, Licensed Surveyor, 14/7/88.

No. 36.

Mr. Licensed-Surveyor Chapman to The Metropolitan and Coast District Surveyor.

Sir,

Camp, Wollongong, 14 July, 1888.

In accordance with your instruction, No. 1,801, of the 9th July, 1888, on Roads 87-43<sup>a</sup>, I have the honor to report that on the 12th instant I visited the locality and made a careful inspection of the proposed route, with the following result:—

1st. That the road required, though not properly pointed out by the Council (Central Illawarra), extends from the Cordeaux Road, near the southern boundary of Patrick Collins', now John Craddock's, 100 acres northerly, passing through the following farms:—Patrick Collins', now John Craddock's, 100 acres aforesaid; Michael Casey's, now also J. Craddock's, 50 acres; James Young's, now John Stewart's,

50

50 acres; Patrick Collins', jun., now Thomas Macnamara's, 50 acres; and Haggett and Bartlett's 84 acres, so as to connect O'Brien's Road, which passes along the southern boundary of Mr. Marshe's 51 acres (shown on litho.\* by brown band), with the Cordeaux Road.

\*Appendix A.

2nd. That the survey of a road affording the connection, as particularized in paragraph 1, is necessary in the public interests, as it would be a more direct outlet than the Wattle Creek Road and passes over almost level country, while the Wattle Creek Road is very rough and stony.

3rd. Commencing at the north-east corner of Haggett and Bartlett's 84 acres, the old measured road between that portion and Robert Owen's 160 acres may be accepted, the country along which is level and as firm as could be obtained. The gully shown on litho. is only small, and a good crossing could easily be made, the land on either side being unimproved.

4th. From the south-east corner of Haggett and Bartlett's 84 acres, if the old measured road, along the back of Patrick Collins', jun., and Thomas Macnamara's 50 acres, were accepted, it would cross just above the junction of two very steep gullies, but, though they are fully 30 feet deep, their width does not in either case exceed 10 feet, so that two small culverts would be all that would be required; and, for this reason, I do not think it advisable, for the sake of securing a fair crossing, to make a deviation into Macnamara's land, as shown on litho. by a black band, though Macnamara would not object.

5th. From the south-east corner of Macnamara's 50 acres, it will be necessary to run the road through J. Young's 50 acres, as shown by blue band on litho. This line would pass through unimproved land, and meet with no difficulties.

6th. From the southern boundary of J. Young's 50 acres it would be better to run the road as shown on litho. by blue band, passing through M. Casey's 50 acres and Patrick Collins' 100 acres, in a southerly direction, both the last-mentioned portions being now the property of John Craddock, who objects to the road passing through his property in any position without compensation. This line would altogether do away with the road as measured by Mr. Licensed-Surveyor Sheaffe, plan R. 276A 1,603, which latter road passes right through Craddock's improvements and within 50 yards of his house, which is erected on M. Casey's 50 acres, as shown on litho.

7th. Although the line of road as proposed by me appears to keep rather far back, yet an excellent line could be obtained, and no serious difficulties would be met with, as it would pass sufficiently far away from Craddock's house and surrounding improvements to allow Craddock no legal right to object to the confirmation or resumption.

8th. The whole of J. Craddock's land is cleared and well grassed, and I estimate the value of it at £8 per acre.

9th. The cost of erecting a good three-rail split fence would be 4s. 6d. per rod, and Craddock says if securely fenced he would not object to the line of road as proposed by me under the foregoing circumstances.

I have &c.,

E. C. S. CHAPMAN,  
Licensed Surveyor.

P.S.—While in the locality engaged upon other surveys, I further ascertained that the line of road as herein proposed by me would afford the following additional advantages to the settlers in the locality:—

1st. That it is a most practicable route, passing as it does, over firm country of easy grades throughout.

2nd. That the village of Kembla, near Mount Kembla, on the Cordeaux Road, owing to the coal industry, is increasing rapidly, and even now offers a market for all produce, and is not more than 3 miles from P. Collins' (now J. Craddock's) 100 acres, the whole of this road being recently well formed, with easy grades.

3rd. That this line of road would be the most practicable outlet for vehicular traffic for not only those actually along the route, but also the present owners of M. Larkins' 151½ acres, P. Murphy's 72 acres, and Wm. March's 51 acres, and many others, all of whom informed me that they would obtain suitable vehicles and travel this road with their produce, while at the present time they are obliged to depend entirely upon pack-horses, their only outlet being Moran's Road (*vide* litho.), along which they have to encounter such steep grades that in wet weather it is almost impassable, even for the pack-horses.

4th. Wattle Creek Road, on the western side of the Cordeaux River, is not only rough, but would be much longer, and necessitate crossing the river twice.

E. C. S. CHAPMAN,  
Licensed Surveyor.

15th August, 1888.

Papers, Roads 89-143<sup>2</sup>; instruction, 1801, of 9th July, 1888, herewith.

Transmitted. It appears from this report that Mr. Licensed-Surveyor Chapman proposes an excellent road (coloured blue on litho.) to supersede Road R. 276A 1,603, surveyed by Mr. Surveyor Sheaffe, and objected to by John Craddock, on account of passing about 50 yards from his house. The road proposed avoids all this, and it seems to me desirable that this road should now be surveyed and opened as a public road. Attention is invited to the fact that Craddock requires compensation for fencing.—J. W. DEERING, 18/7/88.

Macnamara has applied for a road at Quarter Sessions, and such a road may be unnecessary if that now proposed were surveyed and opened.—J. W. D., 26/7/88. Mr. Deering is requested to cause this road to be marked on the ground in the position suggested herein.—E. TWYNAM, 16/8/88. The Metropolitan District Surveyor.

### No. 37.

F. Woodward, Esq., M.P., to The Secretary for Lands.

Sir,

Wollongong, July, 1888.

I have the honor to enclose herewith a letter addressed to you by the Council Clerk of the borough of Central Illawarra, bearing upon the subject of the opening of a road through Collins', Casey's, and Collins' lands to the Cordeaux River Road, together with a petition upon the same subject signed by residents of the Cordeaux River district. May I request that this matter have your early attention.

I am, &c.,

F. WOODWARD.

The

The District Surveyor has recently been asked to report as to the present public necessity for the establishment of this road. It is recommended that Mr. F. Woodward, M.P., and petitioners, be so informed, and that this letter and petition will also be forwarded to the surveyor.—A. J. STOPPS (for Surveyor-General), 24/7/88.

Approved.—S.F., 26/7/88. F. Woodward, M.P., informed, 27/7/88. Forwarded to Mr. J. W. Deering, Metropolitan District Surveyor, in connection with instruction No. 45, of date 5th July, 1888.—A. J. STOPPS (for Surveyor-General), 31/7/88.

[Enclosures.]

To the Honorable the Minister for Lands, Sydney,—  
Sir,

Borough of Central Illawarra, Council Chambers, 12 July, 1888.  
I have the honor to inform you that I am instructed, by resolution of Council passed on the 11th instant, to forward through the Council the enclosed petition, all the signatures to which are genuine of those who require to use the road in question. Trusting the matter will receive your favourable consideration, and that the prayer thereof may be granted,

I have, &c.,  
WILLIAM OSBORNE,  
Council Clerk.

Subject:—Opening road through Collins', Collins', and Casey's land to the Cordeaux River Road.

To the Honorable the Minister for Lands, Sydney,—

The Humble Petition of the undersigned landholders and residents of the Cordeaux River, parish of Kembla,

RESPECTFULLY SHOWETH:—

1. That they are put to great hardship and inconvenience in consequence of a road delineated on the plan of the parish of Kembla, county of Camden, Land District of Wollongong, through the lands I 146, Patrick Collins', junr., 50 acres; James Young's I 143, 50 acres; Michael Casey's I 142, 50 acres; and Patrick Collins' I 130 (ex road), 100 acres being closed by J. T. Craddock, now the owner of the said 100 acres, having fenced across the said road, whereby we are prevented from getting access to the Cordeaux River Road.

2. That application has been made to the Municipal Council of Central Illawarra to have this road opened, which they have failed to do, in consequence of the said road not having been duly proclaimed.

3. That the road in question would be a great convenience to at least nine farms in the neighbourhood, and that it has been used by the residents for more than twenty years, and that if such was opened to the public it would not injure the properties through which it passes.

4. That no other practicable road can be got by which your petitioners can get their produce to market.

That you will be pleased to take the foregoing facts into consideration and grant us the redress asked.

As, in duty bound, your petitioners will ever pray.

THOMAS MACNAMARA, Freeholder.  
JOHN MORAN, Freeholder.  
MRS. MURPHY, Freeholder.

[Here follow twenty-four other signatures.]

#### No. 38.

The Under Secretary for Lands to F. Woodward, Esq., M.P.

Sir,

Department of Lands, Sydney, 27 July, 1888.  
With reference to your letter of the instant enclosing a communication from the Borough Council of Central Illawarra, and a petition from certain residents of the Cordeaux River district, respecting the proposed opening of a road through Collins', Casey's, and Collins' lands to the Cordeaux River Road, I have the honor to inform you that the District Surveyor has recently been asked to report as to the present public necessity for the establishment of the road in question, and that your letter under reply, with enclosures, will be forwarded to the Surveyor.

I have, &c.,

STEPHEN FREEMAN  
(For the Under Secretary.)

#### No. 39.

The Metropolitan and Coast District Surveyor to Mr. Licensed-Surveyor Chapman.

Proposed road at Cordeaux River through J. Craddock's 100 acres and 50 acres, J. Stewart's 50 acres, to Moran's Road, parish of Kembla, county of Camden.—No. 2,133.

16 August, 1888.

MR. LICENSED-SURVEYOR CHAPMAN is requested to be good enough to survey, and mark upon the ground the above road, for proclamation under the Act 4 William IV, No. 11, and to transmit Plan, Book of Reference, &c., in the usual manner.

JOHN W. DEERING,  
Metropolitan and Coast District Surveyor.

Returned to the Metropolitan and Coast District Surveyor with my plan and letter No. 24 of 21st September, 1888.—E. C. S. CHAPMAN, Licensed Surveyor.

#### No. 40.

Mr. Licensed-Surveyor Chapman to The Metropolitan and Coast District Surveyor.

Sir,

Marrickville, 21 September, 1888.  
I have the honor to transmit herewith the plan of a road known as Macnamara's Road at the Cordeaux River, in the parish of Kembla, county of Camden, extending from Moran's Road to the Cordeaux Road, and measured by me on the 19th instant in accordance with your instruction, No. 2,133 of the 16th August, 1888, on Roads 87—<sup>130</sup>/<sub>130</sub>.

2nd. When carrying out the actual survey, I found that there was no necessity to cause a severance of John Stewart's 50 acres, as the old reserved road is suitable for public traffic. The land is so scrubby that when I inspected the route, *vide* Roads 87-14<sup>2</sup>, I thought the road ran higher up the hills.

3rd. The old measured road along the back of M. Casey's, now J. Craddock's 50 acres, and William Shones' 36 acres is very rough throughout, and in many parts impassable.

4th. The route as surveyed by me through J. Craddock's 50 and 100 acres respectively will make a good road, and at the same time necessitate as little severance of those lands as possible, and be situated at a reasonable distance from his house and improvements, &c.

5th. The line of road measured by me passes over good sound country, and will make an excellent road, and of easy grade throughout.

6th. I found it most difficult to establish the original positions of the old measured road accepted by me, owing to the scrubby nature of the land and the age of the original surveys; in this way considerable time was unavoidably taken up.

7th. Should it be decided to fence the road through Craddock's land, I ascertained that a good 3-rail split fence could not be erected under 5s. per rod.

8th. The distances by me do not agree with the originals, but I carefully fixed the respective boundaries as nearly as I could from the marked trees found, &c., in every instance the original chain used appears to have been too long.

I have, &c.,

E. C. S. CHAPMAN,  
Licensed Surveyor.

Instruction No. 2,133 of 16th August, 1888, on roads 87-14<sup>2</sup>. Voucher No. 88-13,635, £21 10s. 6d., four days field; two days field, £16 16s. Account reduced with consent of Mr. Chapman Passed.—G.O.M., 15/3/88.

Transmitted,—JOHN W. DEERING, Metropolitan District Surveyor, B.C., 3/10/88. Roads Branch.

#### No. 41.

### The Acting Surveyor-General to The Under Secretary for Lands.

R. 3,577-1,603. Tracing herewith for the Police Office at Wollongong.

7 February, 1889.

THE accompanying plan and Book of Reference of road known as Macnamara's Road, viz., from Moran's Road at the eastern boundary of A. Haggett and W. Bartlett's 84 acres to Cordeaux Road, near the south boundary of P. Collins, now John Craddock's, 100 acres, parish of Kembla, county of Camden, are forwarded with the view to the opening of the line as a parish road, under the Act of Council 4, William IV, No. 11, in lieu of road confirmed in *Government Gazette* of 24th September, 1862, folios 1841 and 1869.

E. TWYNAM,

Acting Surveyor-General.

For approval.—F.H.W. S.F., 9/2/89.

Approved.—W.J.L., 11/2/89.

Minute, 18/2/89.

#### [Enclosure.]

BOOK of Reference of road known as Macnamara's Road, viz., from Moran's Road at the eastern boundary of A. Haggett and W. Bartlett's 84 acres, to Cordeaux Road, near the south boundary of P. Collins (now John Craddock's) 100 acres, parish of Kembla, county of Camden, to be opened as a parish road, under the Act of Council, 4 William IV, No. 11, in lieu of road confirmed in *Government Gazette* of 24th September, 1862, folios 1841 and 1869.

No.	Portion of Road.	Reputed owner.	Occupier.	Character of Land.	Bearings.	Length in chains.	Enclosures.	Character and state of preservation of fencing.	Cultivation.	Breadth of road.	Area.	Remarks.
	From Moran's Road, at the eastern boundary of Albert Haggett and Wyndham Bartlett's 84 acres, to the northern boundary of Michael Casey's, now John Craddock's, 50 acres.	Boundary	Road .....	Partly light soil and partly firm soil.	Southerly, easterly, and southerly.	68 10	None.	None.	None.	links. 50	a. r. p. 2 1 25	
	From the last-mentioned boundary to the Cordeaux River, within John Garrett's 36 acres, near the southern boundary of Patrick Collins (now John Craddock's) 100 acres.	John Craddock John Garrett.	John Craddock Peter Carr	Firm soil.	Southerly, south-westerly, and southerly.	46 33 (mean)	One.	Old and greatly decayed.	.....	50	2 1 10	Includes about 3 perches of John Garrett's 36 acres, occupied by P. Carr. Fences obstruct.

R. 3,577-1,603.

#### No. 42.

### Minute for The Governor and Executive Council.

Preliminary notification of road.

Department of Lands, Sydney, 18 February, 1889.

THE authority of His Excellency the Governor and the Executive Council is sought for the opening of the undermentioned line of road, as shown by the accompanying Plan and Book of Reference, in accordance with the provisions of the Act 4th William IV, No. 11, viz.:—Road known as Macnamara's Road, viz., from Moran's Road at the eastern boundary of A. Haggett and W. Bartlett's 84 acres to Cordeaux Road near the south boundary of P. Collins (now John Craddock's) 100 acres, parish of Kembla, county of Camden, in lieu of road confirmed in *Government Gazette* of 24th September, 1862; folios, 1841 and 1869.

WILLIAM JOHN LYNE.

The



The Executive Council advise that the intended formation of the road referred to be notified in terms of the said Act.—ALEX. C. BUDGE, Clerk of the Council. Min. 89/12, 19/2/89. Approved.—CARRINGTON, 19/2/89. Confirmed, 26/2/89. Bench, Wollongong, with Plan and Book of Reference, 28/2/89. Notified, 5/3/89; folio, 1,774. Clerk, Executive Council, 6/3/89. Advertised, 1/3/89. Await objections.

In view of all the circumstances and the fact that this road is to be opened in lieu of another road previously defined, I am of opinion that there is no alternative to confirmation, which is now recommended accordingly.—E. TWYNAM, 3/5/89. The Under Secretary.

Has anything transpired since preliminary notification to throw a doubt on the action of the Department in proclaiming this road?—W.H., 7/5/89.

No; but I was informed when writing my minute of the 3rd instant that Mr. Abbott, M.P., was taking active steps, on behalf of the proprietor, in opposing the opening of this road. Also, I observe that there is a notice of motion on the Business Paper for Tuesday, 21st instant, by Mr. Abbott, M.P., that the papers in this case be laid before Parliament.—E.T., 9/5/89. The Under Secretary.

Submitted.—W.H., 10/5/89. Should be confirmed.—S.F., 28/5/89. Approved.—J.N.B., 1/6/89.

#### No. 43.

#### The Under Secretary for Lands to The Bench of Magistrates, Wollongong.

Gentlemen,

Department of Lands, Sydney, 28 February, 1889.

I have the honor to forward, for deposit in the Police Office at Wollongong for public inspection and information, copies of Plan and Book of Reference of a road which is about to be opened as a parish road under the Act of Council 4th William IV, No. 11, viz.:—Road known as Macnamara's Road, &c., parish of Kembla, county of Camden.

2. Receipt of the Plan and Book of Reference must be acknowledged.

3. At the expiration of forty days you will be good enough to advise this Department as to whether the Plan and Book of Reference have been duly exhibited for public inspection.

I have, &c.,

H. CURRY

(For the Under Secretary).

#### No. 44.

#### Gazette Notice.

Department of Lands, Sydney, 5 March, 1889.

#### Preliminary Notification of Parish Roads.

His Excellency the Governor, with the advice of the Executive Council, having deemed it expedient to open and make the several parish roads mentioned in the schedule appended hereto, to be maintained at the expense of the parishes through which they pass, notice is hereby given that, in accordance with the provisions of the Act 4 William IV, No. 11, plans and books of reference showing the intended lines of the roads in question are now deposited at the office of the Surveyor-General in Sydney, and at the Police Offices mentioned.

It is requested that any well-grounded objections that may exist to the formation of the road in question may be transmitted in writing to the Clerk of the Executive Council, within one month from this date.

By His Excellency's Command,

WILLIAM JOHN LYNE.

#### SCHEDULE REFERRED TO.

Roads No.	Description of roads.	Names of reputed owners or occupiers through whose properties the roads pass.	Police Offices at which the plans and books of reference have been lodged.
87-129 R. 3,577.	Road known as Macnamara's Road, via Moran's Road, at the eastern boundary of A. Haggett's and W. Bartlett's 84 acres, to Cordeaux Road, near the south boundary of P. Collins' (now John Craddock's) 100 acres, parish of Kembla, county of Camden,—in lieu of road confirmed in <i>Government Gazette</i> of 24th September, 1862, folios 1841 and 1869.	Boundary roads; John Craddock; John Garrett; Peter Carr.	Wollongong.

#### No. 45.

#### The Under Secretary for Lands to The Clerk of the Executive Council.

Sir,

Department of Lands, Sydney, 6 March, 1889.

In drawing your attention to the notice in the *Government Gazette* of the 5th instant, respecting the intended formation of a parish road, viz., road known as Macnamara's Road, &c., parish of Kembla, county of Camden, I am directed to request that you will have the goodness at the end of one month from the date thereof to inform me whether any objections have been received by you in respect of the said road in pursuance of the notice alluded to.

I have, &c.,

H. CURRY

(For the Under Secretary).

[Six plans.]



R.276 1603

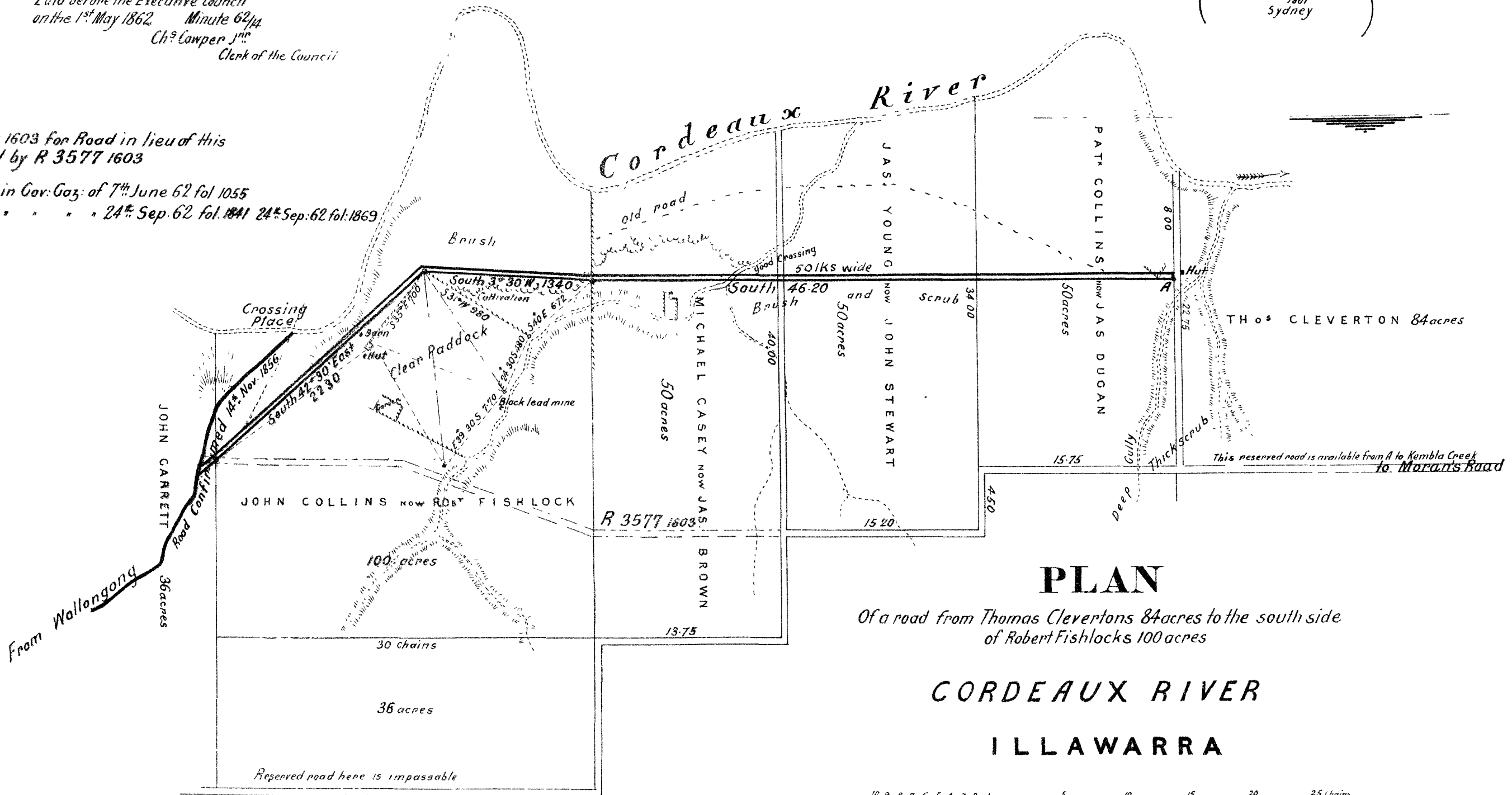
Enclosure to N<sup>o</sup> 2.

Laid before the Executive Council  
on the 1<sup>st</sup> May 1862 Minute 62/14  
Ch<sup>r</sup> Cowper J<sup>r</sup>  
Clerk of the Council

Surrey General's Office  
N<sup>o</sup> 11856 1861  
Sydney

See R 276 a 1603 for Road in lieu of this  
Superseded by R 3577 1603

Proclaimed in Gov. Gaz. of 7<sup>th</sup> June 62 fol. 1055  
Confirmed " " " 24<sup>th</sup> Sep. 62 fol. 1841 24<sup>th</sup> Sep. 62 fol. 1869



**PLAN**  
Of a road from Thomas Clevertons 84 acres to the south side  
of Robert Fishlocks 100 acres

**CORDEAUX RIVER**  
**ILLAWARRA**

10 9 8 7 6 5 4 3 2 1 0 5 10 15 20 25 Chains

Scale of Chains

Proposed to be opened as a Parish road under Act of Council 4 Wm. IV N<sup>o</sup> 11  
Road to be opened is shewn by a red line - See Note

Transmitted with my letter and book of reference  
of the same date

**NOTE**  
Red Line on Original shown thus  on this plan

John F. Mann  
L. Surveyor

6/27-21 Decembar 1801

Traced by John Elden  
Exd S F 6 8 8 9

PHOTO-LITHOGRAPHED AT THE GOVT. PRINTING OFFICE,  
SYDNEY, NEW SOUTH WALES.

(Sig. 602-)

R.276a 1603

Superseded by road Cat. R.35771603

Roads Streets Bridges Fences  
73 386  
Lands Department

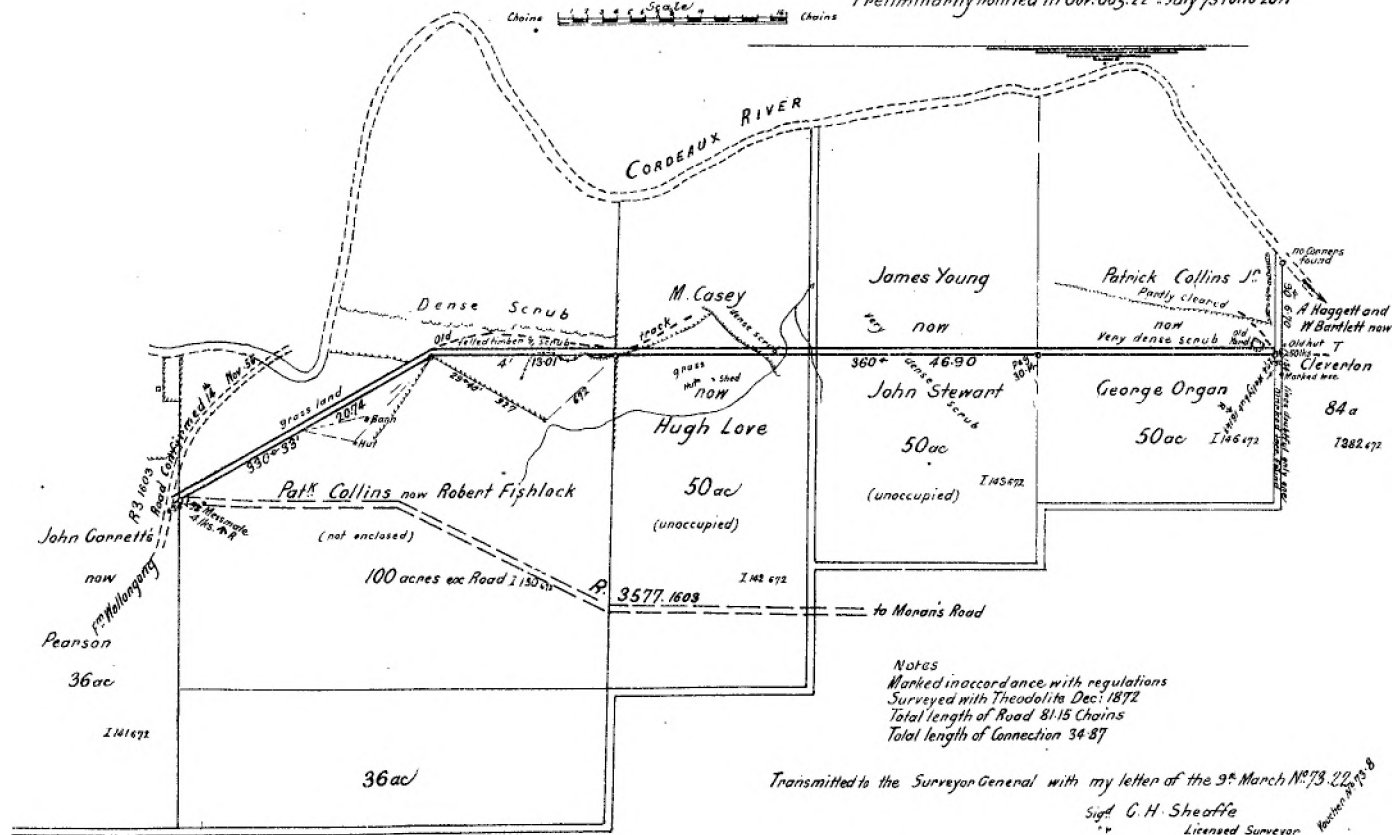
PLAN

of a road from a reserved road on the south of T. Cleverton's  
84ac to the road from Wallongong to the Cordeaux R<sup>r</sup> within J Gannett's 36ac  
Cordeaux R<sup>r</sup>  
County of Camden

Laid before the executive Council  
30<sup>th</sup> June 1873 Min: 73/30  
Alex. C. Budge  
Clerk of the Council

Proposed to be opened as a Parish Road under Act of Council A William IV N<sup>o</sup> 11  
in lieu of Road Confirmed in Govt Gazette 21 Sept<sup>r</sup> 1862 folio 1841 and 1869  
Road to be opened 50 lks wide shown by a Red band - Note Red band on Original, Shewn thus ===== on this plan  
Preliminary notified in Gov. Gaz: 22<sup>nd</sup> July 73 folio 2011

Chains 1 2 3 4 5 Scale 1/4000



Notes  
Marked in accordance with regulations  
Surveyed with Theodolite Dec: 1872  
Total length of Road 81.15 Chains  
Total length of Connection 34.87


Transmitted to the Surveyor General with my letter of the 9<sup>th</sup> March N<sup>o</sup> 73.22.473 B  
Sgd. G. H. Sheaffe  
Licensed Surveyor

Traced by J. Elder  
Ex<sup>h</sup> 5.16.89  
(Sig. 522-)

1876.139  
Lands Dep<sup>t</sup>

Enclosure to N<sup>o</sup> 22.

PLAN  
OF  
Road from Tho<sup>s</sup> Cleverton's 84ac to the South side  
of Rob<sup>t</sup> Fishlocks 100ac now Robert Wilson  
at the  
Cordeaux River

NB: The Road in question is shown thus 

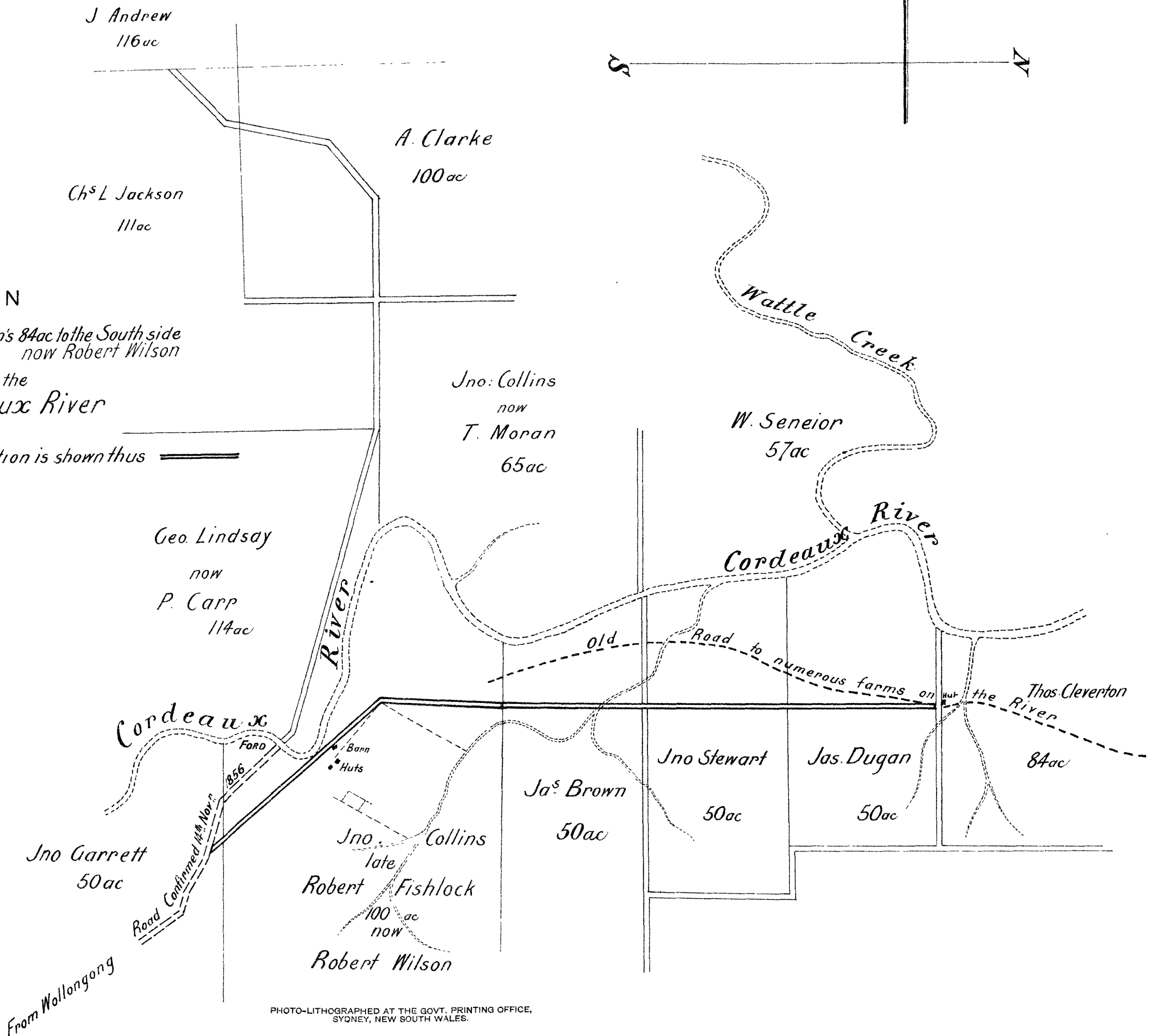
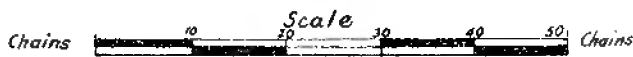


PHOTO-LITHOGRAPHED AT THE GOVT. PRINTING OFFICE,  
SYDNEY, NEW SOUTH WALES.

Inspected by *[Signature]*  
Exp<sup>d</sup> 25 Feb 84

(Sij. 602-)

Survey of  
100 ac. of land on the River Cordeaux near M<sup>r</sup> Kembla app<sup>d</sup> for by P. Collins  
County of Camden Parish of Kembla  
1848



Road shewn thus -  
Objected to by fishlock  
and now the subject  
of correspondence



Note

The present Road leading from Illawarra  
running through part of this land to be  
reserved 50 links wide the area  
of which is allowed for

Transmitted to the Deputy Surveyor General with letter and description  
bearing date Jan<sup>y</sup> 28<sup>th</sup> 1848

(S<sup>d</sup>) W<sup>m</sup> Shone  
Assist<sup>t</sup> Sur

Traced by John Elder  
Ex<sup>d</sup> S. F. 6. 8. 89  
(Sig. 602-)

With Papers  
 Rds 87 130 Inst N°1801 of 9th July 88  
 To accompany my Report N°17 of this date  
 to the Metro: Dist: Surveyor

E.C.S Chapman  
 L.S.  
 14th July 1888

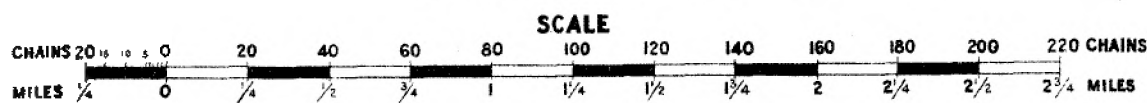
Enclosure to N° 36

(N° of Lith P. 89 122)



Second Edition

**PARISH OF KEMBLA**  
**COUNTY OF CAMDEN**  
*Land District of Wollongong*  
**EASTERN DIVISION N. S. W.**



Photolithographed at the Government Printing Office  
 Transferred to stone and proofed at the Surveyors General's Office, Sydney, N.S.W.  
 May 1889

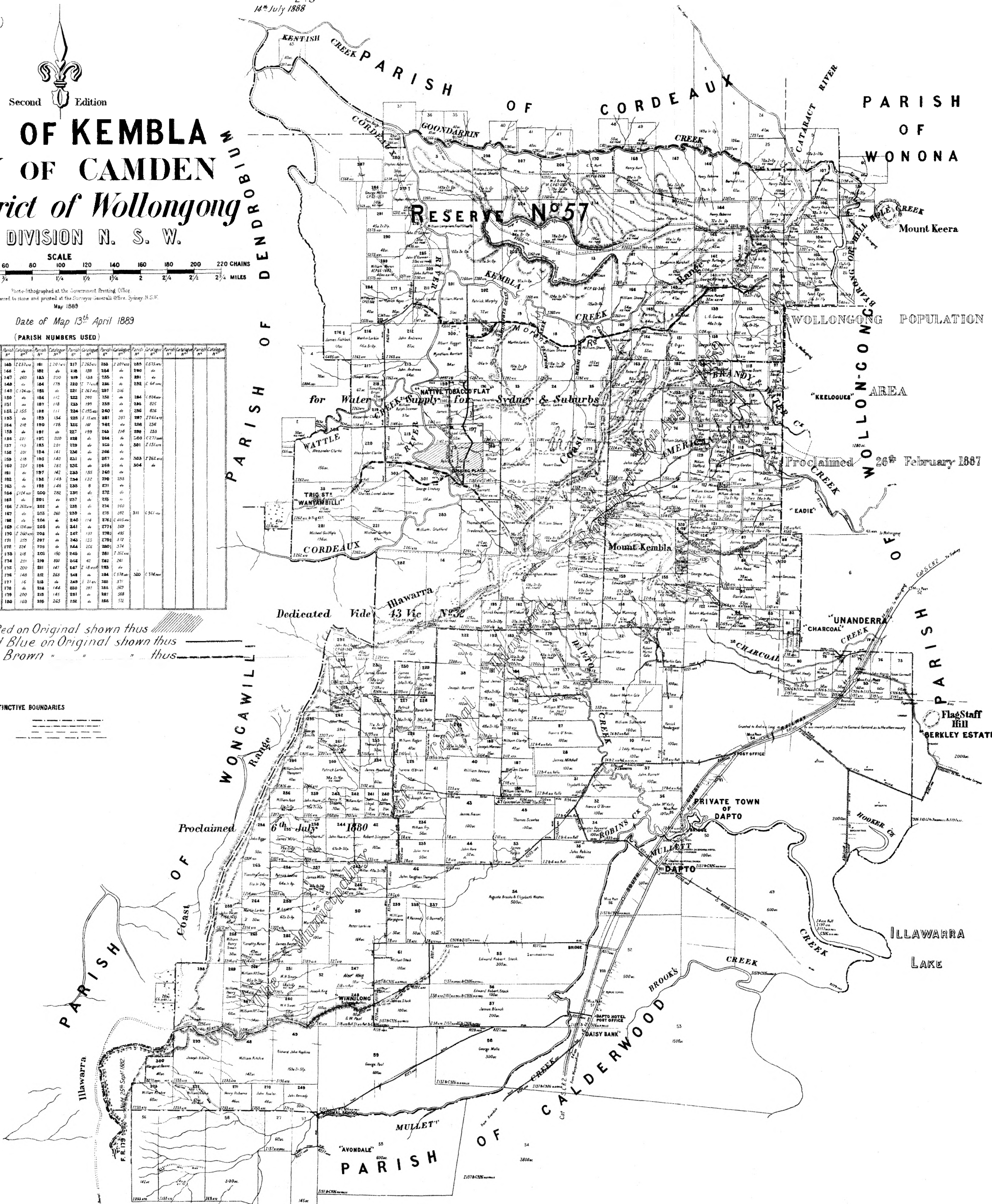
Date of Map 13th April 1889

(PARISH NUMBERS USED)

Parish	Section	Parish	Section	Parish	Section	Parish	Section	Parish	Section	Parish	Section	Parish	Section	Parish	Section
1	237	2	238	3	239	4	240	5	241	6	242	7	243	8	244
9	245	10	246	11	247	12	248	13	249	14	250	15	251	16	252
17	253	18	254	19	255	20	256	21	257	22	258	23	259	24	260
25	261	26	262	27	263	28	264	29	265	30	266	31	267	32	268
33	269	34	270	35	271	36	272	37	273	38	274	39	275	40	276
41	277	42	278	43	279	44	280	45	281	46	282	47	283	48	284
49	285	50	286	51	287	52	288	53	289	54	290	55	291	56	292
57	293	58	294	59	295	60	296	61	297	62	298	63	299	64	300
65	301	66	302	67	303	68	304	69	305	70	306	71	307	72	308

Portion tinted Red on Original shown thus   
 Road coloured Blue on Original shown thus   
 Road "Brown" " " " thus

**DISTINCTIVE BOUNDARIES**  
 Parish boundaries shown thus   
 Reserve boundaries shown thus   
 Municipal boundaries shown thus



Proclaimed 26th February 1867

(Sis 502)

PHOTO-LITHOGRAPHED AT THE GOVT. PRINTING OFFICE,  
 SYDNEY, NEW SOUTH WALES.

Checked by J Elder

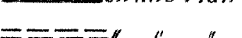

R3577 1603  
 Department of Lands  
 9 10 88  
 1887 130  
 15  
 Roads Branch

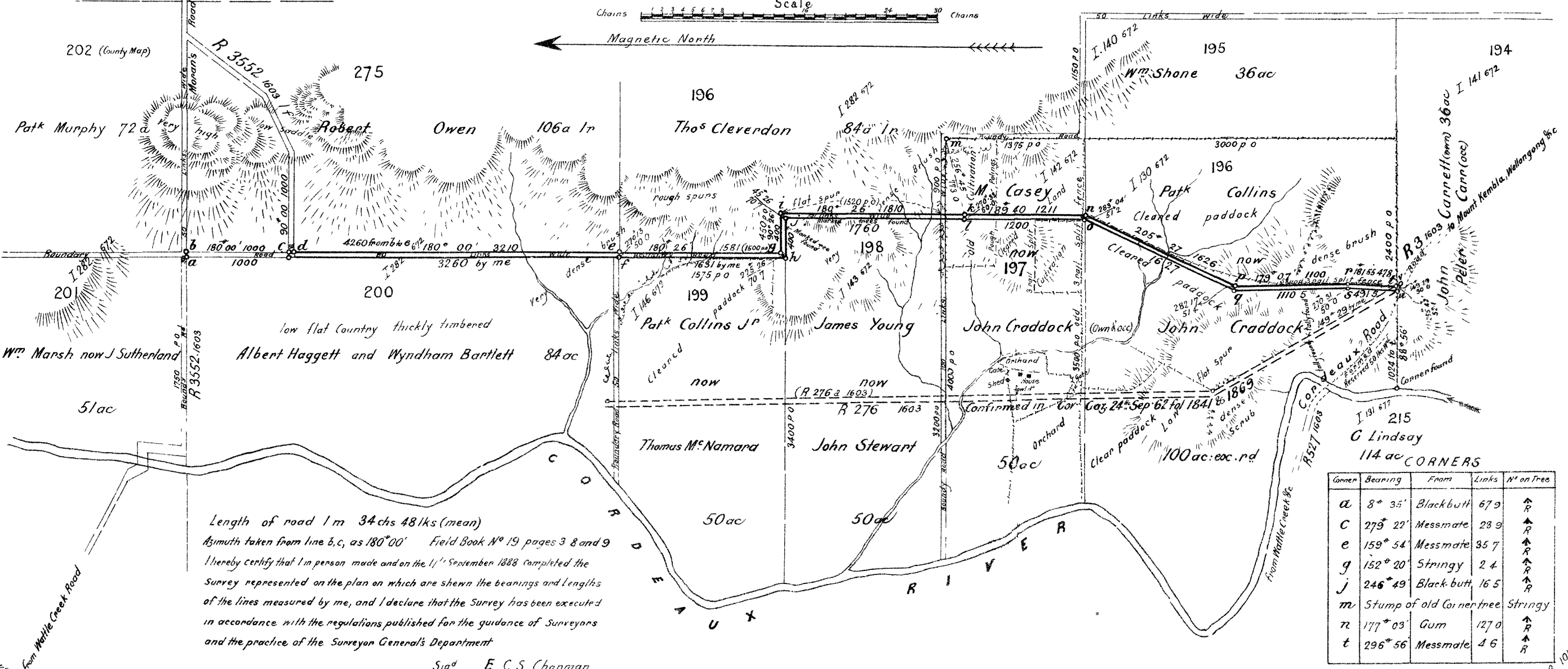
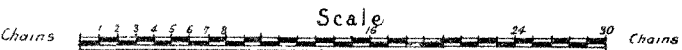
Preliminary Notified in Gov: Gazette of 5<sup>th</sup> March 1889 folio 1774

Laid before the Executive Council  
 on the 19<sup>th</sup> February 1889  
 Sig<sup>d</sup> Alex C Budge  
 Clerk of the Council

PLAN of McNAMARA'S ROAD in the PARISH of KEMBLA and COUNTY of CAMDEN

Road proposed to be opened under Act 4. William IV, N<sup>o</sup> 11. 50 links wide, shewn in red in lieu of road confirmed in Gov: Gaz: 24<sup>th</sup> Sep. 62 fol: 1841 & 1869 shewn in blue

NOTE Red on Original shewn thus  on this Plan Blue " " " thus  " " " " " " " " " " " "



Length of road 1 m 34 chs 48 lks (mean)  
 Azimuth taken from line b, c, as 180° 00' Field Book N<sup>o</sup> 19 pages 3 & 8 and 9  
 I hereby certify that I in person made and on the 11<sup>th</sup> September 1888 completed the Survey represented on the plan on which are shewn the bearings and lengths of the lines measured by me, and I declare that the Survey has been executed in accordance with the regulations published for the guidance of Surveyors and the practice of the Surveyor General's Department

Sig<sup>d</sup> E C S Chapman  
 Licensed Surveyor

Transmitted to the Metropolitan District Surveyor with my letter dated the 21<sup>st</sup> September 1888 N<sup>o</sup> 24

Corner	Bearing	From	Links	N <sup>o</sup> on Tree
a	8° 35'	Blackbutt	67.9	↑ R
c	279° 22'	Messmate	28.9	↑ R
e	159° 54'	Messmate	35.7	↑ R
g	152° 20'	Stringy	2.4	↑ R
j	246° 49'	Blackbutt	16.5	↑ R
m		Stump of old Corner tree		Stringy
n	177° 03'	Gum	127.0	↑ R
t	296° 56'	Messmate	1.6	↑ R

Large pegs marked R at all other Corners

You N<sup>o</sup> 68 10178 & 89 1885



1889.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

BRIDGES.

SCHEDULE SHOWING PROPOSED DISTRIBUTION OF VOTE FOR 1889—£37,670—SUBJECT TO SUCH RE-ARRANGEMENTS WITHIN THE LIMITS OF THE TOTAL VOTE AS EXIGENCIES MAY DEMAND.)

*Ordered by the Legislative Assembly to be printed, 24 April, 1889.*

SCHEDULE—BRIDGES—1889 ESTIMATES.

	£	s.	d.
1. Bridges, Mills' Creek and North Arm, Brunswick River, between Brunswick and Tweed River ... ..	300	0	0
2. Bridge and Approaches, Deep Creek, Road Casino to Sandy Creek ... ..	500	0	0
3. Bridge, Mummulgum Creek, Road Casino to Tabulam... ..	450	0	0
4. Bridge, Jiggi Creek ... ..	400	0	0
5. Bridge, Wilson's Creek, Road Clunes to Byron Bay ... ..	800	0	0
6. Bridges, Byron Creek, Road Clunes to Byron Bay ... ..	1,000	0	0
7. Bridge over Deep Creek, near junction to Solferino and Casino Roads—(Reconstruction)	250	0	0
8. Bridge, Blackman's Gully, on Solferino Road—(Reconstruction) ... ..	250	0	0
9. Bridge, Monk's Creek, Road Grafton to Copmanhurst—(Reconstruction) ... ..	250	0	0
10. Bridge at Eight-mile, Road Armidale to Grafton—(Reconstruction) ... ..	300	0	0
11. Bridge and Approaches over Darkwater Creek, Belmore River ... ..	1,800	0	0
12. Bridge, Camden Haven River, at Punt Crossing... ..	1,900	0	0
13. Bridge, Brown's Creek, Road Tinonee to Port Macquarie ... ..	700	0	0
14. Bridge at Uralla, Main North Road ... ..	3,000	0	0
15. Bridge, Apsley River, Walcha ... ..	1,500	0	0
16. Bridge, Lyndhurst Creek, on Road Armidale to Kangaroo Hills ... ..	300	0	0
17. Bridge, Peel River at Nundle—(Reconstruction) ... ..	1,000	0	0
18. Bridge, Cox's Creek, near Bando, Road Gunnedah to Coolah ... ..	700	0	0
19. Bridge, Yarraman Creek, Road Coonabarabran to Wingidgeon ... ..	450	0	0
20. Bridge in approach to Tulladunna Bridge ... ..	1,000	0	0
21. Bridge, Washpool, Stroud ... ..	1,200	0	0
22. Bridges on Road, Booral to Bulahdelah ... ..	250	0	0
23. Bridge on Road Gloucester to Copeland ... ..	225	0	0
24. Bridge, Melville Ford, Hunter River ... ..	1,500	0	0
25. Bridge over Mandagery Creek, Road Murga to Parkes ... ..	450	0	0
26. Bridge, Mullamuddy Creek ... ..	400	0	0
27. Bridge over Rouse Hill Creek ... ..	400	0	0
28. Re-decking Richmond Bridge ... ..	1,500	0	0
29. Bridge, Duck River, near Clyde ... ..	2,000	0	0
30. Bridge, Beckett's, Main Western Road, at Parramatta (Reconstruction) ... ..	1,500	0	0
31. Bridge, Prospect Creek, near Fairfield Railway Station ... ..	660	0	0
32. Bridge over Waite's Creek, Moss Vale ... ..	500	0	0
33. Bridge over Reedy Creek, Road Bega to Bodalla ... ..	400	0	0
34. Bridge at Tarago, on Lower Boro Road ... ..	350	0	0
35. Bridge over Crookhaven Creek ... ..	500	0	0
36. Bridge on Road Kiama to Shellharbour ... ..	350	0	0
37. Bridge, Broughton Creek, north of Broughton Village ... ..	1,000	0	0
38. Bridge and Approaches at Mullet Creek, on Main South Coast Road ... ..	550	0	0
39. Bridge, Eucumbene River, Cooma to Kiandra ... ..	800	0	0
40. Bridge, Strike-a-light Creek, Braidwood to Cooma ... ..	650	0	0
41. Bridge, Egan Creek Road Mangoplah to Yerong Creek Railway Station ... ..	300	0	0
42. Bridge over Creek at Costigan's, Road Albury to Wagga ... ..	290	0	0
43. Bridge, Tarcutta Creek, at O'Berne ... ..	600	0	0
44. Bridge, Billabong Creek, Yathong, near junction of Nowranie Creek ... ..	700	0	0
45. Bridges Gulgo and Deep Creeks, Road Wagga to Condobolin ... ..	745	0	0
46. Bridge, Wallamundra Creek, Road Wagga to Condobolin ... ..	400	0	0
47. Bridge, Box Creek, Road Balranald to Ivanhoe ... ..	1,000	0	0
48. Bridge, Wheeney Creek, at Colo ... ..	500	0	0
49. Bridge, Billyong Creek, Maude to Deniliquin ... ..	1,100	0	0
Total ... ..	£37,670	0	0



1889.

## NEW SOUTH WALES.

## LANDS FOR PUBLIC PURPOSES ACQUISITION ACT.

(RESUMPTION OF LAND, TOWNSHIP OF NARRANDERA, FOR APPROACH TO BRIDGE  
OVER THE MURRUMBIDGEE RIVER.)

Presented to Parliament, pursuant to Act 44 Vic. No. 16, sec. 6.

NOTIFICATION OF RESUMPTION OF LAND UNDER  
44 VICTORIA No. 16

NEW SOUTH WALES, } By His Excellency The Right Honourable  
to wit. } CHARLES ROBERT, BARON CARRINGTON,  
a Member of Her Majesty's Most  
(L.S.) Honourable Privy Council, Knight  
CARRINGTON, Grand Cross of the Most Distinguished  
Governor. Order of Saint Michael and Saint  
George, Governor and Commander-in-  
Chief of the Colony of New South  
Wales and its Dependencies.

WHEREAS I, the Governor aforesaid, with the advice of the Executive Council of the said Colony, have duly sanctioned the carrying out of certain works for and in connection with the construction of a Bridge over the Murrumbidgee River, in the township of Narrandera, in the said Colony, for and towards the completion of which said works public funds are available, and whereas the land hereinafter described is required for approaches to the said works: Now I, the Governor of the said Colony, with the advice of the Executive Council of the said Colony, in pursuance of the powers in this behalf given to or vested in me by the "Lands for Public Purposes Acquisition Act," do, by this notification, published in the Gazette, and in a newspaper, that is to say, in the "Narrandera Argus," circulated in the Police District wherein the said land is situated, declare that the land hereinafter described has been resumed for the public purposes hereinafter mentioned, that is to say, for and in connection with the approaches to the above Bridge, to the intent that, upon the publication of this notification in the Gazette, the legal estate in the said land shall forthwith be vested in the Minister for Public Works and his successors, on behalf of Her Majesty, for the purpose of the said last-mentioned Act, for an estate of inheritance in fee simple in possession, freed and

discharged from all trusts, obligations, estates, interest, contracts, charges, rates, rights-of-way, or other easements whatsoever; and to the intent further that the legal estate therein, together with all powers incident thereto or conferred by the said Act, shall be vested in the said Minister as a trustee with the powers stated in the said last-mentioned Act. And I declare that the following is the description of the land hereinbefore referred to, that is to say:—

All that piece or parcel of land situate in the township of Narrandera, in the county of Cooper, Colony of New South Wales, being allotment 2 of section 26 of the original subdivision of the said township containing 1 acre 2 roods and 19 perches, now or formerly the property of S. I. Flood. Bounded on the north by Gundagai-street: Commencing at a point on the south side thereof, distant 2 chains easterly from its intersection with the east side of Adams-street being the north-east corner of allotment 1 and bearing easterly 2 chains; on the east by a line bearing southerly to the Murrumbidgee River dividing it from allotment 3; on the south by a line westerly along the bank of that river 2 chains more or less to the south-east corner of allotment 1; and on the west by a line bearing northerly dividing it from that allotment, to the point of commencement.

In witness whereof, I have hereunto set my Hand, and caused the Great Seal of the Colony to be hereto affixed, at Government House, Sydney, this twenty-third day of September, in the year of our Lord one thousand eight hundred and eighty-nine, and in the fifty-third year of Her Majesty's Reign.

By His Excellency's Command,

BRUCE SMITH.

GOD SAVE THE QUEEN!



1889.

NEW SOUTH WALES.

**RAILWAYS AND TRAMWAYS.**

(QUARTERLY REPORT OF RAILWAY COMMISSIONERS, ENDING DECEMBER, 1888.)

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

Offices of the Railway Commissioners of New South Wales,  
31st January, 1889.

TO THE HONORABLE THE MINISTER OF RAILWAYS,—

Sir,

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

- (I.) "The state of the traffic returns, with the approximate cost and earnings of trains, per ton,\* per train mile, in respect of goods and passengers respectively, carried during the past quarter."
- (II.) "The general condition of the lines, and accommodation for the traffic."
- (III.) "The special rates, if any, which have been made, and the reasons for making such rates."
- (IV.) "The appointments and removals of employes, with the circumstances attending each case."

I.—STATE OF THE TRAFFIC, &c.

Railways.	Quarter ending 31st December, 1887.	Quarter ending 31st December, 1888.
Revenue from all sources ... ..	£671,253	£757,881
Expenditure ... ..	£422,994	£419,150
Number of passengers ... ..	3,789,015	4,170,043
Tons of goods... ..	830,511	688,150
Tons of live stock ... ..	17,603	29,805
Train miles run ... ..	1,724,439	2,097,116
Earnings per train mile ... ..	7/9½	7/2¾
Expenditure per do ... ..	4/10¾	4/-

\* The information as to the earnings per ton per train mile, the officers state, cannot be given, as such a large proportion of the train mileage is used for carrying both goods and passenger traffic.

Tramways.	Quarter ending 31st December, 1887.	Quarter ending 31st December, 1888.
Revenue from all sources ... ..	£57,986	£62,408
Expenditure ... ..	£58,849	£58,326
Number of fares collected ... ..	13,130,373	14,346,102
Train miles run ... ..	340,110	377,386
Earnings per train mile ... ..	3/5	3/3 $\frac{1}{4}$
Expenditure per do. ... ..	3/5 $\frac{1}{2}$	3/1

The falling off in the tonnage of goods carried (over 140,000 tons) is due to the suspension of the work at the collieries in the Newcastle District, owing to the strike of the miners.

#### II.—CONDITION OF THE LINES.

The report of the Engineer for Existing Lines is printed as an appendix, page 5.

#### III.—SPECIAL RATES.

The special rates authorized are printed in an appendix, page 5.

#### IV.—STAFF.

This information will be found on pages 6, 7, and 8.

#### GENERAL REMARKS.

The Commissioners entered upon their duties on the 22nd October, 1888, and since that date have travelled over and inspected the entire system of railways placed under their charge.

##### *Condition of the Lines.*

The Commissioners have found, on their personal inspection of the lines, that a considerable amount of money will have to be spent out of revenue in excess of what has been done in the past in painting station-buildings and in relaying the permanent way with steel rails, as a large quantity of the original rails and light chairs, weighing only 25lb. each, which were put in many years ago, are still in the roads, and the rails show much signs of wear. The Commissioners hope, however, to be able to effect economies in various ways, so as to meet this additional expenditure to a great extent.

##### *Rolling-stock.*

The rolling-stock generally is far from being in a satisfactory state, very little painting having been done for years past; and a large number of antiquated carriages with open sides are still standing on the books at their original value. Many of these carriages cannot be brought into use for the ordinary and general traffic, and consequently difficulty is often experienced in providing sufficient rolling-stock for the ordinary working. We propose to renew these vehicles out of revenue as soon as possible.

The locomotives are also needing much attention, as when we took office no less than 74 out of a total of 429 engines were under or waiting repairs.

Revenue

Revenue in future years should, in our opinion, be called upon to bear much larger sums for replacing engines, waggons, and carriages than has been the case in past years, instead of adding to the stock at the expense of the capital account, except to meet increased traffic and opening of new lines.

There are no less than 42 types of locomotives, and the types of carriages and waggons are also numerous, making it very expensive to maintain the stock, contributing to its being kept out of work much longer than should be the case when repairs are required, and also necessitating a greater amount of stores being kept on hand than would be the case under a different system. Plans are being prepared for standard types of engines, carriages, and waggons, and we hope by adopting greater uniformity and consequent interchangeability of parts in a few years to materially improve the rolling-stock without increasing the expenses.

There have been great complaints throughout the Colony regarding the inability of the Department to provide waggons for the conveyance of live stock. This, as is well known, has arisen partly in consequence of the live-stock vehicles not having been increased since 1885, in consequence of a decision not having been arrived at regarding the "combination truck"; the traffic has also been unusually heavy. After carefully considering the question in all its bearings with the principal officers of the Department, we came to the conclusion that, although theoretically there was a good deal to be said in favour of the combination truck, yet in the actual daily working of the railways the advantages gained would not justify us in paying the largely-increased cost of constructing such trucks; we have therefore ordered 100 cattle-waggons and seventy-five sheep-vans of the ordinary type, and this addition to the stock will, we think, meet the present requirements of the country.

#### *Accommodation for the Traffic.*

Throughout the country we found the accommodation generally sufficient for the traffic, the stations and sidings having originally been well laid out. A good number of requirements of a minor character were, however, brought before us, which will be dealt with. On some of the sections of the lines opened in the early days of railways, such as at Newcastle, Maitland, &c., it will be necessary to spend a considerable sum of money at an early date to facilitate the growing trade.

Several collieries are being opened out between Hamilton Junction and Teralba, and it may be necessary ere long to continue the duplication of the short piece of double line authorized from Hamilton Junction to Adamstown as far as Teralba, a length of 9 miles.

The suburban traffic of Sydney calls for an early decision regarding the extension of the railway from Redfern into the city, as, unless the line is carried further into the city (which course we strongly recommend, as not only will it be a great convenience to the public, but will, in our opinion, ensure a large development of traffic), the station at Redfern must be rearranged and considerably enlarged. We have authorized a modification of the existing lines at the Redfern Station, so as to give slight relief for a time.

The quadrupling of the lines from the city to Homebush, and the doubling of the line from Granville to Liverpool, must also be proceeded with at an early date.

The

The goods traffic of Sydney requires consideration at our hands, as the long cartage to Redfern Station, and the inadequate accommodation there, does not afford satisfaction to the public, and a plan is under consideration for providing a new outwards goods depôt at Darling Harbour.

*Tramways.*

The rolling-stock for the tramways was found to be very deficient, and so soon as it was decided by Parliament not to lease the lines we called for tenders for the construction of twenty-four additional cars, eight of which will be delivered by the month of March and the remainder early in June. When these vehicles are available the requirements of the public will be much more satisfactorily met, and we anticipate a considerable increase in traffic in consequence.

We have the honor to be,

Sir,

Your most obedient Servants,

E. M. G. EDDY,

W. M. FEHON,

CHARLES N. J. OLIVER,

} Railway  
Commissioners.



## APPENDIX.

## APPENDIX 1.

## Minute from Engineer for Existing Railways to Secretary for Railways.

Department of Public Works, Railway Branch, Existing Lines,  
Engineer's Office, Sydney, 14 January, 1889.

*Subject* :—Report on condition of lines, quarter ending 31st December, 1888.

As directed in the Commissioner's M. P. 88-22,178, I have the honor to report as follows on the condition of the Railways and Tramways under my charge, for the quarter ending 31st December, 1888:—

The Railway Lines generally have been maintained in good running order, with the exception of a few places, where, on account of the settlement of the banks and other causes, roughness has been found, and difficulty experienced in keeping a good running top on the road.

Between Picton and Albury, on the Southern Line, the need for early renewal of the rails is beginning to make itself apparent; and from Goulburn, southerly, the work of renewing the sleepers has had to be continued with as much despatch as possible. The sleepers on the Cooma Line, as far as Bungendore, are also decaying rapidly.

The newly-opened portion of the Illawarra Line, between Waterfall and Clifton, has given trouble, more especially near Stanwell Park. At this place there are heavy embankments which are not yet consolidated, and require the closest attention to keep them safe for traffic. The road over them needs lifting from end to end after every rainfall, and considerable time must elapse before their condition can be regarded as satisfactory.

On the Western Line, from Orange to Wellington, the road is rough and knotty in places in consequence of the decayed condition of the sleepers, which are being replaced as rapidly as practicable, and there are soft spots on the banks and at bridge ends from Wellington to Nevertire. Between Nevertire and Nyngan the permanent-way is very rough and difficult to keep in even fair running order. The formation on this section is of a soft and spongy character, and the ballast is not of a suitable quality to form a solid road-bed; consequently the road is too lively, and is knocked out of line by passing trains, which here travel at a high rate of speed. From 490 miles to Bourke there are long banks of black soil which go down and give trouble after every rainfall, and in continuous wet weather render it necessary to reduce speed over them.

The cuttings between 136 miles and 142½ miles, on the Mudgee Line, continue to slip, so that the night patrol is still necessary to ensure the safety of trains passing over that portion of the line.

The bridges have been carefully attended to, but there are several of the timber structures in the Metropolitan District which will require extensive repairs or renewal at no distant date.

The Tramway Lines have been kept in good order and condition, although on portions of the Metropolitan Lines the rails are much worn, and will require to be renewed at an early date.

The relaying and wood-paving of the lines from Hunter-street to Liverpool-street, and from Elizabeth-street to College-street, have been completed. The whole of the line from Redfern Station to the terminus is now laid with heavy rails, and the greater portion wood-paved, which will enable the maintenance expenses of this section to be considerably reduced.

GEORGE COWDERY.

## APPENDIX 2.

## New South Wales Government Railways.

STATEMENT, in accordance with clause No. 44 of the Railway Act, showing the special rates which have been made, and the reasons for making such rates, quarter ending 31st December, 1888.

Article.	Rate.	Reason for such Rates.
Bismuth .....	3rd class .....	High value of mineral, and would bear higher rate.
Glass .....	4th class .....	To be charged same as plate-glass.
Bricks .....	10 miles and under, 1s. 3d. per ton; 11 and 12 miles, 1s. 4d. per ton; 13 and 14 miles, 1s. 5d. per ton; 15 miles, 1s. 6d. per ton. Subject to miscellaneous class conditions.	To encourage the brickmaking industry.
Butter-kegs and cases empty return..	Free .....	In consideration of full loading one way, and to encourage the trade.
Starving stock.....	25 per cent. reduction on ordinary rates .....	In order to assist the owners of stock during the drought.
Permanent-way material .....	"B" rate, plus loading and unloading charges if done by Department.	Former rate considered too high.
Poultry and sucking-pigs in coops and cases.	By measurement, 140 cubic feet to the ton. 1st-class rates for 1 ton and upwards; 2nd-class for less than 1 ton.	To provide that suitable coop is sent.
Wooden hurdles .....	1st class.....	No rate previously fixed.
Goods wrongly described on "consigning notes," causing them to be booked at wrong rates, and consequent application for refund.	Penalty of 10 per cent. on correct rate is now abolished	Considered that the penalty should not be continued.
Live stock carried for various owners in the same waggon.	The 25 per cent. additional charge is now cancelled ...	To encourage traffic.
Grain carried on down journey from shipping ports.	The charge of 20 per cent. added to "A" rate is now repealed.	In view of the failure of the crops in the interior.
Grain only, not ground grain or flour	To be charged the same rate on the down as on the up journey.	" "
Empties .....	Small baskets, one in the other, to be treated as single packages.	As it is practically one parcel.

APPENDIX 3.

## APPENDIX 3.

## NEW SOUTH WALES GOVERNMENT RAILWAYS AND TRAMWAYS.

RETURN, in accordance with Clause No. 44 of the Railway Act, showing the Appointments of Employés from 1st October to 31st December, 1888.

Date.	Name.	Position.	Rate of Pay or Salary.	Remarks.
HEAD QUARTER'S STAFF.				
1 Dec.....	Angus, James*	Civil Engineer .....	£600 .....	
6 ,, .....	Neale, D. H.*	Mechanical Engineer .....	£550 .....	
TRAFFIC AUDITOR'S BRANCH.				
16 Oct.....	Fawns, C. H. ....	Clerk .....	£50 per annum...	
1 Dec.....	Hayes, J. J. ....	" .....	£125 per annum, and 10s. per day for Sunday work.	Transferred from Traffic, Tramways.
LOCOMOTIVE ENGINEER'S BRANCH.				
1 Oct. ....	White, Robert .....	Irondresser .....	8/- per day .....	
1 ,, .....	Hennessey, William .....	Labourer .....	6/- .....	
1 ,, .....	Warton, Charles .....	Cleaner .....	5/- .....	
1 ,, .....	King, James .....	" .....	5/- .....	
2 ,, .....	Wood, Patrick .....	Labourer .....	6/- .....	
2 ,, .....	Doyle, Ambrose .....	Apprentice .....	7/8 .....	
2 ,, .....	Jones, Robert .....	Waggon-builder .....	9/6 .....	
2 ,, .....	Nolan, J. ....	Cleaner .....	5/- .....	
2 ,, .....	Byrnes, James .....	" .....	5/- .....	
2 ,, .....	Baker, Alfred .....	Waggon-builder .....	9/4 .....	
3 ,, .....	Bert, Samuel .....	Oiler .....	5/- .....	
4 ,, .....	M'Leod, James .....	Ironmoulder .....	10/- .....	
5 ,, .....	White, David .....	Apprentice .....	1/9 .....	
5 ,, .....	Rose, Henry .....	Turner .....	10/- .....	Transferred from Tramways.
5 ,, .....	Ogden, Robert .....	" .....	10/- .....	
9 ,, .....	Horsfield, Thomas .....	Brass-moulder .....	10/6 .....	" " "
10 ,, .....	Arnold, Henry .....	Tinsmith .....	9/- .....	
11 ,, .....	Tregarthen, Richard .....	Waggon-builder .....	9/6 .....	
16 ,, .....	Pratt, Edward .....	Boiler-maker .....	9/4 .....	
18 ,, .....	M'Carthy, Michael .....	Labourer .....	6/- .....	
20 ,, .....	Best, Frederick .....	Office-boy .....	1/8 .....	
22 ,, .....	Nicholls, William .....	Labourer .....	6/- .....	
22 ,, .....	Lovett, John .....	" .....	6/- .....	
22 ,, .....	Glasson, William .....	" .....	5/- .....	
22 ,, .....	Muir, William .....	Cleaner .....	5/- .....	
22 ,, .....	Mountain, E. ....	" .....	5/- .....	
22 ,, .....	Burridge, C. ....	" .....	5/- .....	
23 ,, .....	Berg, Frank O. ....	Assistant machinist .....	6/6 .....	
23 ,, .....	Neale, Henry .....	Fireman .....	10/- .....	
24 ,, .....	Glen, Robert .....	Fitter .....	10/- .....	
24 ,, .....	White, Arthur .....	" .....	10/- .....	
24 ,, .....	Thomas, J. ....	Cleaner .....	5/- .....	
24 ,, .....	Cook, R. ....	Fireman .....	9/- .....	
25 ,, .....	Aspinall, Edwin .....	Fitter .....	10/- .....	
25 ,, .....	Brogan, James .....	Boiler-maker's laborer .....	6/- .....	
26 ,, .....	Mills, James .....	Labourer .....	6/- .....	
26 ,, .....	Brown, John .....	" .....	6/- .....	
26 ,, .....	Patterson, Hugh .....	Boiler-maker .....	11/- .....	
26 ,, .....	Singleton, William .....	Labourer .....	3/- .....	
26 ,, .....	Paul, H. ....	Apprentice .....	3/6 .....	
29 ,, .....	Seatou, Frank .....	Labourer .....	6/- .....	
29 ,, .....	Donohoe, James .....	Boiler-maker .....	9/4 .....	
29 ,, .....	Foley, William .....	" .....	9/4 .....	
29 ,, .....	Cram, James* .....	" .....	9/4 .....	
29 ,, .....	Braddon, William* .....	" .....	9/4 .....	
29 ,, .....	Wagg, Arthur* .....	Labourer .....	6/- .....	
29 ,, .....	Wenham, William .....	" .....	6/- .....	
29 ,, .....	Conway, Patrick* .....	Labourer .....	6/- .....	
29 ,, .....	Hackert, Michael .....	Striker .....	7/- .....	
29 ,, .....	Morrison, George* .....	" .....	7/- .....	
29 ,, .....	M'Ardle, John .....	" .....	7/- .....	
29 ,, .....	Fraser, Duncan .....	Ironmoulder .....	10/- .....	
29 ,, .....	Park, Henry H. ....	General works manager .....	£500 per annum	
30 ,, .....	Osborne, William* .....	Driver, steam-crane .....	7/- per day .....	
1 Nov. ....	Harris, Thomas .....	Irondresser .....	6/- .....	
2 ,, .....	Harris, James .....	Striker .....	7/- .....	
2 ,, .....	Smith, George .....	Boiler-makers' assistant .....	6/- .....	
3 ,, .....	M'Ewan, E.* .....	Cleaner .....	6/- .....	
5 ,, .....	Christie, Thomas .....	Coppersmith .....	10/- .....	
5 ,, .....	Dickenson, Benjamin .....	Office-boy .....	2/6 .....	" " "
12 ,, .....	Maxwell, Henry .....	Coppersmith .....	10/8 .....	" " "
13 ,, .....	Hartman, Frederick .....	Boiler-maker .....	10/- .....	" " "
13 ,, .....	Ellis, James .....	Boiler-makers' assistant .....	7/- .....	" " "
26 ,, .....	Lovell, William* .....	Striker .....	7/- .....	" " "
10 Dec. ....	Connor, P.* .....	Cleaner .....	5/- .....	
16 ,, .....	Davy, Frederick .....	Inspector new locomotives .....	£300 per annum	" " "
17 ,, .....	Evans, Thomas .....	Fitter .....	11/4 per day .....	" " "
24 ,, .....	Close, Alfred* .....	Office-boy .....	10/- per week .....	" " "

\* Appointments made under present administration.

Date.	Name.	Position.	Rate of Pay or Salary.	Remarks.
<b>TRAFFIC BRANCH.</b>				
1 Oct.	Meehan, Michael J.	Probationer	2/6 per week.	
12 "	Hazel, Caroline	Gatekeeper	2/6 "	
12 "	Brown, Kate	"	5/- "	
22 "	Robertson, Margaret	"	5/- "	
1 Nov.	Kennedy, Arthur*	Probationer	2/6 "	
1 "	Roberts, Edward L.*	"	2/6 "	
1 "	Elkin, Thomas*	Messenger	10/- "	
7 "	Arrowsmith, John*	Probationer	2/6 "	
19 "	Fridham, William*	"	2/6 "	
22 "	Shepperd, Charles*	"	2/6 "	
<b>TRAMWAYS—LOCOMOTIVE BRANCH.</b>				
18 Oct.	M'Ginley, Neil	Cleaner	5/6 per day.	
19 "	Bradley, George	"	5/6 "	
19 "	Lyons, William	"	5/6 "	
20 "	Harland, Thomas	"	7/6 "	
20 "	Austin, Alfred	"	5/6 "	
20 "	Walker, Walter W.	"	5/6 "	
20 "	Beckmann, Julius	"	5/6 "	
22 "	Byrne, Harold	Apprentice	8d. "	
22 "	Hewitt, John	"	8d. "	
23 "	Clayton, Robert	Fuelman	6/- "	
23 "	Strachan, Charles E.	Cleaner	5/6 "	
8 Nov.	Jessop, Frederick*	"	5/6 "	
<b>TRAMWAYS—TRAFFIC BRANCH.</b>				
4 Oct.	Meyn, Thomas	Ticket Clerk	7/- per day.	
15 "	Wigg, G.	Flagman	6/- "	
23 "	Barlow, W.	Car-cleaner	7/- "	
20 "	Cantwell, F. C.	Assistant Conductor	6/- "	
20 "	Hesley, Maurice	"	6/- "	
20 "	Du Bédat, W. J.	"	6/- "	
20 "	Herford, George	"	6/- "	
20 "	Blake, J. B.	"	6/- "	
20 "	Payne, Christopher	"	7/- "	
19 Dec.	Campbell, W.*	"	6/- "	
18 "	Manson, W.*	"	7/- "	
18 "	White, Thomas*	"	7/- "	

\* Appointments made under present administration.

#### APPENDIX 4.

#### NEW SOUTH WALES GOVERNMENT RAILWAYS AND TRAMWAYS.

RETURN, in accordance with Clause No. 44 of the Railway Act, showing the Removals of Employés from 1st October to 31st December, 1888.

Date.	Name.	Position.	Rate of Pay or Salary.	Remarks.
<b>SECRETARY'S BRANCH.</b>				
12 Nov.	Mosely, William	Clerk	£220 per annum	Resigned.
<b>ACCOUNTANT'S BRANCH.</b>				
31 Oct.	Board, Percy	Clerk	£200 "	Resigned.
<b>TRAFFIC AUDITOR'S BRANCH.</b>				
Nil.				
<b>ENGINEER FOR EXISTING LINES BRANCH.</b>				
5 Oct.	Gathercole, Robert	Ganger	9/- per day	Deceased.
12 "	Croaker, William	Labourer	7/6 "	Resigned.
18 "	Phillips, Frank	"	7/6 "	"
19 "	Dawson, Joseph	"	7/6 "	Dismissed.
19 "	Curtin, James	"	7/6 "	Deceased.
20 "	Bewick, George	District Engineer	£550 per annum	Retired.
1 Nov.	Pepper, George	Labourer	7/6 per day	Deceased.
7 "	Hunt, Charles	Ganger	9/- "	Resigned.
20 "	Archard, George	Labourer	7/6 "	"
22 "	Turner, John	"	7/6 "	"
24 "	Porter, Thomas	Ganger	9/- "	Dismissed.
28 "	Howard, A.	Labourer	7/6 "	Deceased.
2 "	Hawkins, John	"	7/6 "	Resigned.
28 "	Gillespie, James	"	7/6 "	"
30 "	Davidson, Percy	Resident Engineer	£375 per annum	"
30 "	Touch, John Edward	Assistant Engineer	£240 "	"
1 Dec.	Bedford, Young	Labourer	7/6 per day	Dismissed.
6 "	Edwards, Frederick	"	8/- "	Deceased.
8 "	Tinker, George	"	7/6 "	Dismissed.
8 "	Williams, John	"	7/6 "	"
8 "	Sheehan, Michael	Ganger	9/- "	"
10 "	Wallwork, Ernest	Apprentice	8d. "	Resigned.
14 "	Mills, William	Labourer	7/6 "	Deceased.
31 "	Jones, Thomas	Ganger	9/- "	Resigned.
31 "	Payne, Charles	"	9/- "	Deceased.

Date.	Name.	Position.	Rate of Pay or Salary.	Remarks.
<b>LOCOMOTIVE ENGINEER'S BRANCH.</b>				
2 Oct.	Garland, James	Fireman	8/- per day	Resigned.
16 "	Bourke, Patrick	Labourer	7/6	Deceased.
12 "	Boone, John	Driver	15/-	Retired.
9 "	M'Etie, Patrick	Painter	12/8	Deceased.
5 "	Evans, R.	Cleaner	5/-	Resigned.
17 "	Moore, Frank	Labourer	6/-	"
18 "	M'Goldrick, J.	Fuelman	6/6	Deceased.
21 "	Graham, John	do	7/6	Resigned.
23 "	Galley, J. M.	Waggon-builder	10/-	"
29 "	Pollack, Andrew	Cleaner	6/-	Dismissed.
2 Nov.	O'Donald, Bernard	Fuelman	7/6	Deceased.
1 "	Tokley, G. A.	Cleaner	5/-	Resigned.
1 "	Gaskill, J. H.	do	6/-	"
10 "	Jones, John	Labourer	7/6	Deceased.
11 "	Willsper, John	Vyceman	8/6	"
15 "	Corcoran, P.	Fuelman	6/-	Dismissed.
23 "	Monk, Thomas	Waggon-builder	9/6	Resigned.
23 "	Dann, John	Pumper	8/8	Deceased.
23 "	Creer, William	Ironmoulder	11/2	"
23 "	Crawford, Frank	Apprentice	3/6	Resigned.
27 "	Beveridge, Robert	do	2/6	"
28 "	Fletcher, William	Clerk	£3 10s. per week.	"
29 "	M'Dermott, James	Cleaner	5/- per day	"
12 Dec.	Marshall, William	Boilermaker	10/6	"
12 "	Mathews, John	Waggon-builder	11/-	Deceased.
13 "	Fitton, Thomas	Brass-finisher	10/6	Resigned.
13 "	Adams, Paul	Clerk	£65 per annum.	Dispensed with through re-trenchment.
13 "	Warton, Charles	Cleaner	5/- per day	Resigned.
19 "	Rawcliffe, James	Fuelman	7/6	Dismissed.
21 "	Roberts, George	Clerk	£95 per annum.	Dispensed with through re-trenchment.
22 "	Harper, James	Patternmaker	10/6 per day	Dismissed.
15 "	Plunkett, Thomas	Fireman	8/-	Deceased.
<b>TRAFFIC MANAGER'S BRANCH.</b>				
8 Oct.	Sydney, Frederick	Goods clerk	£180 per annum	Resigned.
8 "	Beckles, George	Porter	7/- per day	Dismissed.
11 "	Stoddart, Mrs.	Gatekeeper	7/6 per week	Resigned.
18 "	Burroughs, Frank	Clerk	7/- per day	"
21 "	Flood, Mrs.	Gatekeeper	2/6 per week	"
22 "	Foley, Mrs.	do	Free house	"
26 "	Wilson, James	Porter	7/6 per day	"
26 "	Corrigan, Thomas	do	4/6	Dismissed.
31 "	Patfield, George	Operator	£95 per annum.	"
3 Nov.	O'Brien, John	Clerk	£180 per annum	Resigned.
5 "	Brown, John	Porter	6/- per day	"
16 "	Wall, John	Gatekeeper	45/- per week	Deceased.
27 "	Maloney, Francis	Probationer	2/6	Dismissed.
30 "	Read, Patrick	Clerk	£120 per annum	Resigned.
3 "	Cowsley, John	Porter	6/- per day	Dismissed.
1 Dec.	Brown, John Stephen	Clerk	£140 per annum	Resigned.
4 "	Jones, Albert	Officer-in-charge	£140	Dismissed.
7 "	Windsor, Leslie	Porter	7/- per day	"
9 "	Doum, John	Acting Officer-in-charge	7/-	Deceased.
17 "	Morson, William	Porter	7/-	Transferred to Tramways.
17 "	White, Thomas	"	7/-	"
21 "	Weir, William	Night officer	£130 per annum	Dismissed.
27 "	Inglis, Alfred	Porter	7/- per day	"
28 "	Brown, Richard	"	7/-	Resigned.
18 "	Scotting, John	"	7/-	"
<b>SUPERINTENDENT OF STORES BRANCH.</b>				
NIL				
<b>TEAMWAYS—LOCOMOTIVE BRANCH.</b>				
5 Oct.	Clark, Alfred G.	Cleaner	6/- per day	Dismissed.
5 "	Rose, Henry	Turner	10/-	Transferred to Railways.
5 "	Ogden, Robert	"	10/-	"
13 "	Gray, William	Fireman	8/-	Dismissed.
22 "	Lyons, William	Cleaner	5/6	Left without notice.
25 "	Stevens, William M.	Fitter	10/2	Resigned.
5 Nov.	Austin, James	Car-lifter	8/-	"
13 "	Hartman, Frederick	Boilermaker	10/-	Transferred to Railways.
13 "	Ellis, James	Labourer	7/-	"
12 "	Maxwell, Henry	Plumber	10/8	"
26 "	Walker, John	Fitter	10/2	"
13 Dec.	M'Laurin, John	Labourer	7/-	Resigned.
15 "	Evans, Thomas	Fitter	11/4	Transferred to Railways.
17 "	Cameron, Gilbert	Oiler	7/-	Dispensed with.
28 "	Boman, Joseph	Cleaner	7/6	Dismissed.
27 "	Lynch, Thomas	Boy labourer	3/4	Left without notice.
31 "	Whitelaw, Robert J.	Labourer	7/-	Transferred to Railways.
16 "	Davy, Frederick	Foreman	£300 per annum	"
<b>TEAMWAYS—TRAFFIC BRANCH.</b>				
29 Oct.	Blake, J. B.	Assistant conductor	6/- per day	Resigned.
21 Nov.	Cantwell, F. C.	"	6/-	"
24 "	Barclay, W.	"	9/-	"
12 Dec.	Du Bédat, W. J.	"	6/-	Dismissed.

1889.

## NEW SOUTH WALES.

**RAILWAYS AND TRAMWAYS.**

(QUARTERLY REPORT OF RAILWAY COMMISSIONERS, ENDING MARCH, 1889.)

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

Offices of the Railway Commissioners of New South Wales,  
30 April, 1889.

TO THE HONORABLE THE MINISTER OF RAILWAYS,—

Sir,

In accordance with the provisions of the 44th clause of the Railway Act of 1888, 51 Vic. No. 35, we have the honor to submit, for the information of Parliament, our report for the quarter ending 31st March, 1889, upon the subjects specified, viz. :—

- (I.) "The state of the traffic returns, with the approximate cost and earnings of trains, per ton,\* per train mile, in respect of goods and passengers respectively, carried during the past quarter."
- (II.) "The general condition of the lines, and accommodation for the traffic."
- (III.) "The special rates, if any, which have been made, and the reasons for making such rates."
- (IV.) "The appointments and removals of employes, with the circumstances attending each case."

## I.—STATE OF THE TRAFFIC.

Railways.	Quarter ending 31st March, 1888.	Quarter ending 31st March, 1889.
Revenue from all sources ... ..	£563,328	£585,730
Expenditure ... ..	£369,643	£390,676
Number of passengers ... ..	3,893,607	3,975,585
Tonnage of coaching traffic ... ..	261,873	267,213
Tonnage of goods traffic ... ..	731,344	949,671
Tonnage of live-stock traffic... ..	17,583	26,342
Train miles run ... ..	1,621,956	1,780,194
Earnings per train mile ... ..	6/11½	6/7
Expenditure per do ... ..	4/6½	4/4½
Percentage—Expenditure to Earnings ... ..	65·67	66·69

\* NOTE.—Information as to the cost and earnings of trains, per ton per mile, cannot be given, as a large proportion of the train mileage is used for carrying both goods and passenger traffic.

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The increased tonnage shown by the goods returns is almost wholly due to the coal traffic at Newcastle, which represents an increase of over 200,000 tons in the first quarter of 1889, as compared with 1888.

Tramways.	Quarter ending 31st March, 1888.	Quarter ending 31st March, 1889.
Revenue from all sources ... ..	£64,293	£65,130
Expenditure ... ..	£58,359	£53,138
Number of fares collected ... ..	14,823,639	15,211,755
Train miles run ... ..	350,252	380,996
Earnings per train mile ... ..	3/8	3/5
Expenditure per do. ... ..	3/4	2/9½
Percentage—Expenditure to Earnings ... ..	90·78	81·59

#### II.—CONDITION OF THE LINES.

A report as to the condition of the lines will be found attached as an Appendix, page 5.

#### III.—SPECIAL RATES.

The special rates authorized during the quarter will also be found in Appendix, page 5.

#### IV.—STAFF.

See Returns. Appendix, pages 6 to 10.

#### GENERAL REMARKS.

##### *State of the Traffic.*

The revenue for the quarter under review, as compared with the corresponding period of 1888, shows an increase of £22,402, which does not appear at first sight so favourable a return as anticipated. It is necessary, however, to point out that the relative proportions which the quarter's transactions would have borne to each other were disturbed by several causes. The principal of these were the celebration of the Centenary of the Colony in January, 1888, and the occurrence of the Easter Holidays at the end of March of that year—these events contributing an exceptional revenue to 1888 of about £10,000.

This year, on the contrary, events generally tended to decrease the traffic, as there was a great depression in trade and a general failure in all agricultural crops, affecting the revenue to a serious extent; while the earlier arrival of the wool-clips resulted in a decrease of consignments amounting to over 4,000 bales, which would under ordinary circumstances have been conveyed, but, for the reasons mentioned, were carried in the December quarter of last year.

Special concessions on rates for the conveyance of starving stock and grain, flour, &c., also somewhat affected the returns.

In expenditure an increase of £21,000 is shown, which has been principally caused by the additional length of 61 miles worked in the 1889 quarter, and a heavy expenditure in the Locomotive Branch of £18,370, arising largely from the necessity for extensive repairs to, and renovation of, rolling-stock, &c.

Towards

Towards bringing the expenditure within reasonable limits, reductions have been effected in the Staff to the extent of £34,000 per annum, but owing to the consideration extended to the officers in connection with their retirement, the reductions are not immediately operative, and therefore the full effect will not be immediately felt.

*Condition of the Lines.*

Steps are being taken to improve the condition of the permanent-way and fencing of the lines throughout the country as speedily as possible.

It appears that the following renewals must take place at an early date, viz. :— 60 miles of relaying with steel rails, 150,000 sleepers to be replaced, 150 miles of fencing to be renewed.

*Accommodation for the Traffic.*

Many of the works asked for in our tour of inspection of the lines have now been completed; the remainder are in hand and will be executed by the Engineer as early as possible.

The modification of the lines at Redfern Station, which was referred to in our last report as having been authorised, has been brought into use, with the most beneficial effect on the punctual working of the trains.

We propose to proceed with the duplication of the line between Granville and Liverpool, and the widening of the lines between Eveleigh and Homebush so soon as the necessary funds are voted by Parliament.

*Rolling-stock, Railways.*

Since the Report for the quarter ending 31st December, 1888, was made, the rolling-stock generally has been the subject of special consideration and inquiry, and we find that its condition is such that the ordinary method of renewing vehicles out of revenue, year by year, will not enable us to put the stock into proper condition for many years to come.

Revenue in past years has not been made to bear anything like the amount of money for renewals that should have been the case, as will be seen from the fact that for the 33½ years ending June last, only 16 engines, 27 passenger vehicles, and 442 goods vehicles have been replaced from that source.

It is estimated that a sum of more than £1,000,000 has been underspent out of revenue on the rolling-stock.

As so large a proportion of the stock is so antiquated and defective, we recommend that a special vote of £500,000 be placed at our disposal in order that we may get the stock into fair condition as quickly as possible.

This sum, we might reasonably ask, should be placed absolutely to our credit, seeing that the Treasury has unduly benefited in the past by receiving money which should have been spent to keep the stock in better condition, and the capital account has been shown as earning a profit which was not really earned; but as we feel this would not be sound from a commercial point of view, we propose to extinguish the special credit during the next ten years by an annual payment out of working expenses of £50,000, in addition to providing, from the same source, money for keeping the stock in proper condition, and renewing a fair number of vehicles each  
year

year beyond what will be done out of the fund now proposed to be specially voted. By this means we trust in a few years to have the whole of the rolling-stock in a proper and efficient state.

*Tramway Rolling-stock.*

The rolling-stock of the tramways has also been specially reported upon, and it would appear that not a single vehicle has been replaced out of revenue since the tramways were first inaugurated in 1879, and that although 135 cars stand in the books against the Sydney tramway system, no less than 11 have been sold, broken up, or condemned, and 9 other vehicles are reported as unfit for traffic.

This practically shows the stock to be 20 vehicles short of what actually has been provided. These 20 vehicles we propose to replace out of revenue during the current year.

The returns which have been submitted show to us that before the close of next year a considerable number of additional vehicles will become unfit for traffic, and must be renewed.

The average life of the cars above referred to appears to have been only about seven years, and this short life is principally accounted for by the use of unseasoned timber in their construction. There is practically no seasoned timber in the Colony, and we propose laying in a considerable stock of timber for seasoning, and this plan will later on be of material assistance in reducing the cost of maintaining the rolling-stock.

The carrying capacity of many of the cars has also been reduced by taking off the upper decks. This decreased carrying power should have been met by building cars out of revenue.

The putting of the rolling-stock into proper repair, and also providing vehicles in place of those which have ceased to work, must of necessity have the effect for some time to come of reducing the return on the capital outlay, while at the same time the past returns on capital will have been shown unduly high, in consequence of revenue having been relieved of these charges.

E. M. G. EDDY,  
Chief Commissioner.  
W. M. FEHON,  
CHARLES N. J. OLIVER,  
Commissioners.

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## APPENDIX I.

## Minute from The Engineer for Existing Railways to The Secretary to The Railway Commissioners.

New South Wales Government Railways,  
Engineer for Existing Lines Office, Sydney, 10 April, 1889.

*Subject:*—Report on condition of lines for the quarter ending 31st March, 1889.

I HAVE the honor to report as follows on the condition of the railway and tramway lines under my charge for the quarter ending 31st March, 1889.

The maintenance of the permanent way and works has received careful attention, and for the most part the roads are in good running order. There are, however, portions where, on account of the decayed condition of the sleepers, rails almost worn out, and other causes, fair results only have been achieved.

The Southern Line, as far as Picton, is in good order. From Picton to Goulburn, about 2½ miles has been relaid with steel rails, and a large number of the old sleepers will have to be renewed as soon as practicable. The road on the section is in fair running order. From Goulburn to Albury generally the permanent way is in fair condition, but the sleepers are still decaying and further renewals are required. More ballast is necessary throughout the section, and at places the rails are much worn. From Goulburn to Bowning the road is rough and knotty on account of the bad state of both rails and sleepers.

The branch lines are in good running order except portions of the Narrandera-Jerilderie Line, on which a few rough and knotty spots are found. The sleepers on the Cooma branch continue to decay rapidly as far as Bungendore, and on the curves are so bad that it has been necessary to put in additional sleepers to hold the road to gauge.

The Western Line, from Springwood to Bathurst, is in fair running order, but the worn condition of the rails, more especially between Rydal and Tarana, renders it a difficult matter to keep the joints up and the road to gauge. The old sleepers on some of the eight-chain curves over the Blue Mountains are also a source of trouble, and need early renewal. From Bathurst to Wellington there are large numbers of decayed sleepers which must be replaced at once. Between Nevertire and Nyngan the road has been much improved, extra labour having been employed, but from the cause alluded to in my last report, the maintenance of this section in good order for the fast traffic cannot be accomplished as economically as could be desired. The long banks near Bourke have been favoured by the continued drought, and have not given much trouble.

The Mudgee Line is now in fair running order, but the sleepers between Wallerawang and Rylstone are very bad, and require to be renewed at the earliest possible opportunity. There have been very few slips on this line during the quarter on account of the very dry weather, but stones continue to fall between Carlos Gap and Brogan's Creek, and it has not been considered safe to dispense with the night patrol-men.

Between Blayney and Cowra the road is knotty, and out of line in places, but these defects are being remedied.

The Northern lines are in good running order, but between Newcastle and West Maitland, the rails are much worn and the sleepers much decayed. Over the plains between Breeza and Boggabri, the permanent way, owing to the protracted drought, is not in such good order as could be wished.

The line from Hawkesbury to Hamilton Junction has been much improved, several of the soft spots which existed having been got rid of.

The fences throughout the lines are greatly in need of renewal. Tenders have been invited for renewing about eight and a half miles on the Southern Line and about ten miles on the Northern Line, but there are several other places where the old fences will not last much longer.

The Metropolitan Tramway lines are in good order. As was anticipated, the substitution of heavy rails on the section Railway Station to Bridge-street has been the means of effecting a marked saving in the cost of maintaining the section. The rails in Oxford and Parramatta Streets are, however, wearing rapidly and the question of relaying these portions of the system will have to be considered at an early date.

The Newcastle-Plattsburg Line is in good order, with the exception of twenty chains at Lambton, where there is a very bad clay bottom. Measures are being taken to improve the foundation and drainage of the line here, and it is expected that very shortly the source of trouble will have been removed.

GEORGE COWDERY.

## APPENDIX II.

## New South Wales Government Railways.

STATEMENT, in accordance with clause No. 44 of the Railway Act, showing the special rates which have been made, and the reasons for making such rates, quarter ending 31st March, 1889.

Article.	Rate.	Reason for such Rates.
Warwick Farm Race Course .....	1st class return, 3s. ; 2nd class return, 1s. 9d.....	To encourage traffic.
Camden Line.....	Return tickets to be issued between stations on Camden Line at single fare and a half.	" "
Solid Molasses for use of cattle .....	"A" rate, if in truck loads. This rate does not apply to ordinary storekeepers' consignments.	" "
Cypress pine .....	"A" rate. All South-Western stations to Darling Harbour, any length in truck loads; plus 25 per cent.	To encourage traffic. This pine is now being obtained at various stations on South-Western Line.
Matte or regulus .....	"A" rate .....	To encourage traffic from Sunny Corner.
Lode tin .....	To be charged as crude ore.....	To encourage traffic.
Flour, bran, and pollard, carried on down journey from shipping ports.	The charge of 20 per cent. added to "A" rate is now repealed.	" "
Boats carried to regattas .....	Boats carried by rail to regattas, having paid full fares one way, are returned free on production of a certificate from the secretary to the regatta committee that they have started for at least one race.	" "
Theatrical companies .....	Theatrical companies not numbering less than six are allowed to travel first class for second class fares.	" "

## APPENDIX III.

## NEW SOUTH WALES GOVERNMENT RAILWAYS AND TRAMWAYS.

RETURN, in accordance with clause No. 44 of the Railway Act, showing the Appointments of Employees from 1st January to 31st March, 1889.

Date.	Name.	Position.	Rate of Pay or Salary.	Remarks.
<b>SECRETARY'S BRANCH.</b>				
29 Jan.	Handfield, Chas. A. S.	Clerk	£235 per annum	Transferred from Stores Branch.
31 Mar.	Read, William Vero	Acting Secretary	£900 „	Promoted from Traffic Manager.
31 „	Carruthers, Henry	Clerk	£450 „	Transferred from Stores Branch.
<b>ACCOUNTANT'S BRANCH.</b>				
2 Jan.	Church, W.	Clerk	£220 per annum	Transferred from Traffic Audit Branch.
7 „	Cameron, J. A.	„	£180 „	Transferred from Existing Lines Branch.
8 „	Finegan, P. T.	„	£220 „	Transferred from Locomotive Branch.
8 Feb.	Schwartzkoff, Chas. H.	„	£200 „	Transferred from Secretary's Branch.
20 Mar.	Lane, Albert	„	£125 „	Transferred from Secretary's Branch.
31 „	Dixon, William	„	£75 „	Transferred from Stores Branch.
<b>TRAFFIC AUDITOR'S BRANCH.</b>				
4 Mar.	Seldon, Oswald	Clerk	£125 per annum	Transferred from Traffic Manager's Branch.
<b>ENGINEER FOR EXISTING LINES BRANCH.</b>				
31 Mar.	Harrison, James	Inspector of weighing appliances.	14/- per day	Transferred from Stores Branch.
<b>LOCOMOTIVE ENGINEER'S BRANCH.</b>				
1 Jan.	Keay, James	Fitter	10/- per day.	Increase of work — Transferred from Tramways.
7 „	Donald, Robert	Blacksmith	12/- „	Increase of work — Transferred from Tramways.
7 „	Mathews, L.	Striker	7/6 „	Increase of work — Transferred from Tramways.
7 „	Courtney, J.	„	7/6 „	Increase of work — Transferred from Tramways.
4 Feb.	Nevin, Samuel	Turner	10/- „	Increase of work — Transferred from Tramways.
15 „	Clinch, Robert	Labourer	7/- „	Transferred from Stores Branch.
25 „	Walker, F. A.	Pumper	8/- „	Transferred from Tramways, <i>vice</i> Ainsworth, resigned.
23 Mar.	Murray, A.	Cleaner	7/- „	Reinstated, <i>vice</i> Tanner, resigned.
<b>CHIEF TRAFFIC MANAGER'S BRANCH.</b>				
26 Jan.	Gilbertson, William	Porter	7/- per day.	Transferred from Existing Lines Branch.
9 Feb.	Chandler, John	Junior Porter	20/- per week.	Transferred from Existing Lines Branch, <i>vice</i> Elly, resigned.
13 „	Burncastle, John	„	20/- „	Transferred from Existing Lines Branch.
14 „	Paul, William	„	20/- „	Transferred from Existing Lines Branch.
15 „	Hyslop, George	„	30/- „	Transferred from Existing Lines Branch, <i>vice</i> Mylecharane, dispensed with.
22 „	Mayo, Wm. H.	„	25/- „	Transferred from Existing Lines Branch, <i>vice</i> O'Connor, promoted.
23 „	Hollis, A. J.	„	25/- „	Transferred from Existing Lines Branch, <i>vice</i> Blunt.
28 „	Cornell, Hezekiah	„	25/- „	Transferred from Existing Lines Branch, <i>vice</i> Kinane.
4 Mar.	Bendall, Isaac	„	25/- „	Transferred from Existing Lines Branch, <i>vice</i> Barr.
<b>COMPTROLLER OF STORES BRANCH.</b>				
29 Jan.	Muddle, John W.	Clerk	£235 per annum	Transferred from Secretary's Office.
31 Mar.	Richardson, Alexander	Comptroller of Stores	£750 „	Transferred from position of Assistant-Secretary.

Date.	Name.	Position.	Rate of Pay or Salary.	Remarks.
TRAMWAYS—LOCOMOTIVE BRANCH.				
1 Mar.	Dubois, R.	Clerk	£110 per annum	Transferred from Stores Branch.
1 "	Magney, M.	Issuer	8/- per day.	Transferred from Stores Branch.

TRAMWAYS—TRAFFIC BRANCH.  
Nil.

NEW SOUTH WALES GOVERNMENT RAILWAYS AND TRAMWAYS.

RETURN, in accordance with Clause No. 44 of the Railway Act, showing the Removals of Employés from 1st January to 31st March, 1889.

Date.	Name.	Position.	Rate of Pay or Salary.	Remarks.
SECRETARY'S BRANCH.				
29 Jan.	Muddle, John W.	Clerk	£235 per annum	Transferred to Stores Branch.
31 "	DeCourcy, Thomas	"	£220 "	Retrenchment.
31 "	Wall, V. W. B.	"	£200 "	"
31 "	Hellyer, Alfred	"	£195 "	"
31 "	Bennett, Charles C.	"	£150 "	"
31 "	Colls, C. R.	"	£130 "	"
31 "	Dawson, William	"	£105 "	"
31 "	Smithyman, Albert J.	"	£105 "	"
31 "	Ryan, John P.	"	£85 "	"
31 "	Kelly, Robert A.	"	£150 "	"
31 "	Martin, Resvigh	"	£215 "	"
8 Feb.	Schwartzkoff, Chas. Hy.	"	£200 "	Transferred to Acct. Branch
28 "	Sheridan, R. J., jun.	"	£80 "	Transferred to Public Works Office.
20 Mar.	Lane, Albert	"	£125 "	Transferred to Acct. Branch
31 "	Pickering, James E.	"	£390 "	Retrenchment.
31 "	Williams, Percy G.	"	£115 "	"
31 "	Hennessy, William B.	"	£200 "	"
31 "	Richardson, Alexander	Assistant Secretary	£650 "	Transferred to Stores Branch
ACCOUNTANT'S BRANCH.				
31 Jan.	Finegan, John P.	Examiner of Accounts	£415 per annum	Retrenchment.
31 "	Lyons, Reginald	Clerk	£235 "	"
31 "	Lane, Nicholas O.	"	£200 "	"
31 "	Moloney, C. C.	"	£200 "	"
31 "	McShane, James J.	"	£185 "	"
31 "	Kelleher, P. W.	"	£170 "	"
31 "	Rowley, P. A.	"	£190 "	"
31 "	Garrett, Sydney S.	"	£90 "	"
TRAFFIC AUDITOR'S BRANCH.				
2 Jan.	Church, W.	Clerk	£220 per annum	Transferred to Acct. Branch
28 Feb.	Seale, Michael	Chief Clerk	£390 "	Retrenchment.
28 "	Cane, Frank C.	Clerk	£215 "	"
28 "	Slatyer, Hampton	"	£220 "	"
28 "	Wisdom, W. S.	"	£220 "	"
28 "	Coker, W.	"	£200 "	"
28 "	Rowley, F. H.	"	£135 "	"
28 "	Button, Joseph	"	£150 "	Resigned.
ENGINEER FOR EXISTING LINES BRANCH.				
3 Jan.	Mullins, William	Extra Ganger	10/- per day	Deceased.
7 "	Cameron, Jas. A.	Clerk	£180 per annum	Transferred to Acct. Branch
19 "	Pacey, Charles	Ganger	9/- per day	Resigned.
25 "	Davis David	Fettler	7/6 "	"
26 "	Gilbertson, William	"	7/6 "	Transferred to Traffic Branch
29 "	Elliott, Alexander	"	7/6 "	Resigned.
31 "	Blatch, John	"	7/6 "	"
31 "	Moore, Wm. G.	Cadet	£110 per annum	Retrenchment.
31 "	Doyle, Joseph A.	"	£110 "	"
31 "	Stoddart, William	"	£130 "	"
31 "	Thompson, James B.	"	£90 "	"
31 "	Newman, Edward J.	"	£90 "	"
31 "	Hunt, Percy S.	"	£70 "	"
31 "	Ford, Robert	Fettler	7/6 per day	Resigned.
31 "	English, James	"	7/6 "	"
31 "	Lawson, James	"	7/6 "	Dismissed.
4 Feb.	Waters, Benjamin	Painter	10/8 "	Resigned.
4 "	Meadley, George	Fettler	7/6 "	Retired.
8 "	Canty, Patrick	"	7/6 "	Resigned.
12 "	Muncaster, John	"	7/6 "	"
15 "	Nowill, Leonard	Draftsman	£170 per annum	Retrenchment.
18 "	Seaman, Thomas	Striker	7/6 per day	Resigned.

Date.	Name	Position.	Rate of Pay or Salary.	Remarks.
<b>ENGINEER FOR EXISTING LINES BRANCH—continued.</b>				
19 Feb.	Hollis, Albert	Boy	4/- per day	Transferred to Traffic Branch.
21 "	Mayo, William	"	4/- "	"
24 "	Jennings, Edward	Sub-inspector	£215 per annum	Dismissed.
25 "	Jeffrey, Charles	Fettler	7/6 per day	Resigned.
28 "	Hughes, Joseph	Ganger	9/- "	"
28 "	Chesterton, John	Fettler	7/- "	"
28 "	Woodrow, John	Sub-inspector	£200 per annum	Retired.
1 Mar.	Maher, John	Fettler	7/6 per day	Resigned.
5 "	Blanch, William	"	7/6 "	"
14 "	Carey, John	"	7/6 "	"
16 "	Grice, William	"	7/6 "	"
31 "	Leggatt, Alfred	Architect	£425 per annum	Retrenchment.
31 "	Hinder, Arthur G.	Draftsman	£210 "	"
31 "	Higgs, William H.	"	£230 "	"
31 "	Pitt, George Henry	Draftsman	£200 "	"
31 "	Garforth, James	"	£5 per week	"
31 "	Mann, Samuel	"	£170 per annum	"
31 "	Conyers, Sidney W.	"	£125 "	"
31 "	Palfreyman, John	Timekeeper	£275 "	"
31 "	Eckford, Peter	"	£195 "	"
31 "	Mailer, Andrew	Clerk	£165 "	"
31 "	Robinson, James A.	"	£150 "	"
31 "	Triglone, Amos	"	£140 "	"
31 "	Dingaran, William	"	£140 "	"
31 "	Miles, Albert E.	"	£110 "	"
31 "	Kennedy, John M.	"	£110 "	"
31 "	Docksey, William	Sub-inspector	£260 "	"
31 "	Moore, Frederick C.	Custodian of plans	£70 "	"
<b>LOCOMOTIVE ENGINEER'S BRANCH.</b>				
1 Jan.	Bourke, P.	Labourer	7/6 per day	Deceased.
1 "	Boyd, A. F.	Fireman	10/- "	Resigned.
4 "	Bessington, A.	Cleaner	5/- "	Dispensed with.
5 "	Turner, G.	"	5/- "	"
5 "	Patterson, Hugh	Boilermaker	11/- "	Resigned.
5 "	Casson, Joseph	Carpenter	10/- "	Dispensed with.
5 "	Camper, Henry	"	10/- "	"
5 "	Farr, Louis	"	10/- "	"
5 "	Robb, Alexander	"	10/- "	"
5 "	Harris, James	Striker	7/- "	Left.
8 "	Finegan, P. T.	Clerk	£220 per annum	Transferred to Account Branch.
11 "	Steward, W. E.	C. & W. Examiner	9/- per day	Dismissed.
12 "	Denehy, J.	Fuelman	8/- "	"
15 "	Hickey, R.	Cleaner	5/6 "	Dispensed with.
17 "	Barnier, Charles	Waggon-builder	9/6 "	Resigned.
17 "	Mathison, Gabriel	Striker	7/6 "	"
17 "	Herman, Frederick	Carpenter	10/10 "	"
17 "	Colman, John	Painter's assistant	7/6 "	"
18 "	Lemoa, Henry	Labourer	6/- "	"
19 "	McKellar, David	Pumper	8/3 "	"
19 "	Fulton, Ernest	Clerk	£65 per annum	Retrenchment.
21 "	Fawcett, Thomas	Cleaner	6/6 per day	Dismissed.
23 "	Whatley, W.	"	5/6 "	"
23 "	Hilop, James P.	Waggon-builder	9/3 "	Resigned.
24 "	Wilson, W.	Pumper	7/- "	Deceased.
24 "	Gray, G.	C. & W. Examiner	11/- "	Resigned.
25 "	Peters, F.	Carriage-builder	10/4 "	Dismissed.
1 Feb.	Sage, A. Fred	Fireman	10/- "	Left.
1 "	Burchett, George	Gascifier	8/6 "	Dismissed.
2 "	Cole, James	Pattern-maker	10/6 "	Dispensed with.
2 "	Kavanagh, M.	Fitter	10/- "	"
2 "	Parker, A.	"	10/- "	"
2 "	Sim, Duncan	"	10/- "	"
2 "	Lynch, E.	Labourer	7/6 "	"
2 "	Newland, W.	Wireworker	11/- "	"
9 "	Watt, James	Striker	7/6 "	Resigned.
9 "	Paddle, J.	Fitter	10/- "	"
9 "	Madden, W.	"	10/- "	Dispensed with.
9 "	Ainsworth, W.	Pumper	8/- "	Resigned.
14 "	Doble, Peter	Clerk	£65 per annum	Retrenchment.
15 "	Brigam, R.	Turner	11/3 per day	Resigned.
15 "	Herron, J.	Apprentice	2/- "	"
20 "	Makin, John	Patternmaker	11/2 "	Dismissed.
20 "	Smith, George	Boilermaker's Assistant	6/- "	Resigned.
21 "	Dale, T.	Driver	14/- "	Dismissed.
28 "	Blunt, Geo.	"	14/- "	"
28 "	Scott, John	Labourer	7/- "	Resigned.
1 Mar.	Brookes, Felix	Driver	14/- "	Dismissed.
1 "	Champion, Henry	Fireman	10/- "	"
4 "	Murray, A.	Cleaner	7/- "	Resigned.
5 "	Allen, G.	Fireman	8/- "	"
7 "	Lee, Eustace	Apprentice	8/- "	"
13 "	Jones, W. C.	Waggon-builder	8/6 "	"
14 "	Howe, John	Driver	14/- "	"
15 "	Tanner, W.	Cleaner	7/- "	"
15 "	Burke, Edmund	Ironmoulder	10/- "	Dismissed.
16 "	Hitchen, Thomas	Turner	10/3 "	Deceased.
18 "	Wishart, David	Striker	7/6 "	Left.

Date.	Name.	Position.	Rate of Pay or Salary.	Remarks.
<b>LOCOMOTIVE ENGINEER'S BRANCH—continued.</b>				
18 Mar.	Dickinson, Benjamin	Office boy	2/6	Resigned.
21 "	Lervey, Joseph	Boilermaker's helper	7/6	"
21 "	M'Nulty, John	Driver	14/-	"
23 "	King, Henry	"	12/-	"
25 "	M'Intyre, D.	"	14/-	Dismissed.
25 "	Loneragan, Michael	Labourer	7/-	"
28 "	Waddington, William	Clerk	8/-	Resigned.
30 "	Shotliffe, James	Fireman	10/-	"
31 "	Bourn, Edward J.	Superintendent rolling-stock	£350 per annum	Retrenchment.
31 "	Bingham, George	Foreman carriage-shop	£300	"
31 "	Falconer M'Vey, N.	Clerk	£260	"
*20 Oct., '88	Allen, R.	Carpenter	10/- per day	Retired.
*22 Dec., '88	Cooke, John	Fuelman	7/6	Dispensed with.
*27 " '88	Bourke, C.	Fireman	10/-	Deceased.
*27 " '88	Rumnudge, A.	Labourer	7/-	Resigned.

\* Omitted from last Quarter's Return.

<b>CHIEF TRAFFIC-MANAGER'S BRANCH.</b>				
8 Jan.	Canovan, T.	Gatekeeper	£2 5/6- per week	Deceased.
9 "	Krantycke, C.	Electric light engineer	£200 per annum	Resigned.
14 "	Williams, Mrs	Gatekeeper	2/6 per week	"
16 "	Chapman, E. M.	Porter	7/- per day	Dismissed..
18 "	Pilgrim, William	"	7/-	Deceased.
18 "	Dunn, W.	Gatekeeper	£1 10/- per week	"
6 Feb.	Howell, John	Porter	8/- per day	Dismissed.
9 "	Elly, George	"	£1 per week	Resigned.
21 "	Paterson, J.	Officer-in-charge	£140 per annum	"
21 "	Tinker, F.	Operator	£80	"
21 "	M'Lean, J.	Officer-in-charge.	£140	Deceased.
21 "	Shields, W.	Sheet repairer	7/- per day	Resigned.
22 "	Windred, J. S.	Porter	7/6	"
23 "	Leddin, P.	"	7/-	Dismissed.
25 "	Irvine, John	Shunter	10/-	Resigned.
28 "	Crook, S. E.	Station-master	£180 per annum	Dispensed with.
1 Mar.	Higgs, John	Traffic Manager North	£550	Retired.
1 "	Higgs, Edward	" Inspector	£460	Retrenchment.
4 "	Walker, A. J.	Probationer	2/6 per week	Dismissed.
4 "	Stephens, C. S.	Junior porter	£1 5/-	"
4 "	Webb, W.	Clerk	£220 per annum	Absconded.
4 "	Seldon, Oswald	"	£125	Transferred to Traffic Audit Branch.
5 "	Tuckwell, John	Porter	7/- per day	Dismissed.
5 "	Penfold, R.	"	7/-	Resigned.
5 "	Lowry, John	"	7/-	Dismissed.
6 "	Forbes, John	Clerk	£195 per annum	"
13 "	Davoren, Mary	Gatekeeper	5/- per week	Resigned.
15 "	Grainger, Mrs	"	10/-	"
15 "	M'Garity, J. R.	Officer-in-charge	£140 per annum	Dismissed.
16 "	Wray, G. A.	Clerk	£140	"
22 "	Hume, James	Signalman	7/-	Resigned.
23 "	Sheppard, Thomas	Porter	7/-	Deceased.
28 "	Tinkler, Mrs.	Gatekeeper	2/6 per week	Resigned.
31 "	Kensett, F. J.	Clerk	£275 per annum	Retrenchment.
31 "	Carter, E. W.	"	£200	"
31 "	Betteridge, Geo.	"	£165	"
31 "	Smithers, F.	"	£150	"
31 "	Ford, J. D.	"	£150	"
31 "	Fry, Henry	"	£135	"
31 "	Dawson, F. H.	"	10/- per day	"
31 "	Hankin, J. C.	Station-master	£270 per annum	Retired; ill health.
31 "	Read, William V.	Traffic manager	£700	Promoted to position of Acting Secretary for Railways.

**COMPTROLLER OF STORES BRANCH.**

29 Jan.	Handfield, Chas. A. S.	Clerk	£285 per annum	Transferred to Secretary's Office.
28 Feb.	Gardiner, Thomas J.	Bookkeeper	£220	Retrenchment.
28 "	Buckle, John	Timber checker	7/- per day	"
28 "	Roe, John	Labourer	7/-	"
28 "	Dubois, Reuben	Clerk	£110 per annum	Transferred to Loco. Tramways.
28 "	Magney, Martin	Issuer	8/- per day	"
31 Mar.	Evans, George T.	Superintendent of stores	£525 per annum	Retrenchment.
31 "	Sirkett, Thomas	Foreman	£250	"
31 "	Fligg, Henry	Storekeeper	£340	"
31 "	Wascoe, John O.	Clerk	£220	"
31 "	Chapman, William	"	£235	"
31 "	Tyndell, Henry J.	"	£180	"
31 "	Grahame, Charles	"	£150	"
31 "	Polack, William H.	"	£140	"
31 "	Line, William James	Clerk	£100	"
31 "	Dixon, William	"	£75	Transferred to Account Branch.
31 "	Howarth, Shepherd	Issuer	9/- per day	Retrenchment.
31 "	Brabstone, Michael	Yard Overseer	10/-	"
31 "	Auld, Robert	Timber Checker	8/-	"
31 "	Blackstone, Joseph	Storeman	8/-	"
31 "	Gallagher, John	Labourer	7/-	"
31 "	Murphy, George	"	7/-	"
31 "	Miller, Robert	"	7/-	"

Date.	Name.	Position.	Rate of Pay or Salary.	Remarks.
<b>COMPTROLLER OF STORES BRANCH—continued.</b>				
31 March	Dwyer, John	Timber Checker	8/- per day	Retrenchment.
31 "	Sheehan, W.	Labourer	7/- "	"
31 "	Buckle, J.	"	7/- "	"
31 "	Bailey, J.	Storeman	8/- "	"
31 "	Jones, J.	Watchman	6/6 "	"
31 "	Doyle, J.	Labourer	7/- "	Deceased.
31 "	O'Connor, P.	Watchman	6/6 "	Retrenchment.
31 "	Clinch, Robert	Storeman	7/- "	Transferred to Locomotive Branch.
31 "	Bowman, J.	"	8/- "	Retrenchment.
31 "	Harrison, James	Inspector of Weighing Appliances.	14/- "	Transferred to Existing Lines Branch.
31 "	Tarnen, George	Clerk	£185 per annum	Retrenchment.
31 "	Arnold, Richard	Tallyman	8/- per day	"
31 "	Hartigan, Daniel	Labourer	7/- "	"
31 "	Carruthers, Henry	Storekeeper	£400 per annum	Transferred to Secretary's Office.
<b>TRAMWAYS—LOCOMOTIVE BRANCH.</b>				
3 Jan.	Keay, James	Fitter	10/- per day	Transferred to Railways.
5 "	Donald, Robert	Blacksmith	12/- "	" "
5 "	Courtney, James	Striker	7/6 "	" "
5 "	Matthews, Lambert	"	7/6 "	" "
10 "	Whittorn, William	Driver	12/- "	Dismissed.
12 "	King, Albert	Brass Finisher	10/2 "	Dispensed with.
12 "	Hegarty, Thomas	"	10/- "	"
19 "	Potts, Ralph	Fitter	10/- "	"
19 "	Ellison, William	Machinist	8/8 "	"
19 "	Knight, William	Painter	9/8 "	"
19 "	Hardy, John	Labourer	7/- "	"
27 "	Stewart, John	Cleaner	7/6 "	Dismissed.
28 "	Rutherford, John B.	Clerk	£185 per annum	Retrenchment.
28 "	Austin, Robert H.	"	£150 "	"
28 "	McDonald, Colin	"	£220 "	"
2 Feb.	Nevin, Samuel	Turner	10/- per day	Transferred to Railways.
13 "	Elliston, James	Driver	13/- "	Resigned.
14 "	Black, James	"	13/- "	Dismissed.
21 "	Walker, F. A.	Pumper	8/- "	Transferred to Railways.
26 "	Maxwell, John	Cleaner	7/6 "	Dismissed.
28 "	Hippett, James	"	7/6 "	"
1 Mar.	Reynolds, Arthur	Station Engine Driver	7/6 "	Resigned.
9 "	Ryan, John	Cleaner	7/6 "	Dismissed.
14 "	Jessop, Frederick	"	5/6 "	Resigned.
<b>TRAMWAYS—TRAFFIC BRANCH.</b>				
19 Feb.	Primrose, Albert	Clerk	£235 per annum, and 10/- for Sundays.	Retrenchment.
15 Mar.	Hurley, Jeremiah	Pointsman	7/6 per day	Dismissed.
16 "	Sothorn, George R.	Clerk	£170 per annum, and 10/- for Sundays.	Retrenchment.
27 "	Brooks, E.	Car Cleaner	7/- per day	Dismissed.
27 "	Purcell, E.	Lamp Lighter	7/- "	"

1889.

NEW SOUTH WALES.

**RAILWAYS AND TRAMWAYS.**

(QUARTERLY REPORT OF RAILWAY COMMISSIONERS, ENDING JUNE, 1889.)

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

Offices of the Railway Commissioners of New South Wales,  
30 July, 1889.

TO THE HONORABLE THE MINISTER OF RAILWAYS,—

Sir,

In accordance with the provisions of the 44th clause of the Railway Act of 1888, 51 Vic. No. 35, we have the honor to submit, for the information of Parliament, our Report for the quarter ending 30th June, 1889, upon the subjects specified, viz. :—

- (I.) "The state of the traffic returns, with the approximate cost and earnings of trains, per ton,\* per train mile, in respect of goods and passengers respectively, carried during the past quarter."
- (II.) "The general condition of the lines, and accommodation for the traffic."
- (III.) "The special rates, if any, which have been made, and the reasons for making such rates."
- (IV.) "The appointments and removals of employees, with the circumstances attending each case."

I.—STATE OF THE TRAFFIC.

Railways.	Quarter ending 30th June, 1888.	Quarter ending 30th June, 1889.
Average number of miles open ... ..	2,102	2,131
Revenue from all sources ... ..	£535,365	£545,659
Expenditure ... ..	£398,657	£389,716
Number of passengers ... ..	3,883,410	4,100,460
Tonnage of coaching traffic ... ..	261,053	275,633
Tonnage of goods traffic ... ..	908,537	914,955
Tonnage of live-stock traffic ... ..	20,980	23,946
Train miles run ... ..	1,671,893	1,834,579
Earnings per train mile ... ..	6/4 <sup>2</sup>	5/11 <sup>1</sup> / <sub>2</sub>
Expenditure per do ... ..	4/9 <sup>1</sup> / <sub>2</sub>	4/3
Percentage—Expenditure to earnings ... ..	74.43	71.42

\* NOTE.—Information as to the cost and earnings of trains, per ton per mile, cannot be given, as a large proportion of the train mileage is used for carrying both goods and passenger traffic.

Tramways.	Quarter ending 30th June, 1888.	Quarter ending 30th June, 1889.
Revenue from all sources ... ..	£58,148	£62,761
Expenditure ... ..	£54,402	£55,849*
Number of fares collected ... ..	13,374,112	14,148,862
Train miles run ... ..	353,725	384,447
Earnings per train mile ... ..	3/3½	3/3¼
Expenditure per do. ... ..	3/0¼	2/10¼
Percentage—Expenditure to Earnings ... ..	93·56	88·98

\* Includes £2,800 for new cars.

## II.—CONDITION OF THE LINES.

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

## III.—SPECIAL RATES.

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

## IV.—STAFF.

These returns are given as an Appendix, pages 4 to 7, showing a saving of £20,000 per annum.

## GENERAL REMARKS.

The revenue for the quarter as compared with the corresponding period of 1888, shows an increase of £10,294, all descriptions of traffic showing an improvement.

The increase in traffic would have been larger had it not been for the phenomenal rainfall experienced in May, which in one week caused a loss in revenue of £12,000.

Throughout the rest of the quarter the traffic was considerably affected in some districts in consequence of the bad state of the roads, rendering it almost impossible for the teams to travel.

The working expenses in the Engineering Department were considerably augmented in consequence of a large additional extra staff having to be employed to repair the damage caused by the floods. The total expenditure, however, for the quarter shows a reduction.

## CONDITION OF THE LINES AND ACCOMMODATION FOR THE TRAFFIC.

Materials have been ordered for relaying about 90 miles of Railway, and tenders have been invited for 50 miles of fencing.

Various works have also been ordered during the quarter for affording additional facilities for the traffic.

Progress is being made with the earthworks for duplicating the lines between Granville Junction and Campbelltown, and Adamstown and Teralba.

The earthworks for duplicating the line between Hurstville and George's River, and Sutherland and Waterfall, will also be shortly put in hand, so as to prepare for the coal traffic expected.

We have the honor to be,

Sir,

Your most obedient Servants,

E. M. G. EDDY,  
Chief Commissioner.

W. M. FEHON,  
Commissioner.

CHARLES N. J. OLIVER,  
Commissioner.

APPENDIX.



## APPENDIX.

## APPENDIX I.

Minute from The Engineer for Existing Railways to The Secretary to the Railway Commissioners.

New South Wales Government Railways,  
Engineer for Existing Lines Branch, Sydney, 12 July, 1889.

*Subject*:—Report on condition of lines for the quarter ending 30th June, 1889.

I HAVE the honor to report as follows on the condition of the Railways and Tramways under my charge for the quarter ending 30th June, 1889:—

The maintenance of the railway lines this quarter has involved a large expenditure in consequence of the damage done by the phenomenal rains which fell about the end of May. The lines generally suffered from the rainfall, but its effects were most severely felt on the Illawarra and North Coast Lines, the Southern Line as far as Fairfield, and the Northern Line to Murrurundi. Extensive slips occurred on the two first-named lines, causing stoppage of traffic. The Southern Line was blocked for a time by the water coming over the line at Duck River, near Granville. Traffic had to be suspended between East and West Maitland where the water was about 4 feet over the rails, and a wash-away occurred near Musclebrook in which the down mail train narrowly escaped destruction on the morning of the 27th May. Early in May an accident occurred on the Jerilderie line in consequence of the sudden subsidence of a portion of a bank. A large slip at Liverpool Range, near Murrurundi, which first came down some years ago, again started early in June, but the measures taken prevented any interruption of the traffic, and it is hoped, have been effectual in removing the danger of any further slips at this place. The heavy rains also caused slips of earth and rock in the cuttings on the Mudgee line, but no suspension of traffic was rendered necessary. A large amount of extra labour had to be employed in making good the damage caused, and very shortly the whole of the repairs made necessary will have been completed.

The roads where the effects of the rainfall were not so destructive have been kept in fair running order although soft and knotty in places. The rapid decay of the inferior sleepers, however, makes it a difficult matter to keep a good top on the road, and the road in line and to gauge. These remarks apply more especially to portions of the Southern line from Goulburn southerly, the Cooma line as far as Bungendore, the Western line between Springwood and Dubbo, and the Mudgee line, and there is now trouble in getting sleepers on account of the boggy condition of the bush at various places.

The old iron rails on several sections of the Southern, Western, and Northern Lines are badly worn and urgently require to be replaced.

The soft condition of the permanent way from Nevertire to Dubbo, in consequence of the excessive rains, required a reduction of speed, but the country having dried up the road is now so far improved as to admit of full speed being resumed.

The bridges, buildings, and other works have been well maintained, and with the exception of the fencing, which urgently needs renewal on several sections, are in fair order.

The tramway lines have been kept in good running order generally. A considerable length of the City and Suburban lines, however, will have to be relaid at an early date.

GEORGE COWDERY.

## APPENDIX II.

New South Wales Government Railways.

STATEMENT, in accordance with clause No. 44 of the Railway Act, showing the special rates which have been made, and the reasons for making such rates, quarter ending 30th June, 1889.

Article.	Rate.	Reason for such Rates.
Bullion from Orange.....	2nd class, previously 3rd class .....	To develop traffic.
Shooks to Eastwood .....	Free .....	Same as other stations.
Storage for lost property .....	Same as cloak-room .....	Charges too high compared with value.
Gasoline, Hartley Vale to Darling Harbor.	22s. 10d. per ton, min. 4 tons .....	To equalize rates from other places.
Lime for purposes of manure .....	"M" class.....	Same as ordinary manure.
Slack, Vale Colliery to Eskbank .....	6s. per truck of 6 tons, waggons to be loaded and unloaded in one working day (12 hours).	To place rates on same footing as from other collieries.
Butchers' small goods .....	25% reduction from parcels rates, now applicable to fresh meat, to be extended to butchers' small goods.	To develop traffic.

## APPENDIX III.

## NEW SOUTH WALES GOVERNMENT RAILWAYS AND TRAMWAYS.

RETURN, in accordance with clause No. 44 of the Railway Act, showing the Appointments of Employees from 1st April to 30th June, 1889.

Date.	Name.	Position.	Rate of Pay or Salary.	Remarks.
<b>SECRETARY'S BRANCH.</b>				
1 April ...	Nichols, Alan .....	Shorthand Writer and Clerk	£200 per annum	Transferred from Traffic Branch.
8 " ...	Ward, J. D. ....	Clerk .....	£200 " .....	
<b>ACCOUNTANT'S BRANCH.</b>				
3 April ...	Vick, Frederick J. ....	Clerk .....	£75 per annum	Transferred from Traffic Branch.
<b>TRAFFIC AUDITOR'S BRANCH.</b>				
28 May ...	Bonamy, J. A. ....	Probationer .....	10/- per week	} New system of checking tickets.
3 June ...	Miller, N. M. ....	" .....	10/- " .....	
10 " ...	McKeown, S. ....	" .....	10/- " .....	
10 " ...	Thornton, H. ....	" .....	10/- " .....	
13 " ...	Fowler, N. F. ....	" .....	10/- " .....	
30 " ...	Parkes, Thomas .....	Clerk .....	10/- per day	Transferred from Traffic Manager's Office.
<b>ENGINEER FOR EXISTING LINES BRANCH.</b>				
Nil.				
<b>LOCOMOTIVE ENGINEER'S BRANCH.</b>				
2 April ...	Hemmings, Henry W. ....	Car-builder .....	11/- per day	From Tramways <i>vice</i> Sutton.
2 " ...	Allum, E. J. ....	" .....	10/6 " .....	From Tramways <i>vice</i> Mathews.
13 " ...	Fawcett, T. ....	Cleaner .....	6/6 " .....	Reinstated.
17 " ...	Kavanagh, Mathew .....	Fitter .....	10/- " .....	Reinstated.
1 May ...	Thow, William .....	Locomotive engineer	£1200 per annum	Transferred from Locomotive Tramways.
20 " ...	Howe, Henry .....	Workshops manager	£500 " .....	
<b>CHIEF TRAFFIC MANAGER'S BRANCH.</b>				
1 April ...	Morris, E. ....	Porter .....	6/- per day	From Existing Lines Branch.
3 " ...	Mercer, R. ....	Junior porter .....	25/- per week	" "
3 " ...	Hall, W. ....	" .....	20/- " .....	" "
10 " ...	Martin, F. R. ....	Telegraph probationer	20/- " .....	" "
29 " ...	Stafford, E. ....	Porter .....	7/- per day	From Traffic Tramways.
23 " ...	Martin, W. J. ....	Junior porter .....	25/- per week	From Existing Lines Branch.
27 May ...	Kelhear, A. ....	Porter .....	7/- per day	From Existing Lines Branch.
3 June ...	Burns, A. ....	" .....	7/- " .....	" "
10 " ...	Lattimer, Andrew .....	" .....	7/- " .....	" "
10 " ...	Bojger, Simon F. ....	Clerk .....	£150 per annum	" "
<b>COMPTROLLER OF STORES BRANCH.</b>				
Nil.				
<b>TRAMWAYS—LOCOMOTIVE BRANCH.</b>				
20 May ...	Downe, George .....	Locomotive Tramway Superintendent.	£650 per annum	From Assistant Locomotive Engineer.
<b>TRAMWAYS—TRAFFIC BRANCH.</b>				
26 Feb. ...	*Morris, John .....	Car-washer .....	7/- per day	} Better cleaning of cars, previously employed on Railways.
4 Mar. ...	*Swain, H. J. ....	" .....	8/- " .....	
4 " ...	*Brownlow, Edward .....	" .....	7/- " .....	
5 " ...	*Blanch, William .....	" .....	7/- " .....	
20 " ...	*Johnson, J. H. ....	" .....	7/- " .....	
20 " ...	*McDonald, William .....	" .....	7/- " .....	} Exchanged with Porter Stafford, Railways.
1 May ...	Edwards, W. ....	Brakesman .....	7/- " .....	
<b>TRAMWAYS—EXISTING LINES BRANCH.</b>				
30 June ...	Cowdery, George R. ....	Tramway maintenance engineer.	£375 per annum	} Transferred from Existing Lines Branch, Railways.
30 " ...	Deans, Peter .....	Sub-inspector .....	£230 " .....	
30 " ...	Wood, Sidney C. ....	Clerk .....	£165 " .....	

\* Omitted from last Quarter's Returns.

## APPENDIX IV.

## NEW SOUTH WALES GOVERNMENT RAILWAYS AND TRAMWAYS.

RETURN, in accordance with clause No. 44 of the Railway Act, showing the Removals of Employees, from 1st April to 30th June, 1889.

Date.	Name.	Position.	Rate of Pay or Salary.	Remarks.
SECRETARY'S BRANCH.				
6 April ...	Husk, Arthur J. ....	Clerk .....	£215 per annum	Retrenchment.
1 May ...	Iredale, Lancelot P. ....	" .....	£410	"
30 June ...	Kelly, Thomas .....	Messenger .....	42/- per week	"
ACCOUNTANT'S BRANCH.				
1 May ...	Irvine, Christopher .....	Cashier, North .....	£340 per annum	Retrenchment.
TRAFFIC AUDITOR'S BRANCH.				
1 May ...	Kilgour, R. G. ....	Clerk .....	£110 per annum	Retrenchment.
1 " ...	Chapman, W. E. ....	" .....	£185 " "	"
1 June ...	Thomson, John R. ....	" .....	£320 " "	"
30 " ...	Scholey, T. R. ....	" .....	£170 " "	"
			and 10/- for Sundays.	
30 " ...	Blackstone, F. A. ....	" .....	£170 per annum	"
ENGINEER FOR EXISTING LINES BRANCH.				
1 April ...	Fisher, Esther .....	Housekeeper .....	7/6 per week	Premises vacated.
1 " ...	Mercer, Robert .....	Boy .....	4/- per day	Transferred to Traffic Branch
2 " ...	Hall, William .....	" .....	2/- " "	"
4 " ...	Martin, Frederick .....	" .....	3/- " "	"
30 " ...	Dundas, Mrs. ....	Housekeeper .....	£52 per annum	Premises vacated.
30 " ...	Londrigan, Mrs. ....	Allowance for assistant .....	12/- per week	"
16 " ...	Peskett, Richard .....	Fettler .....	7/6 per day	Resigned.
2 May ...	Toomy, Michael .....	" .....	7/6 " "	"
3 " ...	Ison, Paul .....	Labourer .....	7/6 " "	"
3 " ...	Wood, John .....	Carpenter .....	7/6 " "	"
7 " ...	Wallace, James .....	Labourer .....	7/6 " "	Deceased.
9 " ...	Taylor, Samuel .....	" .....	7/6 " "	Resigned.
10 " ...	Buckley, William .....	Carpenter .....	10/- " "	Retired.
11 " ...	Cooper, William .....	Fettler .....	7/6 " "	Resigned.
16 " ...	Graham, Joseph .....	Labourer .....	7/6 " "	Deceased.
17 " ...	Riles, Benjamin .....	" .....	7/6 " "	Resigned.
18 " ...	Melrose, George .....	Ganger .....	9/- " "	Transferred to Traffic Branch
22 " ...	Martin, William .....	Boy .....	4/- " "	"
23 " ...	Carey, Thomas .....	Fettler .....	7/6 " "	Resigned.
25 " ...	Kelhear, Augustus .....	Labourer .....	7/- " "	Transferred to Traffic Branch
28 " ...	Alexander, George .....	Fettler .....	7/6 " "	Resigned.
1 June ...	Blundell, William .....	Carpenter .....	11/ " "	Deceased.
3 " ...	Burns, Andrew .....	Fettler .....	7/6 " "	Transferred to Traffic Branch
5 " ...	Morgan, James .....	" .....	7/6 " "	Dismissed.
7 " ...	Williams, John .....	Stat. engine-driver .....	8/6 " "	Resigned.
8 " ...	Lalimer, Andrew .....	Fettler .....	7/6 " "	Transferred to Traffic Branch.
8 " ...	Bushby, Frederick .....	" .....	7/6 " "	Dismissed.
10 " ...	Bolger, Simon F. ....	Clerk .....	£150 per annum	Transferred to Traffic Branch.
12 " ...	Drummond Alexander .....	Labourer .....	7/6 per day	Dismissed.
17 " ...	Lee, George .....	Fettler .....	7/6 " "	Discharged.
20 " ...	Connor, Henry .....	" .....	7/6 " "	Dismissed.
20 " ...	Allen, George .....	Ganger .....	7/- " "	"
20 " ...	Howard, Thomas .....	Labourer .....	7/6 " "	Resigned.
30 " ...	Franklin, James .....	Inspector .....	£310 per annum	Retrenchment.
30 " ...	Rose, John C. ....	" .....	£310 " "	"
30 " ...	Camden, George .....	Clerk .....	£165 " "	"
30 " ...	Burrowes, Henry .....	" .....	£165 " "	"
30 " ...	Bawden, Thomas .....	" .....	£95 " "	"
30 " ...	Eckersley, Isaac .....	Foreman .....	£260 " "	"
30 " ...	Bladen, Thomas .....	Inspector .....	£330 " "	"
30 " ...	Murdoch, George .....	Foreman .....	£230 " "	"
30 " ...	Manly, William .....	Resident engineer .....	£350 " "	"
30 " ...	M'Miles, Samuel .....	Sub-inspector .....	£200 " "	"
30 " ...	Longhead, Noah .....	" .....	£260 " "	"
30 " ...	Lainson, George .....	" .....	£260 " "	"
30 " ...	Howard, Walter .....	Clerk .....	£165 " "	"
30 " ...	Blatchford, Richard .....	" .....	£140 " "	"
30 " ...	Richardson, Ralph .....	Sub-inspector .....	£285 " "	"
30 " ...	Jones, Edgar .....	Surveyor .....	£5 10s. per week	"
30 " ...	Rygate, P. W. ....	Cadet .....	£110 per annum	Resigned.
30 " ...	Furbanks, Ernest .....	Labourer .....	7/- per day	"
30 " ...	Purton, Henry .....	Foreman .....	£390 per annum	Retrenchment.
30 " ...	Deitz, William .....	" .....	£260 " "	"
30 " ...	Paton, John .....	Inspector .....	£234 " "	"
30 " ...	Cowdery, George R. ....	Resident engineer .....	£375 " "	Transferred to Tramway Engineer.
30 " ...	Deans, Peter .....	Sub-inspector .....	£230 " "	Transferred to Existing Lines Branch, Tramways.
30 " ...	Wood, Sidney C. ....	Clerk .....	£165 " "	"

Date.	Name.	Position.	Rate of Pay or Salary.	Remarks.
<b>LOCOMOTIVE ENGINEER'S BRANCH.</b>				
4 Mar.	Newlands, John	Boiler inspector	£255 per annum	Deceased.
29 "	Thomas, J.	Cleaner	6/- per day	Resigned.
1 April	Midelton, Thomas	Locomotive engineer	£800 per annum	Reorganization.
2 "	Boyce, William	Driver	14/- per day	Deceased.
6 "	Rochford, John	Fireman	10/- "	"
8 "	Davis, Walter	Fitter	8/- "	Dismissed.
9 "	Livingstone, John	Apprentice	5/- "	Resigned.
10 "	Humphries, D.	Fireman	8/- "	"
12 "	Stewart, Henry	Machinist	5/- "	Dismissed.
12 "	Sutton, George	Waggon-builder	10/- "	Retired.
13 "	White, Thomas	Fitter	10/8 "	Resigned.
13 "	Jones, Robert	Waggon-builder	9/6 "	Dismissed.
14 "	Oates, George	Driver	14/- "	Killed.
14 "	Ferguson, A.	Fireman	10/- "	"
25 "	Tunks, J.	Cleaner	7/- "	Dismissed.
26 "	Green, William	Fitter	10/- "	Resigned.
29 "	Brown, George	Striker	7/6 "	Dismissed.
3 May	Duncan, William	Cleaner	5/- "	Resigned.
9 "	Furey, Michael	Boilermaker	7/6 "	Dismissed.
9 "	Wight, William	Clerk	20/- per week	Resigned.
10 "	M'Kenzie, David	Apprentice	2/6 per day	"
17 "	Davis, H.	Fireman	10/- "	"
20 "	Downe, George	Assistant loco. engineer	£650 per annum	Transferred to Locomotive Superintendent of Tramways.
27 "	Brown, Alexander	Fitter	10/- per day	Resigned.
30 "	Eckford, W. J.	Clerk	£135 per annum	Retrenchment.
1 June	Devenny, David	Fitter	10/- per day	Resigned.
3 "	Hall, W.	Cleaner	7/- "	"
4 "	Doohan, Patrick	Fireman	10/- "	Dismissed.
8 "	Knipe, John	Waggon-builder	10/- "	Deceased.
10 "	Cunningham, Patrick	Foreman	£300 per annum	"
11 "	Bamford, John	Boilermaker's assistant	7/6 per day	Resigned.
17 "	William, J.	Fireman	10/- "	"
25 "	Turton, Joseph	Inspector	£370 per annum	Killed.
<b>CHIEF TRAFFIC MANAGER'S BRANCH.</b>				
1 April	Carmody, John	Guard	10/- per day	Dismissed.
2 "	Stephenson, T.	Porter	20/- per week	"
2 "	Milligan, J.	"	7/- per day	"
4 "	Cameron, Neil	"	9/6 "	Retired.
2 "	Hamer, H.	Gatekeeper	15/- per week	Resigned.
4 "	Harris, J.	Operator	£80 per annum	Dismissed.
5 "	Cocks, R.	Porter	8/- per day	Deceased.
6 "	Pritchard, C.	Stationmaster	£150 per annum	Dismissed.
8 "	Owen, O.	Signalman	7/3 per day	Resigned.
8 "	Ward, J. D.	Clerk	£150 per annum	Transferred to Secretary's Office.
9 "	Maude, J.	Shunter	7/6 per day	Resigned.
11 "	Castles, A.	Junior porter	20/- per week	"
11 "	Foreman, W.	Guard	8/6 per day	Deceased.
12 "	Pegler, G.	Conductor	7/- "	Resigned.
12 "	Hogan, C.	Gatekeeper	7/6 per week	"
13 "	Burke, Thomas	Porter	7/- per day	Deceased.
16 "	Connery, Mrs.	Gatekeeper	Free house	Resigned.
19 "	Rea, J.	Porter	7/6 per day	"
22 "	Day, F.	Watchman	7/- "	Dismissed.
23 "	O'Neill, J.	Shunter	7/6 "	Resigned.
24 "	Absalom, A.	Gatekeeper	5/- per week	Dispensed with.
26 "	Cox, J. W.	Stationmaster	£310 per annum	Retired.
27 "	Pilgrim, Kate	Gatekeeper	Free house	Resigned.
29 "	Edwards, W.	Porter	7/- per day	Exchanged with Stafford, or Tramways.
31 "	Duncan, E. C.	Clerk	£110 per annum	Resigned.
3 May	Corrigan, Mrs.	Gatekeeper	Free house	"
3 "	Wood, John	Porter	7/- per day	Dismissed.
5 "	Stimson, Mrs.	Gatekeeper	Free house	Resigned.
8 "	Rooke, W.	Porter	8/- per day	"
9 "	M'Auliffe, D.	Gatekeeper	15/- per week	"
14 "	Bannerman, W.	Porter	9/- per day	Dismissed.
14 "	Pegg, Mary	Gatekeeper	10/- per week	"
14 "	Scott, James	Porter	7/- per day	Deceased.
21 "	Gaudry, R.	Assistant guard	8/6 "	"
22 "	Young, F. A.	Operator	£80 per annum	Dismissed.
23 "	Gordon, J.	Porter	6/- per day	Killed.
23 "	Montgomery, J.	"	8/- "	Dismissed.
27 "	Farrell, G.	"	8/- "	Resigned.
28 "	Anderson, Thomas	Head shunter	8/- "	Dismissed.
28 "	Meehan, John	Shunter	7/- "	"
31 "	Henry, G.	Porter	8/- "	Resigned.
31 "	Cook, J.	Watchman	45/- per week	"
5 June	Hodde, Frederick	Porter	5/6 per day	"
6 "	Allen, Richard	Clerk	£125 per annum	Retired.
6 "	Carroll, Mary	Gatekeeper	5/- per week	Resigned.
8 "	Devine, F.	Acting night officer	7/6 per day	"
9 "	M'Morrow, Michael	Gatekeeper	5/- per week	"
15 "	Duan, George	Porter	7/- per day	"
18 "	Murray, W.	"	7/6 "	Dismissed.
24 "	Molloy, F.	Gatekeeper	15/- per week	"
27 "	Bingham, A.	Junior porter	15/- "	Resigned.
30 "	Griffen, J.	Assistant guard	8/6 per day	Killed.
30 "	Parkes, Thomas	Clerk	10/- "	Transferred to Traffic Audit Branch.

Date.	Name.	Position.	Rate of Pay or Salary.	Remarks.
<b>COMPTROLLER OF STORES BRANCH.</b>				
31 Mar.	Muddle, John W.	Record clerk	£235 per annum	Retrenchment.
11 April	Rider, John C.	Glass engraver	10/- per day	"
25 "	Brennan, George	Clerk	50/- per week	"
25 "	Chapman, Edward	Storeman	8/- per day	"
25 "	Rex, Robert	Tentmaker	8/- "	"
25 "	Higgerson, John	Storeman	7/6 "	"
25 "	Turner, Frederick	Labourer	7/- "	"
25 "	Ryan, Patrick	"	7/- "	"
<b>TEAMWAYS—TRAFFIC BRANCH.</b>				
1 April	Ravenswood, A.	Conductor	9/- per day	Dismissed.
1 "	Collins, Noah	"	9/- "	Resigned.
1 "	Pollock, Mrs.	Waiting-room attendant	15/- per week	Retrenchment.
1 "	Colls, A. T.	Clerk	£235 per annum	"
29 "	Stafford, Edward	Pointsman	7/6 per day	Exchanged with Edwards, of Railways.
3 June	Sutherland, R. G.	Conductor	8/- "	Dismissed.
3 "	Porter, Loftus	Flagman	7/- "	Deceased.
19 "	Swain, H. J.	Car-washer	8/- "	Dismissed.
<b>TEAMWAYS—LOCOMOTIVE BRANCH.</b>				
2 April	Hemmings, Henry	Car-builder	11/- "	Transferred to Railways.
2 "	Allum, E. J.	"	10/6 "	"
8 "	Sanderson, Alexander	Labourer	7/- "	Resigned.
9 "	Vargen, Herbert	Fitter	10/- "	Dispensed with.
25 "	Pearce, James	Driver	13/- "	Resigned.
17 May	McDonagh, George	Fitter	10/- "	Deceased.
20 "	Parkinson, John	Gripman	8/- "	Resigned.
20 "	Howe, Henry	Assist. locomotive engineer	£500 per annum	Transferred to "Workshops Manager," Railways.
1 "	Mulholland, C. W.	Clerk	£220 "	Retrenchment.
1 June	Spratt, Samuel	Machinist	8/8 per day	Resigned.
19 "	Oliffe, Benjamin	Stat. engine-driver	9/- "	"
<b>TEAMWAYS—EXISTING LINES BRANCH.</b>				
Nil.				



1889.

NEW SOUTH WALES.

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# FEHON INQUIRY COMMISSION.

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## REPORT

OF THE

## ROYAL COMMISSION,

APPOINTED ON THE 19<sup>TH</sup> FEBRUARY, 1889,

To make a full inquiry touching all questions in any way raised in the Legislative Assembly of the Colony of New South Wales, whether specifically or in the course of debate, as to any alleged unfitness of William Meeke Fehon, Esquire, for appointment as one of the Commissioners for Railways under the "Government Railways Act of 1888," and touching the truth of any charges so, as aforesaid, made against the said William Meeke Fehon ;

TOGETHER WITH THE

### MINUTES OF EVIDENCE,

AND

APPENDICES.




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Presented to Parliament by Command.

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SYDNEY: CHARLES POTTER, GOVERNMENT PRINTER.

1889.

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**Commission.**

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

To our trusty and well-beloved—

CHARLES EDWARD ROBERTSON MURRAY, Esquire, District Court Judge for the Northern  
District of our Colony of New South Wales,—

Greeting:—

KNOW YOU, that We, reposing great trust and confidence in your ability, zeal, industry, discretion, and integrity, do, by these presents, authorize and appoint you to make a diligent and full inquiry touching all questions which have been in any way raised in our Legislative Assembly of our Colony of New South Wales, whether specifically or in course of debate, as to any alleged unfitness of WILLIAM MEEKE FEHON, Esquire, for appointment as one of the Commissioners for Railways under the Government Railways Act of 1888, and touching the truth of any charges which have been so as aforesaid made against the said William Meeke Fehon: And We do by these presents grant to you full power and authority to call before you all such persons as you may judge necessary, by whom you may be better informed of the truth in the premises, and to require the production of all such books, papers, writings, and all other documents as you may deem expedient, and to visit and inspect the same at the offices or places where the same or any of them may be deposited, and to inquire of the premises by all lawful ways and means: And We do give you power at your discretion to procure such clerical and other assistance as you may deem necessary for enabling you duly to execute this Our Commission: And our further will and pleasure is that you do within one month after the date of this Our Commission certify to us, in the office of our Colonial Secretary, under your hand and seal, what you shall find touching the premises: And we hereby command all Government officers, and other persons whomsoever within our said Colony, that they be assistant to you in the execution of these presents: And we do hereby declare this Our Commission to be a Commission for all purposes of the Act 44 Victoria No. 1, intituled "An Act to regulate the taking of evidence by Commissioners under the Great Seal."

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

Witness, Our Right Trusty and Well-beloved Councillor, CHARLES ROBERT, BARON CARRINGTON, Knight Grand Cross of Our Most Distinguished Order of Saint Michael and Saint George, Our Governor and Commander-in-Chief of Our Colony of New South Wales and its Dependencies, at Government House, Sydney, in New South Wales aforesaid, this nineteenth day of February, in the fifty-second year of Our Reign, and in the year of Our Lord one thousand eight hundred and eighty-nine.

CARRINGTON.

By His Excellency's Command,  
GEORGE R. DIBBS.

Entered on record by me, in REGISTER OF PATENTS, No. 13, pages 309-10, this nineteenth day of February, one thousand eight hundred and eighty-nine.

For the Colonial Secretary and Registrar of Records,  
CRITCHETT WALKER  
(Principal Under Secretary).

WHEREAS it is necessary to extend the time by which the Commissioner is to make his report in the Fehen Inquiry Commission : Now, therefore, I do hereby, with the advice of the Executive Council, extend the time within which the said Commissioner is to make such report to and for a further period of one month beyond the time in and by the said Commission appointed for such purpose, to take effect from the 20th instant.

Given under my hand, at Government House, Sydney, this thirtieth day of March, one thousand eight hundred and eighty-nine.

CARRINGTON.

By His Excellency's command,  
HENRY PARKES.

Entered on record by me, this second day of April, one thousand eight hundred and eighty-nine.

WHEREAS the time appointed for the return of the Commission in the matter of the Fehen Enquiry Commission was, by an instrument dated the 30th ultimo, extended for a period of one month : And whereas it is necessary to extend the same still further : Now, therefore, I do hereby, with the advice of the Executive Council, extend the time within which the Commissioner is to make his return to and for a further period of one month beyond the time in and by the aforesaid instrument appointed for such purpose,—to take effect from the 20th instant.

Given under my hand, at Government House, Sydney, this twenty-fourth day of April, one thousand eight hundred and eighty-nine.

CARRINGTON.

By His Excellency's command,  
HENRY PARKES.

Entered on record by me, this twenty-fifth day of April, one thousand eight hundred and eighty-nine.

For the Colonial Secretary and Registrar of Records,  
CRITCHETT WALKER,  
Principal Under Secretary.

**FEHON INQUIRY COMMISSION.**

**MINUTES OF PROCEEDINGS.**

*TUESDAY, 26 MARCH, 1889.*

The Commissioner sat at No. 81, Phillip-street, Sydney.

Mr. William Meeke Fehon attended. He stated that he did not intend to call witnesses, because, to do so would put him in the position of a defendant.

The Commissioner explained to Mr. Fehon that he was not there as a defendant, but as an interested witness.

Mr. Fehon was then sworn and examined.

*WEDNESDAY, 27 MARCH, 1889.*

The Commissioner sat at 10 a.m.

Patrick Joseph McMahon, of 279, George-street, was examined as to his statement, alleged by Messrs. Want and Lyne, M's.P., to have been made in conversation as to Mr. Fehon's alleged connection with Messrs. Wright, Heaton, & Co.

W. H. Denneen, goods superintendent at Redfern railway station, who had been subpoenaed to give evidence, attended at 2 o'clock p.m., and requested that for urgent reasons his examination might be postponed until the morrow.

The Commissioner acceded to the request.

*THURSDAY, 28 MARCH, 1889.*

The Commissioner sat at 9.30 a.m.

Copies of railway regulations and tables of tolls relating to the carriage of wool between the years 1879 and 1886 were received from the Colonial Secretary's Office.

Thomas Stephens Sherritt and W. J. Moore were examined.

*FRIDAY, 29 MARCH, 1889.*

The Commissioner sat at 10 o'clock a.m.

Robert Wilford Dickson, Joseph Heylin, Charles Howard, and Charles Lambert were examined.

Mr. Fehon was present during the examination of Mr. Heylin.

*SATURDAY, 30 MARCH, 1889.*

The Commissioner sat at 10 a.m.

Mr. Fehon was present.

Jas. Steers and Thomas Stephens Sherritt were re-examined.

*TUESDAY, 2 APRIL, 1889.*

The Commissioner sat at 2 o'clock p.m.

Francis Lord was to have been examined, but did not appear. [The Secretary visited the Colonial Secretary's office and the office of the Chief Inspector of Police, and ascertained that Francis Lord had been "served." Subsequently the Commissioner received from Mr. Lord an explanation of his absence.]

*WEDNESDAY, 3 APRIL, 1889.*

The Commissioner sat at 10 o'clock a.m.

Mr. F. A. Wright and Mr. W. H. Denneen were examined.

*THURSDAY, 4 APRIL, 1889.*

The Commissioner sat at 10 o'clock a.m.

Messrs. Edwin Charles Leary, J. McLaughlin, and C. B. Lowe were examined.

*FRIDAY,*

*FRIDAY, 5 APRIL, 1889.*

The Commissioner sat at 10 o'clock a.m.  
Mr. Greatrex and Mr. Abigail, M.P., were examined.

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*MONDAY, 8 APRIL, 1889.*

The Commissioner sat at noon.  
Mr. Greatrex was re-examined, and Mr. McDonald was examined.

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*TUESDAY, 9 APRIL, 1889.*

The Commissioner sat at 10 o'clock a.m.  
Mr. David Kirkcaldie (Railway Traffic Manager) and Mr. John Williams (Crown Solicitor) were examined.

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*WEDNESDAY, 10 APRIL, 1889.*

The Commissioner sat at 10 o'clock a.m.  
No witnesses were examined ; and only formal business was transacted.

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*THURSDAY, 11 APRIL, 1889.*

The Commissioner sat at 12 o'clock (noon).  
Mr. J. P. Garvan, M.P., attended and was examined.

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*TUESDAY, 16 APRIL, 1889.*

Mr. F. A. Wright attended and asked the Commissioner to call as witnesses—Messrs. F. Farnell, M.P., Richard Beattie, Arthur S. Lee (of Orange), and H. B. Copeland.

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*WEDNESDAY, 17 APRIL, 1889.*

The Commissioner sat at 1 o'clock p.m.  
Mr. Fehon was present.  
Mr. Lyne, M.P., was examined.

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*THURSDAY, 18 APRIL, 1889.*

The Commissioner sat at 10 o'clock a.m.  
Mr. Fehon was present.  
Mr. Allen Lakeman, M.P., was examined.

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*MONDAY, 29 APRIL, 1889.*

The Commissioner sat at 2 o'clock p.m.  
Mr. Frank Farnell, M.P., and Mr. H. B. Copeland (of the Lands Office), were examined.

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*TUESDAY, 30 APRIL, 1889.*

The Commissioner sat at 10 o'clock a.m.  
Mr. Fehon was present.  
Mr. J. H. Want attended and was examined by the Commissioner, and cross-examined by Mr. Fehon.

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*WEDNESDAY, 1 MAY, 1889.*

The Commissioner sat at 10 o'clock a.m.  
No evidence was taken.

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*THURSDAY, 2 MAY, 1889.*

The Commissioner sat at 10 o'clock a.m.  
Mr. Fehon was present.  
Mr. Ninian Melville, M.P., attended, and was examined.  
Mr. J. H. Want, M.P., and Mr. W. M. Fehon, were re-examined.

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*FRIDAY, 3 MAY, 1889.*

The Commissioner sat at 10 o'clock a.m.  
No evidence was taken.

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## REPORT.

To His Excellency the Right Honorable CHARLES ROBERT, BARON CARRINGTON, a Member of Her Majesty's Most Honorable Privy Council, Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief of the Colony of New South Wales and its Dependencies.

MAY IT PLEASE YOUR EXCELLENCY,—

In accordance with the direction contained in the Commission herewith, I have the honor to report as follows, annexing hereto the extension of the shorthand-writer's notes of evidence taken before me, and such of the documents, &c., that I have inspected, as I think it my duty to attach.

Concerning the obligation imposed upon me by the Commission which I have the honor to hold, I take it that, though I am directed to certify what I shall "find touching the premises," still I am not to presume that my finding is to be conclusive in any aspect, or is in the nature of a verdict; but that it is to be taken merely as an expression of opinion upon which your Excellency and your Advisers may or may not be pleased to act according as it may appear that my opinion is or is not justified by the evidence which I have taken, or that I have or have not sufficiently exhausted the opportunities at my disposal of arriving at the truth; and, therefore, as the inquiry which I have made has necessarily been, as I shall hereafter explain, of a twofold, and in reality, I may say, of a manifold, nature, and as I may appear to be right in some and wrong in other conclusions, I feel bound to set out separately my several opinions touching different parts of the subject of investigation, in such manner that each may be taken by itself and distinctly criticized. And I wish it to be understood that, from the peculiar nature of the inquiry, seeing that I am placed in the position of having not only to find the truth from the mouths of witnesses, but also to discover who may be able to inform me, and to determine whether I am justified—having regard to the advantages of economy and fair expedition—in summoning any person, I have been unable to marshal the evidence in such sequence as I should have wished, and I have been compelled to hear much irrelevant matter; this will account for

what may seem to be the want of relation between the various witnesses in respect to the order in which their evidence stands, and the apparent want of pertinence in much of what they have deposed. I called Mr. Fehon first, and let him give his account of everything which then seemed material to the inquiry, so that no question could be made of the propriety of his being present whenever he wished, during the examination of other witnesses; he did not wish to waste his time by attending when such evidence was being given as directly affected only Wright, Heaton, & Company—evidence to prove or disprove facts of which he disavowed all knowledge, such disavowal being the basis of his contention.

The subject matter of this inquiry is, as I have said, primarily twofold. 1st. The question of rumours reflecting upon Mr. Fehon's conduct in his office of Traffic Manager of the Victorian Railways. 2nd. The question of his connection with what are known as the "wool frauds." The first head of inquiry divides itself thus—and for convenience I will distinguish different questions by letters on the margin.

A 1st. Were rumours affecting Mr. Fehon's character in existence in Victoria  
 B about 1872? 2nd. If so, was there any real foundation for them? The second  
 C head of inquiry involves two main questions. 1st. Was the firm of Wright,  
 D Heaton & Co., in fact guilty of fraudulent practices in connection with the carriage  
 E of goods on the N.S.W. Railways. 2nd. If they were so guilty, was Mr. Fehon  
 F a party to the carrying on of such practices? And the former of these questions  
 G is thus again divisible. 1st. Was a certain system known as "averaging," as used  
 H by Wright, Heaton, & Co., in fact morally wrong? 2nd. Was the firm guilty of  
 intentional "understating" of weights of goods carried on the railways? And, in  
 connection with the question marked on the margin E, this inquiry is further  
 involved—were practices similar to those known as "averaging" carried on in  
 Victoria in fraud of the railway system of that Colony by M'Culloch & Co.? If so,  
 was Mr. Fehon a party to such a course of dishonesty? I do not think it expedient  
 to further analyse the branches of this investigation, as any such subdivision would—  
 though it could easily be made—be unnecessarily minute. Though I have sought  
 for evidence to answer all questions arising, I have still felt bound to treat them as  
 of varying importance, in the light of the evidence which I have called, and the  
 opinions which I have formed; if I should attempt to follow out each to the fullest  
 possible extent, this inquiry would be almost interminable. I feel that it is my  
 duty to conclude as soon as I fairly may, in justice both to the country and to Mr.  
 Fehon, seeing that it would be cruel to him to hold these serious charges pending  
 unduly long, and that it is most important that the possible instability of his  
 appointment should, one way or the other, be put an end to; and, moreover, that  
 the expense and inconvenience should be avoided that would be caused by the  
 appointment of a Deputy Judge in my place, as I have now reached the limit of  
 time at my disposal, having applied to this matter even more time than I should  
 have been able to devote to it, if a contemplated, but now abandoned, change in  
 the distribution of work among the District Court Judges had not chanced to result  
 in giving me a few more days in Sydney than I should otherwise have had.

A I now pass to the consideration of the different questions marked by letters.

B This question must undoubtedly be answered in the affirmative; but I conclude  
 that no real foundation existed. On searching the record of debates in the Victorian  
 Assembly, I find, in vol. 15, that in the year 1872 the papers *in re* the resignation  
 of Mr. Fehon were called for by Mr. Orr, Member for the Murray, and produced.

No



No comment on the matter seems then to have been made in the House. Afterwards—on November 20th of that year (page 2131)—Mr. Zeal asked, “If it was the intention of the Government to acknowledge the exceptional services of Mr. Fehon, in organizing and reducing to economical working order the Traffic Branch of that Service by placing a sum on the Estimates as a retiring allowance.” Mr. Gillies answered that “he believed Mr. Fehon was a very valuable officer; he understood, however, that the case had been dealt with by the late Government, and therefore, at the present time, he did not think it proper to interfere; but it was open to the House to say what bonus ought to be given to Mr. Fehon.” Afterwards, on December 11th (page 2340), Mr. Zeal suggested the placing of £500 on the Estimates as a gratuity to Mr. Fehon. Mr. Longmore, speaking of Mr. Fehon, said “he was a most valued and efficient officer, and personally he would be very glad if the Government could see their way to ask the House to recognize his services in some substantial manner.” On neither occasion was there a word said by any Member to the discredit of Mr. Fehon. Meanwhile, on November 28 (page 2222), the case of one Hiddle, an engineer, who had recently been discharged from the s.s. “Victoria,” was discussed on a motion for adjournment. Allusion was made, on the *tu quoque* principle, to the case of certain persons who had been dismissed from the Government Printing Office by the former Government. Mr. Longmore, speaking on the subject, said that, “he did not do any injustice.” Mr. Orr interjected, “Oh.” Mr. Longmore then went on to say, “the honorable member for the Murray had better hold his tongue; that honorable Member went through the country speaking the vilest slanders, according to his own showing, of the late Traffic Manager, and in his (Mr. Longmore’s) presence he subsequently acknowledged—he stated in the most craven manner—that he was sorry for having done it.” Mr. Longmore then spoke on the subject of Hiddle. Mr. Orr followed, first addressing himself to Hiddle’s case, and continued thus:—“He would not pursue the case further. But he would claim the indulgence of the House, while he offered a few observations in reply to the insinuations which had been thrown out against him by the honorable Member for Ripon and Hampden; and he defied that honorable Member to contradict one single word of what he was going to say. One day, about the time that Mr. Fehon was clearing up his affairs in the Railway Department, he called upon the late Minister for Railways. He had finished his business with that gentleman, and was about to leave, when Mr. Fehon, who was present, said, ‘I was at Echuca lately, and I was told that you had stated there that I had an interest in the firm of M’Culloch & Co., carriers, while connected with the Railways.’ His (Mr. Orr’s) reply was, that he could not help that; he made the statement believing it to be true, and he still believed it to be true; and that, if the Minister for Railways had time to go into the matter, he was prepared there and then to state the grounds on which he came to the conclusion. He did so. He went over the history of the working of the Railways for five years. He showed that, during that period, there was not a year in which some change was not made in the wool rates. He stated that the firm of M’Culloch & Co. had information of every change weeks, if not months, before he (Mr. Orr) had, although he was in the same trade. He stated that, in connection with the Darling trade, M’Culloch & Co. had their goods carried for £1 per ton less than he or any one else knew anything of. The honorable Member for Ripon and Hampden could not deny this. [Mr. Longmore: ‘It is not in accordance with fact.’] It was true. If it could be proved not to be the fact, he would place his resignation in Mr. Speaker’s hands to-morrow. After he had gone through his statement,

statement, Mr. Fehon assured him he was altogether mistaken in asserting that he had any connection with the firm of M'Culloch & Co.; but no explanation was offered as to the discrepancies. He (Mr. Orr) said he accepted the statement, and was satisfied so far. But he desired to call the attention of the House to another fact which subsequently came to his knowledge. In an advertisement published by the late Minister of Railways, or under his sanction, the words 'Darling District' were used instead of 'Darling River,' and by that means M'Culloch & Co. were able to get the goods carried to the Murrumbidgee for £1 per ton less than the general public. He was prepared to move for a committee to have this matter thoroughly investigated, because he was satisfied that no one department under the late Government could bear less scrutiny than that over which the honorable Member for Ripon and Hampden presided." Mr. Bent then spoke. He said, "he considered it not out of place to remind the honorable Member for the Murray that some people had better wash their dirty linen at home. If the honorable Member was aware that the things he had referred to were going on, why did he not report them?" Mr. Bent then went on with the Hiddle matter; and not a word more was said about Mr. Fehon. This is all I find on the subject of Mr. Fehon, and all that on search made has been found in volumes 14, 15, and 16. The fair conclusion is that, as nothing was said, there was nothing, in fact, to be said in the way of attack on Mr. Fehon's character. The account given by Mr. Fehon himself suggests such a feeling of jealousy as would induce Mr. Orr to jump to a false conclusion; Mr. Steers traces all the rumours he heard to Mr. Orr; the peculiar transaction narrated by Mr. Leary, which—though Mr. Fehon could have had no part in it—indirectly led to his promotion, explains an old, and as M'Culloch & Co. grew in prosperity, increasing animus against them which would strengthen the feeling of suspicion when Mr. Fehon actually joined their firm; these considerations show how easily an unjust accusation would be accepted; on the other hand, Mr. Williamson—Mr. Lyne's authority for the existence of the rumours—a man who ought to be able to form some opinion as to their truth, expressed in effect to Mr. Lyne an opinion favourable to Mr. Fehon, and in answer to a telegram requesting him to inform me—verifying his statement by statutory declaration—of all he knew of the matter, he sent the letter I forward, as well as the two letters addressed to Mr. Fehon. Mr. Lakeman, who was looked upon by Mr. Lyne and Mr. Want as another special authority on this matter, explains that the rumours he heard on this matter emanated entirely, in his opinion, from the agents of rival carriers, whom M'Culloch & Co. were almost driving out of the trade; while Messrs. Steers, Leary, and Lakeman all speak in very high terms—they being the only witnesses who had any real knowledge of Mr. Fehon's repute in Melbourne—of his character for probity. I need hardly allude to Mr. Want's or Mr. Melville's evidence touching this part of the inquiry, as their opinion of Mr. Fehon's unfitness was based upon other grounds, and what information they did, by letter, receive is beyond the possibility of examination, and is, to say the least of it, as Mr. Want himself suspected, very doubtful. I forward one remarkable production—anonymous—which Mr. Want received after his return from Japan; of course he attached no value to it; he produced it simply because I had asked for all letters.

On the whole, therefore, I conclude that the rumours were the outcome of jealousy, working upon and assisted by a train of circumstances which gave them colour.

One aspect of the case, which seems to have operated on the minds of Mr. Lyne and Mr. Want, I pass over as having nothing to do with the subject of this inquiry; though for some purposes argument may well be founded on it. It is this—is it expedient to appoint to a high office of trust a man whose character is tarnished by even unfounded public rumours? I have nothing to do with this: I have only to say what I think about the truth of the rumours, such as they are; and they could hardly be said to exist in New South Wales but for the action taken.

To proceed to the second main head of inquiry. I begin with the sub-division E. This is very difficult to answer. On New South Wales railways, from the first, carriage of wool was charged by the bale. Up to 4 cwt. there was a certain charge; above 4 cwt. there was an increase in charge of 15 per cent. In, or certainly as early as, 1878, a standard of 250 lb. (afterwards increased to 280 lb.—but this is immaterial) was fixed; bales not exceeding this weight were entitled to a rebate of 15 per cent. from the 4 cwt. charge. It is clear that a system called averaging was permitted by the Department in relation to the 4-cwt. standard. The General Order No. 28 (herewith), issued in 1881, recognizes such a system as existing, and seeks—in a rather clumsy way—to define it. I conclude, however, on the evidence, that this General Order was, almost universally, either unknown or ignored, and that the system of averaging in relation to 4 cwt. was simply in practice this—to divide the aggregate weight of a consignment by 4 cwt., and to charge for as many bales as were represented by the quotient, though that number might exceed, but could not be allowed to come to less than, the actual number of bales. This, it will be seen, was a recognition by the Department of the fact—whether originally true or not—that the bale charge was only a convenient way of arriving at a tonnage charge, and that the basis of the implied tonnage charge was 4 cwt.; in other words, that the Department held out that it charged per ton carriage equal to five times what it charged per bale—that five bales fairly went to the ton. Probably this was a mistake; probably the original idea was that—say—a 3-cwt. bale was the average; the meaning of the 15 per cent. increase over 4 cwt., being this: that, as no bales could well weigh under 2 cwt., so, to keep the real average at 3 cwt., no bale should be allowed to go over 4 cwt. without paying an increased charge; 15 per cent. being fixed as a generally fair and convenient increase. But the action of the Department itself would lead carriers to suppose that 4 cwt. was really the assumed average, instead of a maximum; and, when the 250-lb. standard was introduced, then carriers might fairly draw the further conclusion that there were in fact two standards—250 lb. and 4 cwt.—and that, as averaging about 4 cwt. had been permitted, so a similar system in relation to 250 lb. would be legitimate. It is, I understand, the practice of the Department to make every fair concession to owners of goods carried, and to charge at the lowest rate under which the goods can be brought; *e.g.*, if the tonnage rate on goods carried in a truck, not being a full truck load, exceeds the full (6 tons) truck-rate, then that truck-rate, and not the tonnage-rate, is charged. It must be borne in mind too that the 250-lb. limit was borrowed from Victoria; it was adopted for the purpose of competing with Victoria; there was great competition; Mr. Kirkcaldie's evidence bears this out, and goes to show that it is highly probable that every fair concession would be made by the Department. I do not attach much weight to Mr. Paull's minute (see extract from *Sydney Morning Herald* of July 27, 1886, herewith); but he certainly seemed to be acting

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on the assumption that averaging about 250 lb. was permitted; Mr. Kirkcaldie admits, in his evidence, that he thinks such a system would be fair, to a limited extent; though it had never been formally recognized, and the fact that the General Order No. 28 makes no reference to the 250-lb. standard would leave it to be implied that the Department had never authorized such a practice. But then, again, that very order, issued more than three years after the adopting of the 250-lb. standard, only defined an already existing practice older than that standard, and would not, by omission only, necessarily negative the new and partly recognized process of averaging. Mr. Fehon's evidence—and here I may touch and answer the questions G. and H.—explains, I think truly, how the 250-lb. standard came to be fixed—about 1875—in Victoria. He says that no system of averaging was in force in Victoria in relation to the 4-cwt. standard even; when scoured wool began to come in, the 250-lb. limit was invented to meet it. The 4-cwt. limit had been fixed so as to discriminate roughly between the washed (on the sheep's back) and the greasy wool. Scoured wool generally went under 250 lb.; so that the class of wool, branded on the bales, would be a fairly accurate means of telling whether the weight did or did not exceed 250 lb. or 4 cwt.; and individual weighing was unnecessary, as a rule. In New South Wales, however, a system of averaging in relation to the old 4-cwt. standard had been in force, it appears to me, before the 250-lb. limit was introduced; and I can see nothing more natural than that such a practice should—itself loosely applied—be stretched to reach the ingenious device by which, the aggregate weight of a consignment being returned correctly, the weights of individual bales were in fact falsified, so as to bring, apparently, as many bales as possible under the 250-lb. limit, by adding to the real weights of other bales, still keeping them within the 4-cwt. Mr. Denneen has satisfied me (this evidence was not taken down, the shorthand-writer being away when the witness unexpectedly called) that, practically, averaging about 250 lb. was allowed, to this extent: that if a number of bales were brought to a railway station showing an aggregate weight which, when divided by the number of bales, did not exceed 250 lb., then no declaration of individual weights would be required, and the whole would be allowed to pass as severally not exceeding 250 lb. This would be a step towards the system of what may be called “compound averaging” that I have alluded to. Whether the adopting of such a system was an act of dishonesty on the part of the carrying firms depends on many considerations. If they really believed that the officers of the Department were aware of, and allowed, the practice, there was certainly no dishonesty in adopting it; otherwise, there was; if the carriers thought the 4-cwt. bale system was intended as an approximation to a tonnage system which recognized that five bales generally went to the ton, then they might naturally suppose, when the 250-lb. limit was fixed, that the Department had discovered that another class of wool generally went about nine bales to the ton, and for such light bales a lower rate was adopted; they knew the Department was willing to make concessions, and was very eager for the trade; they would imagine that this departure from the letter of the rate-books, similar in its nature to the old system of averaging, and apparently balancing the injustice of charging a 4-cwt. rate for bales under 4 cwt. by only charging a 250-lb. rate for others over 250 lb., was agreeable to the authorities, who certainly seem to have tolerated it for years.

On the whole, therefore, first, I can see nothing to lead to the conclusion that such a course of practice came from without, and originated, or was adopted,

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in Victoria; and, secondly, I am inclined to the opinion that it was considered legitimate and involved no conscious dishonesty in New South Wales.

But now another question arises: If this system was legitimate, did Wright, Heaton, & Co., give consignees of "commission wool" the benefit of it? It would be a fraud on their part if they took the advantage and did not pass it on to their principals. This is a question not gone into, as far as I can discover, on the trial before Sir James Martin: in that case the charge was conspiracy to defraud the Government: I have not gone specially into it, because I do not consider it is fairly involved in this inquiry: in the view that I take of the evidence connecting Mr. Fehon with the internal working of Wright, Heaton, & Co., I do not think it necessary to load the inquiry with evidence of this nature; because, if there is nothing to show his knowledge of the system of averaging and its associated understating, a general and important course of conduct in relation to wool, then, *a fortiori*, the more special question of how accounts were sent in to consignees would probably be unknown to him. On the whole, I am inclined to think that the benefit was *not* passed on to consignees. I do not find this with much certainty; and I say the same with regard to understated weights. There is strong evidence to show that, in numbers of cases, aggregate weights of consignments of wool were in fact understated: some of these were "contract," some "commission," wool: three clips, the documents connected with which I have seen, carefully worked out by the Railway Department, and tabulated—out of an enormous total—show numerous understatements; aggregate weights being reduced so as in some cases to enable the agent to bring the average of all the bales untruly under 250 lb.; in other cases understating of the aggregate weight being coupled with and made auxiliary to "compound averaging." So much as to my conclusion on the question whether frauds were committed: then comes the further question—were they known to Mr. Fehon? The first step in this part of the inquiry is to determine this:—were they the independent work of the Branches, or were they known at the Head Office? As to this question, Mr. Wright throws the blame of understating on local managers, whose position and salary depended on the earnings of their Branches; he also—as other witnesses belonging to the firm—says that it was impossible, in the rush and pressure of business, for the Managing Director to compare weigh-bills and railway consignment notes, although they would generally arrive together and be put upon his desk; still, considering the fact that a great part of the profit of the firm was the difference between the carriage paid to teamsters, added to the railway carriage, and the contract rate of carriage of "contract wool," and that it is admitted that the duty of carrying out the rather elastic system of "averaging" was imposed upon the local managers, it seems unreasonable to suppose that the Head Manager—Managing Director—did not glance at a good many of the consignment notes and weigh-bills for the purpose of comparison; and that, if he did, he escaped the discovery that the local managers were understating aggregates as well as "averaging" bale weights; as each consignment note and each weigh-bill shows the aggregate weight plainly.

But, assuming that dishonest practices were winked at, if not instigated, by the Managing Director, whether it were Mr. Wright or Mr. Heaton, is there anything to show that Mr. Fehon was a party to them? Now, first of all, as to this, I have the evidence to the contrary of every witness who knows anything about the working

working of the firm. But probability and evidence of facts and documents may fairly be considered equally, if not more, valuable tests. First, it is hardly probable that a dishonest source of profit should be divulged to a partner who stood in the position also of a rival. The rivalry is specially indicated by Mr. Fehon's history of the Queensland transactions. There were also the necessarily strained relations on the Victorian trade border. For whatever reason the partnership was formed into a company, the jealousy of interference spoken of by Mr. Wright would probably operate to repel Melbourne directors. As far as documentary evidence goes, I find, by perusing the minute-book, that Mr. Fehon's account of the small number of his attendances—corroborated by Mr. Wright—is correct; that the business brought forward at meetings is of such a general nature as not to indicate to the directors present any peculiarity in the internal management of the company; and that there was at one time, at any rate, a good deal of difference of opinion, showing something like hostility, between the Sydney and Melbourne interests. As to the books kept by the firm, there is nothing on the face of the accounts to lead to the discovery that any peculiar practice existed. With regard to Mr. Fehon's relation to and interest in the company, I am quite satisfied with the correctness of his statement, that he was, as a shareholder, a trustee for the firm of M'Culloch & Co. I do not, comparing Mr. Fehon's and Mr. Wright's letters (December 11–13) see such a discrepancy as Mr. Want thought threw grave suspicion on Mr. Fehon's truthfulness, and so strengthened the presumption against him: Mr. Fehon's explanation, corroborated by Mr. Wright, of the matter of the 650 shares is borne out by the share register of the company as well as by the evidence of Mr. C. B. Lowe—an absolutely independent and unassailable witness.

In conclusion, therefore, I find, in obedience to the command that I have had the honour to have imposed upon me, and which I have sought, by diligent and full inquiry, to the best of my ability to obey—within the further time accorded to me,—that, touching all questions which have been in any way raised in the Legislative Assembly of New South Wales, whether specifically or in course of debate, as to the alleged unfitness of William Meeke Fehon, Esquire, for appointment as one of the Commissioners for Railways, under the Government Railways Act of 1888, and touching the truth of any alleged charges which have been so as aforesaid made against him the said William Meeke Fehon, that the said William Meeke Fehon was not, nor is, for the reasons in such questions expressed or implied, unfit for appointment as aforesaid, and that such alleged charges are untrue: and I hereby, in manner directed, certify such finding under my hand and seal, this third day of May, 1889.

(L.S.) C. E. R. MURRAY,  
Commissioner.

FEHON COMMISSION OF INQUIRY.

MINUTES OF EVIDENCE

Taken by Mr. District Court Judge Murray during the course of his inquiry, as Commissioner appointed for the purpose, into certain allegations and charges preferred against Mr. William Meeke Fehon, one of the Railway Commissioners of New South Wales, by Mr. John Want, M.P.

TUESDAY, 26 MARCH, 1889.

Mr. William Meeke Fehon examined:—

THE Commission was formally opened by the Commissioner at 2 o'clock p.m. Mr. William Meeke Fehon was in attendance. Before the formal opening,—

*Mr. Fehon* said: I would wish to ask what my position is?

*The Commissioner.*] Well, your position really is as a witness—in theory, as a witness on your own behalf—or, generally, your position is that of a witness; and, beyond that, you have a right, under the circumstances, to be represented here during the whole of the proceedings by an attorney, or by counsel, or personally, or both.

*Mr. Fehon.*] That puts me in the position of a defendant.

*The Commissioner.*] You are in the position of a witness having an interest, recognized as having an interest, in the result of an inquiry. Therefore, because you have an interest, you have a right to be represented. That is how the matter stands. If you prefer to be represented under the circumstances of course I will give you an opportunity to-day; perhaps there is hardly any necessity for it, as the shorthand notes will all be copied.

*Mr. Fehon.*] I will not be represented. My first impulse was to take no part in the matter, because I felt I was not affected by it. I have a further consideration, and that is, that it has gone forth, not only here but in the other Colonies that there is something wrong about me.

*The Commissioner.*] I simply wish to ask you about everything attaching to the time during which these matters alluded to have gone on.

*Mr. Fehon.*] I have not brought anything with me in the shape of documents but the printed statement already published. I can answer questions, but really I have nothing to say beyond what is in that printed statement.

William Meeke Fehon was then sworn.

1. *The Commissioner.*] Your name is William Meeke Fehon? Yes.
2. To begin with, will you tell me the position you held before leaving the Victorian railway service? I am glad you have taken that as part of the inquiry, because I was under the impression that this inquiry was to be limited to the Wright, Heaton business. I think it is fair to go back to this. I was appointed to the Victorian railways in 1858; and I attained the position of traffic manager.
3. In what year were you appointed traffic manager? About 1869 or 1870. I remained in that position until March, 1872, and I was offered a partnership in the carrying business of William M'Culloch & Co. I considered it to be to my advantage to accept it, and I accordingly resigned my appointment on the Victorian railways after about fourteen years' service.
4. Now, before you resigned that appointment, did you hear any rumours or anything said reflecting upon your fairness as traffic manager in regard to the firm of M'Culloch & Co., or any other firm? Not one word. And as evidence of that I left the department with the goodwill and respect of not only the staff but also of the citizens of Melbourne. I was presented with a handsome testimonial and a service of plate by the citizens of Melbourne in the Town Hall, and the presentation was made by the Mayor, and the address was signed by three Mayors of Melbourne; and in addition to that I was presented with a very valuable present by the staff. It is not worth while stating exactly what that was; and I left the service on the very best possible term, without one shadow of an imputation on my character.
5. When did you first hear these suggestions made that you had favoured M'Culloch & Co.? In November, 1872.
6. How many months after you resigned was that? I think it was the same year. I left in March, and I think it was in the following November; and that statement was never made but by one man.
7. Who was that? A man named John Orr, a carrier, who was also a representative of the Ovens district in Parliament. Shortly after I left the railways the North-Eastern line was opened for traffic. Mr. Orr's business was altogether in the North-East district. We had done no business in that district previously, but with the opening of the line we established ourselves in all the principal townships, and naturally we interfered to some extent with Mr. Orr's business, and it is only on these grounds that I can account for Mr. Orr making such an unfounded statement.

W. M. Fehon,  
Esq.  
26 Mar., 1889.

- W. M. Fehon, Esq.  
26 Mar., 1889.
8. Your theory is that jealousy was the foundation? Yes. I was to leave the railways in February, but the Commissioner asked me to remain another month, so that my successor might be initiated into his duties. I did so, and as a result I had to go into M'Culloch's business without having an opportunity of satisfying myself as to the value of the assets as represented on the last balance-sheet. The consequence was that I individually lost fully £1,000 through obliging the Department by remaining over that month. I wrote a letter to the *Argus*; I do not know whether you have read it.
9. Yes. You remember a letter which is dated 30th November, 1872, written by you to the Editor of the *Argus*, a copy of which appears in the papers ordered to be printed by the Legislative Assembly, on the 8th January last? Yes.
10. Does that letter state the facts correctly? Yes. It is taken from the *Argus* newspaper, and I gave a copy of it to Sir Henry Parkes.
11. You are positive as to this—that, so far as you can find out, Mr. Orr was the one originator of those stories—those charges made against you as to M'Culloch & Co.? Yes. He was the originator of them. I have never discovered any other source.
12. In point of fact, was there ever any foundation for that charge? Never the slightest.
13. When was it next raked up after the first occasion? By Mr. Want. I never heard a word in the interval.
14. Mr. Want, I believe, is an absolute stranger to you? I met him in Melbourne on one occasion. It was just a casual introduction. We are not well acquainted.
15. What interest had you in the firm of M'Culloch & Co.? One fourth.
16. That was a limited liability company? No; it was a private firm then. There were three of us: Wm. M'Culloch, John Jackson, and myself.
17. Jno. Jackson held a fourth and you held a fourth? Yes.
18. That was strictly a carrying company? Yes.
19. For the carriage of all kinds of produce and other things? Yes.
20. What was the principal "head" of carriage—wool or other produce? It was serving the pastoral community with stores and bringing wool back, using steamers on the Murrumbidgee and Darling. We used to contract with the squatters to bring their wool down and take their stores up.
21. M'Culloch & Co.'s firm, I think, was afterwards formed into a limited liability company, was it not? Yes.
22. What year was that? We were about seven years partners, so it would bring it to 1879; it would be 1878 or 1879.
23. Was it kept practically under the same management? With the assistance of a board of directors; and I was a managing director and Mr. Jackson was the other managing director. For the first three years we agreed to remain managing directors at a salary of £1,250. The shares were held in very few hands, and were held by some leading men in the city of Melbourne.
24. Of course the firm of M'Culloch & Co., in carrying, had a good deal to do with the railways—through the Victorian railways, and from Echuca, and so on? Yes.
25. Now, to go further on, you remember the question that arose in the prosecution of Messrs. Wright, Heaton, & Co., arising out of the fact that there were differential rates depending upon the weight of the bales? Yes.
26. Is it a fact that the system of charging special rates upon bales of wool exceeding 250 lb. existed in Victoria? There was a limit of 3 cwt.
27. Was the system borrowed from Victoria by Mr. Goodchap? Well, we experienced great difficulty in weighing such large quantities of wool, especially at Echuca, when three or four boats would come in together. Then we had to fall back upon the system of charging a weight that would cover all washed wool.
28. Are you speaking as one of M'Culloch's firm or as traffic manager on the railways? Both; because I was traffic manager.
29. When you were traffic manager will you kindly explain generally what the system of charging was for carrying wool bales? 3 cwt., I think, was the limit. We adopted these weights because we considered that 3 cwt. would cover all washed wool, and very little greasy wool came under that weight especially in those days. And it is easy for a man to tell a bale of wool at sight, whether it is a bale of washed or a bale of greasy. So that it did not matter about the weight, if it were a bale of washed we should distinguish it and know the weight.
30. Do I understand that there was only one single charge for the two sets of bales; that all bales however light they might be under 3 cwt. were charged the same rate, and all bales over 3 cwt. were charged the same rate, or was there an increasing and a decreasing rate? I cannot say from memory where the line was drawn; but over a certain weight an increasing charge was made. For instance, a bale of locks might weigh 7 cwt., and then it was usual to make a difference in the charge.
31. There was no decreasing charge? There was no sliding scale. It was a division of greasy and washed wool.
32. And that was an easy way of averaging the charge without the trouble of weighing? Yes.
33. I suppose if a very big bale were sent it would be weighed? In rolling a bale of wool a goods porter could tell immediately whether it were over weight or not; and most of the wool came by bont, and the weigh-bills were made out on the squatters' stations and produced to the railway authorities, so that they knew themselves what the weight of the wool was; all they had to do was to pick out anything over-weight.
34. The regular practice was to produce these to the goods clerk? Yes.
35. And they would charge according to the squatters' way-bill? Yes. I speak from a knowledge of what took place; but I never had anything to do individually with the clerical work. When on the railways I had nothing to do with way-bills and wool charges beyond advising the Minister of the day as to what charge I thought would be the best to be made. I had nothing to do with the detail work of the department.
36. During your whole experience (this is a very important question) of the Victorian lines—the working of the lines—did you ever hear, or had you any knowledge, of any complaints being made by anyone that the railway authorities were being misled by any carriers as to the weight of the wool that was being carried? I never heard such a question raised.
37. Never in any way at all? Never heard a whisper of such a thing.



- 38-39. Of course you have heard about these prosecutions, and the charges that were made before the prosecutions, in the papers and in the city, with regard to Wright, Heaton, & Co.;—up to that time had you ever heard of such accusations or suggestions of such practices having been adopted anywhere? No.
40. That was the first time you heard of anything of the kind? Yes.
41. So far as you know, have the Victorian railway authorities ever been misled or defrauded in that way? I do not know it myself, and never heard it suggested.
42. Not by anyone? Not by anyone.
43. Now we will go back to the time when M'Culloch & Co. finally (as I understand) decided to start business in Sydney—that is, a branch business;—do you remember the date of that? Speaking from memory, I should think it would be about two years after I joined Messrs. M'Culloch, about 1874.
44. Who was the manager of that branch? We took in as a partner for the Sydney branch Mr. M'Laughlin, manager for Forsyth & Co., of Wagga. We formed a good idea of his ability, and made him an offer of a managing partnership in Sydney, he to have no interest at all in the Melbourne business.
45. That is to say, the books of the two branches would be kept distinct, and he would have an interest in the proceeds of the Sydney business? Yes; but this was before M'Culloch & Co. was formed into a limited liability Company. He could not make very much headway, and he bought up two or three other carrying businesses, such as Woods, Barbour, & Co., and others. But even then they found that they were making very little profit, until negotiations —
46. Were Wright, Heaton, & Co. their bitterest opponents? Yes. I was saying that negotiations were opened up with Wright, Heaton, & Co. to buy an interest in their business. I do not know how it originated. They purchased a third share in Wright, Heaton, & Co.'s business.
47. That was after they became a limited liability Company? I rather think it was bought by the firm just before M'Culloch & Co. were formed into a limited Company. I am not quite sure about that. But M'Culloch & Co. had no voice in the management of Wright, Heaton, & Co.'s Sydney business.
48. Wright, Heaton, & Co. were then a partnership? Yes.
49. The terms with regard to the division of profits were, I think, that M'Culloch & Co. had a third? Yes.
50. Had Wright, Heaton, & Co. an interest in M'Culloch & Co.? No.
51. It was only M'Culloch & Co. that had an interest in Wright, Heaton, & Co.? Yes.
52. Do you remember what sum was paid? I think £4,000. I am not sure.
53. And both Companies were at this time simply partnerships unregistered? I am not quite sure about M'Culloch & Co. It was just about the time, at all events, that M'Culloch & Co. were formed into a limited liability Company. No! No!! I am wrong. It was not M'Culloch & Co. who were formed into a Company, because I remember coming over with Mr. Jenkin Collier to look over their plant, and I went over the place.
54. What did you come here for? To look into the assets of Wright, Heaton, & Co.
55. To look into their branches in different parts of the country? Yes.
56. Then of course you inspected their books as well as their plant? I do not think the books were inspected. I think the business was bought on their last balance-sheet. They produced their balance-sheet.
57. Then it was on the strength of that balance-sheet and the plant that you did this? Yes; and the advantage we should derive from not being in opposition to them. We reckoned that we could command better prices without opposition.
58. Then what it really came to was this: That M'Culloch & Co. ceased to exist in Sydney at all. They were no longer competing with Wright, Heaton, & Co.; but, on consideration of M'Culloch & Co. withdrawing, Wright, Heaton, & Co. agreed to sell for a certain sum their interest in their business to M'Culloch & Co. Then M'Culloch & Co. held that interest as M'Culloch & Co.? Yes, as an establishment of M'Culloch & Co.
59. In point of fact, as an investment of part of the realized capital of M'Culloch & Co.? Yes.
60. Wright, Heaton, & Co. have no interest in M'Culloch & Co.? No.
61. When were Wright, Heaton, & Co. formed into a Company—was it before or after the completion of the negotiations? It was long after the completion of the negotiations, because we ran along some time after that as a private firm; but the directors of M'Culloch & Co. thought it unwise to hold an interest in Wright, Heaton, & Co.'s business, in which their liabilities were not limited. Therefore they wanted Wright, Heaton, & Co. to form into a Company, and then the interest of M'Culloch & Co. in Wright, Heaton, & Co.'s firm was represented by shares.
62. What was the total number of shares in Wright, Heaton, & Co.? I think it was 12,000, out of which M'Culloch & Co. had 4,000.
63. Which were placed in the names of certain shareholders in M'Culloch & Co.? Yes.
64. Then the printed statement handed in is correct? Yes.
65. That resulted in your having in your name a certain number of shares? Yes; 500.
66. You may as well follow the history of your shares in this Company—of the shares which remained in your name in Wright, Heaton, & Co.—first of all you held 500? Yes.
67. How long did that amount continue to be the only shares you held? I never took any interest in the matter, so I scarcely know.
68. Explain the object in putting them in your name. The object was to give us voting power at Wright, Heaton, & Co.'s meetings. We wished to have certain control over Wright, Heaton, & Co.'s business, so that we might look after the amount of money we had invested in it. Some time afterwards we opened a place of business at Rockhampton—M'Culloch & Co. I mean. Wright, Heaton, & Co. opened a place of business in Brisbane.
69. That was a mutual arrangement I suppose? No; we were in opposition to each other, and they intended to extend their business to Queensland. We found our Rockhampton business was not a very profitable one; so it seemed to be an anomaly for people who were interested together in New South Wales to be in opposition to each other in Queensland. We therefore agreed to a proposal made by them, that we should acquire a further interest in their business, so as to enable them to go largely into the Queensland trade.
70. To withdraw opposition? Yes. They took our staff and business over at Rockhampton. Under this new arrangement our one-third interest was increased to one-half, for which M'Culloch & Co. paid £25,000.
71. Was that paid in cash or by arrangement? In cash.
72. Both branches then became Wright, Heaton, & Co.'s? Yes.

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73. Was that the occasion when Mr. Heaton went up to Rockhampton? I think he used to make several trips north.
74. Did he go up to Rockhampton then? Yes.
75. Has he continued to manage the North Queensland branch since then? Yes, altogether.
76. Do you know a man named P. J. McMahon? No.
77. Do you know of his having gone up to Rockhampton? I have been told so.
78. Have you met him? I might have met him; but I should not know him if I were to see him now.
79. You are aware that he was alluded to by Mr. Want as having given some information? Yes; and I took the trouble to go to Mr. Heaton and ask who P. J. McMahon was.
80. What did he tell you? He told me that Mr. McMahon had been in his employment, and had to be discharged as an unsuitable man.
81. This Rockhampton and Brisbane arrangement would only result in M'Culloch & Co. holding 6,000 shares? Yes.
82. Meanwhile, was the capital of Wright, Heaton, & Co. increased? Yes, to £80,000.
83. When was that? In 1882. In making these statements I do so entirely from memory. It was virtually this, that M'Culloch and Co. found the money for extending the business to Queensland.
84. Yes; and after consideration of that they withdrew from their position and paid the money; and the consideration on the other side was getting one-sixth additional of the whole capital and profits? Yes.
85. That was the 4th August, 1882? Yes.
86. Up to this time had your nominal interest as a shareholder in Wright, Heaton, & Co.'s remained the same? It must have been the same.
87. You had not speculated in shares outside of your interest as a shareholder, merely as a trustee of the Company? I never had any interest in it as an individual.
88. How were the extra 4,000 shares distributed? I could not tell from memory. Mr. Want gives it in one of his statements.
89. In point of fact the capital was increased? Yes.
90. As far as the statement by Mr. Want as to your holding shares is concerned, is that correct;—have you ever found out? Never. I have not troubled about it. I thought it immaterial. It would require M'Culloch's minute books to give correct information on these points.
91. You do not care to commit yourself by saying that what Mr. Want said he had discovered as to the standing of shares in your name is correct or not? He might be correct. The shares might have been in my name, though I do not know it.
92. I want you to explain to me about these 650 shares—give me the history of the 650 shares which stood in your name up to not long ago, somewhere about the middle of last year. First of all I think you have ceased to be a member of M'Culloch & Co., and therefore of Wright, Heaton, & Co.; you ceased to be a member some time ago? In March, 1883, I sold my last shares in M'Culloch & Co. I left for England in March, and just before I left I sold my last lot of shares.
93. Do you remember whether you actually transferred your shares—whether the transfers were completed in M'Culloch & Co.'s? Yes.
94. You went right out? Yes.
95. And you ceased to have an interest in that Company? Yes, and never entered any other Company.
96. Of course then you ceased to have any interest in Wright, Heaton, & Co., because you never had had any interest, except as representing M'Culloch & Co. Will you explain to me about the 650 shares, because in point of fact there were 650 shares in Wright, Heaton, & Co., still standing in your name. When you went out of M'Culloch & Co. what did you do with regard to your shares which you held on account of M'Culloch & Co. in Wright, Heaton, & Co? As soon as M'Culloch & Co. got the shares in Wright, Heaton, & Co.'s in the names of various shareholders in M'Culloch & Co. they immediately signed transfers; the individual shareholders who held the shares executed transfers to M'Culloch & Co.
97. Though these transfers were executed they were not registered? No.
98. Otherwise your voting power would have been gone? Yes. But when I ceased to become a shareholder in M'Culloch & Co. my power to vote ceased; and therefore they had to put that power in some other person's name.
99. Did you take an interest in what became of those shares? No.
100. Can you account for these 650 shares remaining in your name until last year? I will tell you all I know about them. One day I received a letter from Mr. Wright, stating that as a matter of convenience for himself —
101. When was that? I do not know. This letter stated that as a matter of convenience for himself he was putting a number of his shares in the names of a few friends, and that he had placed 650 in my name; and he asked in this letter if I would please execute a blank transfer and send it back to him. At that time there was no question of wool frauds, or anything else. I regarded Wright, Heaton, & Co. as a good business firm, and I had no hesitation in allowing Mr. Wright to put these shares in my name, although it is a thing I do not care about in ordinary circumstances.
102. How many years was this before the wool fraud prosecutions? From one to two years.
103. You are aware that a charge was made against Mr. Wright (outside this business) of practically appointing a number of dummies to hold shares for him—that was in relation to his position as a Minister of the Crown, I think? Yes; I saw it in the Parliamentary statements here, but I think he had ceased to be a Minister at that time.
104. As far as you know of anything that has occurred since, was Mr. Wright making a dummy of you then for the sake of shifting the nominal ownership of shares out of his own name? He never told me his object, and I do not know it.
105. You are quite sure he never did tell you? I am quite sure.
106. You think it was after he had gone out of office? Yes; I remember it was after I came back from England when he put those shares in my name in October, 1885.
107. Mr. C. B. Lowe, who is he? I do not know. He and several others had shares in their names: there were some good names. I believe the shares were put in their names without their knowing it.
108. What was the first you discovered the next time your attention was called to these 650 shares? I did not know of it until I saw Mr. Want's statement.
109. You executed the transfer at the time the shares were put in your name? Yes.

110. To whom did you execute the transfer of these 650 shares? I think it was a blank transfer; but if I had been asked by Mr. Want to make a statement about these 650 shares, I could not state it on oath.
111. Now we will go back a little;—what was the arrangement made between Wright, Heaton, & Co. and M'Culloch & Co. after the latter bought in to Wright, Heaton & Co.'s business, for supervision of the business in Sydney by M'Culloch & Co.? The understanding was that a director of M'Culloch & Co. should be a nominal director in Wright, Heaton, & Co.'s, and have power to sit on the board, and that we should always attend their meetings—that is, that whoever was the representative man should attend the meetings of Wright, Heaton, & Co.
112. Who was the first director who acted in that way? I think myself. I was managing director of the firm, and it devolved upon me to attend those meetings, which never occupied more than an hour.
113. Do you remember on how many different occasions you came over to those meetings? I can state that, because it was taken from Wright, Heaton, & Co.'s minute-book. I think Mr. Wright says "seven times," and four of those were formal meetings in connection with the formation of the Company.
114. Do you remember what sort of business was carried on at those meetings? The first four meetings were for the purpose of settling the terms and arranging matters between the two Companies.
115. Was no other business done than that at any of those meetings? I cannot remember, but you will see from the minute-books.
116. What took place at the other three meetings? I can tell you in general terms. The business was to read the minutes, to report the financial position of the firm, to give an idea of what the prospects of the coming season might be, and, in general terms, to talk over the finances and business of the Company. The detail business was never mentioned. The meetings usually occupied from half an hour to an hour.
117. Do you remember that at any of these meetings any allusion was made to any special source of profit? No.
118. You are quite sure of that? Quite sure.
119. Do you remember whether any allusion was made to Mr. Goodchap having instituted a new system of differential charges for wool bales? No; nothing of that kind was mentioned at all.
120. I think you said that part of the business of the meetings would be to estimate future profits. By "estimating profits" do you mean contracts made with the squatters for the coming season, and so on—and would the rates of cartage on those contracts be alluded to? Very likely they would have been alluded to to show that there was a profit, although a profit always depends upon the season.
121. Wright, Heaton, & Co. had no teams themselves? They had when we first knew them, but they sold them out.
122. They made sub-contracts with carriers? Yes.
123. Then a great many of these contracts for wool were made as contracts for so much between the station and Sydney? There was always a contract from the station to Sydney, or on board ship, or warehouse.
124. Sometimes it was a price through to the nearest railway station, and then the railway carriage was added as against the squatter? No. I do not think they made many contracts that way. It was supposed to be a through price to the railway station or on board ship.
125. Do you remember any conversation taking place at these meetings touching the margin of profit that would be left to Wright, Heaton, & Co. after they had paid the carrier, and paid the railway charges; and as to how the margin of profit was to be made? Of course the profit was calculated upon the cartage they had to pay. The railway part of the question would never be considered.
126. The railway charge would be taken as a fixed thing. Thus they would add the carters' charges, and add a certain percentage to that as profit? Yes.
127. During any conversation you had with persons connected with the firm, did you at any time hear any allusion made to any special source of profit—to the railway as being in any way any source of profit, that is to say, any profit being made out of railway charges as railway charges? No.
128. You are quite sure of that? Yes.
129. In point of fact, if you had heard allusion would you not have considered that something shady was going on? I should have reported it to the Melbourne directors as a dishonorable thing; but those who know M'Culloch & Co. know they would not stoop to shady things.
130. Assuming that such profits had been made; assuming that, by working the railway in a particular way, whether actually deceiving or actually not deceiving the railway authorities, but still departing from the strict intention of the charges, if in that way a profit had been made, if the firm had made a profit out of that in addition to making a profit in the legitimate way by a certain increase on the carriers' charges, how would you have looked upon such a course of conduct as that? As a dishonorable transaction.
131. Have you ever taken any interest in these "wool frauds" prosecutions? I did not.
132. Did you not, out of curiosity, go into the thing and try to find out what it amounted to? I had ceased to have any interest in either M'Culloch & Co. or Wright, Heaton, & Co. when these "wool frauds" were on, and I was not interested individually in the result, except that I knew the people interested. I used to hear occasionally, when I dropped in at M'Culloch's office, where I used to drop in and have a chat, I used to hear occasionally about it, but I did not read the newspaper accounts.
133. Did you see the dates alluded to in the prosecution? Yes; it went back to 1880.
134. Did it not strike you that at that time M'Culloch & Co. were shareholders in Wright, Heaton, & Co.'s business? Yes; they were.
135. Did it strike you in such a way as to notice it? Well, I know M'Culloch & Co. were indignant about it, but I did not trouble myself about it. I was a little bit shocked when I first heard about it, because I never had the slightest anticipation of any irregularities.
136. At whom was M'Culloch & Co.'s indignation levelled? At Wright, Heaton, & Co.
137. They were disgusted? They were.
138. They did, in point of fact, try to find out what was the ground of the prosecution? It was common property at the time, through the press. They knew what was taking place.
139. Then I understand you to say that you and other members of the firm ———? I was not connected with the business then.
140. But you went to the place did you, and they expressed astonishment and disgust at there being such a suspicion? Yes.
141. As to whether the prosecution was well founded or not you were never able to satisfy yourself? No. Of course it is like anything else; if a man has an interest in a Company, and sells out, he ceases to have

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have an interest in it. That was my position with Mr. M'Culloch. I was his friend then and am now. Mr. M'Culloch and I have great confidence in each other.

142. Then from first to last you did not know anything about the internal working of their management? I did not know anything of the internal working of Wright and Heaton's business from first to last.

143. Did you ever examine the New South Wales charge sheets to see how they worked? No. I never had anything to do with the working of the business.

144. You assumed that they worked on the square? Yes.

145. You remember that Mr. Want, or some other Member, made a statement in the House that it was M'Culloch & Co. who introduced—who first worked out and imported to New South Wales, and introduced to Wright, Heaton, & Co. this—what it was suggested they looked upon as a clever dodge. Is there, or is there not, in fact, any truth whatever in that as far as any of your knowledge or experience goes? Not the slightest.

146. I understand you to say there never was a suspicion as between M'Culloch and the Victorian railways? There never was anything of the kind. It is not likely I would give up my business as traffic manager to join a swindling business. Just before M'Culloch & Co. and Wright, Heaton, & Co. amalgamated in Queensland Mr. Heaton was going on a trip through Queensland to open branches. I was on my way up to Cairns, where I was interested in a sugar estate. I called at Wright, Heaton, & Co.'s office and found that Mr. Heaton was going away on the following day. As we had got the Rockhampton business and they the Brisbane business I thought we would start there, and so I took a passage in the same steamer and we were passengers together. We went to Brisbane and Mr. Heaton bought two or three carriers' businesses at Roma and at other places. He went to Townsville and bought one or two there. I left him there. He thought he had done a smart thing in buying these businesses in the name of Wright, Heaton, & Co. But I took up the position, when we came back, that we were together and that upon what was done in the name of Wright, Heaton, & Co. M'Culloch & Co. had an equitable claim to be represented. I did this to put the screw on Mr. Heaton to bring about an amalgamation of our interests, because I thought it folly for us to be antagonistic up there. Mr. Wright said to Mr. Heaton, "Mr. Fehon is correct."

147. Who first started the Queensland business? Messrs. M'Culloch and Co. started first at Rockhampton; and our opponents desired to hunt us out. That was a very short while after I ceased to have anything to do with the business—that was the second purchase of an interest in Wright, Heaton, & Co.'s business.

I do not think there is anything more to ask you this afternoon. But if there is anything else you would like to state you may do so. I (Mr. Fehon) do not know of anything else bearing upon the case we have referred to.

To-morrow morning I shall sit at 10 o'clock, and I should like you to be here to hear what evidence is given, as it may or may not affect you. There may be some evidence which may directly affect you, and therefore I would prefer you to be here at 10 o'clock. It is not that I want you as a witness. I may ask you some questions at a further stage.

### WEDNESDAY, 27 MARCH, 1889.

Patrick Joseph McMahon examined:—

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148. *The Commissioner.*] Your name is Patrick Joseph McMahon? Yes.

149. What are you? I am a stock and station agent?

150. Some time ago you were employed with Wright, Heaton & Co.? Yes.

151. When was it that you went into their employment? I do not exactly know. I think it was about April.

152. In what year? I am not quite sure. I think it was in 1882?

153. In what capacity did you go into their employment? First of all I was at Dubbo for four or six weeks, just getting into the run of the business. I went to Townsville as their manager.

154. When you were at Dubbo you were there for the purpose of getting initiated into the business? Yes.

155. What particular work were you doing at Dubbo? Nothing particular; just looking around.

156. From Dubbo you went—where? To Sydney. I was in their employment some little time before I went to Townsville. I was doing nothing here in their employment. I was merely waiting to go to Townsville.

157. Was that the new branch? Yes; I opened the branch myself.

158. Do you remember the date of your going to Townsville? I think it was in June, 1882.

159. How long did you remain at Townsville? Two or three months. I left some time in November. I was in their employment about six weeks before I left.

160. On account of a falling out? Well, I never could find out. I asked for an inquiry but never got it. Mr. Edward Heaton took me up there, and I could never find out the reason I left.

161. Did they send you a notice dismissing you? They sent me a telegram. I left all the papers in connection with the affair with a solicitor in Townsville. I could get no recompense, and so I did not bother any more about them. There was no agreement signed unfortunately, consequently I had no action against them.

162. Was the branch continued after that? Yes; they have had six or eight managers since I left.

163. When you were waiting in Sydney at any time, did you become acquainted with Mr. Fehon? No.

164. Did you know him? I knew him twenty years ago at least.

165. *Mr. Fehon.*] At Echuca? Yes.

166. *The Commissioner.*] You were at Echuca some time ago, and became acquainted with Mr. Fehon then? Yes, casually. It is quite sixteen or twenty years that we have been acquainted.

167. Well, now, I want you to be very particular about this. You had a conversation some time ago with Mr. J. H. Want, I believe? Yes.

168. Do you remember when that was? No; I cannot.

169. What was the conversation about? They said that somebody had told them that I knew all about these cases, and Mr. Want and Mr. Lyne came down to my office.

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170. You did not know how they knew that you knew? No.
171. You told Mr. Want something? Yes, I did, in the presence of a witness.
172. What was it you told Mr. Want? He asked me if I was in the employment of Messrs. Wright, Heaton, & Co., and he asked me if I knew whether Mr. Fehon was connected with the firm of Wright, Heaton, & Co. I said I did not, but I was under the impression that he was, but I would not swear it.
173. In point of fact Mr. Fehon was connected with the firm, but you did not know it? No.
174. Did Mr. Want ask any questions as to what you believed or thought about Mr. Fehon's acting in connection with the business of the firm? No; I don't think so, because I told him at once what I knew in connection with Mr. Fehon.
175. What Mr. Want says is—and I want you to listen to this carefully, because it is to be presumed that what Mr. Want said in the House he had some foundation for—he said, "I went to Mr. McMahon in company with the member for The Hunne, Mr. Lyne. Mr. McMahon made no bones about telling us what he knew. He authorized me to use his name. He said, 'I am not afraid of any one or of anything that you may say in the House or out of it;'"—was that true? I did not say anything of the kind; I had never spoken to Mr. Fehon since I saw him at Echuca.
176. Do you positively swear as to the word "boss," said to have been used on that occasion? Well, I do not remember that expression; I might have used it.
177. But if you used the word "boss," in what relation did you use it;—Mr. Want says that you pointed out to him that Mr. Fehon was to be your boss? No; that is not so. But I qualify that in this way: I was under the impression that Mr. Fehon was in the firm. I told Mr. Want that if Mr. Fehon came to my office I would look upon him as my boss.
178. Who first used the word "boss"? I do not know. Mr. Lord was in the office at the time—Mr. Frank Lord, owner of Raby Station, Warren.
179. Where is he? He is up there.
180. What did Mr. Heaton, in point of fact, tell you about Mr. Fehon? Well, coming up in the steamer he simply said that the two firms had amalgamated. I think Mr. Fehon's name was used. But it is so long ago I do not remember. I think his name was mentioned.
181. Mr. Want says you told him that Mr. Fehon was managing director of Wright, Heaton, & Co. during the time the "wool frauds" were going on? I did not say so.
182. Are you quite sure about that? Quite sure.
183. I understand you now to say that you did, when you went up to Queensland to manage this branch, know a good deal about the managing and working of Wright, Heaton, & Co.'s business? Yes; but all my business was done with Edward Heaton.
184. Now, can you say whether or not during the time you were in Sydney on that occasion (having known Mr. Fehon before) you saw Mr. Fehon? I saw him in Sydney several times.
185. For how long? I cannot say.
186. How long were you in Sydney? Well, I was living in Sydney.
187. Between the time that you came back from Dubbo and then, I mean? It was about that time.
188. What do you mean by "several times"? Oh, perhaps half-a-dozen. We passed each other in the street.
189. Within what period was it that you saw him "several times"? I cannot say; it was six years ago.
190. Did you speak to him ever? No. We were generally passing in the street.
191. Are you speaking of the time before you went to Dubbo or of afterwards? Well, it is so long ago I cannot tell. I have seen Mr. Fehon fifty times during the past seven or eight years.
192. From what you saw of him then, from the places or the circumstances under which you saw him, could you form an idea as to what business he was concerned in—in fact why he was in Sydney? Well, at one time it was known that negotiations were going on between Wright, Heaton, & Co. and McCulloch & Co. I think it was in connection with that that he was over; but I do not know. Mr. Fehon was a well known man, and I could not help noticing him.
193. I ask you again, do you or do you not believe this: that Mr. Fehon was the managing director of Wright, Heaton, & Co.? No. I thought he had something to do with the firm, but I did not know in what capacity.
194. Mr. Heaton was the man who gave you instructions? He was the only one.
195. From whom did your letter of dismissal come? I did not get one. I got a telegram suspending me. I believe it was brought about by some disunion among my clerks in the office. I may tell you that I have no love for Wright, Heaton, & Co., who treated me in a most scandalous way, and I have ever known Mr. Fehon as being an honorable man.
196. Is what you have told me all and everything that you know concerning Mr. Fehon's relations to Wright, Heaton, & Co.? Yes.
197. Were you ever at a meeting of the Company itself, in Sydney? No. A man may have impressions but be unable to swear to them.
198. Had you an impression? I had an idea, but no positive information.
199. You see, being connected with a firm, and being connected with its internal working, are two different things. Was there anything that led you to believe that Mr. Fehon was concerned in the internal working of the firm? I do not think there was really.
200. Did you convey that impression to Mr. Want? I did tell him I had an impression, but that I could not swear it. I have never had any communication from Mr. Fehon or any instructions or anything else.
201. Did you ever at any time have an opportunity of becoming acquainted with Wright, Heaton, & Co.'s business in the carriage of wool? At the time I was in the firm there was no wool.
202. Was it the off season? Yes.
203. In point of fact did you know anything at all on the subject of what is known as the "wool frauds"? No. I know nothing at all. My office was conducted properly at Townsville.
204. Was there any wool carried there when you were there? Yes. It was just commencing.
205. Was there anything shady in the transactions there? No. I used to inspect the books myself.
206. As to New South Wales carriage, you know nothing about it? Not the slightest.
207. Mr. Fehon (who was present).] Mr. McMahon may perhaps tell who were the managing directors of Wright, Heaton, & Co.? Well, I think Edward Heaton and Mr. Wright were.
208. They were the persons you got your instructions from? Yes.
209. You never saw me at any of their offices do any business at all in connection with the carrying Company? No.

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210. *The Commissioner.*] You see I must find out the exact facts as well as I can. You know the charge made against Mr. Fehon, and you know that your name has been used in relation to that charge. In point of fact, Mr. Want has made you the principal foundation for his charges? Well, I told him he could use my name. I suppose the others gave him plenty of information, but would not allow him to use their names.
211. Now, after what Mr. Want has positively asserted in Parliament, do you still assert that you have no knowledge whatever in any way of Mr. Fehon being concerned in the internal working of the business of Wright, Heaton, & Co.? I have no positive information.
212. Have you any knowledge other than positive? Well, I did suppose he was connected with the firm.
213. I am not asking you about his being connected with the firm, because he was? Well, that is the only way in which I meant he was connected with the firm.
214. That is what you meant? Yes; and I believe I told Mr. Want that.
215. You suppose that being connected with the firm he might know something about the working of the firm—is that what you mean? Yes; that is something after what I think.
216. Mr. Want goes on to say that, "Mr. Fehon is managing director of the company"—you say you did not tell that? Yes; I could not have said it because I knew the managing directors were Messrs. Wright and Heaton.
217. Do you know from any conversation you have had with Mr. Lord since, that he recollects what was said on that occasion? Yes; I think he does. We both spoke pretty strongly after Messrs. Want and Lyne left. Mr. Lord told me I should not have answered their questions.
218. What was the manner of Mr. Want at the time—was he cool and collected? Oh yes; he was quite collected. He seemed to have plenty of desire for information.
219. Was Mr. Lyne eager to? Yes.
220. Did they seem to be anxious for information? They were particularly anxious.
221. I should like you to tell me now, as nearly as you remember, exactly what did occur at this interview? Mr. Want put a question to me in the same form as you have done. He asked if Mr. Fehon was connected with the firm. I said I had that impression, but that I could not swear to it. He asked if I would recognize him as my superior in the office, and I answered, "Yes," and that I would give him my chair.
222. What was said after that; do you remember? No; I do not remember very well.
223. Do you remember what Mr. Lyne said? Mr. Lyne said nothing. They were not five minutes in the office altogether.
- 223½. What was said about your name? I said that they might use my name; I had nothing to be afraid of.
224. What was your state of feeling at the time; were you pleased that this had taken place? No; I was sorry.
225. Were you inclined to be cool, or were you excited yourself? No; I was not excited.
226. I suppose you had heard about the accusation before that made against Mr. Fehon in the House, so that you knew what they were driving at? Yes; but I think it was the evening before the day on which Mr. Want spoke that he came to my place.
227. Before the Government went out? Yes; I have not spoken to Mr. Want or to Mr. Lyne since.
228. I suppose that is all you know about this matter? I think so. I think I told Mr. Want it was a good appointment.

THURSDAY, 28 MARCH, 1889.

Thomas Stephens Sherritt examined:—

Mr.  
T. S. Sherritt.  
28 Mar., 1889.

229. *The Commissioner.*] What is your name? Thomas Stephen Sherritt.
230. What are you doing now? I am with Messrs. Dawson and Sons, solicitors.
231. You were with them at the time of the alleged wool frauds prosecution? Yes.
232. In what capacity? In the capacity of costs clerk.
233. At one time you were in the service of Wright, Heaton & Co.? I was.
234. First at Armidale and then at Glen Innes? Yes.
235. Were you at Armidale after the line had been opened there? Yes. I was living at Armidale.
236. How long were you in their employment at Armidale? I cannot tell.
237. Was it some months? Yes. I fancy it was about eight or nine months.
238. What position did you hold? I was general clerk in the office.
239. Had you an office outside the railway station? Yes; there was a little office outside.
240. And there you were employed as forwarding clerk? Yes.
241. What was your duty then? Principally making out what they called way-bills for goods going to Wright, Heaton & Co.'s, in Sydney, and for goods coming up.
242. When you were at Armidale was any wool coming down? I cannot say. I had nothing to do with the wool there.
243. Then you went to Glen Innes, still remaining in their service? Yes.
244. You went shortly before the opening of the line? Yes.
245. About two months before? Yes.
246. How long were you in their service at Glen Innes? About thirteen or fourteen months.
247. So you were there for nearly a year after the railway opened at Glen Innes, in their employment? Yes.
248. What did you do? I used to do almost everything in the office there, helping most of the other clerks.
249. What were you nominally? I was not a clerk there virtually, but nominally I was.
250. Who was the manager at your branch there? Mr. J. C. Hine; since dead.
251. While you were at Glen Innes had you much to do with the carriage of wool carried by Wright, Heaton & Co. for squatters? Yes, a great deal.
252. Was there a weighbridge at Glen Innes? Yes, there was.
253. Was that one of those station weighbridges, or one of the large ones for weighing a lot, or were both kinds there? They had both; a large weighbridge that waggons could go on, and a smaller weighbridge at the goods-shed.

Mr.  
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254. What was the practice with regard to the weighing of wool that came down for transmission? There was a way-bill usually sent with the wool brought from the station by the carrier.
255. Did that show the particular weight of each bale? Yes.
256. When the way-bill was so sent down with the weights was the wool then put on to the scales at Glen Innes, or was it not weighed? Sometimes it was put on the scales.
- 256½. Did you take down the weights? No; I used to take the consignment-notes and get the receipt back. I gave a form to the carter who tore it in two and gave me back the receipted half, and gave half to the porter.
257. Did that consignment-note show the weight? It showed the weight I put on the consignment-note. They did not run the wool at hundredweights, but at so much per bale—under 4 cwt. so much, under 5 cwt. so much, and under 6 cwt. so much per bale. And I would have instructions given me to this effect:—"You had better send this down at such a rate; all bales weighing 6 cwt. and over send down as under 6 cwt., and all bales of 5 cwt. and over send down as under 5 cwt."
258. Then there was a 4-cwt. standard? Yes. But I think that was the last standard.
259. Had not they a 250-lb. standard as the minimum bale? I am almost sure they had. I was told to send down bales that were under 4 cwt. at the minimum.
260. What was the minimum? I do not remember.
261. Are you aware that there was on some lines a minimum of 280 lb. which was afterwards, I think, reduced to 250 lb., or raised from 250 lb. to 280 lb.? I know nothing about that.
262. So far as you can remember then the 4-cwt. standard was the minimum? So far as I remember, but I am not sure.
263. Do you mean to say that it was the regular practice for the manager to instruct you to send wool down at weights below the weights actually shown? Oh, yes.
264. How was it that the porters did not discover that? They did discover it. But the receiving porter at Glen Innes, Fitzgerald, was in Wright, Heaton, & Co.'s employ before the line was opened, and having no further use for him when the line was opened, Mr. Hiney, who was a great friend of Mr. Higgs, the manager, got him appointed a porter.
265. Can you say that he was aware of these proceedings? Yes. He never questioned weights; he never altered them.
266. It was after the weighing of the wool that the false entering of the weight took place? Oh no.
267. Before? Yes.
268. But it was weighed afterwards? Yes; after this the wool would very likely be put on the scales.
269. And then the discrepancy would not appear, if there was nobody to take notice of it? No. I may say that I have known times when the receiving porter, Fitzgerald, has been busy elsewhere, and has said "Oh, never mind that."
270. And then it was not weighed? No.
271. Do you say that during the whole time you were acting in this capacity the same practice went on? I may make one or two exceptions.
272. What exceptions are these? Well, that was when the head porter would go up to look at the wool going down, perhaps once in three or four months; and then we had to send the correct weights.
273. How did you know when the head porter was going round? We never knew. We had to alter the notes afterwards.
274. Was your attention drawn by him to the fact that the consignment-notes were wrong? Yes.
275. If this was the regular practice, then every time that he happened to go up himself he would be almost sure to discover that the weight on the consignment-note was less than it appeared in the scales? Yes, if he weighed the wool.
276. But you say it was sometimes not put on the scales? Sometimes not.
277. Did he go round by accident, or because he suspected something? I think it was because he suspected something, because he and the manager, Hine, were not good friends.
278. But they afterwards got more friendly? Yes; and Chapman, the porter, used to get presents from Hine.
279. Do you remember any occasion on which you returned wool correctly? Oh, yes.
280. To what extent did you make incorrect returns? To a great extent. But if the wool was not contract wool, the advantage would all be gained by the consignee, and not by Messrs. Wright, Heaton, & Co.
281. It was only contract wool on which an advantage would be gained by Wright, Heaton, & Co.? Yes.
282. What proportion of contract wool had you in proportion to the wool the freight on which would be paid by the consignee? The latter was a small amount.
283. When wool did go through that way did you know it was going through in that way? Yes.
284. In these cases, did you send correct returns? Yes; I took the carrier's way-bill, which I assumed was correct.
285. During all this time had you only instructions from Hiney, or did you receive any instructions from any others—from members of the firm? No.
286. Not from members of the firm? No. In fact the head of the firm was only up there once.
287. Can you remember any specific conversation you had with Hiney about this matter? I have had some conversation with him. He was speaking about some wool from Vivers, of King's Plains. He said, "Be sure and send that wool down correctly." What I mean by "correctly" is, correctly for our firm.
288. Did he at the time define the word "correctly," so as to lead you to infer that it meant that, and not absolutely correct? Oh, yes; because he first initiated me.
289. When he first initiated you into this system, what did he say? Oh, he only told me how to do it. He said, "You can send it over to Fitzgerald; he will not say anything."
290. Did he make any allusion to frauds? He said, "We have a contract with the consignor to deliver his wool at a certain price, and the cheaper we can get it down by railway so much more profit shall we make."
291. During all this time that this was going on, can you say (now this is very important) from your own observation and knowledge whether the railway authorities, the real railway authorities—I don't mean Fitzgerald or men like him—were cognizant of this system which was being adopted? I do not think the real railway authorities knew of it. I knew the head clerk up there, and I do not think he was cognizant of it; and the head porter would have stopped it.

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292. From the conversation you had with Hiney did you conclude that it was an open honest fraud, or a *sub rosa* proceeding? I really did not think it honest, but I was in the firm and did not give a great deal of thought to it. And Mr. Hiney said they had done it at Uralla and Tamworth.
293. Did he ever say to you anything like this—"The railway people know all about it?" No; I do not think so. He told me always to do it with contract wool.
294. Did he justify it morally with you? No.
295. What age were you when you went to Glen Innes? I think I was about 17.
296. How many other clerks were there altogether in the office there? Only one.
297. Was he cognizant of this? Yes; because when I happened to be out he would do it for me.
298. Did you never raise any question, and say, "This is a queer way of treating the Government?" No; I thought it was part of my duty. I did not take any view of the moral aspect of the question.
299. Did you ever during this time hear the expression "averaging" used? I think I did.
300. In what relation was it used? That is a thing that I do not think was done at Glen Innes; but I have heard that averaging used to be done on the Western line. A fellow clerk, named Simpson, at Glen Innes, said that on the Western lines averaging took place, but not so barefaced as there.
301. Was he a witness on the Wright, Heaton & Co.'s case? No.
302. I understand "averaging" to mean this: It being difficult to weigh specific bales of wool, and comparatively easy to weigh a lot on the regular weigh-bridge—where there are different weights of bales on the same lot—the whole weight is taken out and then divided by the number of bales to find the mean weight of a bale. Was anything of that kind done? No. It was done in a more bold way.
303. By that system, one might arrive at a wrong conclusion, one way or the other. Your system arrived necessarily at only one wrong conclusion, and that was always the one way? Yes.
304. Can you say what was the largest number of pounds you would knock off a bale that was in excess of any given standard to bring it within that standard? Yes; I would bring it to the next standard, and from one standard to another.
305. So that a 4 cwt. 3 qr. bale you would return as under 4 cwt.? Yes.
306. There was no *pro rata* charge between the standards? No.
307. How came you to leave Glen Innes? My mother came down, and I told the manager I would like to go to Sydney, and he gave me a letter to the head office, and I came down and went on there.
308. In what capacity? In the railway inwards department.
309. That means the receipt of goods? Yes.
310. Had you while employed there anything to do with the carriage of wool which involved a knowledge of this system you have spoken of? Yes.
311. Explain how it was? If wool was sent down from Glen Innes to Sydney consigned direct to the agents—to Mort & Co., or others, I would get the receipts.
312. You would get the consignment notes made out in your office at Glen Innes, on whatever plan was being adopted there? Yes.
313. Would you at the same time get the squatters' way-bills? Yes; we used to send the squatters' way-bills, the consignment notes, and the invoices.
314. Did the invoice show the weight? Sometimes it did, and sometimes not.
315. Does the consignment note, which is the material document for showing the weight sent from the local railway station, show that weight, and the weigh-bill show the weight as taken down by the wool-growing station? Yes. The head office made the charges, and Wright, Heaton, & Co. the contract.
316. Did the way-bill come down to Sydney? Yes.
317. And then the way-bill was always there to be compared with the consignment note? Yes.
318. Did they come down in one envelope or pinned together? The invoice was by itself; and I used to open the consignment notes and the squatters' way-bills.
319. If this system were adopted with regard to the charges at Wright, Heaton, & Co.'s agency at the Railway Station there must have been a discrepancy in weights between the squatters' way-bills and the consignment notes? Yes.
320. Did the squatters' way-bills show aggregate weights or bale weights? Bale weights.
321. Did they show the bale weights by the pounds? Yes.
322. Then these all came into the office in Sydney? Yes.
323. What was done with them? They were taken out of the bags and put on Mr. Heaton's table, and then sent out by Mr. Heaton to different departments.
324. What different departments? To different departments in the office. They were given to me sometimes. There might be some private letters for clerks. They all came to the inwards receiving department.
325. On any occasion while you were there did any member of the firm make any remark to you about weights? No.
326. Did you hear any remarks made by any of the other clerks? I heard some of the clerks mention the matter of weights to Mr. Heaton. The clerk Stevenson came to me first and said on one occasion, "It is a shame that they have not sent down a less weight for this wool. See what they could have done." He added, "I will go and tell Mr. Heaton about it;" and I said, "The clerk who sent that down will get into a row."
327. Did he tell Mr. Heaton? He went into Mr. Heaton's room, and I saw through the open window of the room that Stevenson was standing near the window, and I heard Mr. Heaton say, "Of course it's a great shame."
328. That was the only occasion, was it? Well, I have known Stevenson go to Mr. Windsor, the secretary, who used to write to the clerk about it. Only in serious cases would he go to Mr. Heaton.
329. Can you remember any other specific occasion? No, not any specific occasion; only generally.
330. Where is the office where you were employed situated in Sydney? No. 241, Pitt-street.
331. Is that the building in which all the offices of Wright, Heaton, & Co. are, or are they spread about Sydney? I think that is the only one.
332. Where is the Board room? I think behind Mr. Heaton's private room.
333. Did Mr. Wright, or any other members of the firm as far as you could see, have any management of the details of the business? Not in my time.
334. Mr. Heaton was the only person who managed the details? Yes.
335. He appeared to be the sole manager in Sydney? Yes; he was managing director entirely.



336. Did you see Mr. Wright or any other members of the firm? I have seen Mr. Wright in the office, and spoken to him several times; but I did not speak much to him in the office.
337. When you arrived in the morning was Mr. Heaton generally there? Yes.
338. And when you left in the evening? Yes.
339. Did you meet him ever casually when you were arriving or leaving? Yes, I have met him at times; sometimes late at night.
340. On any of those occasions was it customary for him to shake hands with you? No; sometimes he would not speak.
341. Did he ever shake hands with you or with any of the other clerks? Not that I saw.
342. How long were you in the Sydney office? It must have been about four months.
343. How was it you left the Sydney office? I was in one day when Mr. Heaton asked me if I would like to go away. I said, "I have only just come to Sydney." He asked me to go to Normanton to take charge of an office there, where they had an outside manager.
344. What did you say to that? I told him I would see; and I finally arranged to go.
345. Did you go? Well, I started and got to Brisbane, and met a friend who said that Normanton was a bad place and full of fever.
346. And so you came back to Sydney? Yes.
347. Did that result in your having any dispute? Yes; that resulted in my leaving.
348. What salary were you getting in Sydney? Thirty-five shillings or thirty-seven shillings and sixpence.
349. What salary were you to get at Normanton? Four pounds, and a rise in a month, and a trip to Sydney, with all expenses paid, at the end of a certain period.
350. Up to the time when you left, had you any reason to suppose you were not trusted by Wright, Heaton, & Co.? No; because I received two telegrams at Brisbane, telling me to go to Normanton, after I had sent them a telegram saying I was not going.
351. What salary did you get at Glen Innes? Five shillings less than I got in Sydney.
352. What salary are you receiving from Dawson and Sons? Two pounds ten shillings.
353. What was the date of your leaving Wright, Heaton, & Co.'s employment? About August or September, 1885.
354. That was about twelve months before you were called as a witness in the case of the alleged railway wool frauds? Yes.
355. What employment did you go into? I went to Harriss and Attwood's, wholesale grocers, in George-street.
356. How long did you stay with them? Three days.
357. How was that? It was entirely on account of salary. They did not give me the salary I had expected to receive. I left; and on the following Monday I went to Dawson's, where I have been ever since—for three and a-half years.
358. After you had been there some time, I suppose twelve months, something occurred about these wool fraud prosecutions? Yes.
359. Who was the first person you had an interview with about them? I think someone came down to me from Mr. M'Laughlan, the solicitor's, office.
360. Mr. M'Laughlan was acting for the defendants? I think so.
361. In consequence of this visit did you go anywhere? I went up to Mr. M'Laughlan's office.
362. Did you see any member of the firm of Wright, Heaton, & Co. there? I saw Mr. Heaton.
363. What occurred between you and him? He shook hands with me.
364. Was that the first time he had shaken hands with you? I am not sure.
365. You had some conversation about Glen Innes? Yes.
366. What was it? He asked me what I knew about it. I replied that the goods there were sent down under weight. He said, "I believe you are subpoenaed by the other side?" I said, "No, I am not." He said: "We have done nothing to you; what is the use of giving evidence against us?" I told him I had not been subpoenaed, when he remarked, "But you will be." I think he asked what I had to do with the wool at Glen Innes. I told him that nobody consigned it but myself. But I am not sure now whether it was Mr. Heaton or Mr. M'Laughlan who asked me whether I would like a trip. I fancy it was Mr. Heaton, but I would not like to say.
367. What did you say? I said "No; I do not want to go anywhere at all." He asked me who told me to understate wool at Glen Innes, and I told him Hiney did.
368. There was some other conversation as to which you were cross-examined before the late Chief Justice Martin at the trial. Do you remember it? I said they asked me to go away on a trip.
369. Did he use any expression equivalent to calling you dishonest for having admitted that you joined in this system? Yes. Mr. M'Laughlan said:—"Don't you know that you are a thief for having done this;" and he said that I should be charged with the defendants.
370. Did he use any other expression? He said it would look very well if he should tell Mr. Dawson about it. He put it in a very strong light, and asked if I knew it was criminal.
371. Did you receive anything for giving evidence? Yes; 2s. a day for nine days.
372. Is that all? Yes.
373. You got no bonus? No.
374. Is there anything more you can think of that you have not told me about this matter that you know? Nothing, except that when I was leaving Mr. M'Laughlan's office, he opened the door as wide as possible (there were eight or nine clerks in the other room), and said "No, Mr. Sherritt, your evidence is no use to us." I was sure it was done to let the clerks believe that I had come to volunteer evidence. But as a matter of fact, I had been asked to come down to the office.
375. You are aware that your evidence in this matter is important—do you now positively swear that so far as your recollection goes this evidence is true? Yes; every word is true.
376. You have not diverted one iota? No.
377. This is substantially true? Yes; I am quite prepared to swear it is true.

Mr.  
T. S. Sherritt.  
28 Mar., 1889.

William James Moore examined:—

- Mr. W. J. Moore. 378. *The Commissioner.*] Your name is William James Moore? Yes.
379. What are you? A clerk in the Railway Department at Darling Harbour.
- 28 Mar., 1889. 380. At one time you were employed by Wright, Heaton, & Co.? Yes.
381. When did you first enter their employment? In May, 1881.
382. In what capacity? As clerk.
383. At what salary? 10s. a week.
384. How old were you then? 15 years.
385. Where did you first go when you entered that service? I went to Dubbo, and remained there twelve months.
386. Where did you go to then? I went from Dubbo to Nevertire.
387. How long did you remain there? About a fortnight, when I came back to Dubbo.
388. How long did you remain then at Dubbo? I was on and off at Dubbo for about two years, occasionally going to Wellington, Narromine, and Nevertire.
389. Did you then leave their employment? No. I was in their employ nearly three years.
390. Where did you go after leaving Dubbo? I went to Trangie, between Dubbo and Nevertire. I was also at Nyngan.
391. When did you leave their service? In the year 1884, I fancy. I think it was about two years and nine months from the time I went into their employment.
392. During this time did you receive an increase of salary? Yes, every year. When I left their service I was receiving £2 per week.
393. Beginning with the first place that you went to—Dubbo,—what did you do there? I was junior clerk in the wool receiving and goods forwarding office.
394. I suppose that during a good part of the year the traffic in wool from Dubbo to Sydney was large? It was during two or three months in the year.
395. I suppose from the beginning of July until the end of December? Well the wool season began in August.
396. When you were first at Dubbo had you any knowledge of any practice connected with the weighing of or charging by weight for wool? Yes.
397. Was the wool carried by Wright, Heaton, & Co. mostly contract wool, or mostly wool the carriage of which was paid by the consignees themselves? It was mostly contract.
398. What was the proportion of the other? Very small.
399. Did you know at Dubbo, on the first occasion, what the railway charges were per bale for wool; or, rather, did you know the principle on which the wool was charged? Yes. The wool was carried at a 250-lb. and also at a 4-cwt. rate.
400. Was that system of charging in vogue before you went there? Yes.
401. Was there no intermediate charge? No. Up to 250 lb. there was one charge; over 250 lb. and up to 4 cwt., there was an increase.
402. Would a bale of 3 cwt. 3 qrs. be charged as a 4-cwt. bale? Yes.
403. Was there no *pro rata* charge above 4 cwt? Yes; there was a charge for 5 cwt. and 6 cwt.
404. That being so, was there during your experience at Dubbo, any peculiar system adopted by Wright, Heaton, & Co. with regard to paying the Railway Department for the weight of wool carried by the Department for them? Yes.
405. What was the system? The system was this: The difference between the 250-lb. rate and the 4-cwt. rate was so much, that they used to try and send as many bales down as they possibly could at the 250-lb. rate. Thousands of bales would run between 250-lb. and 4 cwt. Those bales in the majority of cases were consigned at the 250-lb. rate, as if they did not exceed 250 lb.
406. Did that practice cease at any time, or did it continue during your whole experience in Wright, Heaton, & Co.'s employment? It continued all the time.
407. Did you in your capacity as clerk have to make out any consignment-notes? I did.
408. During the whole period? During part of the time that I was located at Dubbo; during the first year of my apprenticeship. I did not make any out afterwards.
409. While this was your business, what was the practice with regard to entering the weights? Well, it would be done in this way: If there were 40 bales of wool weighing a given weight, according to the carrier's way-bill, they would be worked out as 30 bales at 250 lb. and the ten remaining would go to fill up the weight.
410. Do you mean that the aggregate weight was in the end brought up to the proper total by working the intermediate rates at a less charge than the railway would have been entitled to if the correct weight of each individual bale had been given? Yes.
411. Is that what was understood as averaging? I never heard it mentioned in that way.
412. When did you first hear the term "averaging" mentioned? Down in Sydney, during the trial.
413. Are you quite sure you never heard the system discussed as "averaging" until the word was suggested at the trial? I am quite sure I did not.
414. Describe how the thing was worked with regard to the making out of the consignment-notes as compared with the carriers' way-bills. First of all the carrier brought his way-bills? Yes.
415. Did the way-bill show the individual weight of each bale? In nearly every case. In some cases forty bales would be shown as one lot, and one aggregate weight.
416. What proportion of the lots was shown in aggregate only? There were a good many, but not so many as the other.
417. Supposing a lot came to you in aggregate, you could not tell, without weighing, what each individual bale weighed? No.
418. You assumed that the whole weight was correct;—did you have the means of telling the weight of each bale? No.
419. Well, what would you do? We would work it out in the manner I have just explained.
420. Did you take it by guess? I never went and looked at a lot all the time I was there.
421. What would be your ultimate object in making out the weights in this way? The object would be to make a profit out of it.

- 422-3. From what you could see was it defrauding the Government? Yes; because instead of the Railway Department reaping the benefit the forwarder would.
424. Take the case of a lot giving detailed weights: Supposing you had a lot in which several bales were detailed, how would you act with regard to that;—would you adopt a similar plan, or adopt any plan having relation to the particular weights of the particular bales? It would be just on the same principle.
425. Used you, or used you not, in that case to return the correct weight of the bales as given on the way-bills for the purpose of being charged by the Railway Department? It would be worked out on a similar system. I rarely returned the individual weights.
426. In working out one of these plans of charging did you compare with the way-bill to see whether you had departed very far from the actual weights of the bales? Sometimes.
427. Why was that? Well, I would not like the thing to go out too glaring.
428. You were careful not to make the discrepancy too clear? Yes. I must admit that at that time it was my first experience of office work. This system was in vogue and I adopted it.
429. You are talking now about the first twelve months, when you were acting as receiving clerk? I was not receiving clerk at that time; but only for some months of the year.
430. What other place did you fill? I first joined as messenger, and afterwards became clerk.
431. When you were a messenger I suppose you had no knowledge of this? No. During the first wool season I knew nothing about the wool. It was at the end of my time at Dubbo that I had anything to do with the transmission of wool. Up to the 2nd of October I was acting as receiving clerk and had been for four months.
432. After that you went somewhere? Yes, I went to Nevertire.
433. What did you do at Nevertire? I made out accounts in the ledger.
434. Did that involve any knowledge of this system? No.
435. Did any of your employment after that involve any knowledge of the system? No sir, I do not think I had any connection with the wool.
436. It was during four or five months that you were connected with the transmission of the wool? Yes.
437. Do you know how many bales you sent through during that period? There might have been 20,000. I cannot say.
438. By whose instructions did you first adopt this plan. Was it by any one's special instructions? Well, I took that office from Webster, who was clerk there before me. He initiated me into the system.
439. How did he explain it to you? He showed me a way-bill, and said it was customary for the firm to get as many bales down at the 250-lb. rate without making it appear that there was any difference in the weight.
440. Did you suggest that this was not quite square? Yes.
441. What did he say? He treated it in a jocular—in a light way.
442. Afterwards, did you have any instructions from, or connection with, any other member of the firm? Yes; with Hansard, one of the defendants.
443. What conversation did you have with him? He told me how to do it; and one day he rebuked me for not having sent down a sufficient number of bales at the 250-lb. rate, and he took a way-bill and made it out himself.
444. To show you how you could improve upon it? Yes.
445. Did you have any other conversation with any other member of the firm? No, sir.
446. Some little incident occurred with regard to one Gillhan;—what was that? That was something connected with Mr. Hansard.
447. Where did that occur? At Dubbo. Mr. Hansard rebuked Mr. Gillhan for not having sent a sufficient number of bales of a certain sort at a certain rate. Mr. Gillhan made out a consignment-note properly, and Mr. Hansard was very much incensed about it, and then took a consignment-note and made it out himself.
448. Have you any knowledge at all of Mr. Fehon? No, sir.
449. Did you ever see him in your life? Yes, I saw him this morning.
450. Yes; but before? No, I never saw or heard of him before.
451. Did you ever hear any report in the office from anyone as to who had initiated this very peculiar system of making out weights? Not until I came to Sydney, subpoenaed to appear as a witness in the trial.
452. As far as you know, did it originate with the firm? I believe it did.
453. What was the report you heard in Sydney? That Mr. Windsor was the originator.
454. Was it ever reported that the system had been imported from Victoria? I don't remember.
455. I suppose the clerks sometimes had conversations on the subject themselves? Yes. The clerks themselves used to talk about it in the office.
456. When this system was carried out, how was it that the railway authorities at the railway stations did not discover the discrepancy between the weights returned on the consignment-notes and the actual weight on the way-bills? I don't know.
457. At Dubbo there were two weighbridges? Yes.
458. Was there one for weighing individual bales? Yes.
459. To what extent was that used? I never saw a bale on it.
460. Was it the practice at the railway station to accept the consignment-notes as correct? Yes.
461. Would it have been possible to weigh each individual bale except in the slack season? No.
462. Did you ever know of a case of a single bale being tested? Yes.
463. Where? At Nyngan.
464. How long before the last proceedings? Twelve months.
465. Can you remember why that was tested? No.
466. What were you doing there? I was with Croker & Co.
467. Was this a lot sent by Wright, Heaton, & Co.? Yes.
468. Do you think Croker & Co. put the Government up to test the lot? I don't know; I heard it said that the receiving porter had his suspicions about that lot.
469. During the time this practice was going on can you say whether the railway authorities themselves were cognizant of it? I hardly think they were; they might have been.
470. While doing your duty at Wright, Heaton, & Co.'s, was it treated as an open thing, as something done with the knowledge of the railway people? I never knew that the officers of the Department had any knowledge of it.

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- Mr. W. J. Moore.  
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471. What was your belief at the time? That they did not know of it.  
472. What do you think about it now? I can hardly understand that such a tremendous swindle could have gone on so long without detection. I did what I did because otherwise they would have dismissed me.  
473. Was it known to all the clerks? To most of them.  
474. How came you to leave the service of Wright, Heaton & Co.? They placed me at manual labour at Nyngan, and I was not at that time capable of it.  
475. What sort of labour? Shifting bags of grain in the grain store, and so I left them.  
476. There was no particular dispute? No.  
477. Where did you go? I went to Dubbo, and afterwards joined Croker & Co., and afterwards I went to Mr. Cass, general agent, at Coonamble. I remained with him three or four months. After that I went to McCallum & Co., and then I was brought down here by the Attorney-General to give evidence at the trial.  
478. How did they find out that you could give evidence? I don't know.  
479. Was that the last employment you were in before you were taken into the Railway Department? Yes.  
480. You have been in the Department ever since? Yes.  
481. Have you ever been dismissed from any employment? No; except in the case of the winding up of a business. I left Croker & Co., because they were winding up, and Cass' also.  
482. Had you a row with Hansard at one time? Yes.  
483. What was that? It was over a game at billiards.  
484. How long was that before you left Wright, Heaton, & Co.? Twelve months.  
485. As much as twelve months? Yes; or nearly twelve months. I was suspended and dismissed for six weeks and then went back and stayed eight or nine months.  
486. When you left you left on good terms? Yes.  
487. Where did you have the row with Hansard? That was at Nyngan.  
488. From first to last you never heard anything about Mr. Fehon? No.  
489. You never heard any rumour that this system of returning false weights had been introduced or borrowed from Victoria? I never heard it mentioned at any time.  
490. Is there anything more you can tell me about this matter? Only that I have never heard it mentioned that Mr. Fehon was connected with Wright, Heaton, & Co.  
491. Did you ever hear of Messrs. M'Culloch & Co. having bought into Messrs. Wright, Heaton, & Co.? Yes; I heard that they were connected in some way or another.  
492. Did you ever hear that M'Culloch & Co. had joined in the internal management of the Company? No.  
493. Did you on any occasion see Mr. Heaton at Dubbo, or any place? Yes.  
494. What was he doing? I do not know what his business was; I think it was general business with the managers.  
495. What was the name of the manager at Dubbo? Mr. Bonamy.  
496. Had you ever any conversation with Mr. Heaton about this matter? No, sir.  
497. You know how important this evidence is. Have you any hesitation as to the correctness of this evidence of yours, or do you now assert, on your oath, that this evidence is perfectly true? I will swear that it is perfectly true.  
498. You have no doubt about it? No doubt.  
499. Your cross-examination before the late Sir James Martin was short? I think it occupied about half-an-hour.

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FRIDAY, 29 MARCH, 1889.

Robert Wilford Dickson, examined:—

- Mr. R. W. Dickson.  
29 Mar., 1889.
500. *The Commissioner.*] Your name is Robert Wilford Dickson? Yes.  
501. What is your occupation? I have none. I have lost my situation through coming down from the country to-day to attend this Commission.  
502. What were you doing? Teaching for Mr. Smith at his place, 25 miles from Narandera.  
503. I will take a note of that, because it may entitle you to some further consideration on the part of the Government. What salary were you getting? £30 a year and my board. It is a small salary, but they were selectors; but still it was a home. I have lost it.  
504. I do not understand how it was necessary that you should lose it? Well times were dull, and the selector said that he could hardly afford to pay for a tutor for his children; and that as I was coming down to Sydney, I had better try and get something better.  
505. At one time you were in the Railway Department? Yes.  
506. In what capacity? Book clerk.  
507. Where? At Wellington.  
508. Then you left? Yes.  
509. Were you dismissed, or did you give it up voluntarily? No. I was induced by Mr. Bornthorne, manager for Wright, Heaton & Co., at Wellington, to join Wright, Heaton & Co.'s firm.  
510. What wages were you getting from the railway before you left? 7s. a day.  
511. What did Wright, Heaton & Co. give you? £3 10s. per week.  
512. You joined as what? G. O. B. clerk—that is, goods outward book clerk.  
513. You stayed at Wellington—how long? I was in the Railway Department there some six months. I was eighteen months altogether at Wright, Heaton & Co.'s.  
514. How long at Wellington? I don't remember the exact period. I left Wellington and went to Nevertire, and from there to Nyngan, in the same capacity. I was afterwards appointed manager at Tarrago.  
515. How long were you at Tarrago? Fifteen months.  
516. How came you to leave? Well; I did not leave. I was travelling securing wool contracts, and while I was away an assistant was sent from Sydney to take charge of my place during my absence.  
When

When I had finished my wool contract business I was sent for to come down to Sydney. Mr. Heaton was then away in Queensland, and I waited about and could not see him, and that was how I left. I was not discharged.

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517. You were taken into their service in 1888? Yes.
518. After leaving their service where did you go next? I got a position under Government as clerk to the unemployed at Rookwood. I was clerk, and I kept a store in the camp.
519. How long were you there? I was there two years, till the thing was wound up.
520. Where did you go then? I went to look for employment, and got my present position.
521. How long ago was that? Twelve months ago.
522. Before you went into the service of Wright, Heaton, & Co., and while you were in the employment of the Railway Department at Wellington, what were your exact duties? I was called the platform porter.
523. Had you anything to do with the transmission of wool there? Yes.
524. Sent down by Wright, Heaton, & Co.? Yes.
525. What had you to do with the transmission of wool? I used to see the lots and the weights.
526. What was the practice. Did the wool always come with the way-bills? Yes.
527. Was it the practice to weigh the wool by the lot? Yes.
528. Do you remember it ever having been weighed by the bale? No, except on one occasion, when there was some dispute about five or six bales.
529. Was that some of Wright, Heaton, & Co.'s wool? Yes.
530. How did the dispute arise? The head porter thought there was more weight than was stated.
531. What was his name? Hickey.
532. He thought the bales appeared heavier than the weights that appeared on the consignment-notes? Yes.
533. Do you know what was the result? I think the head porter was right in his estimate.
534. You say there were five or six bales;—were they bales of wool? Yes.
535. Was the discrepancy a small or a large one? I do not remember; I know there was a discrepancy.
536. Then the practice was to accept Wright, Heaton, & Co.'s weights given on the consignment-notes? Yes.
537. And those showed the details of the lot? Yes.
538. In the Railway Department, when you accepted the weight of the wool, did you generally test the aggregate by putting the lot on the large weigh-bridge? We generally accepted the lots with the bills and the weight given.
539. While you were in the service of the Railway Department did you in any way know or suspect any peculiar dealing with weights by Wright, Heaton, & Co.? Yes.
540. What did you know? How I came to know was in dealing with hides.
541. What did you find out? I found out that the weight of them was wrong.
542. What did you find? There was only half the weight given; that is to say, that the weight given was 50 lb., while they actually weighed 100 lb.
543. They were understated in the consignment-note? Yes.
544. Of course you could easily put them on the scales? Yes. I told this to the station-master, and told Bonthorne to rectify it.
545. Did Bonthorne give any explanation about this? No; he said it was a clerical error.
546. How often did that occur? Only this once.
547. Were there any other occasions in regard to which you suspected anything wrong with the individual wool bales? No.
548. How was it you came to leave the railway service? It was at the request of Bonthorne. I was asked to come up to Nyngan and to join Wright, Heaton, & Co.'s.
549. Up to the time you went into Wright, Heaton, & Co.'s (except that you had found these hides wrong), had you any suspicion that there was anything shady going on? No.
550. Was there anything suspected by the station-master or the good's-shed clerk? Yes; the station-master did; and cautioned all the porters to see all the wool from Wright, Heaton, & Co.'s weighed.
551. You were initiated into the business at Nyngan? Yes.
552. Who gave you instructions? Mr. Bonamy. After I had been there three months he sent me down to Sydney, and I was in this office for another two months, before the line opened to Tarago.
553. While you were learning the ways of the office at Nyngan and Nevertire you say you received instructions principally from Mr. Bonamy? Yes.
554. Did you receive special instructions with regard to your knowledge of how wool bales were to be dealt with? Yes.
555. What were they? To get the wool down as light as we could. There was a lot of difference between greasy wool and washed wool. We would try to get the greasy down as washed wool.
556. Do you remember the principle on which the railway schedules went in making extra charges or reducing charges according to the increased or reduced weight of a bale. Do you remember what that was? No.
557. Do you remember there were certain limits above which an increase was made and below which a decrease was made? Yes.
558. Do you remember a limit of 250 lb.? Yes, that was the lowest; greasy wool was sometimes sent down under that.
559. Was most of the wool that went through what was known as contract wool? Yes.
560. In passing a lot of contract wool through I suppose as a general rule the individual weights were given on the squatters' way-bills? Yes, all the way-bills showed the individual weight of each bale.
561. In making out the consignment-note for a lot, do I understand you to say that the total weight of the lot was reduced, or only the individual weight of the bales altered? Well, that would reduce the total. Supposing there were twenty bales on a truck, fifteen of the heaviest bales would be put down at the lower limit, and the balance would be heavy bales.
562. So you would reduce the aggregate? Yes.
563. Then how is it the Government did not discover that by putting the wool on the weighbridge? Well, the weighbridge at Nyngan was not Government.
564. So the aggregate weights were misstated at Nyngan? Yes.

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565. When the weighbridge opened at Nevertire was there a weighbridge? Yes; but it was never used; it had no approach, and the teams could not possibly draw up to it; and so they had to accept our statements.
566. Was there a small weighbridge? Yes.
567. Was it the practice to use that? No; only in weighing the ordinary passengers' stuff.
568. Would it have been possible, considering the quantity of wool coming through, to weigh each individual wool? Scarcely; sometimes there would be thirty or forty teams waiting to be discharged at the same time.
569. How many bales a day came through, on an average, at Nyngan and Nevertire? I cannot say; but I have seen fifty teams at Nyngan waiting to be discharged.
570. To what extent did this practice of understating go—was it confined to a few lots out of a load or all? All. All the goods taken through the firm were taken at the stated rates.
571. As many bales as possible were made out under the 250 lb. limit? Yes.
572. Do you remember the net limit? Yes; 4 cwt.
573. Some bales, I suppose, would be stated above 250 lb.? Yes.
574. What would be the weight of such bales? Well, it would be very heavy wool; they would come up to 510 lb.
575. What would a 510 lb. bale be stated at? Well, we would try and pass it through at the 250 lb. rate, but we might pass it at the 4 cwt. rate.
576. What was your reason for not bringing it down to 250 lb.? Well, to avoid suspicion. The porters could judge of the weight of a bale by handling it; we had to put in a big figure occasionally.
577. While this was going on at Nyngan or Nevertire, was there a question raised by the station-master, or porter, or goods-shed clerk? I never heard it at Nyngan.
578. In the G.O.B. book, in making it up, did you necessarily compare the way-bill with the consignment note? Yes; we had the true weights in the G.O.B. book, which would prove all the weights, because we had to charge the Sydney people with the carriage of the weights. And the same with the luggage. If we sent luggage down we would put the true weights in the G.O.B.
579. The consignment note showed the wrong weight? The one that the porter received showed the incorrect weight, but we sent a true consignment note to our consignees in Sydney. The railway people got the understated weight, and the true weights we sent to the agents. We had what is called "dumping" (dummying?).
580. What is that? It is a railway bill which we would make out and give to the porter, who would sign it. We sent the real one to Sydney which the book clerk signed.
581. How was it that the book clerk signed bills where weight was different from that signed by the porter? Oh, they did not seem to think anything was wrong; they did not take particular note of how the work was done. Besides, they had such confidence in the firm of Wright, Heaton, & Co., and Mr. F. A. Wright was Minister for Railways.
582. When you were getting in the orders for the firm did you see anything of Mr. Heaton or Mr. Wright? I never saw Mr. Heaton but once. I saw Mr. Wright on the occasion of the opening of the railway to Bourke.
583. I understand that at Nyngan and Nevertire you got initiated into this practice, which you were instructed to adopt by Mr. Bonamy? Well, not exactly instructed—it was the regular thing. I found it in vogue, and adopted it. The system was what was called "foxing it down," and we got bonuses.
584. Explain that? Well, if a clerk is sharp, and gets his wool through well, he would get a bonus at Christmas time.
585. Of how much? £10 or £20.
586. Was any bonus given to anyone outside the firm? A cheque for £5 was given by Mr. Bonamy to the head porter, Silvertown.
587. Was this practice generally known, or only known by a few? It was generally known, and talked about, except by the town boys. We were told to take what advantages we could of the weights, and send the wool down cheap.
588. I suppose at Nevertire and Nyngan wool and hides were the principal things you sent down? Yes, and copper from Nymagee.
589. What was done with the copper? I never had much dealing with the copper. I had the wool.
590. Did not it strike you that this was a very peculiar proceeding; in fact, a swindling of the Government? Yes.
591. Why did not you expostulate? I did, to a man named Jenkins, at Binalong.
592. Did you comment on the practice when you first found it out? Only to my fellow clerks. I did not mention the matter to my superiors.
593. Did not it strike you that you were rendering yourself liable to some prosecution or other? No, not individually; it struck me that the firm might be.
594. Did you consider it honest or dishonest? Well, I did not consider it honest, nor on the part of the employé dishonest. Of course it was dishonest; but I did not take much notice of the matter. I was getting good wages.
595. Before you went to Tarrago did you ever hear the term "averaging" used? No.
596. Did you hear the expression used at any time? I heard it when I was in the railway service at Wellington, before I went into the firm.
597. Can you remember what you understood "averaging" to mean then? No; I had nothing to do with it then.
598. Having heard the expression "averaging" used at Wellington, can you remember whether afterwards, when you found this peculiar practice being carried on, whether that was spoken of as being justified by the principle of averaging? Yes. The first two or three entries I made I found it out, and spoke about it to a clerk named Pond, who is now somewhere near Tamworth, I think. I said, "This is what you term 'averaging'—'understating.'" He said, "Yes; it is 'foxing,' and you have to get the stuff down cheap."
599. Was that the only occasion that averaging was spoken of after you left the railway service? Yes, I think so.
600. Do you remember when you were cross-examined at the trial before the late Sir James Martin, whether you were asked about averaging then? I think I was.
601. If you were, can you remember whether between the time you were asked about "averaging" on this occasion and the occasion when you had the conversation with the clerk at Nyngan, you had heard the term used? No, I never did.

602. After leaving Nyngan and Nevertire, you came down to the Head Office? Yes. I was there from the time I left Nyngan to the time of the opening of the railway to Bourke.
603. What were you doing in Sydney? I was in the Store Department. I had nothing to do with wool.
604. Before going to Bourke, did you get any instructions from the firm? Only this,—that Mr. Edward Heaton said, "You thoroughly understand the G.O.B., because you know you have been at Nyngan, and you must thoroughly understand how we get the wool down." I said "I was thoroughly up," and he said, "go to Nyngan."
605. Had the G.O.B. been spoken of before by the clerks in the country as involving any particular practice, or in a joking way? Well, the term was used in a joking way—it was a by-word among the boys.
606. You were not a boy then? No; I am 39 now, and it is six years ago.
607. You went to Tarago? Yes.
608. You had to deal with wool there? Yes; and after the season closed I went travelling for the next season.
609. During the time you were seeing to the transmission of wool what practice did you adopt? The same as at Nyngan.
610. And kept the books? Yes, with the assistance of a clerk named Lambert.
611. You mentioned the name Jenkins? Yes, he was the manager at a place called Binalong. I once had some hides to deal with and wrote to him for information. He wrote back, "leave the hides till I come." I did so; and he came and put them through.
612. How did he put them through? By understating them, the same as the wool.
613. Do you remember a conversation with Lambert in Jenkins' presence about this practice? Yes; Lambert and I had made up our minds to tell Jenkins.
614. What did Lambert object to? To understating. I told Jenkins; and he said, "Do as you have done before; we will shunt him." However, he stayed on.
615. Did you have any discussion with Jenkins as to how the Tarago branch was managed? Yes; he was a kind of travelling inspector, and used to come over about once a month.
616. What special conversation had you with him about the way in which the branch was getting on? On one occasion at the end of the month the books were made up and he said, "I thought there would have been a better show—more profits. You are sending the wool down too heavy; send it down as light as you can." I told him I should be "bowled out" if I sent it down lighter. And I was bowled out by a porter who unloaded a truck I had loaded myself, and I had to make out a new way-bill.
617. Did he report this to the station-master? I don't know. The station-master was named Booth and was a strict man. I explained to him that I had made a clerical error.
618. Did he accept your explanation? No. He said, "I shall have to report this to Mr. Crawford, the Inspector of Line. I think a lot of this has been going on for a long time."
619. That was long before the prosecution? Yes.
620. Had you a dispute with Wright, Heaton, & Co. when you left them? No.
621. You must have had some dispute or you would not have left them? No. Mr. Heaton was away, and when I went away from the locality to travel for wool they sent a man named Digman to take my place at the branch. When I got back to Tarago I said to this man, "You can go down now, I do not want you any longer." He answered, "Oh, I have got a letter appointing me to this position," and he showed me the letter; and then I received a letter asking me to go down to Sydney. I went down. I was in Sydney three weeks, during which time I received my wages. Mr. Heaton was away in Queensland, and I was waiting about to see him, and then I got another engagement.
622. Had you another engagement before you left? I had one in view.
623. Do you know why you were supplanted at Tarago? Yes. Jenkins was not satisfied with my method of sending the goods down. Digman was celebrated for doing this work well. He used to do it at every place he went to; and when I went away for wool contracts they sent him to Nyngan and found that he made more profits than I did. When I came down they said, "look at what young Digman has done in your absence."
624. How long before you left your actual management at Tarago was it that you were bowled out? It was while Digman was there.
625. Then the profits of your making could not have been reduced through your being bowled out, because after this you were not there long? Yes. But it was at the end of January that the porter discovered this.
626. Do I understand you to say that that took place while Digman was there? Well, that was a mistake of mine, because I remember being questioned by the firm, to whom I wrote, and said that I had been bowled out, and therefore could not send the wool down lighter.
627. Of course you sent this particular load down correctly? Yes, and had no opportunity of doing it again, because there was a man named Barbour there who suspected me. The firm of Wright, Heaton, and Co. was once Wright, Heaton, Barbour, & Co., and it was against the agreement that Wright, Heaton, and Co. should establish a station there. Barbour, not liking this, used to try and do me an injury there. One of the porters said to me, "You will have to be very careful about your weights. Barbour says you are doing us."
628. How long was it before the questioned lot was sent that Barbour cleared out? It was some months. I think in June or July.
629. Then Permewan, Wright, & Co. came upon the scene? Yes.
630. They would have the same knowledge, I suppose, as Barbour would have? Yes.
631. During all this time under whose instructions did you consider you were? Mr. Ed. Heaton appeared at that time to be the acting manager. At that time I was under the impression that Mr. Wright had retired from the firm, because all the time I was down in Sydney I never saw Mr. Wright in the office.
632. Did Mr. Heaton come to Tarago while you were there? No.
633. Do you know Mr. Fehon by sight? I have never seen him.
634. Did you ever hear of his being a member of the firm? Never in my life till I saw this question raised in the papers.
635. Did you ever hear of M'Culloch & Co. being concerned? Yes; we all knew M'Culloch was a partner.
636. Did you hear anything to lead you to conclude that M'Culloch & Co. or any member of that firm was concerned in the internal management of Wright, Heaton, & Co.? No; I only knew that they had an interest in the business.

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637. By the way, there was a peculiar expression used with regard to the carriage of wool—"foxing." Was there any other expression used to express the same thing? Do you remember the term "school" ever having been used? Yes. Nyngan was called the "school" because it was a terminus, and all new clerks were sent there.

At this stage of the evidence Mr. Fehon was sent for by the Commissioner, and appeared.

638. *The Commissioner.*] Did you ever hear it suggested, or said, that this practice of understating, with regard to wool or anything else, had been imported from any other Colony? Yes.

639. What was said? They said that M'Culloch belonged to the firm.

640. Did you ever send direct to M'Culloch & Co.? Yes.

641. Was wool sent to M'Culloch & Co.? No; I never sent any to Melbourne.

642. What other goods were sent to Melbourne? Luggage, and other things.

643. Direct? Yes; we would send them to the Sydney office, and they would go by boat. It might be luggage, or it did not matter what it was, we would get it down. We would send it down understated, or under some other class—class of charges. There were classes which charged so much per ton.

644. What leads you to suppose that Messrs. M'Culloch & Co. must have been aware of the understating of goods sent through to Melbourne? Because they would get two weights; they would get the railway weight, and they would get the true weight in the correspondence.

645. I understand you to say that while you were at Nyngan and Nevertire some goods, but not wool, were sent to M'Culloch & Co., consigned through the firm of Wright, Heaton, & Co.? Yes.

646. On how many different occasions can you remember that goods were sent through M'Culloch & Co.? I cannot tell; but as I said they were parcels and small goods. I remember on one or two occasions making out notes for such goods, and putting my vouchers in the bag for Sydney.

647. Can you say whether you did this more than twice? No, I cannot. I know at Tarago I did. I was not the clerk to do the work; I was the G.O.B. clerk.

648. Can you say now with regard to those goods that you did send down from Nyngan or Nevertire to M'Culloch & Co., whether they were understated or not? I do not know whether they were understated here. I should have understated them on the way-bill whether they were going to Melbourne or to Sydney.

649. But can you say whether or not the goods you did send to M'Culloch & Co. from Nyngan or Nevertire were understated? I could not state it as a fact; it was a practice, but these particular parcels might not have been dealt with in the same way.

650. That is to say you would have drawn no distinction between the two parcels? No.

651. I suppose a good many parcels were sent down correctly? Yes. It would not be worth while to use the practice in small parcels, but with a large parcel weighing 2 cwt. we would get it down for 1 cwt.

652. So that really there is nothing you can definitely state as having occurred between Nyngan or Nevertire and Melbourne? No.

653. What about Tarago? I remember one parcel.

654. What was it? A piece of machinery.

655. Do you remember its weight? It was pretty heavy; I know I understated it.

656. To what extent? I forget; but I got it down for considerably less than the proper charge.

657. What was the actual weight? I do not remember; but it was a large piece of machinery sent to M'Culloch & Co.

658. About how much—was it a ton? No; I think it was a little over 1 cwt.

659. Do you remember by how much you understated it? No.

660. Did you hear about it afterwards? No.

661. Do you remember the date of the consignment? No.

662. What documents did you send down with it? Only the consignment note.

663. What would it show? It would show the signature of the railway porter who consigned it.

664. That would be the understated weight? Yes; and then there would be the paper with the full weight.

665. Would this document showing the two weights be addressed to Melbourne, or would the document showing the true weight only be addressed to Wright, Heaton, & Co.? It would be addressed to Wright, Heaton, & Co., Sydney. As far as I was concerned Sydney was my destination.

666. As far as you were concerned was there anything on the face of the documents to indicate to the Melbourne people that a false weight had been given to the railway people? No. Only in this way—the ticket signed by the porter would bear the weight I put on; the true weight would be on the paper I sent to the firm in Sydney. They might in Sydney have given the true weight to Messrs. M'Culloch & Co., or they might have been making a profit out of that firm for all I know.

667. As far as your knowledge goes, I understand there was nothing to lead you to conclude that M'Culloch & Co. would be privy to the working of the alleged frauds on the railway? No.

668. Do you remember any other occasions when you sent goods to Melbourne? Well, I have no distinct remembrance; but there were a few other occasions when we got goods sent down as cheap as we could.

669. Did I understand you to say something about its being known or reported that M'Culloch & Co. had indulged in the same practice? No.

670. All you knew of it was that it was a practice originating in Wright, Heaton, & Co.'s, and not from outside? Yes.

671. You had no knowledge of how long this practice had been going on? Oh, for several years, because Jenkins told me that the practice had been in vogue for a long time. It was done at Penrith in 1870 or 1871. Jenkins is one of their leading men, and he said he used to do it at Penrith.

672. I suppose you are aware of the fact that this evidence you have given involves very important issues—that it may involve very serious issues and consequences? Yes.

673. Are you prepared to swear that this evidence of yours is substantially true? Yes.

This concluded the evidence of this witness.

*Mr. Fehon*, addressing the Commissioner, said he would like to make an explanation.

*The Commissioner.*] As you wish to make an explanation, I will take it as evidence.

*Mr. Fehon.*] It is simply for your guidance in examining witnesses in such transactions as have been referred to that I wish to make some explanation. For instance, supposing this statement is correct that this piece of machinery referred to by the witness was sent from a country station to be sent to Melbourne through Wright, Heaton, & Co., in Sydney. Wright, Heaton, & Co. would receive all the documents,



documents, and simply put the machinery on board the steamer at Sydney, and consign it to Melbourne, with whatever charge they would like to put on. Messrs. M'Culloch & Co. would receive it and charge their own cartage, together with whatever charges Wright, Heaton, & Co. had on the machines. So that there was no connection between any transaction with any country station in New South Wales and Messrs. M'Culloch & Co. in Melbourne. No goods would go through by rail from a country station in New South Wales to Melbourne. They would go to Sydney and end at Sydney, so far as Wright, Heaton, & Co. were concerned; so that there could be no connection between the two firms.

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674. *The Commissioner.*] Would Messrs. M'Culloch & Co. have any opportunity on the face of the documents sent of seeing what charge had been made by the railway for the carriage of the goods in New South Wales? Not the slightest. Wright, Heaton, & Co. would simply send an item of (say) £1 12s. 6d., or whatever it was. They would hand it to the Steam-boat Company, who would hand the paper to Messrs. M'Culloch & Co. and their charge.

675. The only way in which Messrs. M'Culloch & Co. could possibly find out that there had been an overcharge would be by looking at Wright, Heaton, & Co.'s charge, and comparing that with the tables in New South Wales and the actual weight of the goods? Yes.

676. Messrs. M'Culloch & Co. would have the steamer's weight, and the charge on the New South Wales railway would be charged by Wright, Heaton, & Co. to Messrs. M'Culloch & Co.? Yes.

677. Would that be charged by itself? No; it would be lumped up with commission and other charges.

678. As far as your experience goes it would not be detailed? No. Messrs. M'Culloch & Co. knew nothing about the detailed payments of Wright, Heaton, & Co. All they knew was that they would be liable to Wright, Heaton, & Co. for a lump sum, which they would charge to the consigner. It is material to your Honor that you should have as much information on the subject as possible, and that is the reason why I have ventured this explanation.

Joseph Heylin, examined:—

679. *The Commissioner.*] Your name is? Joseph Heylin.

Mr. J. Heylin.  
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680. What are you? I am a farmer stationed 2 miles from Bathurst.

681. Some time ago you were employed in the Railway Department? I left 30th April, 1886. I had been there from 30th June, 1882.

[Witness here handed in a certificate showing that he left the service voluntarily.]

682. You first went into the Department as probationer at Bathurst? Yes.

683. And you went to Nevertire in charge of the goods shed? Yes.

684. For how long? Several months.

685. Were you goods-shed clerk? Yes.

686. You received goods for transmission both ways? Yes.

687. When did you go to Nevertire? In March, 1885. Part of the time I was at Nyngan.

688. You went, of course, through one wool season when you were at Nevertire? Yes.

689. You had charge of the transmission of wool at Messrs. Wright, Heaton, & Co.'s branch there? Yes.

690. I suppose you were thoroughly up in the whole of the system of the carriage of wool there? Yes.

691. Were there two weighbridges there then—a platform weighbridge and a larger one? Yes, there were two.

692. What was the practice—to weigh the teams or the individual bales? To weigh the teams.

693. As a general rule you were content to take the aggregate weight shown by the weighbridge, and then to receive the consignment-note from Wright, Heaton & Co.'s clerk, to show the individual weights? Yes.

694. Were the teams weighed as a rule? No.

695. What proportion of the teams were put on the weighbridge? I suppose there would not be more than two-fifths.

696. During the time you were there did you know what was the system adopted in making out the consignment-notes for the purpose of charging the railway carriage? Yes. The system was to make as few bales as possible go as 4 cwt. and under, and as many under the 250lb. One rate was 11s. for 4 cwt. The scale was a 15 per cent. reduction under 250lb., a 15 per cent. rise over the 4 cwt. and a 15 per cent. rise over the nett hundred.

697. You say the practice was to adopt a system which reduced the carriage as much as possible? Yes.

698. You were aware that in nine cases out of ten in which a load came down a way-bill came down, which showed not only the aggregate but the individual weights? Yes, but I did not see them; I, as goods clerk, did not see the squatters way-bill. I only saw the bill given by Wright, Heaton & Co.

699. But did not that show that the Railway Department was receiving less for carriage than it might have received if you had taken the trouble to look and insisted upon seeing the squatters' way-bill? Yes; if the averaging system had not been in force.

700. When did you first hear the word averaging used? At Nyngan.

701. Was that during the time of your probation or after you had been manager? It was when I was relieving the goods clerk.

702. By whom was the term used first, to your knowledge? I think the first person I heard speak of it was the station-master at Nyngan, a man named Beattie.

703. What did he tell you about averaging? I saw the way-bills come in and asked him if that was the practice. He took the consignment-note out of my hand and looked at it, and at me a little while, and did not speak. He went out, and I asked him afterwards if this was all correct, and he said, "Oh, yes, it's all right—the practice has been done all along."

704. And you continued it? Yes.

705. And you regarded this as averaging? Yes.

706. I suppose you know that no construction that can be put on the word can make that mean averaging? Yes.

707. It might have been averaging to take a big lot of 5 tons containing a certain number of bales, and divide the whole lot by the number of bales, that would have been averaging? Yes.

708. This "averaging" was not averaging, but simply a dodge to bring the charge as low as possible? Yes.

709. Your opinion is that it was known to the authorities? Well, it was known to the station-master, to Mr. Tibbwal the station-master at Nevertire.

710. Did not you think it was a swindle? Yes; I was positive in my mind it was a swindle. 711.

- Mr. J. Heylin. 711. Did you look upon in as a practice known to all the authorities, and in that sense a swindle by the railway authorities in favour of the carriers? Yes.
- 29 Mar., 1889. 712. Of course, the thing being known and accepted by the authorities, you could not interfere? No. There were several other things I spoke about. Wright, Heaton, & Co. had the use of the Government sheets to cover their chaff. I sent them a bill once charging them 2s. 6d. a day for them; but there was a row, and the station-master told me to take it off and not send it any more.
713. Do you know whether Wright, Heaton, & Co. ever made any presents to any of the station hands? Yes.
714. On what occasion? At Christmas time generally.
715. What sums would they give? I do not know. They offered me £5 as a Christmas-box, the Christmas I was at Nevertire.
716. That would be the Christmas of 1885;—what did you say to that? I refused it.
717. Who was the individual who offered it? The manager there.
718. What did he say? He said I had been of great assistance to them in getting their business done, and they had a practice of giving a Christmas-box to their employees and railway servants; but I refused it.
719. Outside of wool, have you heard of any other peculiar practice with regard to the statement of weight? No.
720. With regard to hides? No; it was only wool.
721. Do you remember on any occasion being asked by any members of the firm not to mention anything of the kind? No.
722. Did you never see the way-bills? Yes, sometimes; but not from Wright, Heaton, & Co.; it was from other firms.
723. Was this system of "averaging," which was not averaging, carried on by other firms besides Wright, Heaton, & Co.? Yes; Messrs. Philip, Somers, & Co., the agents for Permewan, Wright, & Co., and others adopted it.
724. What carriers did not adopt it? The small carriers, who brought their own wool in; but sometimes, acting upon the practice adopted for the large firms, I did it for the small carriers. But unless I did it they would not do it.
725. Did you receive instructions to this effect? No; these small carriers were really the owners of the wool. Wright, Heaton, & Co., would, of course, charge 2s. 6d. for making out a consignment-note for owners, and so Wright, Heaton, & Co.'s manager complained when I made out consignment-notes for the small owners; and I was told about it by the manager.
726. When Wright, Heaton, & Co.'s clerk made out a consignment-note did he average or make it out according to the way-bill? It would depend upon whether the wool was going through Wright, Heaton, and Co.'s or not.
727. You were called as a witness by Messrs. Wright, Heaton, & Co., at the trial? Yes.
728. What communication had they with you before they called you? None whatever, except the subpoena.
729. Were not you examined by an attorney before you came into Court? I believe I was examined by Mr. McLaughlin.
730. You know nothing about Mr. Fehon? I never heard of him until I saw his name in the papers.
731. There were no consignments of wool sent through Wright, Heaton, & Co. direct to Melbourne, from the station? No, it was sent direct to Sydney.

Charles Howard was the next witness examined:—

- Mr. C. Howard. 732. *The Commissioner.*] Your name is? Charles Howard.
- 29 Mar., 1889. 733. What are you? Goods clerk, at Nevertire.
734. When did you enter the railway service? In August, 1882.
735. In what capacity? As assistant goods clerk.
736. Where did you go? I went to Bathurst, then to Nevertire, Nyngan, Byrock, Bourke, Blayney, and Nevertire.
737. Have you always been in the same capacity in each place? Yes.
738. Of course you knew all about the transmission of wool by seeing the way in which things were managed? Yes.
739. Now at each place where you have been, has there always been a branch of the firm of Wright, Heaton, & Co., or only in some of the places. Yes.
740. I suppose you have been through several wool seasons? Yes.
741. I suppose you know the scale of charges for the carriage of wool on the railways? Yes.
742. When you first went into the railway service in 1882, did you find any particular practice in vogue as to charging for the carriage of bales of wool that was not strictly consistent with the table? I saw that at Nevertire first, after I left Bathurst.
743. When was that? Well, I arrived in October.
744. Then you first became aware of the existence of a peculiar system? Yes.
745. Before that you had been in the service two months? Yes.
746. What practice did you find in vogue? I found the practice of what is called averaging the bales—that is making as many bales as possible go at the 250-lb. rate.
747. It comes to this—that though it is termed "averaging" it is not averaging? Yes.
748. What was the result of this averaging in connection with the total charge, was it to increase or reduce the actual charges. Would it reduce the charge on wool below what it would have been if each individual bale had been properly weighed and charged for? Yes.
749. Was that a regular practice, or a practice adopted by some firms only? It was adopted by two firms—Wright, Heaton, & Co. and Permewan, Wright, & Co.
750. First of all, at Nevertire; can you remember how you came to find out that this practice was in vogue? A person of the name of Lee was goods clerk then, and I believe it was he who first gave me an insight as to how they were doing it.
751. Can you remember what Lee told you? No.
752. I mean the style of the conversation? No.

753. Did he tell it to you as being something above board or not? I cannot quite remember. He was my superior officer then.
754. Was it said in a joking way or in a way that would indicate fraud? It was through some joke that we happened to talk on the subject. The manager for Wright, Heaton, & Co. came into the office, and I passed a consignment note to him and asked if there was not some mistake, and he answered, "Yes," and took it to his office and brought it back.
755. Was the charge less when he brought it back? Yes.
756. Do you remember who was the clerk on the occasion? Yes. Webster.
757. Was he an old hand? Yes; two or three years.
758. Was it explained how it was that Webster did this? No. I merely handed him the consignment note back, and it was returned in an altered form.
759. Was it in the "averaging" form or in the way-bill form? We never saw the way-bills.
760. Was the station-master aware of this? No.
761. Did this occur during the whole time you were at Nevertire? Yes. It was adopted at Nyngan, Byrock, and Bourke.
762. At those stations did the station-master know of it? No.
763. It was simply left to the goods clerk? Yes.
764. Can you say whether more than one of the goods clerks at Nyngan were aware of this? I cannot say.
765. Did you have any conversation about this? Yes. I told a man named Buckland and others about it.
766. What was your individual opinion about it? I said that the system was adopted by Wright, Heaton, & Co., and by Permewan, Wright, & Co., and I looked upon it as a business advantage.
767. You never saw any document sent down? No.
768. Do you know whether the practice was adopted by any of the producers themselves who brought their own produce down to the station? I cannot say; I do not remember.
769. Did you ever make out any consignment notes? No; I could not do it.
770. Did you ever receive a Christmas box or an offer of one from Wright, Heaton, & Co.? Yes; once or twice.
771. What was the amount? I cannot exactly remember the amount; it was not much.
772. Was it as much as £5 or was it less;—a man does not easily forget an amount of that kind? There was a £1 and another £1, and I believe there was something larger than that; it was not over £5.
773. Was this at Christmas? Yes.
774. Who gave it to you? I believe Mr. Bonamy.
775. What did he say to you? I do not know. I was in poor circumstances at the time, only getting £50 a year.
776. Do you know if it was the practice of the firm to give presents to other officials, porters, or goods clerks? No. I think the largest amount I received was £5.
777. How came you to be subpoenaed on the trial before Sir James Martin? I was asked. I went to Mr. McLaughlin who asked me all I knew about it.
778. You must have been aware all this time, that the Railway Department was being paid less than it might have been paid under a different system? Well, there was every appearance of it.
779. Was it quite open? Yes; the consignment note came in and was given to the head porter, who gave it to me, and the same weight were sent to Darling Harbour.
780. Of course, you could not find it out unless the consignment note were compared with the way-bills? No.
781. Was there ever any complaint of the consignment notes not tallying with the weights of the bills? I think there was a case at Nyngan, by a man named Hogan a porter, who was acting as ganger at the time to some men who were unloading.
782. Whose wool did he explain about? Wright, Heaton, & Co.
783. Your impression is that he saw that a consignment note did not agree with the weight? I think he disputed the aggregate.
784. In the thick of the season was the aggregate weight always taken on the way-bridge or only sometimes.—Was the team run on to the waybridge? It was never done at all.
785. Oh, then that was left to Wright, Heaton, & Co., too, as well as the weight of the bales? Yes; of course, I do not swear that this practice of averaging was in vogue, because I never saw a squatter's way-bill.
786. Have you heard any of the officials talk about it? Yes; a station-master named Beattie, who has since been called upon to resign.

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Charles Lambert examined:—

787. *The Commissioner.*] What is your name? Charles Lambert.
788. What are you? I am Manager for Wright, Heaton, & Co., at Byrock.
789. You were at one time in the employment of the Railway Department? Yes.
790. When did you first go into the Department? 1st July, 1882.
791. In what capacity? As goods clerk.
792. Where? At Wellington.
793. How long did you remain there? I went as assistant at first, and I was there altogether fifteen or sixteen months.
794. Then where did you go? I went to Nevertire as goods clerk.
795. How long did you stay there? Thirteen months.
796. From there where did you go? From there I was sent as relieving clerk on the Western line.
797. For how long? From November, 1883, to August, 1887. I resigned.
798. Was it the year of the alleged wool fraud prosecution? It was the year Macalister's case was concluded.
799. Where did you go? I went with Rich & Co., merchants and forwarding agents.
800. How long ago is it since you went into Wright, Heaton, & Co.'s employment? On the 3rd January, this year.

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Mr.  
C. Lambert.  
29 Mar., 1889.

801. While you were in the railway department at Wellington, were you cognisant of the way in which the goods traffic was managed? Yes.
802. Especially the carriage of wool? Yes.
803. At that time what did you know about the practice of the carriage of wool? The wool was carried by bale then; it is carried by weight now. There were certain rates,—there was so much for a 4-cwt. bale, so much for a 250-lb. bale, and so much for a 500-lb., and so on. The rule was to divide the rate equally among the bales so as to make as many average 250 lb., and as many 4 cwt., in fact to distribute them.
804. What was the object? To bring the wool more under a tonnage rate.
805. I do not understand that. Was the object to save trouble, or to bring the charge down as low as possible? Yes.
806. What do you mean by a tonnage rate? Well, there was really no tonnage rate for wool, but if five bales of wool weighed a ton, that would be each bale 4 cwt. If that were charged at 11s. a bale, that would mean £2 15s. a ton.
807. Was that the object of it or was the object to get the charge down as low as possible? I think that was partly the object—not to charge too much for the whole.
808. What was this system known as? Averaging.
809. When did you first hear this expression used? At Wellington. I was there, and Mr. Farnell, who was head goods clerk—I being his assistant—said that that was the way the wool was always sent.
810. Supposing a lot of wool came in; there was a way-bill with that lot, was there not, sent to the agents? Yes.
811. If the wool came through the agency of any carrying firm the way-bill was delivered to the carrying firms clerk; if the wool came to the consignee that would be delivered to the railway? No; I never saw that done. When I made out the consignment-notes I never got the squatters' way-bills. I did not make out the consignment-note from the way-bill. I used to do it on the averaging system. Sometimes I have known little selectors bring in their own wool on their own teams, and they would not have way-bills, and those were the only people who would bring wool down themselves.
812. Did you ever know of a case of a lot coming down with a way-bill in the possession of a carrier, not being sent to any agent? I do not know; there might have been.
813. You always took the consignment-note from the carrying agent? The porter took it first and handed it to the office.
814. Did the goods clerk never attempt to check or to interfere with the weights on the consignment-notes of Wright, Heaton, & Co.? Not that I know of.
815. And yet you say the averaging system was in force? Yes; but the weights were distributed in a certain manner. The actual weights of the way-bills might have been obtained if we had insisted upon seeing the way-bill; but we always booked the wool in bulk—so many bales, so much; we did not book the weight of each bale.
816. Were you not aware that this system reduced the profits of the Department? No; I thought it was organized by the Department. That was what I was given to understand.
817. Who gave you to understand that? Mr. Farnell.
818. Afterwards, did you have any conversation with other persons about this system? Well, I have spoken to the agents about it. I might have said, "Oh, you have not distributed the weight in this case," and I would give them the document back.
819. How would that be made out? So many bales, so many tons.
820. If the way-bill itself had been made the basis of charging, I suppose then the consignment-note for the purposes of your office would have shown, not the actual weight of the bales, but so many under 250 lb., and so many under 4 cwt., and you would have required the aggregate to tally with the other? Yes.
821. Did you require the aggregate to compare with the consignment-note? Yes; so that we might know how to charge. For instance, twenty bales weighing 4 tons, each bale must be charged 4 cwt. We required the aggregate weight to know the average weight of each bale. The weights on the consignment notes were only "under so much," and "under so much."
822. Are you sure that this expression, "averaging," was used as a rule on your first arrival? Yes. It was used in regard to the first wool I ever booked.
823. Did that continue right on? Yes. Until the rate was altered to tonnage rate.
824. Then the waggons would never be put on the weigh-bridge? No.
825. During the time this was going on, did you know of any wool being weighed for the purpose of finding out whether the consignment-notes were really correct or not? No.
826. Did you hear of any complaints being made that the Department was being defrauded? No. Of course I never thought that there was anything wrong about averaging, thinking it was the rule of the Department.
827. Were the station-masters aware of it? Yes.
828. How do you know that? Because the station-master at Nevertire knew of it. After I left there I was never longer than a month with any station-master.
829. You remember the fact that a prosecution was instituted against the members of Wright, Heaton, & Co.'s firm for alleged conspiracy in regard to this very practice? Yes.
830. What was the first mention you heard of this prosecution? I heard of it at Bathurst. I was reading a Sydney paper wherein was a report of Mr. Abigail having brought the matter up in the House, and I remarked to another person in the room, "Oh, this averaging is known; everybody knows about it—it is a rule of the Department."
831. Did it strike you that under this system of what is called averaging there was a great deal of latitude—what I mean is that one man by ingeniously working the system might reduce the charges lower than another man working the same system would do? If they had the same average weight they must bring it to the same.
832. Was it a difficult thing for a man, unless he understood it, to arrive at the lowest charge that was consistent with the aggregate? I saw no difficulty in it—in bringing as many bales as possible under the 250 lb., and distributing the remainder among the 4-cwt. rate.
833. It was usual for wool at a terminus not to be weighed at all? I was never at a terminus.

834. In some places there was no possibility of weighing—in those cases unless the way-bill was looked at by the clerk he had no means of telling whether the amounts were correct or not? It was not the goods clerk's duty to do that. It would be the duty of the porters to do that.

835. Oh! the porters were the men who could have detected this? Yes.

836. Did the porters ever come and complain to you that they had detected short weight? No.

837. There is no doubt about this—the charges that were actually made on wool fell considerably short in comparison with what they would have come to if this averaging system had not been adopted? Oh, yes, certainly.

838. But the main authorities were not acquainted with this? Well, I thought they were; because we all knew about it.

839. Did you ever hear the expression "foxing," in lieu of the expression "averaging"? No; I don't remember it.

840. Did you ever discover any system by which hides could be understated? No; they were charged by the ton.

841. But if they were understated they would be an obvious fraud on the railway? Yes.

842. The only consignment-notes you saw were those brought by the porter to you? Yes.

843. Did anyone, to your knowledge, ever receive any presents from Wright, Heaton, & Co.? I never heard of it.

844. Did they never offer you anything? No; but I was moving about. I was relieving clerk, and might not happen to be at a station at Christmas.

845. Did you ever see anything of Mr. Heaton or Mr. Wright while you were in the railway service at their offices? No; the only time I saw Mr. Wright was when he was Minister for Works and made a tour of the western district and called at the railway station.

846. You are quite positive, as far as you understood it, that this system of averaging, as it was called, was an open system? Yes.

847. Are you sure it was an open system in every sense of the word, or was it open only to the clerks about the station, or was it a generally known system; was it known everywhere? Yes. One thing that led me to believe it was known in Sydney was this: they sent some wool from Nevertire; and a consignment-note was checked and signed by the Darling Harbour people, and they paid an overcharge we asked for.

848. Did that consignment-note show the exact weight of the bales? It showed the number of bales and the total weight.

849. How was the amount payable made out on that, on what basis could it be made out? Well, the goods were charged 4 cwt. each, but they averaged under that.

850. Then if there had been no such system of averaging, they would have been charged correctly? Yes. This was an overcharge on the averaging system but not on the other.

851. So you gather that the Darling Harbour people must have known that the averaging system was in vogue at Nevertire, and that they signed the sheet therefore? Yes; in the way I have stated. They were generally very strict in the matter of overcharges and undercharges; the sheets were all certified.

852. I suppose you know nothing about any consignment of any goods direct to Melbourne? No.

853. Though you are now in Wright, Heaton, & Co.'s employment, does your knowledge of the practice at the local station enable you to say what the practice was in Sydney as to the transmission of charges or documents on their goods? No.

854. You do not, in fact, know what it is? No.

855. As far as you know, when did the system of averaging begin? In July or August of 1886 I was in Darling Harbour sorting out consignment-notes in connection with the preparation of evidence against the defendants in the trial, and I found consignment-notes made out on this principle dated 1872.

856. I suppose a careful examination of those consignment-notes would have shown what existed to anyone, if the examination had been made, long before it was discovered? Yes.

857. I suppose that sometimes there were bales over 4 cwt. and under 5 cwt.? Well, if I had two bales—one weighing 248 lb. and the other 251 lb., and I did not average, I should have to charge the 251-lb. bale so much.

858. But averaging, in your opinion, did not justify a reduction of the aggregate weight? No.

859. To understate the aggregate weight would be a swindle? Yes. At any rate it certainly would not be correct to allow that, but the porters were at fault, because they were there to check the weights.

860. And it really, according to your explanation, depended upon the porters? Yes.

861. It depended entirely upon the porters, and not upon the clerks, whether mistakes were made or not? Anything outside the office it was the porters' duty to look after. Now, if I consign wool I make out the consignment-note, and I put in a number of bales and let him put the weight on.

862. I suppose that every station that receives wool now has a weighbridge? Yes.

863. Is every single load now weighed? Yes. But the weights are never the same; they never agree with the station way-bill.

864. At the station the weights appeared heavier? Yes. We weighed each bale separately. In one case some bales were 12 lb. or 13 lb. lighter when weighed by us.

865. Would that be in the drying? Yes, it would, but this was greasy wool. In another case there was a difference of 8 lb.

SATURDAY, 30 MARCH, 1889.

James Steers was the next witness examined:—

866. *The Commissioner.*] Your name is —? James Steers.

867. What are you? I am an insurance adjuster at present.

868. At one time, I believe, you were in the employment of Wright, Heaton, & Co.? In Permewan, Wright, & Co.

869. Do you remember that some time ago—not long ago—Mr. Want was making some inquiries touching this matter of Mr. Fehon? Yes.

870. Did Mr. Want or Mr. Lyne come to you on the subject? Neither of them came to me.

- Mr. J. Steers. 871. Did anyone come to you? I met Mr. Want a couple of times; he did not come to see me. I had some business with him, and it was during the transaction of the business that the conversation arose.
- 30 Mar., 1889. 872. Did you give Mr. Want any information as to anything that you knew about Mr. Fehon's relation to Wright, Heaton, & Co.? No.
873. I do not put it in the way of giving information for the sake of giving information, but did you, in the course of conversation, mention anything touching the question which had then come before the House—the question affecting Mr. Fehon in relation to Wright, Heaton, & Co.? Well, I will reply generally because it was an ordinary conversation.
874. I will tell you this, Mr. Steers—there is no newspaper reporter here. So if I see reason to think that anything you say should not go any further, I shall take care that it does not, because I may, if I choose, not allow these official notes to be published at all, so what I am asking in regard to this matter may be confidential? Well, the first time I met Mr. Want was, I think, the night after he made his second accusation touching this matter. I do not think he had spoken to me before.
875. Was that in December or January? I do not know. The same morning an article or letter appeared in the *Herald* on the subject, in which J. Tovey referred to his conduct. I said to Mr. Want, "I suppose you are not going any further in this matter?" He answered, "No; I do not want to put any man away, if they would only let me alone." He added, "I suppose you do not want to say anything about it?" I said, "No, I am not interested in the matter at all in any shape or form." I do not think there was anything more.
876. After that, had you any other conversation with Mr. Want on the subject? He did mention it to me once or twice afterwards, but I do not remember any specific remarks.
877. Do you remember the purport of what he said? He said this: "If Mr. Fehon had all these qualifications, it was a great wonder he did not get the appointment in Victoria"; and I think he asked me if I could give him any information. That was a few days before he went away. I replied, "I do not think there can be any question as to Mr. Fehon's fitness for the appointment. As to anything else, I have nothing to say."
878. That is all you can remember? That is all I can remember.
879. Are you quite sure you did not tell Mr. Want anything that could indicate Mr. Fehon's unfitness for the appointment? I am quite positive of that.
880. That is all you can remember that took place between Mr. Want and yourself? Yes.
881. Now, to go back;—what did you know before this of Mr. Fehon? Well, I think I have known him slightly for about sixteen years. I knew him by repute before that. I knew him as the managing director of Messrs. McCulloch & Co.
882. Did you know him by repute when he was in the Victorian Railway Service? Slightly.
883. Did you know the occasion on which he resigned and went into Messrs. McCulloch & Co.? Yes.
884. What repute did he bear in the Victorian Railway Service? Very good.
885. Were there any suggestions then that he was acting rather unfairly and in the interests of one firm? I remember once Mr. John Orr, of Victoria, called attention to it.
886. Was attention called to something before or after Mr. Fehon left the Victorian Railway Service? If I remember correctly it was immediately after; but I think two or three times he brought something up.
887. And the first time—was that before? The first time I heard was before.
888. In the House? No; out of the House.
889. He made some charge? Yes.
890. Did you hear any other charge? No; I was connected then with Permewan, Wright, & Co.
891. Can you say whether the first time you heard anything of this kind was before or after it had become known that Mr. Fehon was going to leave the railway service and join Messrs. McCulloch & Co.? When Mr. Orr made the assertion it was before Mr. Fehon left the railway service.
892. Did Mr. Orr allude to the fact that Mr. Fehon was leaving the public service or not? What he said was that he could see that McCulloch & Co. were getting all the plums. I think those were the exact words he used.
893. As a matter of common repute, in the course of conversation with others, was anything of this kind talked about? No.
894. Was there any other source for those rumours than Mr. Orr? No.
895. Are you quite sure of it? Yes.
896. On other occasions you have heard Mr. Orr say the same thing? Yes.
897. He made an attack upon Mr. Fehon in the House? Yes; that was after he left the service. Our firm was then Permewan, Hunt, & Co., and I can remember Mr. Hunt saying what a fool Orr was. Mr. Hunt did not think anything of it.
898. What was Mr. Hunt's opinion of Mr. Fehon? Very good. Mr. Fehon was looked upon as the most dangerous rival the firm had, as being a man of greater ability than other men. Whenever Mr. Fehon was going up to the country the usual watchword was, "Look out for Mr. Fehon."
899. Do you mean that Mr. Fehon was too smart a man—in the American sense of the term; or in the common sense? No; that he was an able man.
900. After this attack had been made by Mr. Orr,—I want you to answer the question generally—what was the opinion of the community generally in relation to the attack? I can hardly answer that, except in respect to the community I was in. Any reference that was made to the attack was made on one line of railway; but I never knew anybody to quite understand the attack.
901. Was it looked upon as an attack founded upon real facts, or upon jealousy? Founded upon business jealousy.
902. That was the general opinion? Yes. I knew all the carriers at that time. There were six or seven different firms in Melbourne, but though they heard these things they did not believe them.
903. Riverina wool was coming down then, and there must have been great rivalry between them? Yes.
904. Did Mr. Want, after touching upon the question of Mr. Fehon's character, allude to this question of Mr. Fehon's leaving the railway service, or did he allude to any other question than that of Mr. Fehon's being connected with the firm of Wright, Heaton, & Co.? I do not remember.
905. What do you know about Mr. Fehon's connection with Wright, Heaton, & Co.? I do not know anything about it. I knew him years ago as a director of the firm.
906. I suppose that you knew that the two firms were connected? Yes.
907. What position did you hold in Permewan, Wright, & Co.? I was manager for New South Wales.

908. Where was the head of the firm? In Melbourne.

909. Of course you could not speak as to what would be the proper course or conduct in relation to the internal management of one firm in regard to goods which another firm had brought, because Permenan, Wright, & Co. were a firm in Melbourne with a branch office in Sydney? All I know about it is that I saw Mr. Fehon, Mr. Jackson, or Mr. McCulloch came over to Sydney at stated times, and I thought they came on business.

910. That is all you know about this? Yes.

911. As to any connection between Mr. Fehon and the so-called wool frauds you know nothing? No.

912. *Mr. Fehon (who was present) to witness.*] You say that you knew me by repute for a long time; did you ever hear a whisper or a word to my detriment, or against my honorable conduct in business, or in connection with the Victorian Railways, except what you have just stated you heard from Mr. Orr? No. I may say that I know a number of railway officers in New South Wales, and I have never heard the men say a word against Mr. Fehon.

913. *The Commissioner.*] So it comes to this, that so far as any communication you have made to Mr. Want is concerned, I understand there was no communication made by you that could form a foundation for an attack upon Mr. Fehon? No. And, as I said before, when Mr. Want spoke about the matter, I said "I will have nothing to do with it."

The witness Sherritt, already examined, was re-examined:—

914. *The Commissioner.*] During the course of your dealings with Wright, Heaton, & Co., transmitting goods to Sydney, had you any goods to transmit through to Melbourne? No, nothing at all that I am aware of.

915. I do not remember the exact date of you going into the Service? I really could not tell you; it is a long time ago.

916. Was it about three and a half years? I think it was over five years ago.

917. Did you know Mr. Fehon personally? No; I have seen him before, because he has been pointed out to me.

918. Did you know at the time you were in Wright-Heaton's service whether or not Mr. Fehon had anything to do with the firm? Nothing to my own knowledge, only by one of the clerks named Stephenson telling me; he told me Mr. Fehon was in the firm.

919. What did he mean by "in the firm?" It being a limited liability company, I suppose he meant that he was a shareholder.

920. How did that arise? We were speaking about the firm, and he told me that Wright, Heaton, and Fehon, and some others had joined.

921. You never received any instructions except from Mr. Heaton? No.

922. How was it that Stephenson came to talk about the firm? I think I asked him who were in the firm.

923. Was it anything to do with the working of the firm? Oh, no.

924. It was only a matter of general curiosity as to who your masters were? That was all.

925. How often did you see Mr. Fehon in Sydney? I only saw him in the office on one occasion; he was walking through into Mr. Heaton's room.

WEDNESDAY, 3 APRIL, 1889.

William Henry Denneen was examined:—

926. *The Commissioner.*] Your name is —? Wm. Henry Denneen.

927. What is your employment? I am clerk in the Railway Department.

928. How long have you been in the Railway Department? Between eleven and twelve years.

929. Where were you stationed at first? I first started at Picton.

930. And you went to Bourke? Yes, in September, 1885, at the opening of the railway to that place.

931. That was eight or nine months before the wool prosecution began? Yes.

932. Before you went to Bourke, had you any experience of the practice of carrying wool? Yes.

933. Where? I was at Ironbarks and Blayney in 1881.

934. Were you goods clerk then? I was clerk and did a number of different things.

935. When you were at Blayney had Wright, Heaton, & Co. a branch there? Yes.

936. Had you any opportunity when you were there of seeing any peculiar course of conduct that went on with regard to the carriage of wool? Only in the ordinary way of business; that is, I would deal with the consignment-notes.

937. When you were at Blayney did you ever look at the carriers' way-bills? Very seldom. They were not handed in to the railway; it was not the practice to hand them in.

938. What was the practice? We weighed in bulk. They described how many bales were 250 lb. and how many 4 cwt. We weighed in gross.

939. You had two weigh-bridges at Blayney? Yes.

940. Did you or did you not weigh individual bales? No; it would not have been practicable.

941. At Blayney had you any reason to suppose that the weights given were not correct? No.

942. You never tested them, except by the gross weight? The head porter would be the man to test the weights.

943. Did he ever report to you as to whether there was any difference in the weights? Not that I recollect; though he might have said something about the gross weights being wrong; but it would be very trivial.

944. Did you discover any mistakes given on the consignment-notes? No.

945. From Blayney where did you go? I went to Byrock, in the same capacity.

946. I suppose there is a larger staff there? Yes.

947. How about your experience there? We treated the consignments in a similar way as at Blayney.

948. Had Wright, Heaton, & Co. an office there? Yes.

949. When there, did you hear anything about understating? No.

950. Were you still at Byrock when the prosecutions came on? When they were initiated I was there. I was brought from Byrock for that purpose.

Mr. J. Steers.

30 Mar., 1889.

Mr. Sherritt.

30 Mar., 1889.

Mr. W. H.

Denneen.

3 April, 1889.

Mr. W. H.  
Denneen.  
3 April, 1889.

951. What did you do with regard to working up the case? We got the carriers' way-bills from the agents, such as Gillespie & Co. and others here, the consignees of wool that had come through Wright, Heaton, & Co. We compared the way-bills with the weights specified by Wright, Heaton, & Co. on the consignment-notes.
952. How many way-bills did you get? Several hundred.
953. How many bales did they represent? Between 40,000 and 50,000.
954. Then you compared these with the corresponding railway consignment-notes? Yes.
955. Did you go right through them? Yes; we took bale by bale.
956. Have you any memorandum of the conclusion you came to? The conclusion I came to was that there had been gross understatements.
957. Yes. But did you keep any figures? Well, the statement upon which I gave evidence was given to the Court.
958. Can you remember now, approximately, the conclusion you came to? Yes; that the Railway Department had been underpaid to the extent of several thousands of pounds.
959. Between what time? Between the years 1879 and 1886.
960. About seven years? Yes.
961. By the way, are you speaking of wool sent from one station or several stations? Of all stations at which fraud were discovered.
962. Are these under statements entirely confined to Wright, Heaton, & Co.? Yes.
963. Can you roughly remember the sum arrived at as the result of your inquiries? No, I cannot.
964. Do you remember whether it was over or under £10,000? It was considerably over £10,000.
965. Was it over £20,000? Yes, I am rather inclined to think it was over £20,000.
966. In giving your evidence you said the Railway Department has been underpaid £1,887 3s. 2d., was that with regard to particular consignments? Yes.
967. Will you explain the process which seems to have been gone through in making out these under-statements? Yes; at the time these understatements were made there was a bale-rate in force. If there was a bale at Byrock which went 250 lb. we charged 12s. 9d. a bale; but if it went 251 lb. we would charge the 4-cwt. bale rate, 15s. Wright, Heaton, & Co. represented that some bales actually weighing 3 cwt. and 4 cwt. weighed only 250 lb.
968. They gave the aggregate correctly? Yes; but they understated the weight of each consignment. For instance, they would raise the weight of some of the bales that were over 250 lb. to 4 cwt., for the purpose of getting those over 250 lb. sent as under 250 lb.
969. That was the system which they called averaging? Yes.
970. Did you find anything by comparing the consignment-notes with the way-bills; did you find any aggregate understatements? Yes, I found some; but there were not so many.
971. Did you notice under what particular conditions these aggregate understatements were made? No; they were made at other stations—at Byrock and others.
972. Can you remember the number of aggregate understatements there were? No.
973. Can you say what was the proportion of understated aggregates in the whole of the lot? I do not think it would be more than 200 or 300.
974. Sometimes, I suppose, the wool, even if correctly weighed at the squatter's station, would weigh less when it got to the railway-station; is that so in your experience? Yes; in some cases it would weigh a little less; in other cases it would weigh more, from dust and so forth.
975. But as the result of carrying it in very dry and hot weather it might weigh less? Yes.
976. Before you were brought down to Sydney, had you any communication with anyone about these matters? The manager used to come into the office and jest about things.
977. In what way? He would say, "Did I suppose there would be trouble about the matter?"
978. That was Wright, Heaton, & Co.'s manager? Yes.
979. During all this time, while you were at Blayney and Byrock, did you hear of any system in force that went by the name of averaging? Yes; there was a system alluded to.
980. What was that system? When a consignment of, say, ten bales of wool, and each went over 4 cwt., we would charge for as many bales as were represented, that is to say, supposing they received a consignment of ten bales, weighing 44 cwt., instead of charging them as ten bales and putting 15 per cent. on each bale, we would charge them as 11 bales.
981. That came to rather less? Yes. We would only average when the bales went over 4 cwt.
982. In making this comparison between the weights on the way-bills and the consignment-notes, and in calculating out the deficiency, did you put this system of averaging into force? Yes, in cases where it should have been.
983. You gave credit for that? Yes; we allowed that.
984. Did you know what the origin of this system of averaging was;—how did it first arise? I cannot say.
985. Is there no written order or printed instruction allowing it? No; not that I am aware of.
986. In 1881, when you first heard of it—? Oh, there was a general order issued about that, in 1881 sometime. That is when I first became aware of it.
987. Are these general orders to be got now? Oh, yes; I think I have one or two of them.
988. Are you sure that that was the only system of averaging that you knew of then? Yes.
989. Are you sure there was no system of averaging of this kind—with regard to bales under and bales over 250 lb. weight to take the aggregate weight, and increase on paper the number of bales actually under 250 lb.? I never heard of that.
990. When did you first hear of such a practice of averaging? At the time of the initiation of the prosecution.
991. From whom did you hear of it? I heard of it from Mr. Kirkcaldie, assistant traffic manager in Sydney.
992. He told you something about what had been done? Yes.
993. What did he tell you about this averaging system? That bales represented to weigh under 250 lb. actually weighed more.
994. Yes; but as to the system in force called averaging, what did he say? Oh, he did not mention that. He merely said that the bales of wool had been represented on documents as being under 250 lb. when they were over that weight.
995. Did you hear of something called averaging which was outside the rule of averaging of which you have told me? I only heard that in Court.



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- 996-7. From whom? When the defence was set up.
998. During the whole of your experience in the Railway Department are you quite sure that such a system was not actually in force? I am quite sure.
999. Did you ever hear any rumours or suspicions that there was such a thing going on? No. Not until these prosecutions commenced.
1000. You were asked at Darlinghurst about this, when you said there had been a practice for many years of averaging wool. Do you still say that? I always said that a bale of wool weighing 251 lb. should be charged 4 cwt.
1001. How came you to say that? Well, some conversation in connection with the matter on one occasion took place between the porter and myself. It was a matter in which I had to give my decision, and I told him that.
1002. Who was contending that it should be charged less? No one; only I told him to be careful in weighing.
1003. Was it not said that if, for instance, there were two bales, one weighing 130 lb. and another 160 lb., they should go as 250 lb.? No.
1004. You were very strict? I carried out the rate-book in its entirety.
1005. Do you remember saying anything about the matter "ending in smoke"? No. It was represented by Lee & McAlister that I said so—but it was Mr. McAlister himself who said it. I was in his office, and he said "how do you think the case will go?" I answered, "I do not know," and he said, "it will all end in smoke."
1006. That is, as far as you know, the only foundation for the question put to you? Yes.
1007. You know Mr. McAlister to be a straightforward man generally? Yes, I always found him so.
1008. Then you were asked about a conversation with Sinclair? Yes. That was utterly false—I never spoke to the man in my life.
1009. Who was he? I think he was employed in a store up there. I think he was called in the Sydney Court, but he never put in an appearance; he happened to stop at the same hotel as myself. We used to say "Good morning," but as to having a conversation—that was totally false.
1010. You were also asked about a conversation with Mr. Anderson—did you have any conversation with him? No, not about these cases at all. I think he represented that I said the practice was allowed.
1011. Do you know anything about Mr. Fehon? No.
1012. You do not know whether there was any transmission of goods between M'Culloch & Co. and Wright, Heaton, & Co.? No.
1013. When you were put on to work up this evidence, was your work simply to make this comparison with the consignment-notes and way-bills, or had you anything to do with regard to finding out who were concerned in the matter? Only to work out and make comparisons.
1014. As far as M'Culloch & Co. were concerned, you did not go into the question? I looked in the books to see if I could find any similar cases in regard to M'Culloch & Co., but I could not find any. I looked through all the station books for the purpose.
1015. Just explain how it was that, so far as you could find out, they were disconnected with this? Well, I looked at several clips, and the bales in their case seemed to have been properly charged for originally; no representations were made about bales being put under 250 lb.
1016. Do I understand that there was wool that was consigned to M'Culloch & Co. down from Bourke to Sydney? No; some station on the South-western line.
1017. How came it to be forwarded to Messrs. M'Culloch? Oh, they must have had an agency there; they had in the early days, before they amalgamated with Wright, Heaton, & Co.
1018. Looking through their consignment-notes, what conclusion did you come to? That they had not been guilty of adopting similar practices.
1019. Was it that there was no positive evidence of it, or was there, judging from the consignment-notes and way-bills, positive evidence that they had not done it? Well, with the documents I came across, there was no positive evidence; but, judging from the maximum charge made in the first instance, I thought it impossible for it to have been done.
1020. How long were you at work altogether examining these consignment-notes? Several months. There were several other clerks engaged in the work.
1021. What did you understand was the object of making this search with regard to M'Culloch & Co.? It was not only with regard to M'Culloch & Co., but all firms.
1022. What conclusion did you come to with regard to the firms that were not proceeded against? Oh, some firms were guilty who had not been proceeded against.
1023. But M'Culloch & Co. had not been guilty of it? That was my opinion.
1024. Did you ever hear it suggested that the practice had been imported from Victoria? No.
1025. The search you made was an exhaustive one? Yes, extending over several months.
1026. I suppose your search was confined to wool? Yes.
1027. What salary are you receiving now? £200 a year.
1028. At Byrock what were you receiving? £150 a year.
1029. Since the time you first went into the Railway Service have you been continuously in the service of the Department? Yes.
1030. Have any complaints been made against you? Not any that I am aware of.
1031. No disrating? No; I get a rise once a year.

Francis Augustus Wright, M.P., was examined:—

1032. *The Commissioner.*] Your name is ———? Francis Augustus Wright.
1033. At present you are member for ———? Glen Innes.
1034. Some time ago there was in existence, and is now, the firm of Wright, Heaton, & Co.? Yes. It was a partnership originally, but now it is a Company. Originally, there were myself, Edward Heaton, and David McNeil in the firm.
1035. You were a general carrying firm and forwarding agents? Yes.
1036. Carrying on business then only in New South Wales? Yes, only in New South Wales.
1037. Having offices and agencies in many parts of the Colony? Yes.

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Esq., M.P.

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F. A. Wright, Esq., M.P. 1038. Do you remember the fact that Messrs. M'Culloch & Co. started a branch of their carrying firm in Sydney? Yes. They started a branch in King-street.

1039. And then of course there was competition? Yes, there was before the final amalgamation was brought about.

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1040. What was the first occasion on which Wright, Heaton, & Co. and M'Culloch & Co. came into contact in that way—I mean on the question of amalgamating or becoming connected? I think about 1876. Mr. William M'Culloch called to see me with Mr. Laughlin, manager for Henry Brooks & Co., of Sydney. These gentlemen called with the view of either buying our business or coming to some arrangement by which the two businesses could be worked jointly; but nothing came of it on that occasion. This is, as nearly as I can remember, after the establishment for some time of M'Culloch's business in Sydney, which was first established as "Wm. M'Culloch & Co. (Limited)," and afterwards as "M'Culloch, Woods, Barbour, & Co." Mr. Fehon called on two or three occasions, and saw me in reference to the question of amalgamation. The result of these interviews was that I eventually promised to visit Melbourne. I may say a proposal was made to make the two businesses one company. In pursuance of this wish they furnished me in Sydney with details of their business, including an account of their plant, stock, and all things appertaining to it, and balance-sheets for two or three years. Mr. Heaton and myself went to Victoria to examine their plant, and we came to the conclusion that their business was a sinking affair, while ours was a prosperous one, and we declined to go into it. While we were in Melbourne our partner, Mr. M'Neil, in writing to us, expressed a wish to sell out of the business if he could obtain a satisfactory price, as he was anxious to visit Scotland. After negotiations with M'Culloch & Co. they eventually purchased M'Neil's portion of the business, which was a third of the whole for £6,000 or £7,000. That was the first interest they had in our business. That was in 1878 or 1879. Some year or so after this, M'Culloch's pointed out the peculiar position they held, being a joint stock company, and holding shares in an unregistered company (Wright, Heaton, & Co.), and mainly at their solicitation we were induced to register our business as a joint stock company. We became a registered company in the year 1880. The original capital of the Company was 12,000 shares of £5 each. They were paid up to £2 or £3. Messrs. M'Culloch held 4,000 shares.

1041. They held the same interest in the Company after it was registered, as was represented by M'Neil's share? Yes. Some year or two after the Company was incorporated we increased our capital by the issue of 4,000 additional shares. These shares were sold to Messrs. M'Culloch & Co. at a premium of £3 per share, making the shares paid up to £6 5s. per share. They were continually representing that they had a small interest in the business, and capital was wanted, and for the privilege of increasing it, they paid this premium. In 1884 or 1885, the capital of the Company was further increased by the issue of another 8,000 shares, paid up to £2 each. This amount was presumedly a profit made in the year of £16,000. This sum, in place of being divided amongst the shareholders, was retained in the shape of a new issue of shares, we thinking that we should strengthen our position by holding the £16,000 in hand. That is the history of the progress of the Company, so far as the connection with M'Culloch & Co. is concerned. Since then it has passed through various phases.

1042. Now, to go back, Mr. Wright, when the first negotiations were opened between the two Companies, when the examination was made of the books or accounts of Wright, Heaton, & Co. by M'Culloch & Co. Mr. Jenkin Collier and Mr. Jackson, who were both directors of the Company, visited Sydney and some of our country branches. At that time we only had five or six country branches. I think they visited all the branches. They examined our stock-list and plant account, and our books, so far as related to the profits of the business, that is, they examined the bank-book, cash-book, and all books that showed results. After this examination they became satisfied that the idea of purchase was a good one.

1043. Was Mr. Fehon in any way concerned in this examination? No. He had nothing to do with it. He was first connected with the subject of amalgamation, which fell through. Mr. Fehon had nothing, personally to do with the accounts. He did not come to the Colony at all.

1044. After that examination they bought one-third interest? Yes.

1045. After the purchase of that, how were Messrs. M'Culloch & Co. represented in Wright, Heaton, & Co? They were not represented at all until the Company was registered as a joint stock company.

1046. Of course, having a large interest in it they would have an interest in seeing how Wright, Heaton, & Co's. business was worked. How did they, or did they in any way, by agency or otherwise, join in the working of the firm? Up to the time of registration they were not represented by any person.

1047. Did not any of the directors of Messrs. M'Culloch & Co. come over periodically and examine the books of Wright, Heaton, & Co.? No; we were simply a private partnership, and Mr. Heaton and I dominated the business by reason of our two-thirds interests. Mr. Collier had known me for a long time and had confidence in me, and they never sought to make any examination.

1048. What was Mr. M'Neil's position in the firm? He had been the manager of our branch in the west.

1049. He was not a manager in Sydney? No. I was resident partner in Sydney and M'Neil in the country. Mr. Heaton devoted the principal part of his time to travelling around inspecting the several branches and making contracts for the carriage of wool.

1050. Up to the time when the partnership was formed into a company, had M'Culloch & Co., though they held a third interest, in any way interfered with the management of the Company, or were they in any way interested in the Company except in respect of their share? This is the position. They never sought representation. I suppose the reason they wished to have the firm turned into a company was in order that they might be represented. I will not swear though that they never visited the office; but I will swear that none of them ever made any examination of the kind you mention. They were not represented until after the formation of the Company.

1051. After that how was the firm represented? After the incorporation of our Company M'Culloch & Co. were represented by one of their body.

[The witness here read a minute of a meeting held in May, 1880, where it was arranged that a director might appear by proxy under the Articles of Association, and showing that Mr. Fehon was represented by Mr. Munro.]

1052. *The Commissioner.*] Have you gone through the history of the meetings held after that? No; I have not read the minute-book.

1053. You were present, I suppose, almost always at meetings of the directors? Nearly always.

1054.

1054. How often did the directors meet? The first meeting was held in May, the next in June. At that meeting Mr. Fehon was represented. The first general meeting of the Company took place immediately after, on 23rd June. I was present, and Mr. Fehon was represented by proxy.

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1055. What was the business? The business was generally a verbal report by myself and a comparative statement of the business of the Company, that is, a statement showing by analysis the progress of the past three or four months in comparison with the corresponding period of the previous year. But to all intents and purposes the business remained as much under my and Mr. Heaton's management as before the incorporation.

1056. During the course of these meetings, until recently, did the meetings consider any details of the business of not? No; never. I will leave the minute-book with you. I suppose no joint stock Company ever existed where there was less consideration of these things. Mr. Heaton did all he could to block the bringing of business before the board.

1057. About how many meetings was Mr. Fehon at? On 26th May and 7th January, 1881, when he was a director, he was present by proxy; in February, 1882, he was present in person; on 31st March, 1882, by proxy; on 7th, 28th, and 30th January, he was present personally. So that practically he was only present at three meetings personally.

1058. When he came up to attend these meetings he remained in Sydney some days? He remained a week.

1059. Can you say whether he went into the affairs of the Company for the purpose of seeing how affairs were worked and examined for himself the details? I can say that he never opened a book of the Company's, and never questioned an employé as to the business matters of the Company. He never examined any papers or books in the office. I may state beyond that, very frequently, when Mr. Fehon was in Sydney, he and I have chatted over business matters, but only private matters. There was no reserve as far as I was concerned. I never spoke to the directors about details.

1060. Now I must go into the substance of the charges against Mr. Fehon. You remember what is known as the wool frauds prosecution, and the practice which was treated by the Crown as a fraud, but justified, I understand, by your firm as bearing a different construction;—it was a practice by which the profits on the carriage of wool were increased beyond what they would have been if the practice had not been in existence? No, it did not. It decreased the cost of carriage to the squatter, because by that practice we were enabled to reduce the amount of the contract.

1061. Well, it was a practice affecting the cost of carriage? Yes.

1062. And it enabled you to compete with Victoria and South Australia, and so reduce the profits of Messrs. M'Culloch & Co.? My contention is that we made no profit out of the alleged wool frauds, because whatever advantage we gained was given to our constituents, and they received the benefit of getting cheaper carriage.

1063. Was Mr. Fehon, in fact, aware of the existence of the practice itself? Not to my knowledge.

1064. Did you hear anything that led you to suppose that he did know of it? No.

1065. Can you say with any amount of certainty, whether he did or did not know it? As far as my knowledge is concerned, and my conversation with him, I do not think he did know of it.

1066. I suppose you often spoke of the fact that M'Culloch & Co. were competing with the Company on the Victorian border? It was often a source of strained correspondence because we were hostile to them and they could not fight us; we knew that they having a large interest in our business they could not retaliate.

1067. By reducing your contracts you were able to get wool which formerly they used to get? Yes.

1068. This would be alluded to in conversation between you and Mr. Fehon? He frequently spoke about them, saying we could extend our business north or west. It often led to acrimonious correspondence, they saying we had got them into a corner.

1069. Was any allusion ever made to the actual rates of carriage on the New South Wales line? No; in all my correspondence I was careful not to give them the benefit of any information. Our policy was to keep them in the dark as much as possible.

1070. It was immaterial to you what became of their firm, but it was material to them not to fight against Wright, Heaton & Co.? Yes. That was one reason why I was not at first in favour of the amalgamation of the business, lest they should attract our trade to Victoria.

1071. Do you know whether any members of the firm of M'Culloch & Co. ever came to your branches to find out how things were going on? No; I have no knowledge of the kind. Of course directors would be allowed to go anywhere. I should state that they always appeared to show the utmost delicacy with regard to us. They never approached any of the employés, but confined themselves to the head office; and they generally used to stop not more than five minutes to speak to Mr. Heaton and myself.

1072. Was there a good deal of jealousy between the two firms owing to the fact of the competition in Queensland? There was no competition only at the inception. It was a case of diamond cut diamond. M'Culloch & Co. made arrangements to open a branch there and took over the Queensland business.

1073. Is there any correspondence between the two firms now in existence in your office? Well, the old firm of M'Culloch & Co. is bought out. The Australian Shipping and Carrying Company bought out the old firm. That Company has since gone into liquidation, and the assets of the Company have been purchased by another Company, called M'Culloch's Carrying Company, and the correspondence that takes place is simply that of an agency; they are our agents in Victoria, and we their agents here.

1074. You say there was some correspondence of an acrid nature between the two firms; have you any copies of those papers? I daresay they can be found.

1075. Were there differences at the meetings between the directors representing Messrs. M'Culloch & Co. and those representing Wright, Heaton, and Co.? Yes.

1076. On what matter? On the question of making calls, and there was some falling-out about Mr. Heaton's action in Queensland.

1077. From first to last, are you perfectly certain Mr. Fehon never took any part or went in any way into the internal working of your firm? Yes.

1078. When goods were sent through by train after the two firms amalgamated from some place in New South Wales to constituents of Messrs. M'Culloch & Co. in Victoria, what was the practice? The practice on both sides was as follows:—The consignor or shipping house sent an invoice to the consignee or receiving house, setting forth the description of the goods, whom from, whom to, and what charges were to be collected. That is what we called debiting charges forward.

1079.

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1079. How would the railway charges in New South Wales appear—in bulk sum; how many distinct heads would there be? There would be “road carriage,” “railway carriage,” “cartage in Sydney to the Customs House,” “entry,” “stamps for bill of lading,” and “commission.”

1080. Was there anything on the face of these documents to show to M'Culloch & Co. what the distinct railway charge had been? No. I can, if you like, provide you with a form of our invoice and a number of invoices from them to us.

1081. With regard to “averaging,” Mr. Want, you will remember, in making that attack upon Mr. Fehon, said that the system, whatever it was, had been imported from Victoria;—now, is there any foundation whatever for that statement of any kind? Not to my mind.

1082. Do you know when it originated first? As far as I know, in the year 1878. I am told by Mr. Bonamy that the practice existed in 1872. My knowledge extends to 1878; but when those charges were brought on I looked into the matter, and I found that it came into existence co-equal with the system of charging different rates on wool.

1083. Was that originally a Victorian system? Not that I know of.

1084. Is there anything of any kind to lead you to suppose or imagine that in any way the system has been imported from any other Colony? No; I have no knowledge personally or by hearsay that it was imported.

1085. Have you ever heard it stated otherwise than by Mr. Want? No. I know this, that the system of rebates has been allowed in Victoria, and the agents took advantage of it. But that is very different from the wool carrying system here. In Victoria a consignee of (say) 5,000 bales would receive a rebate of 6d. But the agents would send it from themselves to themselves, and the load would include several lots, whereas the intention of the Government was, that it should be one clip.

1086. When did you hear of that system first? Fourteen or fifteen years ago, when my attention was called to it.

1087. Your attention being particularly called to that peculiar system, can you say whether the system of averaging was one to which your attention was not called as being in force in Victoria? I have no recollection of ever hearing that the system arose in Victoria.

1088. As far as your firm was concerned, it was not introduced from Victoria? No, distinctly not. It was introduced to our firm by a very old English railway employé, who is now dead.

1089. What was his name? Ben. Windsor.

1090. When did he come into your firm? As far back as 1867 or 1868. It was the time the railway was running to Mount Victoria. By the way, Ben. Windsor is not dead, but he is paralyzed and imbecile.

1091. And was it then, when he first came into the firm, that he introduced the system? No; not for some years.

1092. Did he think the system out, or did he get it from some other place? I cannot tell. He was a man of large railway experience in England. Our western branches suddenly adopted the system of prepaying the railway on contract wool. This appeared to me an unnecessary expenditure of money, but they persisted in the practice.

1093. When did that system of prepayments start? I think in 1878.

1094. Do you know who originated it? It originated with our branches in the west by this man Windsor. I know that I wrote to Mr. Heaton about it, and protested against it, and he said they were determined to do their own business independently of the Sydney office. Some time after I found out the reason of this.

1095. How long before the prosecutions was it that you found it out? Two or three years.

1096. How did you find it out? In conversation with Mr. Heaton.

1097. In point of fact, the consignees knew nothing of the averaging system. They would have known if they had had to pay the railway charges themselves? No; I do not think they would necessarily. They would not have taken the trouble to analyse the charges.

1098. But they would see that the consignment note did not tally with the station way-bill? They did not get a way-bill, but only a ticket giving the lump sum. The weight was given to the railway, but not by the railway.

1099. As far as you are personally concerned, all you have got to say in defending this system is that you found it had come into force, and you left it to go on? Yes; and I understood that every carrier did it. I could impeach all the best men in New South Wales for the practice. My complaint against the Government is that my firm should be singled out for prosecution when there were many other carriers and merchants in Sydney who have done so. There is not a storekeeper or merchant who cannot be prosecuted on the same grounds.

1100. That does not include the question of “understating”? No.

1101. What about understating? I was ignorant of it. No doubt there was understating, but it was not recognized by the firm.

1102. How do you account for it having been adopted by the employés? Well, there was a spirit of emulation amongst the branch managers; in one or two cases the men were paid bonuses on the returns from their stations. The strongest proof that there was no general knowledge is the fact that in all our numerous branches, to the number of seventy-six, only four stations adopted the practice, viz., Gundagai, Cootamundra, Young, and Bowning or Wagga. You can have any books in my possession.

[Witness here handed in copies of consignment notes and invoice forms in connection with business done by Wright, Heaton, & Co. and M'Culloch & Co.]

In point of fact (continued the witness) we only booked wool that we had under contract at the average rates; that was no robbery of the public. If there was any cheating it would be cheating the railway, because wool, not contract wool, would be sent in the ordinary way.

1103. Do you say that wool not under contract was charged strictly according to the rates? It was always booked to be paid by the consignee.

1104. Was the system of averaging [adopted with regard to that wool, or only with regard to contract wool? The system of averaging was general, but we only get a benefit from contract wool.

1105. Are you sure the averaging system was adopted with regard to wool upon which the consignee had to pay? It was generally adopted; there were cases where it was not adopted. The practice, of course,

was

was to average it, but we only paid the railway carriage for wool under contract. If we sent wool to London it was charged at so much per lb. If delivered in Melbourne it was charged so much per ton. We would charge them so much, as per contract, so much per ton.

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1106. There were no means whereby the consignee in Melbourne could practically tell on what system the charges were made? It did not affect the consignees, because our contract with them was a rate from the sheep station, delivered to the point of destination; and whether we paid more to get it down or less was not their business. We have had to pay more in bad seasons. The year before last we lost 15s. a ton on 60,000 bales.

1107. As to this system of averaging, I want you to explain exactly what you took it to mean? The system of averaging I took it was an equitable way of carrying the wool. The Railway Department according to their scheduled rates, carried the wool at per bale, not exceeding 4 cwt., and for scoured wool at per bale, not exceeding 250 lb. There was a fixed rate up to 250 lb. and above that there was an increase of 15 per cent.; and above 4 cwt. and under 5 cwt., there was an increase of 15 per cent., and over 5 cwt., and under 6 cwt., there was another increase. I may state an instance that came under my notice in 1878 or 1879. Our agent at Harden went away to get married, and I went there to do his work while he was away. During the fortnight there were three teams came in with wool from Gibson's Crackabla (?) Station. These three teams had between them 100 bales of wool, ninety-two of which weighed under 4 cwt., and the residuum—the balance of the wool weighed 4 cwt. This wool was simply consigned to us as agent. That was the first time that the unjust and inequitable position struck me. This gentleman had sent upwards of ninety bales out of 100, some of them less than the authorized weight, and seven or eight bales exceeding the weight by 3 or 4 lb. per bale. It struck me as unjust that he should have to pay the 15 per cent. increase on a few bales, when the bulk of the bales were under the recognized weight.

1108. What did you do? I averaged them. I called the attention of the goods' clerk or the head porter to what I had done, and the wool was loaded, and the man refused to sign the consignment-bill note.

1109. Did you write the word "average"? No; I simply filled in the weights and produced Mr. Gibson's weights, and I showed the porter that the weights on the weigh were a *fac simile* of the consignment-note. He refused to sign the consignment-note, and the matter was referred to the station-master.

1110. Do you remember the station-master's name? I cannot remember. That wool went on in due course to Sydney, and four days after its departure I received from the railway officials the consignment-note receipted, with the information that the Traffic Manager had been communicated with, and recognised the justice of what I had done as a fair and equitable thing. That is the only case in which I have averaged wool.

1111. You mean the average was under 4 cwt.? Yes.

1112. Was it before you had heard anything about this averaging that you did this at Harden? Yes.

1113. After this, the system came into force by which the 250 lb. rate was used? Yes; Windsor was the first man that did it.

1114. The first time you heard of it was about 1878 or 1879? Yes. It arose in this way. Mr. Heaton was in Sydney, and I went into the question of prepaid wool. I asked him why we should pay money before it was repaid to us. Then he told me why it was done. He said it was done for the purpose of enabling us to get a profit on the contract wool, and to compete with others by cutting down our prices. We had the Darling trade on one side and the Riverina on the other then.

1115-6. What I do not understand is this. How did that really become material. In this way; that you might have gone on contracting with the consignors to carry the wool down to the station and to let them pay the railway rates, and you might have held out the inducement to them that the railway rates would, by the application of this proceeding, be lower than they would at first sight imagine, so that you would have got the benefit of their custom whether you adopted the plan in your own favour, or whether they were to adopt the plan in their favour. It would not make any difference to them? It would have made a difference to us. I will give an illustration. I call upon a squatter and ask him if I can carry his next season's wool. He inquires what I can do it for, and at once calculates what it will cost him. He calculates the cost of the team and the railway freight, and arrives at a certain result. Now, if we had told him of this advantage with the railways, he would have calculated differently, and arrived at a different result. We made no contracts other than direct to the metropolis either in Sydney or Melbourne. Our contracts were always to the metropolis. The teamster would bring the wool to the station, and we would act as agents there, and any advantage of averaging would have gone to us.

1117. Then it came to this: The squatters were kept in the dark as to the system of averaging? Yes.

1118. If it was a system accepted by the railway, how is it that information was not given to anybody? Because it was an unwritten law in the Department, and as fully recognized as anything in their regulations.

1119. But it was unwritten only in favour of the carrying firm? No; there were scores of cases where the squatters had availed themselves of these privileges, but they lived near the railway station and made out their own consignment-notes.

1120. Do you say that, generally speaking, it was recognized by the officers of the Department for the purpose of enabling the Department to do more work by enabling the carrying firms to make, what appeared to the squatters, more advantageous contracts. I do not know, but I know that thousands of bales of wool have been forwarded by the railway officials, who made out the squatters' notes themselves.

1121. There never was any notice or notification sent out by the Department, but there was a notification touching averaging of another kind? Yes.

1122. Do you remember what that was? I think it was averaging bales under and over 4 cwt. I do not think it referred to the lighter bales.

1123. That was specifically allowed? Yes.

1124. Between what limits? It was simply this: That the gross weight of a consignment of wool not exceeding 4 cwt. per bale would be allowed, notwithstanding the fact that one portion of the consignment might consist of bales of more than 4 cwt. and the other portion of bales of less than 4 cwt. I can show that we have over estimated 92 tons.

1125. How do you account for that? Carelessness in invoicing the wool.

1126. What was the date of the issue of this notification? I cannot remember.

1127. It was Mr. Heaton who had some conversation with Mr. Goodchap at Orange? Yes.

1128. Afterwards Mr. Goodchap was called at the trial before the late Sir James Martin and was not examined

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examined on either side? I do not remember his being at the Criminal Court at all. I remember his being at the Water Police Court. I think I can produce letters from squatters saying, "If you are a thief, so am I." Mr. Jas. Mosely, of Tibberena, wrote to Mr. Dibbs and to me on the subject. The case for the defence was not concluded.

1129. How did the case in the Court go on? I will tell you how it was. It was late in the day, and Sir James Martin said he would send the case to the Jury on the evidence of Stephenson.

[Witness here gave a history of the case of the Crown v. Wright, Heaton, & Co.]

1130. After this Lee and M'Alister's case came on? Yes. They were tried and acquitted by the jury; but I may state that I have it from the foreman of the jury that, with one exception, they were unanimously in favour of the defence.

1131. I do not know whether you have anything more to tell me. I thought you were in Sydney, and I summonsed you immediately after Mr. Fehon, who has been examined. He might have appeared here to hear your evidence, but he is away. As part of the case against Mr. Fehon comes the question whether there were or were not wool frauds, and so I thought it fair to put your evidence in such a way that you might have an opportunity of being present whenever witnesses who were called at the trial were giving evidence; but you were away, and I could not put the matter off any longer. I called not only witnesses for the prosecution, but witnesses for the defence. I should certainly have allowed you to be present if you had liked during the examination of these witnesses? The only man I should have liked to hear was the man named Denneen. I wrote a letter to Mr. Fehon on 13th December, and I adhere to that letter now. In it I told him that he never held a share, except as a trustee for the Company. I wonder Mr. Fehon has not produced his trust deed with Messrs. M'Culloch & Co.

[Witness at this stage verified his statement in this letter to Mr. Fehon by reference to the minute-book of Wright, Heaton, & Co.]

Mr. Fehon (the witness continued) remained nominally the owner of 650 shares up to the middle of last year. The explanation of that was this;—that at about the time I left Parliament, just before or just after, I was desirous of distributing my shares for the purpose of selling a few, because things were not all straight. Having left the business a little over three years previously with a paid up capital of £86,000, I found that during my three years of public life the capital had decreased from £86,000 to £26,000, and I was desirous of selling some of my shares, and for that purpose I distributed them amongst the names of certain friends, Mr. Fehon being one.

1132. I suppose that was because if the shares appeared to have been sold by you it would have damaged the Company? Yes. Had my shares been placed in the market for sale it would have run things too fine. The scrip was transferred, as you see by this minute-book, from Wright to Mr. Fehon, 650; to Mr. Jackson, 577; to Mr. C. B. Lowe, 750; to Mr. T. F. Dye, 538; and others. I sent the scrip to Mr. Fehon, and asked him to sign them in blank, which was done.

1132½. Finally, what was done with these shares? They were re-transferred to me in June last.

1133. How was that? Because things became a little more prosperous, and I would not sell them. Of course that was before Mr. Fehon was appointed Railway Commissioner, and before there was any thought of his appointment.

1134. Who wrote these minutes? The secretary of the Company, Mr. Chas. Greatrex.

1135. How long has he been with you? Four years.

1136. What are these shares to the number of five, referred to in the minute-book. Are they *bona fide*? I gave these shares to my clerks, who were to pay their book value. Some kept their shares, and some gave them back.

1137. Were these shares originally allotted to them? Yes.

1138. However, that is a matter altogether outside of this inquiry. When did you first become Minister for Works? In May, 1883.

1139. What was your special object in doing this? Well, first I had been elected Member of Parliament, and there was something in the Constitution Act to the effect that "any private trading company with twenty members of the firm could contract with the Government," and so I said to them, "I will give you these shares, and you shall have the interest, and when they are paid for you shall have them."

1140. How long have you known Mr. Fehon? I never saw him until he came over to see about the business, when he was one of the managing directors of Messrs. M'Culloch & Co.

1141. You did not know him when he was in the Railway Department? No.

1142. Did you ever hear anything of Mr. Fehon having got into trouble in connection with Messrs. M'Culloch & Co., while in the Railway Service of Victoria? Yes.

1143. When was that? Shortly after I first saw Mr. Fehon.

1144. What did you say? I told him I had learned something to the following effect—that he, in his official capacity, had given contracts to Messrs. M'Culloch & Co., and afterwards resigned, and became a partner in the firm. He laughed and said, "I never had any power to give any large contract, and M'Culloch's never had any large contract with the Railway Department, and I never left the service to join them," and he explained that the statement originated in a statement made by Mr. Orr of the Victorian Parliament.

1145. Did you make it your business to find out the facts from any other source than Mr. Fehon himself? No; I heard it, and I asked Mr. Fehon if it were true, and he denied it. But for many years past I have been on visits to Melbourne, and I have heard Mr. Fehon spoken highly of. In every relation of mine with Mr. Fehon, I have found him straightforward and honorable.

1146. As far as his reputation in Melbourne goes—how about that? I do not think there is a man stands higher there. I have had many chances of hearing favourable opinions expressed about him.

1147. I suppose you are not acquainted with Mr. Orr? No; I never saw him. I have seen his place of business. I would like to say that so far as Mr. Want's charges as to Mr. Fehon's complicity with these alleged wool frauds are concerned, Mr. Fehon knows no more than Your Honor does at this moment. Mr. Heaton and I governed the business from beginning to end. I have no desire to shirk my fair responsibility. If anyone has done a wrong it is very unfair that another man should be responsible. Mr. Want told me in Mr. J. M'Laughlin's office, that he had made charges against Fehon for the purpose of damaging the Government.

1148. What is Mr. M'Laughlin's address? Mercantile Chambers, Pitt-street.

1149. What else? Mr. Want said that having made these charges in the House he was twitted by Garrett

- Garrett with having prostituted his office of Attorney-General of the Colony, and, in a cowardly way, had not carried out his duties. F. A. Wright,  
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1150. Do you remember the date of this? It was on the day of Mr. Want's last attack, or the day previous. He further told me, in M'Laughlin's office, that he intended to be as mild as he could when he next spoke, and added that there were no wool frauds, and that if I should stand for a constituency he would give me a letter saying that the wool frauds were only a "trick of the trade." Mr. Want held out his hand to shake hands with me, and I said, "What have I done to you, Want, that you should persecute me like this," and he said, "I would not do it for the world—God forbid I should." As Mr. Want was leaving the office Mr. M'Laughlin said, "Remember what you promised, Jack—remember that you have promised to say there were no wool frauds, and that they were only a 'trick of the trade.'"
1151. Had you any conversation with Mr. Lyne on the subject? No, not till last night; I told him I had been subpoenaed to attend here to-day, and I said, "Your statement and Want's don't agree." He answered, "Oh, yes they do." I said, "No; Want goes much further than you do as to what took place." That was speaking of the interview with M'Mahon.
1152. Do the books of your firm in Sydney show the process by which the weight of wool was arrived at? No; they are simply a reflex of the squatters' way-bills.
1153. But do not they also show the amount arrived at on the consignment-notes? They show what we paid to the railway, but nothing else.
1154. Then you admit yourself the existence of this system of arranging? Yes. We have always said so and regarded it as an unwritten law.
1155. Stephenson in his evidence said that on one occasion you had him in the office, and speaking of Windoe in relation to the charge that he had made you said, "The Manager must be a damned fool for not doing something." Do you remember that? I think it was a man who had not taken advantage of arranging, and I said, "The man must have been a damned fool to have neglected his business." At the time he gave that evidence he had three assistants under him, and they were behindhand with their work and could not check the weights. I never checked an invoice in the place in my lifetime.
1156. I suppose on some occasions you checked the work of some of the branches to see how they were doing their work? No.
1157. Are you sure of that Mr. Wright? Yes.
1158. Stephenson said that you once said, "Oh, that is good wool Stephenson"? I have no recollection of saying it.
1159. The main contracts are made in Sydney, I suppose? Yes.
1160. Are the contracts with teamsters made in Sydney? No; at the branches. A good deal of Stephenson's evidence was true, but a great deal was presumption.
1161. Did Stephenson leave your employment before he gave evidence? What took place was this. He left the employment of the firm, and said he was going to give evidence. He sent Windoe to say that he would like to see me, I having before ordered him out of the office. On this occasion I declined to see him. Then he got frightened, and made statements that had a substratum of truth in them with a lot of lies on top.
1162. What became of him finally? I do not know. I heard that he was employed in some mercantile firm in San Francisco.
1163. Do you know how he came to leave Sydney? No. I know they say he was spirited away with a large sum.
1164. Did you hear anything about it? Yes; from Mr. Dibbs, in Parliament.
1165. Did he, in fact, disappear in a very peculiar way? Yes. His wife called to see me, and I declined to see her. I am told that he was in Sydney when the Crown said he was absent, and when the Crown knew he was here.
1166. What was he wanted for when he was not found? When our case came on the second or third time before Mr. Justice Stephen, Mr. Salomons announced that owing to the absence of two witnesses, he must ask for the release of prisoners. Stephenson was one of the two missing witnesses.
1167. He had been in your employment a good many years? Yes, some four or five years, and he was a very good clerk.
1168. Was he honest? Yes.
1169. He was originally joined in the prosecution as a defendant? Yes.  
That will do for the present.

THURSDAY, 4 APRIL, 1889.

Edwin Chas. Leary was examined:—

1170. *The Commissioner.*] What is your name? Edwin Chas. Leary.
1171. What are you? I have come down to Sydney in regard to these contracts which the Government are about to call. Mr.  
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1172. At one time you were in the employ of Messrs. M'Culloch & Co., carriers? No. I have been intimately connected with them since Wm. M'Culloch was in business. I entered the Victorian Railway Service in 1861.
1173. In what capacity? Clerk.
1174. In what Department? In the Goods Department.
1175. Who was then Traffic Superintendent? John Carruthers.
1176. Was the firm of M'Culloch & Co. in existence as a carrying firm then? No; they came into existence in 1862 or 1863. William M'Culloch was a traveller for Messrs. Isaacs & Co., wine and spirit merchants.
1177. You were acquainted with him? Yes.
1178. How long did you remain in Melbourne in that capacity? Till 1865.
1179. And the firm of M'Culloch & Co. started in 1862 or 1863? Yes. Reynolds and Inglis were the great carrying firm then.
1180. During the time you were employed in that capacity in the Victorian Railway Service, what knowledge had you of the firm of M'Culloch & Co.? Well, Messrs. Reynolds and Inglis sold out to Messrs. Morley and Carriek, and Mr. Morley had more than he could do, as he was connected with a large  
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sugar company, and so he sold out to Wm. McCulloch & Co. between 1862 and 1863. At that time Messrs. McCulloch commenced carrying on the railways. In September or October, 1862, I received the first train of wool from Sandhurst to Melbourne. I was receiving foreman. At that time Mr. Fehon was travelling auditor for the railway. Shortly after opening to Sandhurst, I think it was Mr. W. H. F. Mitchell, then Commissioner for Railways, granted a special to Sandhurst to bring down wool that had been landed at Sandhurst waiting for the opening of line. I superintended the loading of three special trains with flour and coal for the Sandhurst Gas Company. A train was loaded up with wool for Melbourne. Shortly after there was some unpleasantness occasioned by several carriers complaining of the unfair way in which they had been treated by the granting of this concession to one firm of carriers, viz., Messrs. McCulloch & Co. It resulted in John Carruthers, Traffic Superintendent, taking the onus of granting the special and resigning his position. Immediately afterwards he received the appointment of Traffic Superintendent of the Hobson's Bay Railway, of which the then Commissioner of Victorian Railways was a large shareholder. It was rumoured at the time that Mr. Carruthers took the blame upon himself rather than that Mr. Mitchell should be blamed. Mr. Carruthers was succeeded by Mr. Jereny, who had been acting as assistant traffic superintendent. I cannot remember whether it was in 1862 or 1864, but it was on the day the Prince of Wales was married, when the railway employees gave a ball in honor of the Prince of Wales' marriage. The ball committee were settling up, and I was present when Mr. Jereny complimented Mr. Fehon on his appointment of assistant traffic superintendent. In 1865 I left the Railway Department, and entered the Roads and Bridges Department, and was out of the Service for five years. Mr. John Stephenson was Secretary for both Railways and Roads and Bridges. I then made some 70 miles of road from Healsville to Wood's Point, then called the Yarra Track. I returned to Melbourne in 1870, and saw Mr. Stephenson, and we went together to Mr. Fehon, traffic superintendent. I was then appointed assistant wharf master at Echuca, and remained in the Government service till 1873, when Messrs. John H. Orr & Co., carriers, gave me the appointment of their manager in the Albury trade. I remained with them only two seasons, and went into the service of Mr. Fred. Bayne, as manager, and remained in his employ until 1880. Then I came to Sydney and went over to Queensland. I have had no experience in connection with the railways since then. Such is my history from 1861 to 1880. Since then I have been in Queensland.

1181. You said there were complaints made? The complaints I understand were made at the action of Mr. Carruthers in allowing three specials. Mr. Carruthers took the responsibility. At that time there were several carriers who said they had the same right.

1182. Were Messrs. Jno. Orr & Co. one of the firms that complained? Yes.

1183. Were Messrs. McCulloch & Co. the only firm allowed to use those special trains? Yes. The freight from Moama to Sandhurst was £14 a ton. The concession was that they brought it down at 30s. a ton.

1184. What reason was given for allowing Messrs. McCulloch & Co. only to send their wool down? That they had a large quantity of wool waiting at Sandhurst stacked alongside the railway temporary platform.

1185. Did that question ever come before the Victorian Parliament? No; the moment any unpleasantness occurred Mr. Carruthers resigned.

1186. Mr. Fehon was auditor at that time? Yes; and had no control over the traffic.

1187. Then these rumours in no way directly or indirectly affected Mr. Fehon? No.

1188. Do I understand you to convey this idea that that information is material because it explains the animus which Mr. John Orr had against the Railway Department? Yes. There was a lot of jealousy among the carriers. We were doing an immense trade after the line opened, and carriers would make contracts with firms to do all their carrying at certain rates, and I have a document which explains the way in which the carriers used to get a concession for a lot amounting to 200 tons. The sheets would show the rates, but the carriers would take this at a through rate. After closing their bargains with their customers, the carriers would wait upon the Traffic Manager, and, if they could get a line of 200 tons, would arrange with the Traffic Department for a concession.

1190. Was the Traffic Department authorized to make special concessions? Yes.

1191. According to the tariff? Yes. Take a large line of wire. The carriage of this would involve no friction, no necessity for covering, no special labour on the part of the railway employees. It could be thrown out anywhere, and there was no storage required; and so the Department would make a concession on wire; and they would also make concessions on large lines of flour and sugar.

1192. These were recognized as fair concessions? Yes. But in the border trade, at Albury, Wahgunyah, and Echuca, with the view of securing the Riverina wool, there were further concessions made.

1193. Was public notice given that these rebates were allowed? I do not know whether they were gazetted.

1194. But were they generally known? Not outside the railway and the carriers. The railway voucher would be forwarded to the consignees in Riverina, showing on the face of them the classification of goods and the different rates.

1195. Whereas I understand the carriers had paid less? Well, there was a rebate allowed of something like 23 per cent.

1196. But did that appear on the face of the document? No.

1197. The carriers got the advantage? Yes.

1198. And getting lower rates, they could afford to charge less to the consignors? Yes. [*Witness here handed in a paper showing certain rates.*]

1199. What I understand you to say is that the railway charges which did not appear on the face of those documents were all lumped? Yes.

1200. The rate then was 5s. 6d. for all bales up to 4 cwt.? That was the minimum rate.

1201. Are these rates fixed as per ton, averaging five bales? Yes.

1202. So 75s. would be the charge practically for an average of five bales? Yes.

1203. Then the difference had to cover the cost of the carriage by your own steamers? Yes.

1204. Then I understand you to say that you got the rebate? Not on wool, only on goods. Still, after a time there was an allowance. I forget now the exact percentage. I think discount was allowed. Several thousand bales were carried for one carrier.

1205. Was that intended to be allowed when these bales were carried for one carrier or for one owner? For the carrier.

1206. Do you ever remember any concession being made to one owner? No. The Railway Department did not know any of the owners. They arranged direct with the carriers. 1207.



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1207. Through the course of this making of concessions in favour of wool or of goods, was there any under-hand course of conduct on the part of the carriers, or was it openly recognised by the Department that they were to get these concessions? It was recognized by the Department that they should get certain concessions.
1208. In taking that advantage, was there any system adopted which virtually resulted in defrauding the Railway Department? Not that I am aware of. The Victorian Government said that all bales up to 4 cwt. should be charged a certain rate, and above that, a rate and a half.
1209. Over 4 cwt. it was a rate and a half, not 15 per cent? Yes.
1210. Did that continue right up to 1880, the time you left? Yes.
1211. Above 4 cwt. was there another jump, or was 4 cwt. the limit? Four cwt. was the limit.
1212. Suppose there are 4 cwt. and a few pounds over, would the weight charged be 6 cwt.? Yes.
1213. But going below 4 cwt., was there a rebate? No. The Department was discriminating as between scoured and greasy wool.
1214. Was there any discrimination with regard to bales weighing 250 lb. and 280 lb.? No.
1215. Was there any concession for dumped wool? There was a special concession for it.
1216. Do you remember whether that concession did not also include bales, whether dumped or not, going not more than 250 lb. or 280 lb.? I forget; but there was something in regard to 3 cwt.
1217. What was that? There was a rebate on dumped wool of, I think, 10 per cent., below the Wakool Junction. There was a concession on bales not exceeding 3 cwt.
1218. You had a very full knowledge of the rates then? Yes.
1219. You say there was no 250 lb. or 280 lb. standard fixed. I say so. It was in consequence of our being able to store a larger number of dumped bales in trucks that the rebate was made.
1220. That is, the truck could generally carry more weight in wool than it had space for? Yes.
1221. Was there any system adopted in respect to these 3 cwt. and 4 cwt. bales known as averaging? Well, I was going to explain: The fault in a great measure rested with the railway employés. Half-a-dozen teams would be drawn up to the platform. The carrier would go into the station with his consignment note, which would show the number of bales. It would give the grand total of 5 or 6 tons. The carrier's clerk would immediately consign it to the Railway Department. The Railway Department would just take the brands and number and pass it on. But amongst this lot there might have been several bales of wool weighing over 4 cwt. If the attention of the loading foreman was not drawn to this they would get through at a fixed rate, instead of going at a rate and a half. But in that case the carrier was not to blame, because he had no knowledge of the weights, the tonnage shown on the bottom of his way-bill was, freight (say) 6 tons; but, notwithstanding, a detailed list might have been sent down to the carrier six weeks previously by post.
1222. To the head office in Melbourne? To the local manager. Every local office carried out the carrying trade themselves.
1223. He would probably have received the detailed account of the wool by post? Yes.
1224. And so he would, if he chose, have the chance of comparing the individual bales with the weight on the consignment note? He does not give the weight—he does not show so many bales for weight. He sends so many bales; the manager of this branch would send back his charges to the station, and would take advantage of their rate. But, in making out his tenders, he calculates all at an average of 4 cwt. Of course, if the manager drew attention to these bales being overweight, the contractor would be the loser.
1225. Then the carriers, in making out tenders, based them upon an average of 4 cwt.? Yes.
1226. Below Wakool Junction they would get the concession in favour of bales not exceeding 3 cwt., and in cases of sending down big bales there was loss or no loss according to whether or not the Railway Department found it out? Yes.
1227. Was not the way-bill showing the detailed weights actually brought down by the carrier himself to the bank of the river? No. I forgot to tell you that when I first came to Sydney I was with T. S. Mort & Co., and I had to weigh every bale, and I used to see a great discrepancy between the station weight and the actual weight. The local weight was larger than the station weight.
1228. How do you account for that—adjustment of scales? To a slight extent.
1229. I suppose sometimes the wool would pick up moisture? Some wool would.
1230. But where wool has been shorn in a dry season, in dusty salt-bush country, would not that make a difference? Only to the extent of 1½ lb.
1231. In that way the Railway Department sometimes lost what they ought to have had—the difference between one freight weight and the freight and a half in case of individual bales? Yes; but that was because they did not have men at the station qualified to distinguish between the weights of different bales.
1232. Was there any regular system adopted according to which managers or clerks at branches were instructed to adopt—any such thing as averaging, or a practice going by any name like averaging;—that is, running a lot of bales through, at some over and some under 4 cwt. at the average which that number of bales would give, dividing the total weight of the consignment by the number of bales;—was that, as a system, recognized by the Department? No.
1233. Did you ever hear the word “averaging”? No.
1234. The carriers' clerks tried to get their wool down as cheap as they could? Yes.
1235. And the Railway Department tried to stop them? Yes; but they failed, because they did not have competent men to look after things. The work was left to foreman porters, who might, on occasions, get five or six big lots of wool in, which they would attend to, but not weight.
1236. Was there any wool carried by you that was not contract wool on which the agents or consignors were to pay the railway carriage? Yes.
1237. Was a different system adopted in regard to them? No; the same system.
1238. All the advantage in the case of getting the wool down at a rate that would be under the full rate would go, not to the firm you represent, but to the other agents? Yes.
1239. I think you said you only acted as agent for one firm? For Jas. Orr and Mr. Payne.
1240. One after the other? Yes.
1241. Did you see much of Mr. Orr himself when you were in his employment? Yes.
1242. Did he ever give you any special instructions as to the carriage of wool? He left it to me quite, so far as I was aware, while I was in his service. As the wool came down, so I consigned it. We were doing

- Mr. E. C. Leary. a large trade then between Albury and Echuca. I used to send down advice notes to Mr. Orr. I made out no accounts. They were made out in Melbourne, by Mr. Stewart. The only colleague I had then was a local one.
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1243. Did you ever hear him speak of Mr. Fehon? Mr. Fehon was at that time Traffic Superintendent in the railway employ. Mr. Fehon retired from the Railway Department about 1873.
1244. What year was it that you were in John Orr's employment? In 1871.
1245. That was before Mr. Fehon left the Railway Department? Yes; he left it to join M'Culloch & Co.
1246. Do I understand you to say that you heard no remark made by Mr. Orr about Mr. Fehon? No. Well, I did on one occasion, and I was very much annoyed with it. When I was assistant wharf master I received a memorandum from a Melbourne office, asking me to apply for the position of manager. I entrusted my application to Mr. J. Orr, who was then a Member of Parliament. He put my application in his pocket, travelled down in the same train, said I was not eligible for the position, and that he was in treaty with me to take the management of his business. He said he was on friendly terms with Mr. Fehon. When I charged him with it he said, "I wanted you, and so I put your application in my pocket."
1247. Mr. Orr spoke in a friendly way of Mr. Fehon? Yes.
1248. Did you ever hear him speak in an unfriendly way? No. The reason I left Mr. Orr was that he closed his business, and Mr. Payne offered me the position of manager for him.
1249. When did Mr. Orr close his business? At the end of the season, 1873.
1250. That would be just after Mr. Fehon had left and gone into Messrs. M'Culloch & Co's.? Yes.
1251. At that time do you know if there was anything about competition between M'Culloch & Co. and Mr. Orr.? Well, the grumbling at that time was in connection with the steamer trade along the Murray. Messrs. M'Culloch & Co. had three steamers, and they had chartered one or two boats from South Australia. The unpleasantness arose through Messrs. M'Culloch & Co. in a measure securing all the boats and trying to oust Mr. Orr out of the Albury trade. Mr. Orr was very bitter about that matter. Mr. Clifton was their business manager then. Mr. Jas. M'Culloch was head of the business at Echuca. There was a lot of unpleasantness.
1252. That lasted after the time when Mr. Fehon left the Railway Service and joined M'Culloch & Co.? Yes.
1253. The feeling was not against Mr. Fehon? No. It was against the firm, in touching the trade below Echuca.
1254. With regard to Mr. Fehon, do you know what particular part of business of Messrs. M'Culloch & Co. he first went into? I only know that he joined the firm. I have met Mr. Fehon once; we travelled together from Deniliquin to Hay. That was to obtain the trade for the following season. We were both on that.
1255. That would be as against Payne & Co.? Yes; they were in opposition.
1256. If it was a fact that Mr. Fehon was instrumental in extending M'Culloch & Co.'s business towards the north-east, that is to Albury, then I suppose, from your knowledge, he would have brought the firm of M'Culloch & Co. most effectually into opposition with Orr & Co.? Yes; but M'Culloch & Co. had been in this trade for years.
1257. In 1873, which was the time that Mr. Fehon joined Messrs. M'Culloch & Co., I understand that you had then gone into the employment of Payne & Co.? Yes.
1258. Did you at that time hear any rumours about Mr. Fehon? No; except that he had left the Railway Department. At the time he left, I think, it was rumoured that the Department had given him handsome compensation.
1259. How did he stand in reputation with the public,—that is with regard to integrity? Always very high.
1260. Did you hear it suggested that he had been favouring Messrs. M'Culloch? No, sir.
1261. Are you positive? I am sure that all through the Echuca district they were all pleased to know that Mr. Fehon had gone into the carrying business and joined Messrs. M'Culloch & Co.
1262. Why were they pleased? Because they knew he was an able man.
1263. This right to ask for concessions was general among the carriers? Yes; any carrier who brought himself within the limit.
1264. Did you hear that M'Culloch & Co. were specially favoured? No. They received ordinary concessions on account of their large trade.
1265. Are you sure that you did not hear that Mr. Fehon had favoured Messrs. M'Culloch & Co. before he left the Department, and so had made himself so useful that they rewarded him by taking him into partnership? I am sure I did not hear of it. I think Mr. Jackson was the last man who would ask Mr. Fehon for concessions that would not be granted to any other man, and I should think that any man would be afraid to go to Mr. Fehon's office and ask for anything outside the rules of the Department.
1266. You mean that he would go out of the office quicker than he came in? Yes. I have never received any favour from him.
1267. During the whole time you were in Victoria and about Victoria, what character for integrity and straightforwardness did Mr. Fehon have there? The highest.
1268. Was there ever any imputation thrown by anyone, or did any reports go round in any way against his integrity? No.
1269. I understand you to say that you did not in fact hear of these rumours, which did seem to have gone about among some people, to the effect that he had favoured M'Culloch & Co.? No; I never heard any of the rumours. I doubt whether the people through Riverina heard it.
1270. I understand you were employed by a firm directly competing with Messrs. M'Culloch & Co., at the very time Mr. Fehon left the Railway Department? Yes.
1271. And Mr. Fehon was in direct opposition to you in respect to getting the Hay-Booligal traffic? Yes. I afterwards tried to arrange with him, and Mr. Jackson to take over Payne's business in 1879 by purchase.
1272. Was it sold? No. It came to the knowledge of the bank who took over his plant, and paid his creditors and gave him £1,000.
1273. You might explain how it was that you came to let it be known that you did know something about this

this matter—your motive? Well, I think it was last Saturday. I was staying at the Royal Exhibition Hotel, and the landlord asked me if I would allow a gentleman who had come down from the country to come into my room. I said, "Yes."

1274. Who was the gentleman? Mr. Dickson. Speaking of Narrandera, he asked me if I knew that district. I told him I had had ten years of the camping trade, and we spoke of the different stations.

1275. As far as New South Wales is concerned, did you consign wool from Albury to Sydney as well as Melbourne? Yes; through our manager there; my junction was Echuca, and from there to Melbourne.

1276. Have you had any communication at all with Mr. Fehon before you came here? No.

1277. Does Mr. Fehon know anything about your coming to give evidence? I saw him the day he arrived, but I did not speak to him.

Mr.  
E. C. Leary.  
4 April, 1889.

Charles Bruce Lowe examined:—

1278. *The Commissioner.*] Your name is Charles Bruce Lowe? Yes.

1279. You are at present a stock and station agent? Yes.

1280. Are you acquainted with Mr. Fehon? By sight only. I could not swear that I know him by sight.

1281. Well, this is the matter I summoned you to explain. You know Mr. F. A. Wright? Yes; I have known him for a great number of years.

1282. Some years ago some shares were transferred to your name by Mr. Wright? Yes; so he told me.

1283. Explain the whole meaning and history of that transaction? The history of the transaction is this:—I became a partner in Brown Bros. in 1883, and I had to put so much in the business, and Mr. Wright, who had been a friend of mine for some years, became my guarantor at the bank for an overdraft; and in the course of business—we had our offices in the same building—Mr. Wright said to me one day when I was in his office, "I want you to do me a favour,—will you allow me to transfer these shares into your name." Under ordinary circumstances I might have asked the reason, but as I was under an obligation to him I said, "Oh, if it will oblige you I will do it," and he put the scrip before me, and I never read it and I signed it, and then he turned it over and signed the transfer, and I did so, and never heard anything more about it.

1284. Do you, in fact, know what the object was? I have not the slightest idea.

1285. Do you know the history of these shares? No.

1286. Did you hear of them being retransferred to Mr. Wright? No; the thing passed entirely from my memory until these proceedings arose.

1287. That is all you know? That is all I know.

1288. You know nothing about the working of Wright, Heaton, & Co.? No.

Mr.  
C. B. Lowe.  
4 April, 1889.

John M'Laughlin sworn and examined:—

1289. *The Commissioner.*] What is your name? John M'Laughlin.

1290. You are a solicitor? Yes.

1291. Of course you know Mr. John Want very well? Yes.

1292. Is Mr. Fehon a stranger to you? He is an entire stranger to me; I never spoke to him.

1293. Of course you remember this affair in the House when the Government went out—the occasion when the Parkes Government went out? Yes; and I heard a debate on the subject.

1294. Some time ago, shortly before that, do you remember a conversation taking place in your office at which Mr. Want and Mr. Wright were present? Yes.

1295. Do you know the occasion I allude to? Yes.

1296. Who was present besides you three—anyone else? Nobody else.

1297. Do you remember what day it was? About six or seven days before the motion for the adjournment of the House was moved, which ended in the defeat of the Government.

1298. I want you to tell me the whole of that conversation, as nearly as you can remember? It was a private conversation.

1299. But not privileged? Well, yes; I do not see why I should not tell it. Mr. Wright was in my office on business—he is a client of mine. Mr. Want is a personal friend, and he called at the same time, and knowing what was going on about Mr. Fehon and the speeches he had made in the House. I smiled and said to Mr. Want, "Here is a friend of yours." I added, "If we had Mr. Fehon here, I would fix up all these differences between you." And Mr. Wright said to Mr. Want, "Jack, what have I done to you that you should worry me in this style about that old matter?" Mr. Want replied, "Nothing. If I had known as much before those prosecutions were commenced, as I knew while they were proceeding, I would not have initiated them. If I had seen Mr. Kirkcaldie's minute in time, they would not have been proceeded with. I am very sorry for the unpleasantness, but I cannot allow Mr. Fehon or anyone else to contradict me point blank when I am in the right. If he had defended himself by defending the so-called wool frauds, and justified the transactions. I would not have discussed the matter with him or with you. But on this matter of being in the firm, he has raised an issue which forces me to go on with it." I think I joined in the conversation and stated that the matter was carried on on an absurd principle; that it appeared to be an admission that there were wool frauds when, as a matter of fact, the evidence that Wright, Heaton, & Co. produced, and Lee and Macalister produced showed that averaging wool was allowed and acquiesced in by the Department. I said to Mr. Want, "If you can tell me where the fraud comes in for the carriage of two bales of wool—one weighing 3 cwt. and the other 5 cwt.—if they were paid for as two 4-cwt. bales of wool, I should be glad. In such a case the railway people get paid for every pound of wool carried and every bale. The regulation, if it had not been treated in this way, would have been absurdly unfair to the consignor of the wool; and the railway authorities treated this averaging as an equitable proceeding between the Government and their customers." Mr. Want said that Mr. Fehon did not inferentially in his letters go upon that question, but went on to contradict him about "being a member of the firm"; and he knew he was right, because he was put to the trouble of searching at the Registrar-General's Office. Mr. Want then said that he was very sorry he would have to go on with it, for his own sake, as it was not his habit to annoy

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annoy any poor devil; and he added, "When I commenced the matter, I was forced on to say more than I would have said by interruptions from Mr. Garrett and Mr. Abigail. I did not intend to say anything unkind of Mr. Fehon in the debate; but I bore in mind how 'Little Abigail' worried me, when I was Attorney-General, to have these prosecutions gone on with. Mr. Fehon's name was amongst the list that Abigail was ferretting out, and also another firm with which Mr. M'Culloch was concerned; and when I alluded to the matter the interjections of Mr. Garrett and of Mr. Abigail, in stating that I had prostituted my office as Attorney-General in not prosecuting Fehon, forced me to go on, and I was very sorry that my remarks hurt Fehon. But now his letter and yours give me no opportunity of letting the matter drop. If, as Mr. M'Laughlin says, you and he had defended yourselves, or answered the matter by showing that the alleged frauds were not frauds at all, but transactions carried on with the sanction of the authorities, the matter would be entirely different." The conversation, as far as I can remember, then ended so far as this was concerned. Mr. Want had private business with me; he left, and I resumed with Mr. Wright on professional business.

1299½. That is the whole conversation? Yes, as far as I can just now remember. I did not know I was to be examined about this or I would have refreshed my memory.

1300. Has there been any other conversation? I have had conversation with Mr. Want privately on the prosecution of Wright and others.

1301. How many witnesses were subpoenaed to give evidence for the defence? We must have had at least thirty witnesses actually subpoenaed and in attendance.

1302. Only a part of them were called because the judge died? Yes. There were between twenty and thirty witnesses.

1303. Who were the most important witnesses for the defence who were not called? I cannot now give you the names from memory, but have the names in the office.

1304. Do you know whether any of them are now living in Sydney? Most of them were railway servants, and there were in addition a large number of railway porters and other persons who had left the service.

1305. Can you give me their names? I can find out from my briefs. I will see.

1306. Have you a copy of that minute of Kirkcaldie, sanctioned by Mr. Goodchap? I have a copy of it. The original is in the Crown Solicitor's office. It was not issued with Mr. Goodchap's sanction. [*Witness here gave a history of the proceedings in the Supreme Court.*] When the question arose (said witness) as to Stephenson having gone away, I offered in Court that the evidence given before Sir James Martin should be used against the defendant on the second trial. Mr. Pilcher, for the Crown, declined that offer. The Crown waited to get Stephenson, and were made same offer, and instead of accepting the offer, they virtually agreed to what was practically a non-suit, and the defendants were discharged. The Crown was trying to make the excuse for not going on with the case that these witnesses were sent away, and yet they refused to accept my offer.

1307. Do you remember something about a letter during that conversation at your office? Yes. There was something about that.

1308. Mr. Want said he would at any time say that the wool "frauds" were a trick of trade, and that he had not seen this minute of Kirkcaldie's. Do you remember him saying these words? About the letter? No, I do not remember that.

1309. The general purport came to this, that Mr. Want took it that Mr. Fehon had raised such a defence that it forced him to go on with the matter? Yes. He said, "He substantially calls me a liar, and I must go on with it; but I will make it as mild as I can when I speak."

1310. Did he express any opinion then on Mr. Fehon? He said he was a very decent sort of fellow. "I have," he said, "no spite against him. I do not know him, and he is evidently a very decent fellow."

1311. Did he say anything about the effect of his motion on the Government? I do not think he wished to put the Government out, but to punish Abigail for the way in which he worried him when he was Attorney-General. I now remember that Mr. Wright said, "Well, Jack, I am glad to hear you say that I was not guilty of more than a trick of trade. I may stand for a constituency some day, and may perhaps ask you to give me a letter to that effect." Mr. Want answered, "I will do it, old man, with pleasure."

1312. Can you remember saying, "Now mind, Jack, don't forget your promise"? No; I cannot say that I do.

1313. I suppose you did not think this Government would go out then? No. Mr. Want intended to let everything drop in his last speech, but he got no answer from the Government, and feeling himself snubbed, somebody said, "You would carry a vote of censure in the House this evening," I interjected, and said, "Why, this is the strongest motion of censure you can have if you call for a division and carry the adjournment"; and he said he would do it if Sir Henry Parkes would not reply, as he would not be treated with silent contempt.

#### FRIDAY, 5 APRIL, 1889.

Charles Arthur Greatrex sworn and examined:—

Mr. C. A.  
Greatrex.  
5 April, 1889.

1314. *The Commissioner.*] What is your full name? Charles Arthur Greatrex.

1315. You are in the employment of Messrs. Wright, Heaton, & Co. as secretary? I am.

1316. When was it that you went into their employment first? About June, 1884.

1317. Not before June, 1884? No.

1318. Who was secretary before you? Mr. Windsor.

1319. He is dead I believe? No.

1320. He is incapacitated—paralysed—is he not? Yes.

1321. Is he capable of giving evidence? Well, perhaps he is capable of giving evidence, but I should not think it would be reliable.

1321½. For what reason? He seems to me to be suffering from softening of the brain or something of that sort; his conversation is not intelligible altogether.

1322. Had you been in the employment of Wright, Heaton, & Co. before in any capacity? No; not prior to June, 1884.

1323. You then went in as secretary? No; I joined the staff as a clerk.

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1324. How long did you remain as a clerk in the office before you became secretary? I became acting secretary about two years ago, but I was only permanently appointed secretary about twelve months ago.
1325. It was after the prosecutions for what are known as the "wool frauds" that you were appointed acting secretary? Yes.
1326. Before that what had been your duties in the office? I was about four months at one of the country branches.
1327. Which one? At Byrock.
1328. In what capacity? As accountant; I had charge of the books there.
1329. What four months were those you spent at Byrock? From June up to the end of November, 1884—that was my first four months in the service.
1330. After November, 1884, where did you go? To the head office, Sydney.
1331. Have you remained there continuously ever since? Yes, with the exception of one or two trips into the country.
1332. For a day or two only, or some months? For a week or two only.
1333. For what purpose did you make these trips—on holiday or business? Business; I have been out once or twice auditing.
1334. During the four months you were at Byrock the station was still the terminus of the line? Yes.
1335. Those four months would run nearly to the end of the wool season? Yes; I daresay most of the wool was in by the end of November.
1336. I suppose thousands of bales of wool came into that station? Yes; the business was very large.
1337. Had you, yourself, any knowledge of the practice of the office in making out consignment notes for wool sent down to Sydney by Wright, Heaton & Co? Well, I did, and yet I did not. That is a peculiar question. I never consigned a bale of wool myself, and I never made out a consignment note.
1338. Who made them out? As far as I can recollect during that time we had two or three clerks there who made them out.
1339. What was your duty then with regard to consignment notes? I had nothing whatever to do with them. I had the cash-book, the ledgers, and the day-book to look after, and I had nothing to do with the traffic.
1340. Did you, or did you not, see the consignment notes? Well, I have seen plenty of them lying about the desks.
1341. But did you see them in such a way as that your attention was drawn to the way in which they were made out? No.
1342. Did you see the way-bills that came in with the carriers of the wool from the stations? Yes.
1343. Those, I believe, contained the detailed weights of the bales? Yes, the weight of each bale.
1344. Do you remember how the consignment notes were made out—in what form? On the ordinary Government consignment form.
1345. But how did they state the weights of the bales? Well, I really could not answer the question; I have no recollection whether the weights were stated or not.
1346. Can you remember whether they were detailed showing the weight of each bale, or whether they set them forth as so many under 250 lbs., so many under 400, so many under 500, and so on? I believe they were put down in the general way you describe.
1347. Have you any knowledge of any special practice with regard to the making out of consignment notes in relation to the actual weights of the bales as they appeared on the way-bills? I believe the practice was to average the bales.
1348. Can you define "averaging"—what kind of "averaging" was followed? I know more about it now than I did then.
1349. I want to know what you knew from your experience then? Well, I believe the total weight was divided to see how many bales would go under one weight, or over a certain weight, and that they were broken up in that way. Say twenty bales would be stated as under 2½ or 4 cwt., and the remainder over. I believe that was the practice.
1350. Yes; then could you, if you had to do it, from what you knew then, have made out a consignment note according to the practice of your office, knowing the number of bales and the aggregate weight? I do not know that I could have done it then, but I could now.
1351. Of course the matter was complicated by the fact that there were two standards of averages 250 lbs. and 4 cwt? Yes; as I said before, I never made out a consignment note.
1352. Did you from any conversation in the office, learn the general principle upon which the consignment notes were made out? I have some recollection of having asked some one in the office how wool was consigned, and I believe they explained it to me, and that they averaged the weights of the bales.
1353. Do you remember whether they had to get as many bales as possible under each standard? Yes; I believe they had.
1354. Irrespective of what the actual weights were? No; I am not aware that the actual weights were ever understood, but they certainly tried to bring as many bales under the lower rate as they possibly could, but the actual weights would not be interfered with in a case of that kind.
1355. Did this averaging have any relation to the actual weights of the bales, or did it only relate to the aggregate weight of the whole consignment of a number of bales? I do not quite follow you.
1356. In making out consignment notes, what were the data upon which the clerk would go? The data would be the actual way-bill weight of the wool, and the number of bales.
1357. Yes; but when you say the way-bill weight, do you mean the way-bill as stating the aggregate weight, or the details? We would take the way-bill as stating the weight of the whole consignment.
1358. The actual weight of the individual bales was not taken into consideration, but only the aggregate weight? No; they simply stated so many bales as over or under certain weights.
1359. The ultimate object was, keeping the aggregate weight of a number of bales correct, to bring as many as possible under the different standards? Yes; that was the object as I understand.
1360. That would involve, I suppose, a fair amount of ability and care on the part of the clerk? Yes, it would.
1361. It could not be done by a man right off the reel as soon as he went into the office; at least, it could not be done satisfactorily? No.
1362. Can you say by whose instructions consignment notes were made out in this particular way? No, I could not.

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1363. Was it, or was it not, a proceeding kept from the railway officials, or was it a proceeding of which you know the railway officials were aware? As far as I know, the railway officials were aware of it.
1364. Which railway officials do you speak of? I refer to the goods clerk--clerks in charge of the goods station, more especially at Byrock.
1365. Do you think the station-master at Byrock was aware of it? I should think so, because I do not see how he could possibly remain in ignorance of it.
1366. Was there much passenger traffic at Byrock at the time you were there? Yes, there was at that time, Byrock being the terminal station.
1367. Did the station-master concern himself very much with the goods traffic? As a matter of fact, I saw very little of the station-master; he was mostly in our place after business hours.
1368. The goods clerks had most to do with the goods traffic? Yes; the goods station was some distance away from the passenger station.
1369. You say the goods clerks were aware of the practice regarding consignment notes; did the porters seem to be aware of it? As they handled the wool they could not help being aware that some bales were double the weight of others.
1370. Yet these bales would appear as coming under the same standard? So many would be given as of one weight and so many of another.
1371. Of course the individual bales were not in any way marked or re-marked when the consignment note was made out, to show the class under which they came? No.
1372. They were not marked with their weights on the station? All the bales I have seen were marked with the station weights.
1373. Do you mean that the weight was given in lbs.? Yes.
1374. Are you sure of that? Yes; so far as it applies to all the wool that has come particularly under my notice. Of course I do not refer to any general lot of wool that comes into the station. I have shipped several consignments of wool home to England, and I have always had a specification from the station giving the weights of the bales, and these were marked on the bales.
1375. Do you know where the weights were marked on the bales? Generally on the side I believe.
1376. Yes, but were they put on at the producing station? Yes; that is where they would be put on. As to this point of the marking of the weights on the bales, I would not be very positive, but to the best of my knowledge and belief the weights were on the bales. Perhaps the fact of having specifications before me stating the weights of the bales and the circumstance that all bales of merchandise coming into this port have the weights marked on them, may have confused me a little on the point.
1377. You have told us what you recollect of the way in which wool was consigned to Sydney from Byrock. Now using your recollection as well as you possibly can, can you say there was no underhand understating by way of averaging the weights of the bales? None whatever.
1378. Are you positive of that? Positive. Our office at Byrock was open to the railway officials; and as a matter of fact during the whole four months I was there, two of the Government goods clerks and very often two or three of the porters were in the place several times a day.
1379. But that would not give them any opportunity of comparing the way-bills with the consignment notes? Well, the books were always on the table lying open, and they could have examined them. I should not have offered any objection.
1380. The books would not show the weights given in the way-bills? No; but the way-bills were on the file.
1381. As soon as the wool was sent on, the way-bills were forwarded to Sydney? Yes; they were sent down the same night pinned to our invoices.
1382. Was the receipted part of the consignment note also sent on? Yes; that was also forwarded to Sydney.
1383. You left Byrock and came to Sydney? Yes.
1384. And went into the office as clerk? Yes.
1385. When you were in the office in Sydney as clerk, did you then have an opportunity of seeing the way-bills and the invoices, and parts of the consignment notes? Yes; I have seen the papers on their arrival, but it was no part of my duty to deal with them at any time. I merely saw them as anyone else would see them, lying in bundles.
1386. What was done with them? Well; we use despatch bags in which these papers are sent from the various stations. These bags were unlocked in the office by the boy and passed inside to the Managing Director's room. There the bags were opened and the papers taken out by Mr. Heaton, who was manager in Sydney at the time I came here. The papers were divided, invoices being laid on one side, general correspondence and shipping papers on another, and so on, and then the whole were passed out and distributed to the individuals who had to do the work to which they referred.
1387. During the whole time you were there Mr. Heaton was the office manager? Yes; up to the time he went to Queensland. Mr. Wright took up the work then.
1388. When did Mr. Heaton go to Queensland; before or after the wool fraud prosecutions? After the wool fraud prosecutions.
1389. Up to that time he was manager in the Sydney office? Yes; I believe so.
1390. Can you say whether Mr. Heaton, from what you observed, did in fact examine and compare the way-bills and consignment notes in any case? No; I am not aware that he ever did. As a matter of fact these way-bills, with the consignment notes attached, came down folded up, and they were merely passed out in that condition from Mr. Heaton's room. Mr. Heaton would pass them out as he received them without opening them up at all.
1391. Do you remember any particular case in which he called attention to any peculiar ways in which the local managers had made out consignment notes? No; I have no recollection of anything of the sort.
1392. Do you remember his speaking of anyone as having failed to do his duty with regard to these notes? No; I never heard anything of that sort.
1393. You are aware, I suppose, that the principal profits of the firm were made out of the difference between what the squatter would pay to Wright, Heaton, & Co., to have his wool brought down, and what it would cost them to bring the wool down. Of course, that was the profit? Yes; I am not aware that there was any other profit. Of course there was carriage on other goods, and I should not think wool furnished more than half of the profits of the firm.

1394.

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1394. It was very important to the firm to reduce the amount they had to pay the Railway Department for the carriage, and the less they had to pay the railway the more profit would be made, of course? Yes.
1395. That being so, was it not Mr. Heaton's practice to go into the question of whether the local managers had done their duty to the firm in not overpaying the Railway Department by the way in which they had made out their consignment-notes? Well, he may possibly have done so, but I am not aware of the fact.
1396. Was it never brought under your notice that that was made a question? No.
1397. Are you quite sure? Positive.
1398. When was it that you said you were appointed acting secretary? I was appointed after Mr. Windsor was attacked with paralysis, and the first Board meeting at which I was present as acting secretary was held on August 31st, 1887.
1399. That was long after the wool fraud prosecutions? Yes.
1400. Can you say whether the same kind of business was dealt with at directors meetings during your time, as was brought before them previously; whether there had been any alteration? I believe the business dealt with by the directors at meetings attended by me was similar to what they had dealt with previously.
1401. What sort of business was brought before the meetings of directors? You have the business stated in the minute-book.
1402. I have looked at that, but of course it does not show necessarily everything that is done. I understand it is usual to bring before the meetings of directors a statement of the way in which the business is going on? Well, the managing director usually makes a verbal statement.
1403. Does he produce a statement on paper and a balance-sheet? He furnishes a rough statement of the profit and loss for the month; shows how the banking account stands, and brings under notice any matter in the shape of correspondence that may require consideration by the Board, or in which he does not care about acting on his own judgment. On the whole, the business of the directors' meeting is merely formal.
1404. What details of the management does that statement, of which you have spoken, involve? Well, it shows the income and expenditure.
1405. Does it show the number of wool contracts? During the wool season it is usual to mention that so many wool contracts have been completed, so many are in course of completion, and that so many have gone out for signature. It may also be mentioned that certain offers have been made but have not been accepted.
1406. Nothing in the way of details would be given? Mr. Wright or Mr. Heaton might report that ninety or 100 or 110 wool contracts had been completed.
1407. Would the amount of the contracts be given? No; I have never known the amount of a specific contract to be given.
1408. I suppose that in the course of conversation it would be customary to mention what profits were expected to be made with regard to particular contracts in particular parts of the country? No; I am not aware even of that having been done.
1409. Is it customary for the secretary to take down very full notes or enter very fully in the minute-book everything that is done at the meeting, or are these entries in the minute-book merely general statements? Merely general.
1410. There is a great deal of conversation at these directors' meetings which does not appear on the books? Oh, yes.
1411. How long do the meetings usually last? I should think not more than half an hour.
1412. Being present at these meetings, have you noticed whether or not it is usual for conversation to turn upon the details of contracts? No, never.
1413. What does the conversation usually turn upon? There is usually a great deal of talk about matters that have nothing to do with business at all.
1414. There was a great deal of talk about these wool prosecutions? Yes.
1415. Were you present at any meetings in any capacity at that time, or before? No; I was never present at any Board meeting until I was acting secretary.
1416. So that you cannot say what was talked about then? No.
1417. At the time the prosecutions were going on there was considerable talk about the bases of the prosecutions in the office. I suppose averaging was spoken of? Yes.
1418. Where did you first hear averaging spoken of at all—I mean the word "averaging" as applied to these wool consignments? I think it was at Byrock.
1419. You had heard it then, and heard of it also afterwards? Yes.
1420. Did not you hear "averaging" spoken of in this way, that it was all fair and square with regard to 4 cwt. bales, but that it was not fair and right with regard to the 250 lb. bales, that it could not fairly apply where bales were under or over 250 lb.? As I understood it at Byrock, it was the usual custom to which no exception was taken.
1421. Did you understand, then, that it was fairly applicable, by a little stretch of conscience, to the bales that ran near 250 lb. to bring them under 250 lb.? No; I understood that it was the proper thing to do, and really never gave it a second thought.
1422. You mean with regard to 250 lb. as well as 4 cwt. bales? Yes. All those who were at Byrock had been in the office for some considerable time, and I understood that they knew what they were doing and were doing what was right.
1423. You did not hear averaging spoken of as a "smart," but not perfectly legitimate proceeding so far as it applied to bales over 250 lb.? I never heard it spoken of in that way at all.
1424. Did you not hear after the prosecution came on that while it was admitted that averaging might be all very well with relation to 4 cwt. bales, it was contended that it was not legitimate to bring bales that really weighed over 250 lb. under the 250 lb. standard? Yes! it was after the prosecutions were instituted that I really began to understand what the thing meant at all.
1425. You had only a crude personal knowledge previously? Yes.
1426. What did you understand by "averaging" afterwards when it was brought under your notice? I understand that the full meaning of "averaging" was to endeavour to get the maximum number of bales under 250 lb. and the minimum number over, in any one consignment.

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1427. Then, of course, if the bales were a heavy lot to bring as many as possible under the 4 cwt. ? Yes.
1428. That would be by increasing the weights of some few bales so as to diminish the apparent weight of a number of others ? Yes ; not interfering with the correct total.
1429. There being no *pro rata* increases between the standards ? No.
1430. At the time when the prosecutions were on, was it not a matter of common conversation in the office, that Wright, Heaton, & Co. had been rather smart with the Government ? That was the construction that was put upon it.
1431. That was the conclusion come to by the officers themselves ? Well, it was looked upon in this way that the Government ought to have known that this practice of averaging was being followed and that there was no excuse for their not knowing as the thing was so palpable.
1432. You mean that no porters having ordinary experience could possibly help finding out that the bales were in excess of the consignment-notes ? They could not help knowing it except in the case of stupid men who never thought anything about it.
1433. In the thick of the wool season there was a great rush of wool at the terminal station ? Yes.
1434. So much so that it was almost impossible for a man to consider what sort of bale he was handling or how it came into the consignment-note ? Yes.
1435. The principal consideration was to get the wool out of the way ? Undoubtedly.
1436. I suppose the porters had as much as they could do to perform the manual work ? Yes.
1437. So that a smart clerk could work a swindle if he liked without being detected by the porters ? Well, I believe that in some instances they used to check the weights at Darling Harbour.
1438. They would be pretty well rushed there too in the thick of the wool season, because they would have the wool coming in from everywhere ? Yes.
1439. You say you first heard the question as to the fairness of this averaging discussed at the time of the wool fraud prosecutions ? Yes.
1440. Are you quite sure you never heard of it before ? Certain.
1441. Was it never talked about in the office before that ? Not prior to the wool fraud prosecution being started.
1442. Are you quite sure of that ? Yes ; as far as I heard.
1443. Was not a general kind of under-statement of the weights of wool bales spoken of in the office at any time ? No ; not at any time.
1444. Was it not possible to find out from the books themselves, on examination whether goods had been understated or not ? No ; I do not think the books would show any under-statement if there were any.
1445. What books do you keep ? Do you mean in the whole office or only in the inwards department.
1446. In the inwards department ? In that department we have three "Inwards Railway Books" for the North, South, and Western lines, all in the same form, and an outstanding book containing a record of all accounts rendered from the railway books.
1447. Are there any other books ? No ; not in connection with that department, except that there are ledgers kept in each department.
1448. Down to what details do entries in the ledgers go ? It is very rarely that any charges for wool are passed to the ledger at all. The outstanding book referred to before really takes the place of the ledger.
1449. What is the size of the outstanding book ? It is fairly large one.
1450. I should like to see one of the inwards railway-books and the outstanding-book ? I will bring them from the office. [*The books were produced and examined by the Commissioner, with the assistance of the witness, whose examination was continued.*]
1451. We have here the inwards railway-book for the Western line. What is the meaning of the reference number in the first column ? It is a consecutive number only.
1452. Are they entered in another book ? Yes ; in the inwards outstanding-book.
1453. That book shows the outstanding accounts ? It shows that an account of the charges entered in this book has been made out and rendered, and whether it has been paid.
1454. This railway-book shows the name of the consigner, usually the squatter in the case of wool ? Yes.
1455. Then the name of the carrier ; is that the carrier from the producing station down to the railway ? Yes.
1456. Of course Wright, Heaton, & Co. have generally contracted with the squatter for conveying his wool right from the station to Sydney, and the carrier is simply a sub-contractor ? Yes.
1457. The marks given in the next column are the brands on the bales ? Yes.
1458. Then come the description of the goods and their weight ; what weight is this given ? I could not positively say whether they are the way-bill weights, but I presume they are.
1459. The "rate" mentioned in the next column is the contract rate ? Yes.
1460. That would be the way-bill weight that is given then ? Yes.
1461. I see after mentioning the stations from which the goods are sent, and to which they are consigned there is a column devoted to railway charges ? Yes ; the railway charge is not shown, the amounts given are merely the sums collected on account of the railway charge.
1462. The railway charge does not appear in your book, in the case of contract wool ? No. Except perhaps in some cases further on in the book.
1463. What is the meaning of the amounts "paid on" ? That simply shows how much the branches debit Sydney with, the Branch books showing the profits in each case. This book does not show the profits made on any individual clip. This book only shows the aggregate weight of a consignment.
1464. This book throws no light on the question how the railway charge is arrived at ? No, that could only be got at by examining the consignment-notes, and comparing them with the way-bills or approximately, by comparing the way-bill with the weight in the book, this weight being that given by the squatter in his own way-bill.
1465. The way-bills go to the consignees ? Yes.
1466. Now turning to the outstanding book ; this shows the amount that you have collected from the consignees on account of goods that have been carried ? Yes. The first column shows the reference number which appears in the railway-book. The second column shows the name of the consignee ; the third column the amount to be collected, as extended from the railway-book.
1467. "Collecting book folio," what does that refer to ? That is the collector's book.
1468. Then there is the "date of payment." So this book shows the actual collections, and not the amounts to



to be collected? Yes, it does; the entry of the date of payment is only made when the amount has been collected. The allowance column is filled with amounts allowed in reduction of over-payments. Then there are the total and folio columns.

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1469. These books show nothing that could lead to any conclusion as to how charges are calculated with reference to weights? No.

1470. Has it been customary to produce these books at the meetings of directors? No, never.

1471. Are you quite sure? Positive.

1472. Mr. Heaton used to examine these books occasionally I suppose? He may have looked over them, but he never to my knowledge calculated weight or anything of that sort, or made any audit.

1473. Was there always an auditor or two auditors permanently appointed, or appointed for distinct occasions? There was one permanent auditor appointed, but he never audited the traffic books. He audited the general business books of the Company, these being really subsidiary books. He confined his attention to the cash-books, the ledgers, and the balance sheet.

1474. None of those contain any weights? No, those books only contain totals.

1475. You know nothing, I suppose, about a correspondence which took place between the two firms—M'Culloch & Co. and Wright, Heaton, & Co.; I mean the old correspondence? No. That was before your time? Yes.

1476. Were you secretary when a certain transfer of shares was made; do you remember a lot of Mr. Wright's shares being transferred to different persons—Mr. Fehon being one of the transferees? The only transaction I remember was one in which Mr. Fehon was the transferor and Mr. Wright the transferee.

1477. Yes; that was recently, comparatively? Yes.

1478. There were 650 of Mr. Fehon's shares transferred to Mr. Wright's name? Yes.

1479. Were the transfers produced at the meeting of directors? Yes.

1480. Do you remember how these transfers had been executed; in what form? On the back of the scrip.

1481. In what form;—were they transfers to any particular person or transfers in blank to be afterwards filled in, and afterwards filled in in Mr. Wright's name? I could not answer without looking at the scrip.

1482. What becomes of the scrip? I have the whole of it.

1483. At the same time some shares were transferred from Mr. Lowe? Yes.

1484. Were all these transfers made under different or under similar conditions? I think they were all under similar conditions.

1485. You do not remember when the original transfers to Mr. Fehon and Mr. Lowe as transferees were made? No.

1486. You could not tell for what purpose they had been made without reference to the book? No.

1487. Had you yourself any knowledge of Mr. Fehon? No; I am not aware of having seen Mr. Fehon until after his appointment as Commissioner.

1488. You had heard of him? Yes.

1489. In what relation? I knew he was an ex-director of the Company from hearsay.

1490. It was before your time that he was deputed to go to Queensland—or that he went to Queensland with some commission on behalf of the Company? I do not know anything about that.

1491. You might bring that old scrip to me on Monday; that is, the 650 shares retransferred to Mr. Wright, and the other shares that were transferred at the same time? Yes; I will.

Francis Abigail, Esq., M.L.A., sworn and examined:—

1492. Your name? Francis Abigail.

1493. You are a Member of Parliament, and were in the House at the time of what are known as the wool fraud prosecutions? Yes.

1494. You were not a Minister then? No.

F. Abigail,  
Esq., M.L.A.

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1495. I understand you took a great deal of interest in the matter;—you thought a very serious public wrong had been committed, and considered it your duty to find out all you could about it? Yes; it gave me a great deal of thought and anxiety for fourteen months.

1496. When was it that you first went into the matter? In 1885.

1497. As early as that? Yes; it was in my hands months before it came before Parliament in any shape or form.

1498. Months before it became publicly known? Yes. I was perfect in the information or evidence as far as I possibly could be.

1499. My principal object is to find out whether there was anything in the course of the evidence which connected Mr. Fehon with what are called the wool frauds? No. Mr. Fehon's name never came under my notice in any shape or form until Mr. Want brought it before the Parliament on 11th December.

1500. That was long afterwards? Yes.

1501. I understand that it was your object—and you did all you could to further that object—to find out everything possible about this matter before the prosecutions were instituted? Yes.

1502. And after the prosecutions were instituted, too? Yes. I supplied the Crown Law Office with a good deal of information through Mr. J. H. Want.

1503. In carrying out your object I suppose you had two ends in view, one being to find out how the frauds had been committed, and the other to find out who were the persons concerned? No; I did not consider it any part of my duty to find out the persons implicated, but simply to show that a public wrong had been done. Information was supplied to me as a Member of Parliament, and I was urged that my public duties demanded that I should take what steps I thought necessary to protect the public interest in exposing a public robbery, and I obtained all the information I possibly could to assist me in proving that a wrong had been done, leaving it to the Crown Law Officers to find out who had done it. In prosecuting my inquiries the names of certain firms came under my notice.

1504. And they involved the names of individuals? Yes; some of them. For instance, Wright, Heaton, & Co., and Lee and M'Allister. I think those were the only names that came under my notice specifically.

1505. And in dealing with the question as against Wright, Heaton, & Co., I understand you to say that the name of Mr. Fehon never came up at all? No; never came under my notice in any shape or form, neither directly nor indirectly.

1506.

F. Abigail,  
Esq., M.L.A.  
5 April, 1889.

1506. And the very first you heard of his name was when the matter was brought up in the House? Well, I do not know whether I am expected to state what occurred in the Cabinet, but Mr. Fehon's name first came under my notice when it was submitted to Cabinet by Sir Henry Parkes as that of one of the applicants for the position of Railway Commissioner. At that time some rumours were mentioned as to Mr. Fehon's connection with M'Culloch and Co. That was the first time I ever heard his name associated in any way with the wool frauds. What was said on that occasion led to Sir Henry Parkes applying to some distinguished people in Victoria, and they supplied evidence satisfactory to him that Mr. Fehon was not connected with these frauds.
1507. Was Mr. Fehon at that time personally known to any Member of the Cabinet? Yes, he was personally known to Mr. Clarke; to me he was a perfect stranger, and I had never met him in my life.
1508. Was he known only to Mr. Clarke? Yes, I believe so. Mr. Clarke, I believe, recommended him to Sir Henry Parkes. I was personally opposed to the appointment.
1509. Upon what ground? Upon the ground that I did not think it was necessary to go out of the Colony to secure a man for that position.
1510. Not on the ground of anything against Mr. Fehon; not on the ground of any suspicion against him? Oh no.
1511. Since Mr. Fehon's name has been brought prominently before the public, have you taken any steps to find out whether there was anything in these charges? No, I have not felt called upon to do that. I wish to say here, that I have read Mr. J. H. Want's remarks on this question in Parliament, delivered on 11th January last, in which he said that Mr. Fehon was connected with M'Culloch & Co.; that M'Culloch & Co. were connected with the wool frauds; that I knew all that, and that in my letters to the Crown Law Officers in my own handwriting I had mentioned Mr. Fehon's name. I am in a position to say that there is not a word of truth in that statement; that I did not know Mr. Fehon in any relation of that kind, and did not mention his name in any of the letters written to the Crown Law Officers. The letters are in the Crown Law Offices, and you can obtain them.
1512. Of course, but it is not my function to find out whether the Government were right or wrong? I am very positive in my statement that until Mr. Fehon's name was mentioned in the Cabinet I never heard it before in my life, and I know nothing whatever to justify anybody in saying Mr. Fehon was connected with those transactions. Nothing ever came under my notice during the fourteen months spent in investigation to connect him with the wool frauds.
1513. During those fourteen months you saw a great many people? I had communications from every part of the Colony; every post brought me letters in large numbers and documents bearing the names of the parties who had been participators in the frauds, and there was nothing whatever in any of these bearing directly or indirectly on Mr. Fehon.
1514. And finally, when the trial took place before Sir James Martin, did you go out of your way to notice whether the Crown case was supported by the best practicable evidence that could be produced, or did you think that witnesses who might fairly have been called were not summoned? I think Mr. Want allowed two of the chief witnesses to escape with his knowledge.
1515. Was Stephenson the name of one of them? Yes, I think it was. I know I told Mr. Want a fortnight before their disappearance that they had been offered £1,000 and a free passage each to any part of the world, if they would go. I informed Mr. Want of it at the time and I think that the non-production of witnesses led to the defeat of the prosecution.
1516. You do not remember the name of the other witness who escaped? No.
1517. Was it Lambert? I could not tell. However, they wrote to the late Parkes Government from San Francisco offering to come back and give evidence for a certain sum of money and this proves that my information was correct.
1518. Have you any objection to state from whom you got the information that this offer was made? Well, I should object to give that because it would implicate people who are holding positions now which might be affected.
1519. I will not press you as that would be going too far I think. You have nothing more to tell me I suppose? No, not at present, but if I think of anything I will communicate with you.

Francis Lord, junior, sworn and examined:—

- Mr. F. Lord, junior.  
5 April, 1889.
1520. What is your name? Francis Lord, junior.
1521. You are a grazier living near Warren? Yes.
1522. What is the name of your station? Raby.
1523. You know Mr. J. H. Want? Yes.
1524. And Mr. Patrick Joseph MacMahon? Yes.
1525. You were present on a certain occasion, not long ago, when Mr. Want and Mr. Lyne came together to Mr. MacMahon's office? Yes.
1526. Were you present while a conversation was going on in the office? Yes.
- 1526½. Did you listen sufficiently to enable you to give an account of it? No, I did not. I was writing at a table away from where Mr. Lyne and Mr. Want were speaking to Mr. MacMahon.
1527. I think he asked you to stay in the room? He motioned to me to go on with my writing, but I did not hear anything of the conversation that occurred between them.
1528. Have you any recollection at all about it? I knew what it was about and I could give some idea as to what brought Mr. Want and Mr. Lyne to Mr. MacMahon's office. I know the remarks which led to their visit as I was with Mr. MacMahon when he made some remarks to Mr. Tom. Want at a Café.
1529. That let you in to the secret as to what this conversation was about? Well, I was in the office when Mr. Want and Mr. Lyne called Mr. MacMahon, he being out at the time. They told me they had called to see him owing to something they had heard from Mr. Tom. Want, and they waited until Mr. MacMahon came in. The conversation was not carried on in a loud tone of voice.
1530. Did you in point of fact hear it? No, I am quite sure I did not. If I had heard anything I would readily give you the information you seek. I did not think I was justified, under the circumstances, in taking any notice of what transpired.
1531. Did you hear anything at all of the conversation? No, nothing.
1532. Did you hear anything of any conversation that occurred afterwards between any of the three gentlemen? No. Of course I know the remark Mr. MacMahon made which led to Mr. Want and Mr. Lyne coming there; that is all I do know. The remark was made by Mr. MacMahon to Mr. Tom. Want.
1533. What was the remark? Mr. MacMahon said he looked upon Mr. Fehon as his boss, and that if

Mr.

- Mr. Fehon came to his office he would give up his chair to him; that was when he went to Townsville, in Wright, Heaton, & Co.'s employment. Mr. F. Lord,  
jun.  
5 April, 1889.
1534. How did the subject come up? We were all standing in the bar together when the question of Mr. Fehon came up, and Mr. MacMahon made that remark.
1535. And as far as you know, it was in consequence of this remark that Mr. Want and Mr. Lyne called on Mr. MacMahon? Yes; I thought it was very injudicious on his part to make remarks of that kind in a public place, and I told him so afterwards.
1536. How long after that was it that Mr. Want and Mr. Lyne called? Next day. They stated to me that that was their business with Mr. MacMahon. They told me Mr. MacMahon could give information that Mr. Fehon was in a certain position in Wright, Heaton, & Co. when he (MacMahon) was employed to go to some place they mentioned.
1537. Was it Townsville? No; they mentioned some other place, and I told them they were in error, and that the place was Townsville. I told them I had known Mr. MacMahon intimately for a good many years, and knew that he went to Townsville in the employment of Wright, Heaton, & Co. As to the conversation which afterwards took place, I did not think I was justified in listening to what was no business of mine, and what I did not wish to hear. I was rather put out about the whole thing, because I thought it beneath the dignity of Members of Parliament to set inquiries afoot on the strength of a chance statement, such as that made by Mr. MacMahon. If I had heard anything I would tell you.
1538. I have no doubt about that. Mr. Fehon is a stranger to you? A perfect stranger; I never saw him but once, and that was at the Grosvenor Hotel, when his name was prominently before the public, and my attention was directed to him as he passed.
1539. How long have you been engaged in squatting—in wool producing, in New South Wales? About twenty years.
1540. How have you been in the habit of getting wool carried from Warren, or other places? I was living for thirteen years at Goonoo, 20 miles from Wellington.
1541. How did you get your wool carried during that time? Well, in latter days Wright, Heaton & Co. used to enter into a contract to carry it at so much per ton.
1542. You did not bother yourself with the question of railway charges? Oh, no. They used to agree with me to deliver the wool from my station to my agent in Sydney at so much per ton.
1543. Have you had any experience of sending wool to the railway-station and consigning it down by rail yourself? No, I have not had any experience of that; for even when I was managing Burrawang, my father's station, we used to follow the same practice as I have mentioned.
1544. So you do not know anything about the practices connected with the carriage of wool? No; I do not know anything personally. I have read in the papers about it, but nothing beyond that.
1545. You know nothing of the practice of averaging? No.
1546. What is the ordinary practice with regard to the marking of wool bales on the station; what marks are made on the bales? Well, some people go to the trouble of printing descriptions of the wools contained in every bale; and they put on the name of the run, or it may be only a letter, as an identifying brand; then they may put "first ewes," "hoggets," and so on.
1547. Is it usual to put the weights on the bales? Not to print it. Perhaps when a bale is taken off the scale a "raddle" mark may be put on it as a check, to be copied into the book afterwards.
1548. But if the man was there to enter the weights at once, it was not usual to "raddle"? No.
1549. If the "raddle" marks were put on a bale, and the bale was afterwards carried some distance, would the marks be likely to last or be rubbed off? I should think they would rub off.
1550. Then, as far as you can say, the "raddle" mark would be practically of no use in showing on the face of the bales what their weights were? No; it was not usual to paint the weights on the bales.
1551. It is done, I believe, when the bales are shipped from Sydney? I do not know anything about that. I have never seen the weight in any shape put on in ink.
1552. The ordinary brands are made with stencil plates? Yes.

MONDAY, 8 APRIL, 1889.

Charles Arthur Greatrex was further examined:—

Mr. W. M. H. Fehon was present.

- The witness: I put in some scrip for 650 shares in the name of Mr. Fehon, with a transfer to Mr. Wright on the back. Mr. C. A.  
Greatrex.  
5 April, 1889.
1553. *The Commissioner.*] I see there are further transfers; there are 508 shares in the name of Tilmouth F. Dye. They are also endorsed as transferred to Mr. Wright, on June 27, 1888. Then there are shares transferred to John Jackson in the same way, and to Geo. R. Bonamy 350. Do you know anything about the circumstances of these transfers? I know that they took place in the usual way.
1554. You were secretary at the time? Yes.
1555. Do you know the history of the scrip previous to these transactions? I do not.
1556. In whose possession was this scrip at the time these transfers were made? In Mr. Wright's prior to the transfer being made.
1557. In whose writing was the transfer? In the hand writing of Mr. McDonald our present accountant.
1558. That is the body of the transfer? Yes.
1559. Did you see him write on the body of this transfer? I cannot say that I did.
1560. You know nothing about any transfer of shares preceding this to Mr. Fehon and to these holders? I do not.
1561. Is all the old scrip kept in the office after being returned? Since I have been secretary it has. I would not like to say what was done before then.
1562. Have you searched for any former scrip in the name of Mr. Wright transferred to Mr. Fehon and others? No.
1563. How long has Mr. McDonald been accountant? Since 1886.
1564. What is his full name? James S. McDonald.
1565. The practice is to cancel the scrip after endorsement of transfer and issue fresh scrip? Yes.
1566. And then the old scrip is left in the office and put away? Yes. 1567.

Mr. C. A. Greatrex.  
8 April, 1889.

1567. *Mr. Fehon.*] That scrip was all re-transferred to Mr. Wright in one day? Yes. Perhaps you will permit me to state what I believe to be the history in this particular instance. On looking at the back of this scrip in Mr. Fehon's name, as I understand it, the scrip was signed by Mr. Fehon in blank, and this is borne out by the fact that it is witnessed by W. W. Banbury, who left the employment of the Company in the year 1886. That, to my mind, is conclusive evidence that this scrip must have been signed in blank before the transfer took place.
1568. *The Commissioner.*] What became of Banbury when he left? For some time he was in Sydney out of employment, and he subsequently went to Brisbane.
1569. What was he? He was accountant.
1570. *Mr. Fehon.*] Did you send these people notices of meetings and balance-sheets? I am not aware of having sent you one—I would not be positive about Mr. Jackson.
1571. *The Commissioner.*] What would be your reason for not sending notices to these shareholders? Well, we understood that Mr. Wright held the scrip. Although the transfer had taken place, we knew Mr. Wright had some scrip that was not transferred—because on two or three occasions he had talked about transferring this scrip, but he never gave the scrip out for that purpose until we made this general transfer. You will find in the minute book that no scrip had been transferred for a considerable time.
1572. *Mr. Fehon.*] As a matter of fact, you did not treat me as a shareholder? No.
1573. *The Commissioner.*] You never understood that Mr. Fehon was practically a shareholder at all? No. I was aware that he had been a shareholder. If it is any information to you I may say that during the time I have been in the Company's service, since November, 1884, I am not aware of ever having seen any director, except the two managing directors, look at the Company's books.
1574. Those two managing directors being? Mr. Wright and Mr. Heaton. I have never seen Mr. Jackson or Mr. M'Culloch, or indeed, any other director on the floor of the office; they have always been in the managing director's room.
1575. As to conversation taking place between the directors, other than the managing directors and the managing director, have you any knowledge? None whatever.
1576. What do you mean by none whatever? I mean I know of none except that at which I have been present at Board meetings.
1577. Can you say whether or not details of business have been gone into at the directors' meetings? No; never on any occasion.
1578. What appeared to be the relations between Mr. Heaton and the directors who represented M'Culloch & Co.; did they appear to work amicably together or did there appear to be any jealousy? No; their relations so far as I am aware have always been cordial.
1579. And yet you say the details of business were not gone into? Yes.
1580. Are you quite sure of that? Certain.
1581. Is Mr. M'Donald down at the office now? Yes.
1582. Will you go down and ask him to come up? Yes.

John Shield McDonald examined:—

Mr. J. S. McDonald.  
8 April, 1889.

1583. *The Commissioner.*] Your name is John Shield McDonald? Yes.
1584. You are now accountant at Wright, Heaton, & Co's? Yes.
1585. When did you first go into the firm? In July, 1886.
1586. As accountant? No; I did not assume that position until about two months afterwards.
1587. And you have been accountant ever since? Yes.
1588. This is some scrip from the office originally issued in the name of Mr. Fehon, but transferred on the back to Mr. Wright;—now that is in your handwriting, what do you know about it? The scrip was in blank at first.
1589. When did you first see this scrip? Not until Mr. Wright gave it to be transferred on 27th June last.
1590. Did there appear anything under the signature of the transferrer? It was just as you see the signature there, the transferrer and the witness.
1591. Was Mr. Wright's name on it then as transferee? I cannot say; I wrote the body of the scrip.
1592. Does this apply to the three other persons concerned? Yes.
1593. Is this one in Mr. Low's name under similar circumstances? Yes.
1594. Do I understand you to say that the very first you knew about that scrip was when it was produced by Mr. Wright for you to fill up the body on the back? Yes.
1595. I see it is filled up "in consideration" of "natural affection;" you first wrote "value received," and then substituted "natural affection;" I suppose it was Mr. Wright's instructions? I wrote them out in the usual way, and put "value received," and altered it afterwards.
1596. What has become of those shares since—the shares represented by this scrip? They were transferred to Mr. Wright.
1597. Are they in his name now? I do not know. There have been some changes in the shares. Whether the numbers attached to those scrips have been changed or not I do not know, without looking at the share register, which contains a history of the transfer of shares.
1598. You have been in the office since 1886? Yes.
1599. Do your duties compel your attendance at meetings of the directors? No.
1600. I suppose your duties are simply in relation to books? Yes, as general accountant.
1601. Do you yourself know anything about the working of the firm, that is the business part? No; the traffic is out of my department.
1602. Will you bring up your share register at 2:30 this afternoon? Yes, sir.
- [At 2:30 p.m. the witness reappeared and produced the share register of the Company, and explained to the Commissioner the method of keeping it.]
1603. *The Commissioner* (alluding to the share register). This shows all dealings with shares in which Mr. Fehon took part? Yes.
1604. And that shows where the 650 shares were retransferred to Mr. Wright, in whose name they appeared now? Yes.
1605. Examining the register, you find there were no transactions in shares by Mr. Fehon, except the

- 500 and 800 he held, and were transferred bodily to Mr. Jackson in the first place, and then afterwards the 650 transferred to him by Mr. Wright were transferred bodily to Mr. Wright? Yes.
1606. There are no dealings going on in shares now? No.
- 1606½. Whose handwriting is the latter part of this book in? In that of my predecessor—Mr. Bandbury.
1607. There is nothing you know about this matter that it strikes you to tell me? No; only that the calls on these shares were paid by Mr. Wright.

Mr. J. S.  
McDonald.

8 April, 1889.

TUESDAY, 9 APRIL, 1889.

David Kirkcaldie sworn and examined:—

1608. *The Commissioner.*] What is your name? David Kirkcaldie.
1609. What is your employment now? Chief Traffic Manager of New South Wales.
1610. What was your occupation in 1886? Assistant Traffic Manager.
1611. You remember the prosecutions against Wright, Heaton, & Co., and other firms, in connection with the wool frauds? Oh, yes.
1612. At that time you were Assistant Traffic Manager? Yes.
1613. For how long before that had you been Assistant Traffic Manager? About three years.
1614. And before that? I held the position of what was called Office Superintendent. That was prior to 1883. In 1883 I was appointed Assistant Traffic Manager.
1615. You had had experience in traffic of all kinds of goods? Yes.
1616. When did you first go into the service? At the end of December, 1876. I had had fourteen years' experience on the home railways.
1617. In what capacity did you first enter here? Simply as clerk.
1618. What was the first promotion that you got? Well, I was a clerk for about eighteen or twenty months; then I was appointed chief clerk to the Goods Superintendent; then I was in that position until the beginning of 1880, when I was appointed chief clerk to the Traffic Manager, and then about a year after that I was appointed Office Superintendent; and then I was, as I say, in 1883 appointed Assistant Traffic Manager.
1619. In 1886, at any rate, you knew all about the system of carriage of wool? Yes.
1620. Had you heard, at that time mentioned, the system of averaging? Yes.
1621. I believe there was a system that went by the name of averaging? Yes, with regard to bales of a certain weight, bales of 4 cwt. and upwards, but not with regard to any others. For instance, if there were twenty bales weighing 3 tons 18 cwt. they were all charged as 4-cwt. bales, but if there were twenty bales weighing 4 tons 2 cwt. we would charge twenty-one bales. At one time, I may explain, that for all bales not exceeding 4 cwt. we charged a specific rate; for all bales weighing upwards of 4 cwt. we charged 15 per cent. above that rate, so that if it weighed a quarter more than 4 cwt. it was 15 per cent. more. Well, there was an outcry from squatters and forwarding agents that that was not fair, and it was agreed about 1879 that instead of charging them in that way we should charge them for every 4 cwt., or portion of 4 cwt.—we should charge for one bale. We divided the gross weight by 4 cwt., and if there was anything over we called that an extra bale, unless it exceeded 4 cwt., and then we would charge for two extra bales.
1622. That charge would come to less than if the 15 per cent. had been added on to each bale that happened to be a little over 4 cwt.? Yes.
1623. That system, you say, was instituted in 1879? Yes, in 1878 or 1879.
1624. Was that the only system recognized by the department as coming under the head of averaging? Yes.
1625. There was a minimum rate of 250 lb.? About the time the South-western line was made, in 1879, we began to compete with the Victorian Railway Department for Murrumbidgee wool. The Victorian Department had one rate for 4-cwt., another rate for 300-lb., and another rate for 250-lb. bales,—these rate being quoted to catch the New South Wales (Murrumbidgee) wool. Thus it became necessary, if we were to have any chance of getting the Murrumbidgee wool, that we should adopt the same principle. It was then decided that we should have two rates—one for 4-cwt. bales, and another for bales weighing not more than 250lb.
- 1625½. Allowing a deduction of 15 per cent. off those bales? Yes.
1626. And that system was in force up to the year 1886? Yes.
1627. Was there recognized by the department any system of averaging which applied to bales under 250lb.? No.
1628. Are you quite sure of that? Perfectly sure: I never heard of it.
1629. Did you, up to the time of the alleged wool frauds, hear of some system of this kind being in operation? Never.
1630. No rumour at all about it? Not the slightest. The first man to tell me was Mr. Goodchap, who had been told by M'Callum, who was the informer.
1631. Who was M'Callum? He was in the employment of Wright, Heaton, & Co. He had written to Mr. Abigail and told him there was some dishonest system of charging for the wool going on, and he cited certain clips of certain years. Mr. Abigail put questions in the House, and in such a way that we had not the remotest conception as to what he wanted the information for. He asked for the number of bales in certain clips of wool, and he said that frauds had been committed. Some time after that Mr. M'Callum had an interview with Mr. Goodchap, and gave him an idea as to how the frauds were done, and then Mr. Goodchap sent for me and asked me to look into the whole thing. And then I had to get our consignment notes and the invoices and the carrier's weigh-bills from Harrison, Jones, and Devlin and other firms, and their accounts from the forwarding agents; and by making comparisons I discovered where the frauds came in. But from our books alone we could never have told whether any fraud had been committed. But with our books and these documents from the forwarding agents we could tell.
1632. Did you personally go through the whole thing and carefully examine it? Yes.
1633. And what did you find? I found that in the larger number of cases they understated the gross weight.

Mr. D.  
Kirkcaldie.

9 April, 1889.

Mr. D.  
Kirkcaldie.  
9 April, 1889.

1634. Did you notice under what particular conditions of the wool season these understatements were made? In the thick of the wool season, when our men had not time to weigh the bales. The greater frauds were practised in the height of the wool season.

1635. What proportion of the misstatements would be the aggregate understatements? I should say 75 per cent. to the whole.

1636. As to detailed misstatements, what did you find? Well, it was difficult to find these out. If a sharp man were acting for Wright, Heaton, & Co., he could send the wool down at a very low rate? If forty bales came to the station. As a matter of fact they averaged 265 lb. They would come to the station and say that ten of these bales went under the 4 cwt. rate. That would bring the other thirty bales with an average a good deal less than 250 lb.

1637. That would be in the case where the contractor paid the carriage? Yes. Where consignees paid the carriage there was nothing of the kind done; in the case of contract wool it was pretty well universal.

1638. In the case of contract wool the Railway Department would be defrauded, and in cases where it was not contract it was not done? That is so.

1639. In making these investigations, did you go through many consignments of wool sent direct by the producers? No, I don't think we did. The forwarding agents, matter was such a large affair that my time was taken up entirely with it.

1640. Did you make any approximate calculation as to how much less had been paid to the Government than ought to have been paid? It is difficult to know; but I imagine it ran between £12,000 and £15,000.

1641. The aggregate? Yes.

1642. Some statement was made that it was £60,000? Oh, many wild statements were made. You must remember that it was not alone on wool that these frauds were committed. There were some cases in which they simply understated the weight. I will give you another example. Take forty bales averaging 265 lb. If they come to a station where there is no weighbridge this gross weight was reduced to such an extent as to bring every bale to 250 lb.

1643. I suppose that unless the aggregate weight could be determined by putting wool on to the station weighbridge, the forwarding agents would have no opportunity of testing the weight themselves, so that they could not practically arrive at these understatements or the assumption that the wool had lost weight in transit without the Railway Department themselves being aware of it? Not the slightest chance, because teams came right into the station, unless we were not busy, and took a lot of bales and weighed them. But you must remember that the forwarding agents had their premises in our yard, and in many cases they had men who were once our men. Consequently they would know what the porters were going to do with the wool as well as the porters themselves, and I can assume this (as in a good many cases there were no frauds committed). I think in some cases the forwarding agents' men saw the bales were going to be weighed, and took care there should be no discrepancy of weight.

1644. As far as you could find out, was the largest amount of fraud practised by general understating or by these manipulations by which the bales were brought under 250 lb.? By the manipulation.

1645. The averaging system which applied to bales under and over 4 cwt. had been recognized by the Department? Yes, for years.

1646. Was it never suggested that such a system ought in justice to be also applied to the minimum standard of 250 lb.? No; the question was never raised.

1647. In point of fact, if a number of bales were sent down and they ran in and out of 250 lb., a little under and a little over, so that they would average about 250 lb., the Railway Department would be overpaid so far as the actual aggregate weight was concerned, unless there was averaging? Yes.

1648. In spite of that being so, are you quite sure there was never any tacit recognition of the right to average above 250 lb.? I am perfectly certain of it, and if the question had ever been raised it would have come before me.

1649. If the question had been raised, can you say it would have been permitted? I think it is a reasonable assumption to say that it would have been permitted; I do not mean raising and lowering, but in the way you put it. If there were 5 bales weighing 252 lb. and 5 bales weighing 248 lb., I think it would be a reasonable thing to charge for 10 bales at 250 lb.

1650. What is your experience with regard to the weight of wool-bales as to the proportion out of consignments that would in fact not exceed 250 lb.? Rather a small proportion. There are some places where they have no proper wool-presses; but the great majority of bales are over 250 lb.

1651. I notice that in the freight list the 250-lb. minimum is not put under the general head, but under the head "dumped wool";—can you explain how it came to be put under that head? No. I think it was only done to make it appear simple. We had always been giving 15 per cent. on dumped bales, because though we lost it in trains we gained it by economy of working. We have knocked off the rebate now.

1652. Was 280 lb. ever the minimum instead of 250 lb.? Yes; about three years ago. The reason that came in was that three years ago last October I went down the Darling to see what we could do with regard to securing the trade of that district.

1653. Oh, that is since the wool frauds? Yes.

1654. Oh, then we need not go into that.

1655. Since the frauds prosecutions the system has simply been one of aggregate weight? Yes.

1656. There is a special minute of yours that was alluded to in the course of the examination during the prosecutions? Yes.

1657. Where is that? The Crown Solicitor must have it. I have not seen it since the trial, but I can remember what it was.

1658. What was it? It was in connection with a case such as that stated just now. Two or three bales, some over 250 lb., and some under—where the average was say 250 lb., Wright, Heaton, & Co. made application in the year, I think, 1886. They could see the drift of Abigail's questions.

1659. Oh, this was after Abigail's questions in the House? Yes.

1660. You are sure of that? Yes. At Byrock Station two cases were brought before us by Wright, Heaton, and Co.'s manager there, in which he asked that the whole lot might be charged for as 250 lb. As far as my memory serves me, the average was 248 lb., but there were five or six bales which weighed upwards of 250 lb. each, and when I saw the average was only 247 lb. in one case and 248 lb. in the other, I wrote a minute, in which I said "it appeared to me only a fair thing that the whole consignment should

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should be charged for as bales, weighing not more than 250 lb. But I said, before adopting this change, "I want to know what the practice is at other stations. How is it that Byrock is the only station in which it has arisen, and therefore before action is taken upon this minute I want to know what the practice is at other stations." I never saw that minute again until the case was before the Court. I sent it to the Goods Superintendent, who sent it to Darling Harbour Station-master, who knew nothing about it. Upon the strength of my opinion, and the incorrect minute written by the station-master at Darling Harbour, the Goods Superintendent authorized a refund of £1 6s. 10d. We had charged each bale over 250lb. as 4 cwt. Wright, Heaton, & Co. objected to this, and said we ought to take the bad with the good, seeing that there were bales under 250lb. That was the case that led to the incorrect minute. This action gave colour to the statement made subsequently that averaging was recognized.

1661. Are you quite sure that up to the time of the writing of that minute there never had been any question at all one way or the other about 250-lb bales? I am absolutely certain. There cannot be any doubt about that.

1662. In the "merchandize rates" for October, 1885, there is this paragraph:—"When wool is consigned in quantities, and the average weight per bale is over 4 cwt., the charge will be for as many bales as there are 4 cwt., or portion of 4 cwt. in the total weight." This means that you divide the whole weight by 4 cwt. If this would make the charge greater, the consignor would not be bound to put it in force? No.

1663. But if it made it less, he would have the right to put it in force? Yes.

1664. When did this paragraph first appear? In 1879 or 1880.

1665. Was it always printed in the merchandize rates book? No; it was used as a general order first.

1666. Can you explain why it did not appear on the sheet? No.

1667. You say it did appear in the merchandize rates book earlier than this? I think so. However, the general order was in existence.

1668. I should like to see it? I will get it for you.

1669. But the special minute of yours is what was relied upon by the defence;—you are quite sure that that bore date only a few months before the prosecution? Yes.

1670. And you are quite sure that the claim for refund itself applied to something that was dated after Mr. Abigail first asked questions in the House? Yes. He asked a question in 1885, and their application was written in February, 1886, and my minute was written on 31st March, 1886. My minute must have been written about a month before Mr. Goodchap wrote to me and told me what M'Callum had told him.

1671. During all this time, I suppose, you had no personal knowledge of the different carrying firms except in course of large operations? I knew some of Permewan, Wright, & Co.'s and Lee & M'Alister's people.

1672. You knew the heads of the firms? Yes.

1673. On what sort of matters? On all kinds of matters relating to the business.

1674. Do you mean touching rates and charges? Yes; but more in regard to a general policy than anything else, because I knew that Wright, Heaton, & Co. were thoroughly conversant with the whole of the country. Before I went to Wilcannia I talked with Mr. Wright to get his views before I started, so as to clear my mind of any cobwebs and enable me to go down there with much valuable information.

1675. When was it that you went down to Wilcannia? In October, 1885—either the end of September or the beginning of October. I went for the purpose of reporting as to the trade in the Darling District, and that was the time that I came back and suggested we should alter the 250-lb. rate to 280 lb.; it was done with the view of catching the traffic.

1676. That was just before the "wool fraud" prosecutions? Yes; but this was for a certain district in the Darling; it was not generally approved for some months.

1677. That 280-lb. question did not come into the "wool fraud" question? No.

1678. During all the conversations you had with members of the firm of Wright, Heaton, & Co., was not this question about averaging above the 250 lb. ever mooted? No; it was never alluded to in the remotest degree.

1679. You are quite sure of that? Yes.

1680. Were other things of the same kind alluded to? I cannot remember.

1681. Did the conversation you had with heads of the firm extend to the details of the business—with Mr. Wright as well as Mr. Heaton? Yes.

1682. Do you remember whether you ever had any conversation with them on the other question of averages? I could not possibly remember.

1683. Did they never suggest that that other system of averaging was too limited, and should be more extensive? No.

1684. Are you quite sure? Perfectly sure.

1685. I understand that you admit it might have been quite fair to have done something like extending this system of averages? Yes; in the way I say.

1686. And if you had had your attention called to it you would have recommended it? Yes.

1687. Had you, up to the time when the wool frauds were first brought before the notice of the public by Mr. Abigail, any suspicion that frauds were being perpetrated? Not the remotest.

1688. Had you at any time while you were Traffic Manager any communication with Mr. Fehon? No.

1689. When did you first know him personally? Ten or eleven years ago. I was introduced to him in Melbourne.

1690. What was he then? I think he was connected with Messrs. M'Culloch & Co. then. Yes, I am sure he was. I cannot remember where I was introduced to him, or the conversation we had. I should not have remembered the introduction at all if it had not been that I knew he had been Traffic Manager in Victoria.

1691. Did he ever come to you on any business? No. He was never with anyone in my company talking over business.

1692. Was he ever alluded to by Mr. Wright or by Mr. Heaton as being concerned in Wright, Heaton, & Co.? No. Only in a way of rumour.

1693. In what way? I heard that M'Culloch & Co. had bought largely into Wright, Heaton, & Co., and that Mr. Fehon was a shareholder. Mr. Fehon's name was impressed upon me by reason of his being connected with Victorian Railways.

1694. As to these Victorian rumours? Oh, I heard them ten years ago.

1695. Was that in Sydney? I can only remember that I heard them; I cannot say where.

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1696. I mean those rumours about his favouring Messrs. M'Culloch & Co.? Oh, yes; I heard them in a sort of general way.
1697. You were not called at the trial before Sir James Martin? No; I was not called, but I was sitting beside Mr. Salomons all the time; it was a complicated case, and my assistance was required.
1698. And yet you were not called as a witness? No; but I was in the Water Police Court. When we went before Sir James Martin all the witnesses were ordered out of Court. Mr. Simpson and Mr. Rogers asked that I should go outside, being a witness in the case. Mr. Salomons said he could not go on with the case unless I was beside him, and it was questionable whether he would call me as a witness, and so Sir James Martin said I should be allowed to remain.
1699. Is there anything you can think of that bears on this matter? No. Of course I did not mention the frauds on carriage of tobacco, which were a number of understated weights.
1700. Did those go to any very great extent, or to an extent that could be explained by accident? Oh, it could not be explained by accident.
1701. What was the extent? Well, it was very difficult to find out. In some cases the lots came consigned from Wright, Heaton, & Co. in the country to Wright, Heaton, & Co. in Sydney. It was only by a fluke that we could go to firms here and say, "Did you get this stuff?" It was more difficult than in the case of wool which was consigned to Harrison, Jones, and Devlin, or some other firm.
1702. Cannot you form an estimate as to how much the railway was defrauded of? No; it is simply impossible to do so. As to the practice of charging according to weight per bale it was in existence in South Australia and Victoria long before it came into existence here.
1703. When was it first adopted in New South Wales? In 1878, 1879, 1880.
1704. Can you say whether the practices resulting from that system of charging originated in New South Wales or in any other place? It is very difficult to say.
1705. Have you any knowledge of it? No; but I think that if the Victorian system were the least rigid they might have practised it there.
1706. That is only surmise? Yes; it is a surmise that it would be done. Take Echuca, it is a very heavy station. They take the wool direct from the boats, and unless they weigh each individual bale it is impossible to find out whether they are being defrauded or not.
1707. And weighing each bale would be an operation that would run away with the profits of the railway—that is to say, they would require so many men for the work that it would reduce the profits? Yes.
1708. One suggestion made was that in connection with these weighbridges the railway authorities were wrong? Oh, no; there was in one case a scale out of adjustment, and it was rumoured at the time that it had been done to prevent it from weighing, but it was only the result of an accident.
1709. Well, you have no knowledge of any kind of anything that went on in Victoria? Not the remotest.
1710. With regard to aggregate weights, frauds might have been practised in New South Wales under the old system before the new bale system came in? Yes.
1711. The bale system has been in force as long as the railways have been in existence? Yes.
1712. And the 250-lb. "manipulation," we will call it, was only a further extension of the 4-cwt. averaging system? Yes.
1713. Can you remember whether this minute of yours was produced at the trial? Yes; it was in the Court.
1714. Was it put in as evidence, or was there a fight over it, and was it rejected? I cannot remember.
1715. I cannot find from Sir James Martin's notes that there was a fight over it.

John Williams sworn and examined:—

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1716. *The Commissioner.*] Your name is —? John Williams.
1717. You are Crown Solicitor? Yes; I have been Crown Solicitor for a good many years.
1718. You were Crown Solicitor at the time of the "wool frauds" prosecution, and you took considerable interest in trying to find out about the matter? I got up the case in the ordinary way.
1719. In point of fact, you are always consulted in matters of this kind by the Attorney-General? I cannot say so.
1720. But in this matter you were consulted? Yes.
1721. In relation to the persons who had to be prosecuted—the persons against whom there might appear to be evidence—I suppose you went into that matter? No, not specially.
1722. Did you generally? For the Attorney-General—not for myself.
1723. Did not you go into the question actually? No; he went into the question.
1724. You went into the question? Only to carry out his instructions.
1725. In the course of investigating this case, did the name of Mr. Fehon come up, as far as you know? A man named Stephenson, a Crown witness, did mention Mr. Fehon's name. He said he was a shareholder and director.
1726. Anything more than that? And that Mr. Fehon inspected the books. He also mentioned that Mr. John Woods, of Manly, was a shareholder and director, and that he inspected the books.
1727. Was the question entertained as a question to be considered whether the prosecution should extend to and include Mr. Fehon or not? That I cannot tell you. Mr. Want, who was Attorney-General at that time, could tell you.
1728. Did you consider the question? No. I had nothing to do with it. I did consider the question, but not for the purpose of taking action.
1729. And what was the conclusion? That there was no evidence whatever of Mr. Fehon's knowledge of the alleged fraud.
1730. That is the conclusion you came to? Yes. It seems to me quite possible that he might be a director and shareholder and yet not know the particular way in which the figures appear in the books in connection with any frauds. It did not appear, as far as I remember, that he was actively engaged in the management of the business in the same way that Mr. Wright and others were.
- 1731-2. He was not, in point of fact, a person that could be included in the prosecution? I do not know what conclusion the Attorney-General came to; but I suppose he came to the same conclusion, or else he would have included Fehon's name in the list of persons to be indicted.
1733. There were ten persons included in the charges? Yes; Stephenson was our main witness, and without his evidence to connect the parties charged the case could not go on.
1734. And Stephenson gave evidence at the trial before Sir James Martin? Yes.



1735. In Lee and McAlister's case he was not called? Oh, no; that was altogether a different matter.
1736. Before there could be any further trial of Wright-Heaton's case Stephenson could not be found? No; he went away. The Crown, through the Police, was allowing him £3 a week for the maintenance of himself and family while he was waiting as witness. It was discovered suddenly that he had gone to New Zealand. If I recollect rightly a letter was received from him, intimating that on certain terms he was willing to come back; but that was evidently a trick, as we had reason to believe before any answer could reach him he had gone on to Central California.
1737. As far as you know, did he go to Central California? I cannot say.
1738. Do you remember an offer being made by the defence to allow his depositions or his former evidence before Sir James Martin to go in as evidence? I do not recollect anything about such an offer.
1739. Mr. McLaughlin mentioned the matter the other day, and said that something of the kind had occurred? I have no recollection of it. If such an offer was made no doubt it is in writing.
1740. And you have no knowledge of it? I have no recollection of it.
1741. As regards Mr. Fehon, do I understand you to say that the way in which Stephenson connected him with the question of the alleged wool frauds was that he said that Mr. Fehon had been in the office as a director? Yes; and that he had been in the office and examined the books.
1742. Did he say for what purpose he examined the books? I think as director.
1743. But in point of fact you know that no examination of the books could show the frauds—that was the view you took of the matter? Yes, and I presume the view the Attorney-General took on the matter, or he would have included Mr. Fehon's name.
1744. Then in the view you took of the matter you had all the available evidence that could be procured? Yes.
1745. Now do you remember a minute of Mr. Kirkcaldie's being spoken of at the trial? Yes.
1746. What was the history of it? I do not know. Kirkcaldie denies that there was a minute in these terms.
1747. Who spoke of it? The defendant's attorney and counsel spoke of it; and I think Kirkcaldie was asked about it.
1748. Was Kirkcaldie called at the Police Court? I cannot recollect. I believe he was a witness.
1749. If there was a minute was it ever in the possession of the Crown? Well, I do not know what minute you refer to.
1750. Well, any such document alluded to in that way, did it come into the possession of the Crown? The defence said there was a certain minute; Kirkcaldie denied it, and said there was something else.
1751. Mr. Kirkcaldie has said that there was a minute, but he does not know where it is. He is under the impression that it is in your possession? I doubt whether we ever had it; but I will go through the papers. I have no recollection of it.

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THURSDAY, 11 APRIL, 1889.

James Patrick Garvan, M.P., sworn and examined:—

1752. *The Commissioner.*] What is your full name? James Patrick Garvan.
1753. You were Minister for Justice when Mr. John Want was Attorney-General? Yes.
1754. At the time of the wool frauds prosecution? Yes, I was.
1755. Did you take an interest in the subject matter of the prosecutions as being Minister for Justice? It did not come under my cognizance? Yes.
1756. Were you consulted in any way whatever? No; in no way whatever.
1757. You only took an ordinary interest in the matter as a Minister? Yes. In fact, I took less than the ordinary interest of a Minister.
1758. Did you at any stage of the proceedings consult with the other Ministers on the subject? No, not that I can call to my mind.
1759. It rested entirely with the Attorney-General? Entirely.
1760. Did the question as to whether the prosecutions should be instituted come before you? I cannot remember that it did; it rested entirely with the Attorney-General.
1761. Mr. Abigail took an interest in this? Yes.
1762. He was in opposition at the time? Yes.
1763. Then you did not consult with him? No.
1764. Then you did not go into the question as to who should be prosecuted? No.
1765. Did you ever hear Mr. Fehon's name mentioned in relation to it? No.
1766. Did you ever hear it mentioned before the matter was brought up in the House? No. I never saw him until after his appointment as Commissioner for Railways.

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Mr. F. A. Wright attended and suggested to the Commissioner that he should call as witnesses Messrs. Frank Farnell, M.P., Richd. Beattie, Arthur S. Lee, of Orange, and H. B. Copeland. The last-named gentlemen, he pointed out, was at present in the Lands Office, Sydney; but he was the assistant for two or three years of the man Stephenson, and he (Mr. Wright) would like the Commissioner to examine him. He could rebut the evidence of Stephenson as to the statement that Mr. Heaton and he examined the witnesses one morning.

*The Commissioner.*] Well, Stephenson has not been called here, so that his evidence is not in.

*Witness.*] Mr. Copeland can give you information with regard to the particular way of dealing with the goods.

*The Commissioner.*] I would certainly call them if I thought that under the circumstances it was necessary.

WEDNESDAY, 17 APRIL, 1889.

William John Lyne, M.P., sworn, and examined:—

1767. *The Commissioner.*] What is your full name? William John Lyne.
1768. You are member for the Hume? Yes.
1769. Some time ago you went in company with Mr. John Want to see Mr. MacMahon, I believe? Yes.
1770. Do you remember the day? No, but I think the date is mentioned in *Hansard*.

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Esq.,  
M.P.  
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M.P.  
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1771. It was shortly before the motion was brought on which the former Parkes Government went out? I think it was a fortnight or three weeks.
1772. Where did you see Mr. MacMahon? In his own office in George-street, or just above it; I think it is in one of the streets that go down from the other side of George-street. I had had a message from Mr. Brock, which I delivered to Mr. Want. It was a verbal message to the effect that Mr. Brock told me that he had seen MacMahon, and he wished me to know that he had been in Wright, Heaton, and Co.'s employ, and he could give me some valuable information in reference to Mr. Want's charges against Mr. Fehon; and Mr. Brock wished me to see him. I conveyed this message in substance to Mr. Want, and Mr. Want asked me to go with him to see Mr. MacMahon.
1773. Will you give me as clear an account as you can of the conversation that took place when you saw Mr. MacMahon? Mr. MacMahon said he had been in the service of Wright, Heaton, & Co., and that he had had charge of their business up north at, I think, Townsville; that Mr. Heaton went with him by steamer to Townsville to place him in charge there; that previous to that he was aware that Mr. Fehon had been once or twice in Wright, Heaton, & Co.'s office examining—I think I am right in this;—I think he said examining the books on behalf of the Melbourne people. On the steamer going to Townsville Mr. Heaton told him that Mr. Fehon was a director in Wright, Heaton, & Co.'s, and that in future he was to look upon Mr. Fehon as one of his bosses. I think that is the substance of the conversation.
1774. How long did it last? I think it lasted a quarter of an hour. In addition to that, Mr. MacMahon said he could give day and date for everything upon reference to his papers and books, but he could not then give the actual day and date as to when this took place; but I think he said it was in 1882 or 1883. However, he was not positive on that point, as he said he should like to look at his books or papers.
1775. Was there any conversation then further than that touching the question of Mr. Fehon's being concerned in the working of the firm; anything to that effect? Well, I could not say; there might have been a little additional conversation; but I considered that he took Mr. Fehon as being one of the managers of the firm, by Mr. Heaton telling him he was one of his bosses; but I cannot call to mind what other conversation took place; there was a little more, but that was the substance of it.
1776. Do you remember who used the word "boss" first? Mr. MacMahon, I feel sure; and he used it more than once, he used it three or four times.
1777. Do you remember anything being said by MacMahon as to whether his name was to be used in the House? I understood him to say he did not mind. In fact he seemed to me to feel that Wright, Heaton, and Co. were not his friends at the present time, and that he had no cause to mind what might be said; and subsequently I heard that there had been some unpleasantness between MacMahon and Wright, Heaton, & Co.
1778. It simply came to this—that MacMahon informed you and Mr. Want of all he did know about the matter touching Mr. Fehon? He said by reference to his papers and books he could give day and date for everything, and led us to believe he could be more clear as regards the day and date if he had the books.
1779. Mr. MacMahon's recollection is that he did tell Mr. Want that if Mr. Fehon came to his office he would look upon him as his "boss"? He said that Mr. Heaton told him to look upon him as his "boss."
- [At this stage Mr. William M. Fehon—the Commissioner suggesting that he should attend—entered the room, and remained to hear the remainder of this witness's evidence.]
1780. *The Commissioner.*] When did you first see Mr. Fehon? In the Works Office, in 1886.
1781. You were then Minister for Works? Yes.
1782. Did Mr. Fehon come to see you, or did you go to see him? He came to me with a note from Sir Patrick Jennings.
1783. You had some conversation then on the subject of the Railway Commissioners? Yes. The Bill constituting the Railway Commissioners was then being prepared, and Mr. Fehon came to see me and had a general conversation in reference to the Commissioners who would be appointed, and told me that he had been in the Victorian railway service, and that he did not expect he would get the chairmanship. I think he said he supposed Mr. Goodchap would be appointed chairman, but that he thought he, Mr. Fehon, was quite qualified for one of the other two positions.
1784. Did he volunteer that statement, or how did it arise? Well, it arose this way. Mr. Fehon had had a conversation with Sir Patrick Jennings, who had sent him to me, and certainly the conversation arose at Mr. Fehon's instance, and not mine, because I had not sent for him. I think Mr. Fehon also said something about his going to England; and that if Mr. Goodchap was not likely to be appointed a chairman he (Mr. Fehon) would assist anyone in the matter.
1785. What more was said in allusion to his suggestion that he might have one of the commissionerships? I told him that the Bill I was preparing was in that state that it was impossible to say whether it would ever be passed, and I think I explained my intentions as far as the provisions of the Bill referring to the Commissioners were concerned, but I gave Mr. Fehon no promise, and I think the conversation then terminated.
1786. As a result of this conversation, had you it in your mind that Mr. Fehon might be a proper person to appoint as one of the Commissioners, or a person who might apply to be appointed as one? I looked upon it as an application, and that if the Bill passed he would be an applicant, and in consequence of this I made some enquiries in Victoria, and through them I had found out that Mr. Fehon been assistant traffic manager, and afterwards traffic manager in the Victorian railways, and that at the time he left the Victorian railways, about sixteen years before, there had been some rumours afloat, and matters had been threatened to be brought before the Assembly, or it had been brought before the Assembly, that it was supposed that Mr. Fehon had used his position as traffic manager to favour Messrs. M'Colloch and Co., and was mixed up with them somehow or other. I heard nothing more than these rumours which had been afloat.
1787. Did you hear that from one person or from more than one person? I only spoke to one person directly about it. I will not say I did not hear it from other persons.
1788. Who was that one person? It was Mr. Williamson, in the Railway Department. I must say that he told me these were only rumours; he knew nothing that would warrant them. I must say this in justice to Mr. Williamson. In fact he spoke personally in favour of Mr. Fehon.
1789. Do you remember the words he used when he expressed his opinion as to the truth of these rumours? I could scarcely give you the words.
1790. The tenor? The tenor was that Mr. Fehon was said to be guilty of the facts alleged by the rumours; and the substance of those rumours was that Mr. Fehon had been in the Department, and at the same time favouring M'Colloch & Co.

1791. That was all the conversation you had with Mr. Williamson? That was the substance of it. I think he said he thought Mr. Fehon an able man.

1792. Did you make actual inquiries of any one else at all? No; not directly, that I can call to mind. I think it is more than likely that I heard the rumours from several persons but not in a way that would take hold of my mind.

1793. Can you say how the balance appeared to you to turn after the conversation you had had in this relation—for or against Mr. Fehon? I felt the rumours were so strong that I certainly should not have appointed Mr. Fehon; and Mr. Lakeman afterwards said that the rumours were so strong at Hay that he had no doubt they were true. But this conversation took place at the time Mr. Want was bringing the matter before the House.

1794. You did not go down to Melbourne on purpose to make inquiries? No; I have business relations down there. At that time it was expected the Bill I was preparing would have passed. But I know nothing at all excepting these rumours. I think the day after Mr. Fehon was appointed to his present position I met him in George-street, and I told him he must expect to be pretty roughly handled in the House, and that is what I was referring to at the time.

1795. Was it before the institution of the Wright-Heaton prosecution proceedings that you went down to Melbourne and made these inquiries? I think it was after. As far as I can recollect it was just before the Government went out of office; but I did not go down purposely to make these inquiries.

1796. Do you remember the date when the Government went out of office? A few days before Christmas,—in 1886. Mr. Clarke spoke to me about Mr. Fehon at the Rosehill Racecourse, and he asked me if I thought Mr. Goodchap would accept the position of one of the two Commissioners. I said, "I do not think so." Then he said, "Do you think Fehon is a good man?" I said I did not know anything about his capacity, but I did not think that, under the circumstances, Mr. Fehon should be appointed, and I detailed to him as near as I could the inquiries I had made, and the conclusion I arrived at.

1797. Did Mr. Clarke say how long he had known Mr. Fehon? I think he did, but I will not speak positively.

1798. On the subject of the wool frauds prosecutions, you were Minister for Works when those prosecutions were going on? Yes; from the first to the last of them.

1799. And being Minister for Works at the time I suppose you took considerable interest in the prosecutions? No; the matter was in the Attorney-General's hands.

1800. But still you knew what was going on? Yes; and I was consulted on one or two occasions in Mr. Want's office.

1801. Do you remember whether Mr. Fehon's name came up in the course of consultation in any way? Yes.

1802. In what relation? In relation to Messrs. M'Culloch & Co.

1803. On the question as to whether he should be prosecuted or not? As to whether Messrs. M'Culloch & Co. should be prosecuted, and Mr. Fehon was looked upon as one of the principal men in Messrs. M'Culloch's.

1804. Well, the final conclusion was that Messrs. M'Culloch & Co. were not to be joined. The final conclusion was that there was a breach in the technical evidence.

1805. So that they could not be proceeded against successfully? Yes; and I believe that Mr. Goodchap caused the Victorian Government or Railway Department to be written to, asking them to prosecute Messrs. M'Culloch & Co.

1806. That is all you know about the question of the connection of Mr. Fehon with what were called the wool frauds? Yes.

1807. As to the wool frauds themselves have you any personal knowledge of the subject? Yes.

1808. In what direction? In relation to the question generally as to whether or not there were wool frauds perpetrated? Yes. I have no doubt the frauds were perpetrated—that Wright, Heaton, & Co. made a saving in consequence of taking the average weight of bales.

1809. Have you any particular fact or facts upon which you go on coming to that conclusion? Well, I saw all the papers and documents at the time they were brought out. There were several men sent to the different stations to look these papers up.

1810. That is you think the saving was made by adopting the practice of averaging? Yes.

1811. Was there any other fact that led you to the same conclusion? Yes, this. That my brother who is managing a station for me had some wool on one occasion when I was present, to be taken away by Wright, Heaton, & Co. I said to him "why are our teams idle;" and he said that Wright, Heaton, & Co. had contracted to take the wool away at a price right down to the ship, at about the same price as it would cost him for the railway carriage alone.

1812. That is about all you have got to tell me on this matter, I suppose? Yes.

1813. *Mr. Fehon (to witness).*] You say that Mr. Goodchap wrote to Victoria asking the Government to take proceedings against M'Culloch & Co.? He told me that the Government or the Department were written to.

1814. For what? The wool frauds.

1815. What wool frauds? The wool frauds he concluded were being carried on in Victoria.

1816. Do not you think the Department know their own affairs sufficiently well to take proceedings against anybody offending against their regulations and charges; to protect themselves in cases where carriers or others were guilty of attempting to defraud them? I certainly should; but I know Mr. Goodchap complained to me that they had not instituted proceedings.

1817. Has Mr. Goodchap any information that Messrs. M'Culloch & Co. had defrauded the Department of Victoria? He must have had some information that led him to that conclusion.

1818. Did he give you any information? No.

1819. He wrote? Yes, or caused communication to be sent.

1820. And do not you think the Government would take action in the matter if there were any truth in it? I do not know. I think the Government looked upon it as a fight between Victoria and New South Wales, and I believe it was thought that it was a fight between the two Colonies. I stated that Mr. Goodchap told me he wrote to the Victorian Railway Department or the Victorian Government with the view of having proceedings taken against Messrs. M'Culloch & Co. This was for practices very much the same as those carried on here.

1821. This is a new issue raised altogether.

W. J.  
Lyne, Esq.,  
M.P.  
17 April, 1890.

W. J.  
Lyne, Esq.,  
M.P.  
17 April, 1889.

1822. *Witness.*] I may still further say that a discussion took place at one of the interviews I had with Mr. Want (and others were present) as to whether Messrs. M'Culloch & Co. had not been guilty of the same practice that Wright, Heaton, & Co. had been guilty of; and in consequence of our not getting hold of some technical evidence nothing further was done. But the impression left on my mind was that the same thing was being done by Messrs. M'Culloch & Co. as far as they could, because there were certain rates made by the Victorian Government encouraging the traffic for Victoria, showing clearly the desire on the part of the Victorian Government to get as much as possible of the trade of New South Wales.

1823. *Mr. Fehon.*] You say no technical evidence was got; was any evidence got? I do not know. So far as I was concerned I had nothing whatever to do with the prosecutions after the matter went from the Works Department to the Attorney-General's Office.

1824. Who were the Sydney directors of Wright, Heaton, & Co.? I do not know.

1825. Are you aware that Mr. John Woods was one? Yes.

1826. Was there ever any idea of Mr. Woods being prosecuted? Not that I know of.

1827. Can you tell why Messrs. M'Culloch & Co. were thought to be guilty of irregularities in Melbourne while Mr. John Woods, living in Sydney, was not thought of? No. I only know that it was said that some of the directors of Messrs. M'Culloch & Co. were directors of Wright, Heaton, & Co.

1828. Did you ever hear anything to your knowledge against the way Messrs. M'Culloch & Co. did their business? No.

1829. It is all hearsay? Yes.

1830. You say that Mr. Williamson gave you information? Yes. It was at his own house, I think, but am not sure. He said to me, in answer to question, there were rumours, and, in justice to him, I must state that his feeling to you personally was favourable.

1831. Did he know anything to my detriment? No.

1832. And he was assistant accountant of the Victorian Railways, and was there when I was;—you say your first knowledge of me was when I came to you with a letter from Sir Patrick Jennings? Well, with reference to the letter, you called it to mind by stating there was a letter. I had forgotten the letter at the time. I think, so far as I know, that was the first time I had seen you.

1833. Do you remember me telling you that Sir Patrick Jennings was an old friend of mine; that I called upon him for the purpose of giving any assistance I could in regard to these new railway matters; that I had lately returned from England, and had assisted Mr. Murray Smith in selecting Mr. Speight for the Victorian Railways, and what a difficult thing it was to secure a suitable person; and that having gone through that in England, I thought the information I obtained there might be of service to Sir Patrick Jennings, as an old friend of mine, in making a selection of commissioners;—do you recollect that? I cannot remember the whole of it. I remember you said something about being willing to assist me, or something to that effect.

1834. Do you remember my suggesting that the Government should go to England or America for a Chairman? No; but I remember you saying something about assisting.

1835. You say positively that I made an application to you for one of the positions? You said you did not expect yourself to get the Chairmanship, and you queried as to whether Mr. Goodchap would get it, and left on my mind the impression you would take one of the other positions.

1836. Was anyone present? No.

1837. I wish there had been a third person present, then we could have it settled; as it is it rests as it stands. All you have heard about me has been rumour; nothing but rumour;—you have never heard anything of my character that would debar me from holding the post I hold of your own personal knowledge,—do you know anything? No.

1838. Can you produce anybody who does know anything? Well, I do not know in what way you mean.

1839. As a business man, or as a man of honor? No; I do not.

1840. *The Commissioner.*] In that relation, Mr. Lyne, did you make any inquiries apart from these specific rumours—did you hear anything about the general character for probity that Mr. Fehon bore in Melbourne? I never heard anything against Mr. Fehon, or in favour of him in that respect. I never made any inquiries. My impression was that Mr. Fehon was a member of the firm of Wright, Heaton, & Co. during the wool frauds.

1841. Did it stand in this way,—that you thought it an unwise thing, in the interest of the country, that a man whose character had something standing against it should be appointed to a responsible position, because he might not be sufficiently honorable to hold that position, or was it that you thought it an unwise thing for a Government to risk its own position by appointing a man whose appointment, in consequence of these rumours, might be made serious grounds for an attack upon the Government? The reason I took exception was that I thought it an impolitic thing to do, and that, as a rule, the people of the country would not endorse it. I knew nothing against Mr. Fehon, but rumours were against him.

1842. Impolitic politically, or impolitic in this sense—as to whether Mr. Fehon could really be entrusted with the office? I should not like to say that I suspected Mr. Fehon myself, because I did not; but I thought it unwise that any Minister should appoint anyone in whom the whole of the people would not have had supreme confidence. I thought it would have been an injudicious thing to make the appointment when there were rumours not then cleared up.

1843. Do you mean that it would have been a very impolitic thing to appoint a man (say) as Chief Justice, who, though he might be a man fit for the appointment, was a man, against whose character there were rumours in which a good many people believed—is that the sense in which you mean it? Yes; that is it. There were many rumours which might have no foundation at all; but it would not have been politic under the circumstances to make the appointment.

1844. Can you say, as far as your belief and opinion go, whether or not Mr. Want knows more about this matter than you do, and has in his knowledge facts material to the subject matter of this Commission, beyond those which you have in your knowledge? Certainly; I think he knows a great deal more about this than I do.

1845. Therefore do you think it important that he should be called as a witness? I certainly think so. I think that he having made the charge against Mr. Fehon, and having had charge of the wool fraud business, it is absolutely essential that he should be called.

1846. You spoke of Mr. Lakeman, I think? Yes.

1847. Has he mentioned any facts of his own knowledge or the existence of rumours? The existence of rumours.

rumours. He said he was living at Hay at that time, and it was commonly thought that Mr. Fehon was in some way mixed up with Messrs. M'Culloch & Co. when he was in the Railway Department.

1848. Did he lead you to understand that the rumours were afloat before Mr. Fehon left the service or after? Before; and he attempted to prove that by saying that it was pretty well shown by Mr. Fehon being made a director two days after leaving the service.

1849. *Mr. Fehon.*] It was not a Company till seven years afterwards.

1850. *Commissioner.*] Did Mr. Williamson give you to understand that the rumours were afloat only after or before Mr. Fehon left the Service? I understood it was before. That is my impression. My impression was that Mr. Fehon resigned his position in consequence of the rumours.

W. J. Lyne,  
Esq., M.P.  
17 April, 1889.

THURSDAY, 18 APRIL, 1889.

Mr. Allan Lakeman, M.P., sworn and examined:—

1851. *The Commissioner.*] Your full name is—? Allan Lakeman.

1852. You are now member for Balranald? Yes.

1853. You were living in Hay as long ago as 1872? Yes. I have lived there since 1870.

1854. And you had a good many transactions with the Hay people? Oh, a great many; doing a large business.

1855. In connection with the carriage of goods to Melbourne? I was manager for Wortre, a storekeeper, who did a large business.

1856. Had you any dealings with M'Culloch & Co.? Yes.

1857. Did you become acquainted with Mr. Fehon at any time? Yes.

1858. When did you first become acquainted with him? I can hardly tell.

1859. Before or after he left the Victorian Railway Service? I think it was after.

1860. He was then a partner in Messrs. M'Culloch & Co.'s? When I first became acquainted with him I think he was a partner.

1861. When did you first know of Mr. Fehon? Almost as soon as I went to Hay. He was traffic manager of the Victorian railways I think. He had to do with the goods traffic at any rate. I think it must have been almost as soon as I went to Hay. All our business relations then were with Melbourne; we did not know Sydney at all; we could not get to Sydney.

1862. Well, did you at any time hear any rumours going about affecting Mr. Fehon? Oh yes. We heard of course, being mixed up with business, and other agents wanting our business. We always did our business through Messrs. M'Culloch and Co.

1863. And there were rival carriers competing for your business? Yes, one or two.

1864. Who were they? I think Payne was one; I do not remember the other.

1865. Did Mr. Orr come down as low as that? No.

1866. Well, that being so, did you hear at any time any rumours concerning Mr. Fehon in relation to anything? Yes.

1867. What were these rumours? These rival agents used to say that they could not compete with Messrs. M'Culloch and Co., because they had advantages from the railway that they could not get. Of course I am only telling you rumours; because if I could have given any direct evidence probably I should have volunteered it. For this reason I don't know why I am subpoenaed.

1868. What was the effect of these rumours as connected with Mr. Fehon? Mr. Fehon was I think the traffic manager of the Victorian railways in those days, or had something to do with the traffic.

1869. Do I understand that Mr. Fehon's name was mentioned, or was it only that the other rival carriers' agents complained that Messrs. M'Culloch & Co. got concessions which they did not get from the Railway Department generally? Yes.

1870. And was Mr. Fehon's name mentioned? Well, it is really so long ago; I cannot say for certain. His name might have been mentioned, but I cannot swear that; I think it must have been mentioned.

1871. Did you hear afterwards, at any time later on, Mr. Fehon's name mentioned in relation to these rumours? Mr. Fehon joined Messrs. M'Culloch & Co. after that.

1872. You know nothing yourself? No.

1873. What can you say about this. Did you hear those rumours which appeared to connect Mr. Fehon with the suggestion of unfair advantages being given to Messrs. M'Culloch & Co. by the department before or after Mr. Fehon left the Railway Department and joined Messrs. M'Culloch & Co.? I think it would be after.

1874. As far as you remember did you hear Mr. Fehon's name, as specially favouring Messrs. M'Culloch & Co., mentioned after he had left the Railway Department and joined Messrs. M'Culloch & Co.? I do not think so. You see it is a terrible long time ago to tax one's memory with—1872.

1875. Yes it is. Whatever these rumours were, can you say that they were apparently spread by or emanated from these rival firms, or were they general public rumours? They came first from the rival firms; there is not the slightest doubt about it.

1876. In point of fact, Messrs. M'Culloch & Co. were the largest carriers doing business between Melbourne and Hay? Yes; they had a monopoly.

1877. That being so, was there jealousy? Yes, a good deal of jealousy.

1878. Do you know of any legitimate system by which the larger carriers did get an advantage on Victorian railways, because they were large carriers? I do not know that.

1879. Did all the carriers who took goods to Hay get concessions from the Victorian Government in the shape of rebates for goods carried beyond a certain line in New South Wales? I think so.

1880. That was the result of competition between New South Wales and Victoria? Yes.

1881. So the more goods a firm carried the more rebate they would get, and the more they would benefit? Yes.

1882. Afterwards you became acquainted with Mr. Fehon personally? Yes; he was then in the firm of Messrs. M'Culloch & Co.

1883. How did you become acquainted with him? I cannot say. It was through having business with him.

1884. How long after this were you generally acquainted with Mr. Fehon? Well, I think he must have been in Hay about 1876. I am only speaking from memory, but I fancy it was probably before that.

1885. Have your dealings since that been principally, as they were before, with Melbourne or with Sydney? Principally with Melbourne.

A. Lakeman,  
Esq., M.P.  
18 April, 1889.

- A. Lakoman Esq., M.P.  
8 April, 1889.
1886. Have you had an opportunity of hearing how Mr. Fehon was spoken of in Melbourne since then? Yes; Mr. Fehon has been a man who, as far as I know, has been held in great respect in Melbourne. Except for those rumours—I think it was mentioned in the House, when Mr. Fehon joined the firm of M'Culloch and Co., it was stated that he had been working for the firm; and I think a satisfactory explanation was given of the transaction, and nobody really believed the accusation.
1887. Except for those rumours, whatever they were worth, has there been anything else of any kind suggested against Mr. Fehon's integrity? Not that I know of.
1888. What became of those rumours: did they die out or keep alive? Oh, they died out. They interested none but the rival carrying firms.
1889. What was the repute in which M'Culloch & Co. themselves were held in Victoria for integrity and straightforwardness in business—good or bad? Good.
1890. Before the wool fraud prosecutions began in New South Wales did you hear any rumours of M'Culloch & Co. getting the better of the Victorian Railway Department in the same sort of way? No.
1891. Not at all? No.
1892. After the prosecutions were there no rumours? I did not hear of them. You see I have been out of business for six years, and have not had much to do with Victoria. I have been living generally at Hay.
1893. And Hay still has a good deal of commercial intercourse with Victoria? Yes; but not so much as in former days.
1894. *Mr. Fehon.*] You said just now that the rival carrying firms said that Messrs. M'Culloch & Co. got concessions from the railway to do the business on advantageous terms? Yes.
1895. Now, did not Messrs. M'Culloch & Co. at that time own nearly all the steamers running on the Murrumbidgee, or have them under their control, and was not it the question of doing the business quickly and satisfactorily that influenced the storekeepers at Hay in dealing with Messrs. M'Culloch & Co. And did you ever reap any advantage from dealing with Messrs. M'Culloch & Co.—that is any peculiar advantage? No.
1896. You say that rival firms could not compete. Did you ever experience that you got your goods delivered cheaper by dealing with Messrs. M'Culloch & Co.? Yes.
1897. But you did not participate in any advantage through the goods coming through Messrs. M'Culloch & Co.'s hands? No; I dealt with M'Culloch & Co., because they did the work better, but we never had anything to do with the railway freights, they were always managed by the carrying firms.
1898. You have known me incidentally for a good many years now, and we have done a great deal of business together. Did you ever of your own knowledge know, or hear, or did anyone else hear of any act on my part that might be considered dishonourable or unbusinesslike. Was not my conduct always straightforward in my dealings with you? I have always found you so, always. I would not do my business with a man who tried to sharp me; and if I thought Messrs. M'Culloch & Co. did this, I would not have dealt with them.
1899. As a matter of fact, Messrs. M'Culloch & Co. did all the business of Hay and all the surrounding district? Yes.
1900. Do you think if there had been any foundation for the statement made by John Orr in the Victorian Assembly, in reference to my having assisted Messrs. M'Culloch & Co. in any shape or form during the time I was traffic manager of the lines;—do you not think that if publicity was given to it that some notice of it would have been taken by the Government if there had been any truth in it? I have mentioned before that no one seemed to believe it. The matter was mentioned by Mr. Orr, but nobody believed it.
1901. I will give £100 to the charities in Sydney if it can be shown that M'Culloch & Co. were benefited by me when I was in the department. I would give £1,000!
1902. *The Commissioner.* What reputation has the Victorian Railway Service borne. Is it strict or easy-going? We used to think it strict.
1903. What was the comparison between that Colony and this? Oh, we never knew anything of New South Wales in those days. There was only one *Sydney Morning Herald* taken there. We used to run after the *Melbourne Argus* every morning when it came in by post; and we used to think the Victorian Railway Service a good one.
1904. *Mr. Fehon.*] A well organized service? Yes.

MONDAY, 29 APRIL, 1889.

Frank Farnell, Esq., M.P., sworn, and examined. —

- F. Farnell, Esq., M.P.  
29 April, 1889.
1905. *The Commissioner.*] What is your full name? Frank Farnell.
1906. You are member for —? Senior member for Central Cumberland.
1907. You went into the Railway Service first of all in what year? I think about 1880, as goods clerk, at Blayney.
1908. How long were you at Blayney? About twelve months.
1909. From there you went to —? Wellington.
1910. Still a goods clerk? Yes; I was goods clerk there and travelling paymaster. I stayed there about two years; then I removed to Sydney; and I was appointed to do the single duties of travelling paymaster, &c., which I continued to do for two years further.
1911. Then after that? After that I retired, I left the Service.
1912. I suppose it was while you were goods clerk you had an opportunity of becoming acquainted with the practice of the railway with regard to the payment of the carriage of goods? Yes.
1913. You have heard of this system which was spoken of as averaging? Yes.
1914. When did you first hear it spoken of? When the clerk whom I was relieving, or was about to relieve, was instructed to leave for Sydney or some other place, he was asked to instruct me how to proceed with the duties, because before then I had been in a mercantile firm. I took my instructions from him, and carried them out. There was never any question raised as to whether I was right or wrong, and I always pursued the one practice both at Blayney and at Wellington.
1915. You got these instructions before you acted at Blayney? Yes; before I was left in charge.

1916.

F. Farnell,  
Esq., M.P.

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1916. What was his name? Pickering. He was acting as relieving clerk, pending my appointment, which was made by Mr. Lackey.
1917. In the system in which he instructed you as part of that system, was there a recognized practice called "averaging"—that is with regard to the transactions in wool? Yes; more particularly was it adopted at Wellington, where there was a greater wool traffic than at Blayney. While I was at Wellington I had to instruct one or two probationers. One was named Lambert, who gave evidence in the Wright-Heaton case, and he bore out the statements I make now.
1918. Do I understand you to say that that was the system which you had learned from Pickering? Yes.
1919. I want you to describe the system fully, not only as it applies to one particular weight of bales, but the system called "averaging" fully? There were two ways of averaging. For instance, you might get a lot of wool in and weigh it, and in the aggregate it would weigh a certain weight. Well, then you take the number of bales, and then you divide it in the weight, and see what they give under the regulations which provide for a certain charge—under 250 lb., under 4 cwt., or under 5 cwt., and upwards; but where there were a certain number of bales in the one consignment of different qualities of wool (say ten bales weighing a certain weight, and fifteen bales weighing another certain rate, I presume them to be put down that way to distinguish the qualities of wool. As a means of doing justice to the consignees as well as to the Government, I used to see how many I could put under—it might be 4 cwt.—and how many under 250 lb., so as to make the weight total up.
1920. In making the calculation, did you take notice at all of the actual individual weight of bales, or did you only take notice of the aggregate weight? Well, it would have to be divided by the aggregate. Some of the bales would probably weigh 5 cwt.; but then there would be others weighing only 220 lb., some only 4 cwt. I used to take the aggregate and divide it, and see how many I could put under 250 lb. and how many under 4 cwt. and 5 cwt. I regarded it as unjust to the consignees if I charged them ten bales of wool under 4 cwt., when there were bales in the consignment weighing only 3 cwt.
1921. I understand that as you understood it and acted upon it this rule of averaging applied as much to the 250 lb. standard as it did to the 4 cwt. standard? Yes.
1922. You are aware that a notification was issued by the Department dealing with the question of averaging under and over 4 cwt. specifically? I do not remember any such notification.
1923. Did you never see it? No; I simply went by the regulation laid down in the merchandise rate-book.
1924. You say the system of averaging, so far as you know, applied to 250-lb. bales as much as to 4-cwt.? Yes.
1925. This was in spite of the existence of the general order, dated December, 1881, and of the existence of the rule which it applied to, supposing there was such a rule? Yes.
1926. You say that, in spite of the fact that this memo. assumes you to know the individual weight of the bales, you could not practically know the individual weight of the bales, and therefore could not act on this memo.? Yes.
1927. But was it not possible to get the individual weight of the bales from the way-bills, supposing they were shown to you? Yes; if they were shown; but they were given to the agents—to Wright, Heaton, & Co., or to Permewan, Wright, & Co.; and I presumed they made out the consignment note for the Railway Department from the weights supplied by the station-holders. I may say that if there was any doubt as to the weight of the bales, the carriers (especially Wright, Heaton, and Co.), were required to show their consignment notes. I know I have, on some occasions with their goods, asked for consignment notes, and found everything correct.
1928. Did you ask for way-bills? Yes; and they were always at my disposal.
1929. They would have shown the individual weight of the bales? Yes.
1930. Then it really was not material to you to know the individual weight of the bales, but only material to know the number of bales and the aggregate weight? That is all. I looked to the head porter for the aggregate weight of the trolley-load of wool, and I based my calculations accordingly.
1931. You never heard of the limit of the 4 cwt. and 14 lb. as being the limit above which you must charge the individual bale at 15 per cent. increase? I am pretty well sure I did not.
1932. With regard to your making out the consignment notes, in point of fact when wool came through by any of the carriers, did not they make out the consignment note themselves, and then it was for you to accept or reject them? Yes.
1933. Would you reject a consignment note if you saw something wrong? Well, it was not my place to see whether the weights were right or wrong. My duty was to invoice them according to the rates laid down for my guidance in the merchandise rate book.
1934. The invoices, as far as the weights are concerned, are founded upon the consignment note? Yes; upon the consignment note and the weights given in by the head porter.
1935. How was it you had to be instructed in the system involving averaging if it was only your duty to make out the invoices, and if the invoices were entirely founded upon the consignment note;—what I mean is this: if you made out the invoices entirely on the basis of the consignment note as far as the weights went, then you have nothing to do with the practice of averaging, because that deals entirely with the making out of the consignment note, does it not? Well, in some cases it does, in others not. If a man came in with say twenty-five bales to send to Sydney, they would be weighed and I would take an average. But in many cases these consignment notes were made out by Wright, Heaton, & Co., and I presumed from the station way-bills in charge of the carrier; but in all these cases the aggregate weight agreed with the weight which they had on the invoices—which they had on their way-bills.
1936. But if you were making out the weights for a man who brought his own wool in and had no one to help him—a "boss-cockey"? Well, in such cases, the wool would be run over the weigh-bridge and the weight brought to me, and I would make out a consignment note for him and let him sign it.
1937. And in that case did you never ask him for the weight of individual bales? No.
1938. In point of fact he would have the weights of his bales if you thought necessary to get them? No.
1939. Do you consider this legitimate according to the system.—Supposing a man has the weights of his bales given to him, was it legitimate according to the averaging system, as you took it, to so vary the actual weight of the bales as to bring as many bales as possible under each particular standard so long as the aggregate weight was kept correct? I always recognized that as perfectly legitimate as between the consignee and the Government. I always recognized that, and would not give the Government any advantage over the consignee, or let the consignee have any advantage over the Government. 1940.

F. Farnell,  
Esq., M.P.  
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1940. Then you took it that the bale system was a convenient approximation to a tonnage rate really, and that the standards were put as averages, on which a certain charge was to be made, not the maximum weight of the bales, but the average weight of the bales to be charged at a certain rate? Yes.

1941. The Government considered that 5s. for 250 lb. carriage was fair, not that 5s. was fair for something under 250 lb., but they would let bales up to 250 lb. go at that rate? Just so. I think it was done this way. The agents made out their consignment note from the way-bill sent in by the squatter. They looked through the individual weights of every bale, and when they saw them under 250 lb., they would say—so many under 250 lb., or they would say—so many over 250 lb. and under 4 cwt., and they would put so many at this weight. But in all these cases the aggregate weight corresponded with the weight which was taken by the Railway Department in taking the weight of the whole consignment of the trolly.

1942. Yes; but they varied their weight from the actual weights, lowering some and raising others? Yes; but in all cases the aggregate weight amounted to that given in by the man in charge of the weigh-bridge.

1943. Reducing the aggregate would be to your mind a fraud? Yes. If it had been shown that an aggregate weight of a lot did not amount to the same weight as the weight handed in to me by the head porter, I should have thought there was something wrong. But I never knew this to be done.

1944. Did you ever know of any general system of understanding the aggregate by Wright, Heaton, & Co.? No. I have in reference to other people who have sent goods—not wool; and we have refused to receive them and weigh them, and found the weights larger than they represented them to be. But I never remember any such case in connection with Wright, Heaton, & Co.

1945. Did you ever hear questioned either the legitimacy or the propriety of this system? Never.

1946. I understand you to say that you applied the system yourself to the wool of these men who could not make out their own consignment notes.

1947. That you are quite sure about? Yes; where the men were ignorant of the regulations or of how to make out a consignment note.

1948. These were not many, I suppose? No.

1949. How many? Oh, I suppose about half-a-dozen in a season.

1950. You heard Mr. Abigail in 1885 ask certain questions in the House, and know there was a good deal of talk about the matter? Yes. I had left the service then and stood for Central Cumberland. I was defeated, and was reappointed to the service, and remained about eight or nine months later, and then we had another general election.

1951. When you heard of all this talk about charges and understating and all that sort of thing, did you then bring your mind to bear upon this question at all, as to whether anything peculiar had been going on? Yes; it was brought under my notice more prominently by the fact that Mr. Kirkcaldie made some remark as to calling me as a witness for the Crown, and I told him that it was no use calling me as a witness, because I was one of those who did not believe in the alleged frauds, and had carried out the same system when I was goods clerk. I also called upon Mr. Goodchap, and the matter cropped up, and I told him I was going to give evidence against him. He said, "What evidence are you going to give?" I answered, "I shall state what were my duties."

1952. In the course of your conversation with Mr. Kirkcaldie or with Mr. Goodchap, did they seem to be themselves certain at that time as to what the practice of the Department was, or did they themselves seem to be in any doubt about it? I think not. I think they were pretty sure that the Railway Department had been, I will not say robbed, but that what was due to it properly had never been received, or that what it had properly earned had never been received.

1953. Neither seemed to have any belief in the "unwritten law" of the Department as it was called? No.

1954. But still I understand that so far as you understood it, this system was actually practised by the Department? Yes; I did what I believed was just and fair; dealing fairly by the Department and by the consignees; and it was never questioned.

1955. This system resulted in fact in the wool being sent down as cheaply as the aggregate weight could be sent down in the number of bales? Yes; that was the result. If I had to charge a consignment of ten bales, weighing in the aggregate 35 cwt.—there being five bales over, 250 lb., and five bales under 4 cwt, and I charged ten bales under 4 cwt.; I should be charging the consignee for 5 cwt. which the Department did not carry.

1956. I suppose you do not know anything at all about any other part of this matter. Is Mr. Fehon a stranger to you? I never met him till the other day at a deputation. I had never been introduced to him.

1957. Of his former history you know nothing? No; except this—that when the charges were brought against him by Mr. Want I was one of those who spoke in the House, and said I was surprised that Mr. Want, having possession of these facts, had not communicated them to someone before. There was a man named M'Mahon who once told me that Mr. Fehon was connected with the firm of M'Culloch & Co. I knew nothing about Mr. Fehon until he was appointed.

1958. You knew nothing about his connection with Wright, Heaton, & Co? No.

1959. Had you any dealings in your capacity as goods clerk with M'Culloch & Co.? No.

Henry B. Copeland sworn and examined:—

Mr. H. B.  
Copeland.

1960. *The Commissioner.*] What is your name? Henry B. Copeland.

1961. What are you? A clerk in the Lands Department.

1962. You were once in the service of Wright, Heaton, and Co.? Yes.

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1963. When did you first go into their service? I left in February, 1885, and had been there then, I think, a little over two years and six months.

1964. In what capacity? As clerk.

1965. In what part of the office? In the "Inwards Department."

1966. Railway inwards? Yes; goods coming to Sydney.

1967. Were you aware of the whole practice of the office with regard to the Railway Inwards Department? Yes.

1968. Now, as to consignments of wool especially will you tell me what the practice was in dealing with the documents showing the weights and the charge of wool consigned and carried by train from places in the



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the country to Sydney through Wright, Heaton, and Co.? In the first instance, the wool was brought into the railway station. Of that part we knew nothing. We simply got the invoices from Wright, Heaton, & Co.'s agent at the railway station. Of course he set the railway invoice notes attached to his invoices; that is, he would send the railway waybills and the station waybills.

1969. The station way-bill showed the weight of each bale, I suppose; I mean the wool-producing station? Yes; in some cases they would get the detailed weight.

1970. That was one document; the other document was from Wright, Heaton & Co.'s agent to the agent in Sydney? Yes.

1971. What did they show? They showed the detailed weight.

1972. Then there was a consignment-note; did that come too? Yes. That would show a certain number of bales and the detailed weight of that number of bales.

1973. I suppose it did show the number of bales, and the standard at which the bales were charged? I think so.

1974. What was done with those documents when they came down to the office? They were checked; but if we knew the agent was a trustworthy man we would not check them.

1975. What did you check them with? With the station way-bills.

1976. Whose hands did they pass through? Mostly Mr. Heaton's. Mr. Wright was most of the time Minister for Works, and had not anything to do with the office.

1977. After opening them what did he do with them? Passed them on to us.

1978. Then after that? They were kept in our hands.

1979. Did Mr. Heaton examine them himself personally? I could not say.

1980. Did he make comments upon them on any occasion? No, not that I know of. Of course some letters contained cheques. He would sort the letters and distribute them among the clerks. He would give the cheques to the accountant and the way-bills to Stephenson.

1981. Oh, you were under Stephenson? Yes. He was the Inwards clerk.

1982. You cannot tell whether Mr. Heaton compared the consignment notes and the way-bills? I do not think he did, because he would not have time.

1983. In the thick of the wool season how many would arrive? Oh, in the wool season we used to be at the office at all hours getting through the work. I am sure Mr. Heaton would never have had time to go through them.

1984. Was there anyone there to compare the weights on the way-bill with the weights appearing on the consignment note? No. Stephenson and myself would keep them after we had checked them. All we checked was the brands; the weights did not trouble us at all. We used to see that the brands were right, and then we would put them away.

1985. As to the system upon which the clerks at the different stations had made out the consignment note, was not it your duty, or Stephenson's to see that they had not made mistakes? Well, I had very little to do with that. Stephenson used to check the rates from the different stations. I had very little to do with that. A times he used to check them, but not always.

1986. Do you remember Mr. Wright or Mr. Heaton calling Stephenson's attention to a particular consignment note as having been stupidly or badly made out? He would frequently call his attention to mistakes that had been made.

1987. What sort of mistakes? I really could not say.

1988. Do you remember his calling attention to the fact that a manager at an out station had not given the firm sufficient advantage of a system called averaging? No.

1989. Did you hear of a system called "averaging"? I knew there was something of the style in vogue, but what it was I could not say; my business mainly was making out accounts.

1990. What accounts? As they came down I would charge for the railway carriage, and the first carriage by the teamsters, and the commission. I would send these accounts to the different consignees.

1991. A different account would be made out in the case of contract wool and wool not sent by contract I suppose? Well, the contract wool charges used to be made out at the up country station at contract rate, and all we had to do was to charge it on to the consignees.

1992. Then when you had to charge commission, that would be wool that was not contract wool? Yes.

1993. What proportion of this was there? It was mostly non-contract wool.

1994. Well then in that case you would have to make out an account against the consignee showing the charge for cartage to the railway station, the railway carriage, and commission? Yes.

1995. On what basis did you make the charge for the railway carriage? Simply on what was charged.

1996. The railway freights used to be added on after the way-bill came to Sydney? We used to get tickets from Darling Harbour. What came in the way-bill was simply the carrier's charges. The invoice contained only the carrier's charges, and the railway freights used to be charged at Darling Harbour. We used to add this on.

1997. Did you add on the actual charge made at Darling Harbour, or did you add on a charge calculated on the basis of the weights appearing in the way-bill? I believe that nearly everything was charged according to Darling Harbour tickets.

1998. The contract charges were for weight, so much per ton apart from the sizes of the bales? Yes; I think so. But we simply used to make a contract with the station and carry it at one rate so much per ton.

1999. You would, in that case, get your actual weight from the way-bill? Yes, and from the consignment note.

2000. Did you not, in the case of non-contract wool, make out the accounts sent on to Sydney consignees from the weights given on the way-bill? I do not think so.

2001. How did you make them out? From the Darling Harbour bills.

2002. By repeating the charge? Yes.

2003. Are you sure that contract wool was less in quantity than non-contract wool? Well, it is four years since I was there. I would not be positive, but I am pretty certain there was far more non-contract wool than contract. But at that time there had been bad seasons and that might account for it.

2004. You cannot say how these accounts of non-contract wool were made out? Oh, yes; from what I can remember the only charges were carriers and the railway note which we received, and which we used to add on to the back and our commission.

2005.

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2005. Are you sure that you did not in the case of non-contract wool take the weights of the bales out of the way-bill and calculate what the railway charges would be upon those bales taking them by their individual weight? I know what you mean; but I never did it, and I do not know that Stephenson did it.
2006. It would involve a great deal of labour? Yes; and considering that we were kept back in the office until midnight throughout the season we had no time to do it.
2007. You say you remember comparisons being made for checking the work of men in the country? Yes; I cannot remember who they were. But I know there were one or two men at the stations who were continually making mistakes; and it was Stephenson's business to correct them. But as to charging consignees with that sort of thing, so far as I know, it was never done.
2008. Did you ever hear such an expression as "foxing," or any such term in the office in relation to the carriage of wool? No.
2009. Stephenson did say that Mr. Wright used to come to him in the morning with the invoices and squatters way-bills and the railway consignment rates, and point out peculiarities in the weights of the wool and that kind of thing. Do you remember that occurring? No; of course Mr. Wright was only there a short time when I was there.
2010. Do you remember Mr. Heaton doing it? No.
2011. Do you remember a letter being written by the office to local managers with regard to the way in which they were carrying on their business? Yes; we used to write memos, and letters telling them of the corrections which had been made, so as to make the books agree.
- 2011½. Do you remember comments being made by Mr. Heaton or by Mr. Wright to the effect that some of these men had not put a lot of bales under the 250lb. standard which they could have done. No.
2012. I suppose you know of the existence of the 250lb., the 4 cwt., and other standards? Yes.
2013. And you knew that they were the basis of making out railway charges? Yes.
2014. Did you yourself ever go into the question as to how the railway charges had been made out on particular consignments? Oh yes; I used to check them, but I never found any "foxing" work going on.
2015. What would you define "foxing work"? Well you asked me if I had heard of this.
2016. Yes. I mean if you had heard of the expression? Well I never found that there was any hanky panky work going on.
2017. When you examined the consignment notes, did you find that they were made to tally with the actual weights of the way-bill except in the aggregate? I should think it was only the aggregate.
2018. You say there would be a certain number of bales, and a good many would be a little over 250 lb., some a little under (I mean on the weight), some under 4 cwt. and some over—did you take into consideration at all those actual weights, and see whether the weights given in the consignment note tallied with those, or did you merely take the aggregate, and see if the aggregate weight given in the consignment note tallied with the aggregate weight on the way-bill? I looked after the aggregate to see if that agreed with the consignment note.
2019. Then you did not compare each bale? No.
2020. So the way-bill might show not a single bale under the 250 lb. standard, and yet the consignment note might show several bales under the 250 lb. standard? I do not think so.
2021. Do you know anything about the system of averaging? Yes; but I think it only showed the aggregate weight and number of bales. When I used to check them, I used to count up the number of bales on the consignment note, and the number on the way-bill, and as a rule these agreed.
2022. But not always? Well, no; because sometimes the department would get some other person's wool in the consignment.
2023. Well then you did not see whether it involved the system of averaging? That was the plan of the up-country people. What I had to find out was whether the railway people had charged the full amount. I would have to see that I had the consignment note from the railway people for the full number of bales of wool.
2024. After the railway people had made out their charge did you question the fact of whether they had charged you for the wool you had to charge the consignee for? Yes.
2025. The consignment note was in fact made out by Wright, Heaton, & Co's. agent? Yes; but the railway people at Darling Harbour used to send us the ticket for the value of the railway rate.
2026. That ticket was supposed to be based on the consignment note? Yes.
2027. Half the consignment note was kept by the department and transmitted to Sydney, about the same time as the wool, to arrive not later than the wool? Yes.
2028. And another part of it had to go to the local manager and that part was sent down to Wright, Heaton, & Co.? Yes.
2029. Is there a "butt" kept for the Railway Department? No. One part is in the possession of Wright, Heaton, & Co., and the other in the possession of the railway people at Darling Harbour.
2030. Did you know anything or see anything of Mr. Fehon while you were in the office? Well, I really could not say. I believe that he used to attend the meetings, but as to whether he did, I would not swear, because I would not know the man if I saw him.
2031. You don't know him by sight? No.
2032. Did he ever come into the office? Well, I understood he was connected with Messrs. M'Culloch & Co. I could not swear that he came to our place, not knowing his name; but if he were to walk into this room now I should not know him.
2033. How came you to know his name? Well, M'Culloch's people used to come to the office, and Mr. Fehon might have come.
2034. Did you ever see Mr. Fehon examining the work of the office there? No.
2035. If he made any examination it would be at the meetings of the Board-room at which you would not be present? Yes.
2036. Or as to whether he knew or did not know anything about the internal working of the office, you know nothing? I know he used to attend the Board meetings; but he never came into the office itself.
2037. You were subpoenaed to give evidence for the defence at the trial of Mr. Wright, Heaton, & Co.? Yes.
2038. Did you know beforehand what sort of general questions would be put to you? No.
2039. Have you told me all you consider material touching this matter? I think so.
2040. Did you read Stephenson's evidence before Sir James Martin or before the Police-court? Yes; I fancy so.
- 2041.

2041. Did you notice anything peculiar about any of his evidence? From what I know, he was not speaking the truth. Of course he might have been speaking the truth.

[Witness here reads Sir James Martin's notes (printed) of Stephenson's evidence.]

2042. *The Commissioner.*] Having read Stephenson's evidence, is there any remark you would like to make on it? Well, I fancied all through that he was telling lies.

2043. In what respect? Well, I thought if any dirty work was going on it was done by himself, because I do not see how Mr. Wright or Mr. Heaton could do it.

2044. What sort of a man was Stephenson, as far as you saw of him? He was a peculiar sort of man.

2045. I mean was he a straightforward man, or otherwise? He was straightforward as far as it suited him. Mr. Wright used to speak sharply to him sometimes about mistakes, and he would prevaricate and do anything to get out of trouble. He seemed to be always frightened to go in to speak to Mr. Wright and Mr. Heaton. I do not know why. My idea of his turning Queen's evidence was to pay them out for snubbing him.

2046. What snubs had he received from them? Well, sometimes he would make mistakes. He was a very peculiar fellow. I do not know whether he was a Catholic or an Orangeman, because he used to slate both Mr. Wright and Mr. Heaton because one was a Catholic and the other an Orangeman. Mr. Heaton was a Catholic, and Catholic priests and sisters used to come into the office, and Stephenson used to pass nasty remarks about them. He also used to make nasty remarks about Mr. Heaton. He cared for neither of his employers.

TUESDAY, 30 APRIL, 1889.

Mr. William Meeke Fehon attended and put in two letters received by him from Mr. J. M. Williamson, of Victoria, concerning the question of the mention of his name by Mr. W. J. Lyne, M.P., in giving evidence herein.

2047. *The Commissioner.*] Are there any men in town now from Melbourne who are acquaintances of yours, or who know your history? There was a gentleman from Melbourne who knows me in Sydney yesterday, but he has gone to the Mountains. He has known me for twenty-five years. But I have made up my mind that I will not call a single witness. If a charge were brought against me I could easily answer it.

2048. This is not exactly a charge against you—it is an inquiry to elicit the truth? Well, I wrote two letters to Sir Henry Parkes, and if no statement is made to disprove these letters my case is complete. Mr. Williamson was a lad when I was in the Victorian Railway Service. Mr. Want, in the House, said that if the Parkes Government knew what the Jennings Government knew they would never have appointed me. Mr. Lyne said he had an application from me for one of the Commissionerships; and then he began to make inquiries about me. Now that was a long time afterwards—at all events it was after the Wright-Heaton prosecutions. Then again, Mr. Williamson says that Mr. Lyne began to make inquiries after I was appointed Commissioner.

John Henry Want, Q.C., sworn and examined:—

Mr. Fehon was present.

2049. *The Commissioner.*] Your full name is—? John Henry Want.

2050. You are now Member for—? Not yet. I am elected Member for Paddington, but am not yet sworn in.

2051. Mr. Fehon is a stranger to you? A perfect stranger. I have never seen him in my life before.

2052. It was, I think, in December last that the question of the propriety of Mr. Fehon's appointment first came up in the House? The first time it came up to my knowledge was when it came up in the House in December.

2053. On three occasions you spoke on the subject in the House, and finally on the motion for adjournment which caused the resignation of the Government? I think only once before the motion for adjournment.

2054. To go into the older part of the subject-matter—do you of your own knowledge know anything of the facts connected with Mr. Fehon's resignation of his post in the Victorian Railway Service? Absolutely nothing; only from hearsay.

2055. Have you made any particular inquiries about it? I received two letters from some man whose name I cannot give now, but I will at a later date, for I have only just arrived, and have not had time to get them.

2056. Have you got the letters? No; I gave them to Mr. Melville when I went away in case anything should arise in regard to this matter during my absence. I cannot now remember his name, but it was someone who gave me authority to use his name if I liked, and he was connected with the Railway Department; I will get the letters. And in addition to those letters, I heard things from others whom I cannot recollect now. I must candidly admit those were only rumours.

2057. What were those rumours? That the firm of M'Culloch & Co., of which I ascertained beyond all doubt that Mr. Fehon had been a partner, had received certain privileges. I ascertained that before Mr. Fehon became a partner he had been, I think, chief clerk in the goods department in the Victorian Railways; that afterwards he was appointed Traffic Manager; that after being so appointed Messrs. M'Culloch & Co. had greater privileges granted to them than any other carriers; that it was alleged that it was through Mr. Fehon that they obtained those advantages; and I may say that I was told that Mr. Lakeman, who was a Member of Parliament, could, to a great extent, substantiate those statements. Mr. Lakeman was not sitting in his place in the House when I returned, and I had no opportunity of seeing him. But I was also told by several other Members of the House that Mr. Lakeman had informed them that every one knew at the place—I think it was Bourke—that if they wanted any privileges on the railways they had to send goods through M'Culloch & Co.

2058. Was it Bourke or Hay? I cannot remember. That was the first information I received with regard to them.

2059. Do I understand you to say that the principal authority you were referred to was Mr. Lakeman as to this Victorian business? I think so. But I may say that I was told that if I searched the records of the Parliamentary debates in Melbourne I would find that some question had arisen before the House there

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Copeland.

29 April, 1889.

W. M.  
Fehon, Esq.

30 April, 1889

J. H. Want,  
Esq., Q.C.

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J. H. Want,  
Esq., Q. C.  
6 April, 1889.

there as to Mr. Fehon having given undoubted privileges to this firm. I arrived back here without having an opportunity of seeing them, and I have never seen them. But I was told that some question had arisen in the Victorian Parliament on the matter.

2060. Do you remember Mr. Orr's name being mentioned? No. I never heard of any name in connection with it, but simply the general statement that there had been a debate in the House with regard to Mr. Fehon having given undue privileges to Messrs. M'Culloch & Co., and I then ascertained that immediately after Mr. Fehon's leaving the railway service he became a member of Messrs. M'Culloch & Co.'s firm. Then I came back to Sydney.

2061. Where were you? In Melbourne. When I was there the news of Mr. Fehon's proposed appointment appeared in the Melbourne papers. I made inquiries as quickly as I could, and I came back to Sydney and found that he was appointed. At that time I had written out a proposed vote of censure on the Government with regard to Mr. Fehon's appointment from what I had previously known and heard. I then had no time, and I could not get sufficient information to justify me in proceeding with a direct charge against Mr. Fehon of what I thought at the time had been brought against him with regard to the Victorian question; and in the state of public business then I did not proceed with that vote of censure. But when I say I intended to move that, I intended to move it in connection with some other information I had obtained with regard to Mr. Fehon's connection with Messrs. Wright, Heaton, & Co. I mention this to show that these two things were together when I contemplated this. Those are the only grounds I had with regard to the question of the Victorian matter.

2062. Now, can you remember the name of any particular person who either gave you information on this first matter—information, that is to say, not referring to the third person, or the name of any person to whom you were particularly referred? No. I can only give you that one whose name I have already referred to; the other was general information with regard to clubs and other places. I cannot remember even this, but if I could I should not.

2063. When in Melbourne, did you gather that these were old rumours merely mentioned as matters of history, or were they existing (still alive) rumours? They were still-alive rumours, though some time before the thing had taken place there were rumours. Men said, "I see you have appointed Fehon a Railway Commissioner. You had better see what was said about him with regard to M'Culloch & Co., and his resignation from the railways here."

2064. Without mentioning the names of any particular persons but knowing the connection in which these conversations occurred, can you say whether or not they appeared to you to be intended as assisting you in any attack which you might wish to make upon the then Ministry, or were they spoken in the interests of the country? Certainly not. Knowing I was a Member of the Parliament of New South Wales, they simply talked in an off-hand way, as who should say, "What a funny appointment"; and not as an attack upon the Ministry; and I do not see how it can be said that it was an attack upon the Ministry.

2065. You had in your mind another reason why you thought it doubtful whether Mr. Fehon should be appointed? Yes. This matter was a minor one to me, and you will find in *Hansard*, page 1038, in December, the following words which I used in my speech in the House:—

Then, again, with regard to the appointment of Mr. Fehon. He had never made in this House an accusation which he was unable to prove. He was not in a position to charge Mr. Fehon with anything, but he could only say that if the members of this Government had had brought before their knowledge what was brought before the Dibbs and Jennings Government, when he occupied the position of Attorney-General, he was perfectly certain that they would have received information which would have shown that this gentlemen was not fit for the appointment.

Subsequently, on 9th January, in the House (*Hansard*, January, page 1512):—

I said distinctly that I made no charge against Mr. Fehon, because I was not able to prove one, and all that I said was—and I can refer to *Hansard* to show that I am correct—that the Jennings Government were in possession of facts, which, if this Government had known, would have disentitled Mr. Fehon to the appointment he had received at the hands of the present Government. I said nothing more than that, and I made no charge; and it was only when the honorable member for Camden (Mr. Garrett) and the Premier charged me with corruption in the discharge of the duties of my office in not prosecuting Mr. Fehon, and when the Premier told me in so many words that he did not believe what I said, that I felt compelled, in justification of myself, to point out what I really did know when I occupied the position of Attorney-General.

Immediately Mr. Fehon gave his explanation with regard to the question of his resignation of his Melbourne appointment, I stated, as I am reported in the January number of *Hansard*, that I was quite willing to accept Mr. Fehon's explanation with regard to the matter, so far as I was personally concerned.

2066. Having got the information which you had got, and then reading what Mr. Fehon had written in reply touching this matter, did you, in point of fact, then feel that you were justified in making any further attack upon him in relation to that matter on the ground of those rumours? Yes; but forgive me for saying that I have made no attack upon Mr. Fehon in any shape. I have only asked for an explanation which should honorably acquit him; and if, on the other hand, he could not give an explanation, that he should be dismissed from his position. I should be pleased if Mr. Fehon satisfied me and the Government. All I asked for was an explanation.

2067. To your mind, having heard what you had heard, and having had the opportunities you have told me you have had of making inquiries in Melbourne, being in that condition of mind, was Mr. Fehon's explanation, which he then made, a satisfactory explanation, so as to really exonerate him from anything like serious suspicion in relation to that part of the matter? Mr. Fehon's explanation as regards that matter alone was sufficiently strong to weigh against what was mere rumour, which I had heard, and I was therefore willing to accept that statement, sooner than rely upon what I have already said was only the hearsay of others, and I said so publicly.

2068. You mean that the information was of such a nature that to your mind it was fairly answered by the specific explanation given? Yes; I said in the House in January (*Hansard*, page 1511):—

A prominent matter has been made of the question of Mr. Fehon's resignation from the Victorian railways. That was not my charge against him.

That Melbourne question was not the thing that weighed with me; it was something much more important. 2069. That something which you considered more important had been in your mind from the first? Yes. And when I was in Melbourne and heard certain things, it was the fact of my knowing something else previously which fixed the matter more strongly in my mind.

2070. And made these rumours much more effective in your mind? Yes. In fact I should have paid no attention to those rumours, because they were not sufficient for me to act upon by themselves alone.

2071. Can you say whether the fact that you knew something apparently affecting Mr. Fehon's character had anything to do with your receiving the information about him which you did receive. Did the persons who gave you the information know or not know, at the time they spoke about it, that you yourself had something in your mind? They knew nothing whatever about it. And I may say that the facts which I knew at first were not sufficiently strong even for me to have felt justified in communicating them to anybody as an existing fact, until I returned from Melbourne, and searched for evidence in Sydney, which corroborated the evidence which I had received before I went to Melbourne.

2072. Are you sure when you say that you did not allude in any way to Mr. Fehon, as someone against whom there was a suspicion arising from something which you knew? Not a word. I think I have said it was simply a question of rumour in Melbourne. I think I may state here, what I knew before I went to Melbourne, was from persons who had themselves admitted that they had been equally guilty with those whom they said Mr. Fehon was associated with. I did not place sufficient reliance in their word alone to feel justified in damaging any man's character by giving that publicity. I returned to Sydney. I made search at the Registrar's Office and other places, and inspected papers in the Crown Law Offices, and those, to my mind, confirmed what I had been told before I went to Melbourne; therefore, I am perfectly certain from recollection and from what I know would have been my course of conduct, I never mentioned a word to anybody, in any shape or form, in connection with Wright, Heaton, & Co.

2073. But while you were in Melbourne, where you knew Mr. Fehon was known, you considered you had rather a good opportunity of finding out something more about him? I think I was only two days in Melbourne after I heard of Mr. Fehon's appointment, and I had very little opportunity of searching to find out anything.

2074. Did you know that Mr. Fehon was likely to be appointed before he was appointed? The first thing I heard of it was when the news came to Melbourne; and when I heard the name, I was not certain whether it was the name I had heard in connection with Wright, Heaton, & Co.

2075. Then it stood this way—that some years before you believed that a Mr. Fehon had been in some way connected with Wright, Heaton, & Co? Yes—that I had been informed so.

2076. That you knew Wright, Heaton, & Co. had been guilty of fraud? I knew that they had been prosecuted.

2077. And you went to Melbourne on pleasure? Yes.

2078. And when there you learnt that Mr. Fehon was likely to be appointed Commissioner? Yes.

2079. And that was the first time you heard of the likelihood of Mr. Fehon being appointed? That is so.

2080. And then the two names became associated in your mind? Yes.

2081. And then you thought he might be the same man? I thought it might be so.

2082. And then came these rumours? Yes; people used to say, "I see you have appointed our old man Fehon. I suppose you know nothing about his having to resign from the Victorian Railway Service for his connection with Messrs. M'Culloch & Co."

2083. You were Attorney-General in 1886, when what were known as the wool fraud prosecution was instituted? I was. The inquiry, and the search into the matter commenced long before that. It commenced by a question asked by Mr. Abigail in the House with regard to some bales of wool, and I was not in office then.

2084. Do you remember when you did go into office? I cannot. There had been a question asked with regard to the carriage of some bales of wool before I was in office. I then went into office, and the matter was further proceeded with by Mr. Abigail with some other questions.

2085. You were Attorney-General during the whole time that the Government was taking cognizance of the subject matter of the criminal prosecution in connection with the alleged wool frauds? That is so; from the beginning to the end of the first trial; from the inception of the inquiry to the conclusion of the first trial; and I may add, that of course there were three or four other firms also implicated in similar transactions.

2086. As Attorney-General, you went into the whole matter, I suppose, as carefully as you could? I did. I took a great deal of pains.

2087. And you did your best to get all the facts? Yes. It was a question of work day and night. We had to go through documents and papers relating to Wright, Heaton, & Co., and it was the hardest job I ever had in my life.

2088. I suppose one element in getting up the case was; who were to be prosecuted? Yes. It was a question of which firm should be prosecuted, and what members of each particular firm should be brought within the pale of the law.

2089. Now in the course of making these inquiries, did the name of Mr. Fehon come up? In the first instance, no, except in this way. Two men in Wright, Heaton, & Co.'s employ, whose names I forget, turned informers.

2090. Was Stephenson one? Yes. They gave me information to the effect that a certain firm had been connected with Wright, Heaton, & Co., in carrying out these, what were called "Wool frauds"; but there were tobacco frauds, and frauds in connection with other kinds of produce; but they were generally known as the "Wool frauds"; they embraced tobacco and many other things. The firm which these men mentioned as being in connection with Wright, Heaton, & Co., was Messrs. M'Culloch & Co. Messrs. M'Culloch & Co. being a Melbourne firm, and as I thought harder to get at than any of our own. I first of all made inquiries as to who were members of Messrs. M'Culloch & Co. from their men. They then told me that Messrs. M'Culloch & Co. (and you will find this on record in the papers in the Crown Solicitor's Office, I have seen them there, I think, lately) were directors in Wright, Heaton, & Co.

2091. Do you mean the papers in print? No. It is printed in blue type. At all events these men told me exactly the same as was set up in the Wright-Heaton case—that Messrs. M'Culloch & Co., were shareholders in Wright, Heaton, & Co. during the time that these wool and tobacco frauds were being carried on; that a member of the firm of Messrs. M'Culloch & Co. was in the habit of coming over here to represent Messrs. M'Culloch & Co., who was supposed to be on the directorate; that is to say Messrs. M'Culloch were on the directorate, and a member of their firm came over here to represent them; that they came over every month or two; that as they had large interests in the business they used to make inquiries as to how everything was going on, and they took their place as directors and inquired into the business of

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the firm in which they took an active part. I was then told that Mr. Fehon was the name of one who had come over most frequently and, to use their own expression, that he was one of the "bosses" of the firm; that they used to be sent out to outlying places such as the end of the termini; that Mr. Fehon was one of those who took the most prominent part. I have some difficulty in remembering the name of the second gentleman. I was told that Mr. Fehon inspected the books, of course I took no particular notice of Mr. Fehon's name then, except that I wanted to see whom I could connect with Wright, Heaton, & Co.

2092. Any other information? At that time no, except this: that in the defence that was set up you will find on record in the papers, which I will find, that the defendants, or their counsel in the course of his address, stated that Messrs. M'Culloch & Co. were partners; that they were directors in Wright, Heaton, & Co.

2093. Did that statement appear to implicate the members of the firm of M'Culloch & Co., to connect them with the internal working of the firm, or only to show them as directors? Only to show them as directors.

2094. How was it it became apparently material to the question of the guilt of the accused what relation Messrs. M'Culloch & Co. had to them? Because we proposed, if we could, to prosecute M'Culloch & Co. as well; and then to find out who they were we had to find out the members of the firm. When I found out the members of the firm, and heard that one of them came over, it led me to ask which of the firm came over to Wright, Heaton, & Co., and then I thought that if I could establish Mr. Fehon's connection with the firm sufficiently to show that he was aware of what was going on, I should have included him with Wright, Heaton, & Co., and then with Messrs. M'Culloch & Co.

2095. Yes; but you say that the statement that Messrs. M'Culloch & Co. were connected with Wright, Heaton, & Co. was made either in the course of statement made by one of the accused, or else in the course of the address of counsel for the accused? It arose in the first instance from the statements of the informers themselves in this way: I was getting through them the names of all those who I could show had actually taken an active part in connection with the carrying out of those frauds, and I wanted to ascertain who there was in Wright, Heaton, & Co.'s firm that I could actually connect with the commission of the offence, or a guilty knowledge.

2096. But you said that in the statement of the accused, or in the course of the address of their counsel, it was stated in Court that Messrs. M'Culloch & Co. had some connection, and that some of their firm were directors in Wright, Heaton, & Co.; how did they make it material? The defence set up was that what had been done by Wright, Heaton, & Co. was not a fraud, because it was sanctioned by the Railway Department. They then went on to show that other firms had been carrying on the same kind of business with the consent of the Railway Department, and then it came up that Messrs. M'Culloch & Co. were doing the same thing over there, and were connected with Wright, Heaton, & Co. And that was one of the very things that made me think Mr. Fehon must have known what was going on, because, being a director—and as the defence said that it was ordinary business sanctioned by the Department, and no crime—Mr. Fehon must have known it, because there would have been no reason for disguising it. I thought if they supposed this thing was perfectly genuine, and sanctioned by the Department, Mr. Fehon, as a director, should have known something about it. Because an enormous amount of money was made out of these transactions. I think it came to something like £60,000 in a few years. I believe from the time it was first commenced until the time it was detected the calculation was that it came to something like £60,000, and that is a big item in a commercial business for a director not to know anything about.

2097. Finally, you did not include Mr. Fehon as a defendant? I prosecuted no one in the case except I could bring evidence corroborative of the accomplices. The evidence of an accomplice is considered unworthy of belief unless corroborated. The records will show that no man was prosecuted there unless we could bring evidence corroborative of the accomplice. That evidence was the handwriting, initials, or books, or where other witnesses could give proof of the different defendants in connection with the offence. I was not in a position to get any absolute corroborative testimony in regard to Mr. Fehon, and he was left out, as also were a number of others, against whom these accomplices had given testimony in respect to whom I could bring no corroborative testimony.

2098. This suggested case against Mr. Fehon stood then on the evidence of Stephenson and this other man whose name you do not remember? That is so.

2099. And that evidence, I understand, was evidence presumably to your mind connecting Mr. Fehon with a knowledge of the way in which the firm of Wright, Heaton, & Co. were earning their profits? Yes; and with regard to his being monetarily interested in the firm to a large extent.

2100. That is what I understand you meant when you mentioned in the House that there was a technical difficulty? That is the difficulty to which I alluded. These were conversations with these men, and it was very difficult to get any evidence from them; but this was in conversation in my own room in the Attorney-General's Office, before the prosecution was initiated. It was the groundwork of the charge, and then Mr. Fehon and others were thrown on one side and the prosecution was initiated only against those who were subsequently brought to trial.

2101. There was nothing afterwards that came to your knowledge touching Mr. Fehon's connection with this affair? Nothing. Mr. Fehon's name was a blank in my memory.

2102. Until the appointment? Yes; except that there were long consultations as to whether the firm of Messrs. M'Culloch & Co. should not be prosecuted in reference to some alleged frauds of theirs.

2103. Was it as to whether they should be prosecuted in New South Wales, or whether the Victorian Government should be asked to prosecute? Well, there were many legal difficulties surrounding the question, and it became a question for consultation; but that was not with regard to the prosecution of Mr. Fehon alone, but with regard to the prosecution of the firm of Messrs. M'Culloch & Co. generally.

2104. Was that in relation to the carriage of wool alone? I think so.

2105. That is with regard to the question of averaging, not with regard to the question of understating? No.

2106. It was on the question of averaging the wool bales in a way that was defrauding the Government, or reducing the takings of the Government? Yes, you can call it that if you like; that is a polite way of putting it.

2107. Was it suggested that Messrs. M'Culloch & Co. had been guilty of this in New South Wales? Yes, certainly.

2108. Where was it—was it in course of business between Wagga and Albury? Yes, I think so, but I cannot tax my memory now.

2109. Or was it that some wool was actually sent through Wright, Heaton, & Co., but consigned to Messrs.

Messrs. M'Culloch & Co. in Melbourne, going to Sydney by train, and then by steamer to Melbourne, and that it was assumed that Messrs. M'Culloch & Co. managed to transmit on the New South Wales railways practically themselves? I cannot tax my memory now without looking into the matter, but my impression is that there was in some way a diverting or a reducing of the profits on the Government Railways in New South Wales.

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2110. Did you go into the question of the tariff on the Victorian lines? Yes, but it was only lightly touched.

2111. Who were the firms prosecuted here? Messrs. Lee & M'Alister, Wright, Heaton, & Co., and Permewan, Wright, & Co. These were the three firms charged, and I took little trouble about the M'Cullochs afterwards. I only mentioned the M'Cullochs because you asked if Mr. Fehon's name cropped up again.

2112. Do you remember whether it was suggested to the Victorian Government that they should institute proceedings against Messrs. M'Culloch & Co. for frauds which the New South Wales Government supposed had been committed in Victoria? It was determined by the Cabinet that we should communicate with the Victorian Government in regard to it.

2113. Do you think that is to your knowledge, in point of fact, that Messrs. M'Culloch & Co. came in as possible defendants? No; they came in in connection with the question of diverting our own railways; but the Ministry had several long consultations as to whether Messrs. M'Culloch & Co. should be prosecuted, and finally whether the Victorian Government should be communicated with, with regard to the position in which they stood.

2114. They were communicated with? I believe they were.

2115. But they did not institute any proceedings? I cannot say.

2116. I think that in the course of one of your addresses in the House you said that this practice of wool-frauds appeared to have originated in Victoria? I think I did say so. My grounds for saying so were these—that these informers told me, rightly or wrongly, that when Messrs. M'Culloch & Co. first joined Messrs. Wright, Heaton, & Co., the practice of averaging first commenced, and that it was the Melbourne firms who pointed out to Wright, Heaton, & Co. how they could "work the oracle."

2117. That was all the information you received on that point? No. I think I may say that Mr. Kirkcaldie, who was one of the persons employed in working up the case, satisfied me that the heaviest part of the frauds took place after the year when Messrs. M'Culloch & Co. joined the firm. I think the papers we had went back to the day when Messrs. M'Culloch & Co. joined the firm; and I think you will find that the charges made against the defendants were charges of defrauding the Government within the time when Messrs. M'Culloch & Co. joined the firm and the date of prosecution.

2118. Any other ground? Not that I can remember.

2119. Then the matter died out with regard to Mr. Fehon until you went to Melbourne? Yes. The thing died out. Sir James Martin died. I resigned before the second trial came on. Stephenson gave evidence when I was Attorney-General, and when the second trial was ready these informers were *non est*. I may say that the circumstances of their disappearance, as the police records will show, left no doubt in my mind, and, as I was informed, no doubt in the minds of the police, that these men had been got rid of; and knowing that the only person who could derive any advantage in getting rid of them were those being prosecuted, it led me to believe still more strongly that there was something criminal or crooked in the transactions, or there would have been no desire on the part of the defendants to get rid of one of the witnesses for the Crown. And believing that, and that Mr. Fehon (as I can prove and will prove before I finish) was connected with the firm both as a shareholder and director during the time those frauds were being practised, I felt I was justified in asking the Government to make a most searching inquiry into the matter.

2120. After you came back from Melbourne did you make inquiries? Immediately I returned from Melbourne, I went to the Registrar-General's Office first. And I would ask leave to produce the records of the Registrar-General's Office to show what I found out. I found out that in a certain year, I believe 1881, the firm of Wright, Heaton, & Co., admitted Messrs. M'Culloch & Co., as partners. I knew from the records of the House, and from the informers in the criminal cases, and from Mr. Wright's own admission when a member of the House, that a number of clerks had been given shares, and what I may call a dummy company had been formed for the purpose of registering it as a liability company. The circumstances surrounding that as detailed to me by these informers, who were clerks, were not of a nature to inspire me with much respect for either of the two firms. I then found that immediately after Messrs. M'Culloch & Co. had been admitted as partners, and the dummy company formed, the first registration of the company was made, as will be shown by a perusal of the records of the Registrar-General's Department. I found, and I am speaking now from memory, but I crave leave to refer to the documents to substantiate what I say, that the different members of the firm of Messrs. M'Culloch & Co. had a certain number of shares registered in the name of each of those partners. It was not in this way that Messrs. M'Culloch & Co. had so many shares, or that one member of the firm had so many shares, but I found the names of individual partners in Messrs. M'Culloch & Co. registered as shareholders. To make sure as to whether Mr. Fehon was really connected with the firm or not, I searched for his name. I found what appeared to be his original signature, his own proper signature, convincing me that he knew shares were registered in his name. This confirmed the statement that had been made to me by the informers that Mr. Fehon had a large interest, a pecuniary interest, in Wright, Heaton, & Co.'s business, at the time when the wool frauds were being carried on. I then found that for several years shares were passing backwards and forwards every year, and at no time, to the best of my memory, were there ever less than 500 shares registered in Mr. Fehon's name—sometimes there were a great many more, I think, extending up to 1,300. In *Hansard*, page 1517, is a report of my saying, "Mr. Fehon one year had 500; another, 680; another, 1,300; then 500, and then 600 shares"; the company being, if I may use the word, "re-registered" every year, according to Statute. I found Mr. Fehon's name appearing every year, and shares set opposite his name, varying from 500 to 1,300. During all those years I knew, as everybody now knows, the wool frauds were at their height. This again corroborated the statements I had already received when I was Attorney-General. Finding that that was so, I had before me then the rumours in Melbourne, the statements of the informers, and the corroborative testimony which is now on record in the Registrar-General's Department of Mr. Fehon's undoubted connection with the firm of Wright, Heaton, & Co. during many

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years when transactions were being carried on, which resulted in the prosecution of that firm. With all these things unexplained, I took upon myself to ask the Government to make a thorough examination in order that Mr. Fehon might clear himself, or if he could not, that he should be cleared out of his office, if it were possible.

2121. In addition to the information you got by looking at the Registrar-General's papers, you also received some information from some persons, I believe? Yes.

2122. Who were those persons? Mr. Lyne, who had been Minister for Works with me, told me that if I called upon a Mr. MacMahon, who had been connected for some time with Wright, Heaton, & Co., he would prove that what I said in my first address to the House, with regard to Mr. Fehon's connection with the firm of Wright, Heaton, & Co., and as to his taking a prominent part in the conduct of their business, was true; he would be able to give me evidence upon it, and prove that what I said was perfectly correct. I called with Mr. Lyne and saw Mr. MacMahon, who, in Mr. Lyne's presence, told me that when he was connected with the firm Mr. Fehon was there taking a prominent part in the conduct of Wright, Heaton, & Co.'s business, and that Mr. Heaton had told him on one or two occasions, "This is Mr. Fehon," and told Mr. MacMahon that Mr. Fehon was a director of the company, and that he must look upon Mr. Fehon as his "boss." Mr. MacMahon said, "I am not afraid of anyone; I can say that Mr. Heaton pointed out to me that Mr. Fehon was to be my boss; he was managing director in Wright, Heaton, & Co.'s during the wool frauds." He further told me that he was going to Townsville, on one occasion, to take charge of that end of the firm's branch, and that Mr. Heaton told him that if he got any instructions from Mr. Fehon, he must remember that Mr. Fehon was his "boss." One other gentleman gave me information—I do not know whether he intended it to be used or not, but this does not much matter, because it was nothing definite—he told me he could substantiate a good deal of what I said in the House.

2123. Was that Steers? Yes, that was the name. He said, "If you want me I will give you information to show that you are not far out with regard to your statements about Mr. Fehon." I called at his office several times but he was out, and I got no information from him. I felt, that backed up as I was with these registration copies and MacMahon's evidence, that I was justified in again asking the Government for an inquiry into the matter.

2124. I understand that Mr. MacMahon informed you that not only on the occasion of Mr. MacMahon's journey to Queensland, but on other occasions, Mr. Heaton had conversations with him? I understood him to say that in conversation.

2125. Are you sure he mentioned other occasions? He gave me the impression that in conversation with the firm generally he was told that Mr. Fehon was a director, but that when he went to Townsville he was told that he was his "boss." The definite conversation with regard to his being boss was when MacMahon was going to Townsville. Mr. Lyne was present at the conversation.

2126. Did anything peculiar strike you with regard to the state of MacMahon's mind, in relation to Wright, Heaton, & Co. generally on that occasion? No; I may say that I have heard or read somewhere that Mr. MacMahon had some disagreement with Mr. Wright. Is it in respect to that?

2127. Yes. Did he seem to have no animus? No, on the contrary. One of my brothers told me that he knew a Mr. MacMahon who could give me a lot of evidence with regard to Mr. Fehon, in connection with Wright, Heaton, & Co.; and I went and saw MacMahon, who was a stranger to me. I said to him, "My brother tells me you can give evidence to show that Mr. Fehon was connected with Wright, Heaton, & Co." He said, "I don't know your brother, and have had no conversation with him"; and for 10 minutes I could get nothing out of him. Mr. Lyne then produced a letter from somebody telling him (Mr. Lyne) that if he called upon Mr. MacMahon he could give him important evidence.

2128. Was it Brock who wrote that letter? Yes, I think it was Brock. I think you are right; and it was only when Mr. Lyne mentioned this person's name (and I believe it was Brock) that Mr. MacMahon was got to open his mouth at all. So far from there appearing to be any malice on the part of Mr. MacMahon, I was inclined to think he rather snubbed me; so much so, that I told my brother that he said he did not know. My brother, T. V. Want, said, "Well, he might not have wished to tell you, but I have heard so"; and he told me this long before I had heard about MacMahon from Mr. Lyne.

2129. Did MacMahon explain to you how it was that it became rather an important question at the time he was going in the steamer to Queensland whether or not Mr. Fehon had something to do with the firm? He did.

2130. What did he say? I cannot remember, but he did.

2131. Do you remember whether he said that the two firms had been competing for the Queensland trade, and that now—speaking of that time—the firm of M'Culloch & Co. had as much interest in it as Wright, Heaton, & Co., or something like that? I cannot remember, but he certainly gave me a clear reason for it. He gave us a reason which showed me that there was a necessity for him to explain to Mr. MacMahon that he should understand clearly that Mr. Fehon was connected with the firm largely. I cannot remember the reason, but it was a very good one, and one that confirmed MacMahon's statement in mind.

2132. But he did not give you any information as to the nature of Mr. Fehon's connection with the working of the firm? From what I can remember it was to this effect—that if he found him in any way apparently differing in certain ideas from him, he must remember that Mr. Fehon's interests and Wright, Heaton, & Co.'s were identical. It was to this effect—do not be astonished if you get told by Mr. Fehon to do something, because his name and that of Wright, Heaton, & Co. are the same. It was after receiving all that evidence that I moved the adjournment of the House again, and because I thought that Mr. Fehon's letter and Mr. Wright's amounted to no explanation whatever with regard to the connection with Wright, Heaton, & Co.

2133. Taking all that you had found out about shares, and all that you had heard from Steers and MacMahon, do I understand that it came to this or anything more—that Mr. Fehon was evidently and had evidently been a shareholder in Wright, Heaton, & Co. for some years; that those years were, some of them at any rate, years during which what were called the wool frauds were going on; that he had actually been a director during part of the time, and that, therefore, to your mind a fair, almost necessary, conclusion was that he must have at least known of the existence of this practice called wool frauds? That is exactly it, and with this addition. The way the books were kept, and the process by which the manipulation of these wool bales was carried on, were such as to enable anyone who had a knowledge of the business to ascertain what was being done, the amount made by the carrying on of the frauds being so large.



large. And as the defence set up was the production of some minute by the Railway Department which, they alleged, authorised them to average the bales, I could come to no other conclusion than that a person who had at any time been a director must have been cognisant of the way in which the business was being done.

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2134. Did you examine the books of the firm? No.

2135. Were they produced in evidence? I cannot remember; but there were a lot of books we wanted and could not get.

2136. Do you remember whether a subpoena was sent to any member of the firm or clerk to produce them? I cannot remember.

2137. Was it not possible for the department to have obtained possession of some of the books of the firm if the prosecution had really chosen? Of course we could have got what they had, but the question was whether the books we wanted would have been given us.

2138. Then it comes to this, you did not, in point of fact, get access to the books to examine them? Speaking from memory, I say "No."

2139. So it was impossible to say what they would have disclosed? It was utterly impossible to say that. The only evidence we could get was from the documents of the Railway Office, and of the consignees of the wool, both which would bear the signatures of members of the firm.

2140. How was it to your mind that you concluded that—say—the managing director in Sydney could probably have become aware, from the documents transmitted to Sydney, or from the books kept in Sydney, of the peculiarity in making out the railway charges, which went by the name of wool frauds? Well, the squatters paid one price to Wright, Heaton, & Co., who paid another price to the Railway Department, which was a less charge than they ought to have paid; and I concluded therefore that their books would show what they had paid the department by the weight of wool, and what the consignees had paid them, and which should have been the amount paid to the railway. I imagined therefore that they would have a book which would show the amount which they had received in payment of the carriage, as well as a book which would show what they paid to the railways; the balance between the two would be the profit of the fraud.

2141. That would apply to non-contract wool? Yes.

2142. Would that apply to contract wool? Yes, if I remember rightly. No; I think you are right. That would only apply to certain wool—I think non-contract wool. I should have liked to be making as much money as was made by these frauds, and not know it.

2143. I suppose the principal profit of that kind was made by applying the system of averaging; or was it by the system of averaging or by actually under-stating—I mean under-stating the aggregate weights? It was by an improper system of averaging, and by distinctly under-stating the weight with regard to tobacco—principally in regard to goods received from, I think, Cootamundra, and goods received from Tumut—they were the worst cases.

2144. Well, now, to go to another matter;—do you remember a conversation that took place in Mr. M'Laughlin's office when Mr. Wright was present—that was shortly before the motion for the adjournment? I only saw Mr. Wright once in Mr. M'Laughlin's office, and I remember it distinctly.

2145. Do you remember what took place then? Yes. I went to M'Laughlin's room, not knowing anyone was in there; Mr. Wright was there. Mr. M'Laughlin turned round and said, "Hullo! here you are, two enemies face to face." I said, "Mr. Wright knows I am no enemy of his as well as I do." We shook hands. I said, "I am very sorry I have had to do what I have done, and more particularly to rake up an old sore." I added, "I have been dragged into this thing by their charging me in the House with acts of corruption, and after I came back from Melbourne I had made up my mind to let the matter drop, because I had not got corroborative testimony, but they have dragged me into this matter—and I would always rather pick a man up than knock him down at any time, as Mr. Wright knows." Mr. Wright said, "Oh, well, it is very hard upon me and my family that this thing should be dragged up again; but I quite admit, Want, there was nothing else for you to do. I do not blame you in the matter at all; but it is very hard on me, and you know, as well as I do, that the reason why we entered into these so-called wool frauds was because we were induced to do so by the Government," and he added, "You remember that minute which was produced in Court?" I said, "I remember it perfectly well. If I could put the same construction on that minute that you put upon it—so far as the wool frauds are concerned—I should have had very great hesitation in prosecuting at all in the case. That minute only turned up at a very late period of the case. The railway people put one construction on it, you put another. Of course, it remains for the public to see who was right and who was wrong." He then said to me, "I think of going up for Glen Innes some day, and I wish you would give me a letter or authorise me to say that that minute made a very great difference in the case." Well, I did not give any answer to that. I thought I had better not say anything more. I did not give him a letter, nor did I authorise him to use any such statement, because I knew of the tobacco frauds, which were a great deal worse than the wool frauds. I have been on very friendly terms with Mr. Wright for very many years—a personal friend I may say—and I was very loth to have any further conversation about the matter. I think now it was a good deal the fault of the department that the frauds were carried on—their laxity in inquiring into the matter. But I have not the slightest doubt at the same time that all these firms seized upon the opportunity of doing something which they knew was morally if not criminally wrong.

2146. Mr. M'Laughlin joined in the conversation? Yes.

2147. Do you remember alluding to the kind of defence Mr. Fehon had set up? I do not think so; but it is quite possible.

2148. Do you remember saying, "If Mr. Fehon had admitted that he was connected with Wright, Heaton, & Co.—if he had justified his position—I would not have said anything about it"? What I said was this: "If Mr. Fehon had given a proper explanation of how he came to be connected with these matters, and had shown that he was absolutely clear, instead of simply saying that he was not a member of the firm, and had not held these shares, I should not have gone any further"; but Mr. Fehon had simply said in effect, "This is not true," whereas the records in the office show that it is so; and Mr. Wright said in the office, "There is no doubt about it, Mr. Fehon has made a mess of it," and I said, "You have made a mess of it too in your letter." He said, "Well, I am in that trouble that I don't know what I am doing." I said, "If Mr. Fehon had said in his letters that what Want says is perfectly true, namely, 'that I was a shareholder and so on,' it would have been different, but he gave a cock and bull yarn about the transfer

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of shares." But it was after that that I saw Mr. M'Mahon. And when Mr. Fehon said that he only held these shares in trust (that was in reference more particularly to my having stated he was a shareholder almost up to the date of his appointment, which he appeared to be by the records of the Registrar's office), I said, "If he will explain this matter away, or will give some reason for the extraordinary proceedings in connection with the transfer of shares; I do not want to go on with it, and I shall be only too glad to see Mr. Fehon clear himself of the whole thing." I also said to Mr. Wright, "The most painful thing to me is that I have to rake up all these things about you."

2149. You made some allusions to Mr. Abigail? I remember saying, "This is a judgment on little Abigail, for he worried the Government like a terrier does a rat, and drove us into the prosecutions, and now the thing has recoiled on his own head"; and I think I said, "You have got to thank Abigail for having rooted the thing up at all"; and, as a matter of fact, it was Abigail who rooted it up. He made us begin the prosecutions two months before we were ready, because he was mentioning facts in the House and asking questions which resulted in several witnesses getting away. We had to start because everyone was clearing out. I have received a number of anonymous letters in regard to this matter; I have burnt them all; I have paid no attention to them.

2150. With regard to Mr. Fehon? Yes.

2151. *Mr. Fehon to witness.*] The statements you have just made have regard to what induced you to make the remarks in the House you did? Yes.

2152. Has anything transpired since to alter your views;—would you take the same course to-day as you did then? Undoubtedly; that is to say, to ask for a thorough explanation of what appeared to me to be facts, which now, unexplained, disentitle you to hold your position.

2153. In *Hansard* (page 1044) you are reported to have said, "I am in a position to say that Mr. Fehon's name arose in this matter, in the first instance, from his connection with the carrying firm of M'Culloch & Co.?" Yes.

2154. Then you are reported to have said, "There is no doubt whatever that the wool frauds started in the firm of which Mr. Fehon was a prominent partner";—did you allude to Messrs. M'Culloch & Co.? Yes.

2155. And have you anything to justify the statement? Only what I have already alluded to—that the information of the informers given to me—

2156. But what did the informers know about it? They said that the representatives of Messrs. M'Culloch & Co. were those who instituted the wool frauds in this Colony.

2157. That statement was made by the informers? Yes.

2158. And if you could not justify the information, do you think you were justified in making this statement? I said I was informed so, and the fact is, that it was just about that date that the wool frauds began.

2159. Then again, on page 1044, you are reported to have said, "He traced Mr. Fehon's appointment in the Government offices in Melbourne, where, he believed, he was traffic manager—an office he was compelled to vacate in consequence of his connection with the large carrying firms in Melbourne"? I have already said what I did with regard to that.

2160. And that I was compelled to vacate my office? I said that on the information I received in Melbourne; and I am confirmed in that to this extent, that a similar statement was made by a Member of Parliament in Melbourne.

2161. Then again you say, "The noise made by his connection with Messrs. M'Culloch & Co. led to his retirement from the Public Service"? I have given the information on which I made those statements.

2162. In page 1512 you are reported as follows:—"I felt that some proper inquiries would be made as to the truth of my statements and as to the reliability of the charges I had laid at the door of Mr. Fehon. On that occasion I did not say one word about the question of Mr. Fehon resigning his Melbourne appointment, nor did I say one word about his having been charged with taking that action to avoid dismissal, but the whole of my address was confined to his connection with Wright, Heaton, & Co." Is not that in contradiction to your previous statement? No.

2163. In one place you say you traced my connection with the Victorian Railways and M'Culloch & Co., and then you say ———? The charge I really made was in connection with the charge about Wright, Heaton, & Co.

2164. *The Commissioner.*] These questions are not material to the issue.

2165. *Mr. Fehon.*] I think you called upon Mr. Allen Selwyn Smith? Yes.

2166. Did you ever have any conversation with Steers? I did not call upon him. I met him in the street. And I was asked to call on M'Mahon.

2167. Did you not have any more conversation with Steers after that which you had in the street? Yes; I believe I am wrong; I did call upon him to get some information, but he was away, and I did not see him.

2168. Did you satisfy yourself that I was ever a partner in Wright, Heaton, & Co.'s? Yes. I found you were a shareholder.

2169. Does that make me a partner? When I found it was a dummy company I did not regard it as a company, and I put you down as a partner.

2170. What is your authority for saying I was managing director? The informers told me that the representative of M'Culloch & Co. was a managing director. Mr. Wright, in his letter, admits that you were a director, which you deny, and Mr. M'Mahon told me you were a managing director.

2171. Where do I deny that I was a partner? In one of your letters.

[Mr. Want here quoted the second paragraph in Mr. Wright's letter to Mr. Fehon, dated 13th December, 1888, as follows:—"That you ceased to have any business transactions (as a director) with the firm since August, 1882.]

2172. Where do I deny that I was a director? In your letter of 11th December, to the Colonial Secretary. There you say, "It was uphill work, and resulted in overtures being made which ended in an amalgamation of our Sydney business with that of Wright, Heaton, & Co., the partners in that firm managing the business without any control from the Melbourne partners"; while Mr. Wright, in his letter, says distinctly you were a director; and that was what I pointed out in Mr. M'Laughlin's office, that between you you had bungled it.

2173. *Mr. Fehon.*] I said in the same letter that the business was put into a company, and that I was the representative from Melbourne, and in the next paragraph—? My answer to that is, that in that very paragraph you say, "I was one of the eight; Messrs. Wright, Heaton, & Co. were the managing directors; Messrs. M'Culloch & Co. took no part directly or indirectly in the management of the business," while Mr. Wright said you were a director.

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2174. Do you consider that being a director implies the management of a business? I should think so.

2175. Have you ever been a director? Yes.

2176. Did you know what the officers of your Company were doing? Certainly. I should think I had been guilty of a great breach of trust if I did not.

2177. According to your argument, a director is anxious to know that a man is robbing him? I think the duty of a director is to direct a company.

2178. On page 1515 of Hansard you are reported to have said, "It is unfortunate that this Colony should be saddled with a gentleman whose name had been so much called in question in the sister Colony." When you made that statement did not you know that my name stood high in the other Colony? So far as I knew, it stood the very opposite.

2179. Can you give me the name of anyone who spoke against it? No; I only speak from memory. I can only say that what I have seen in the papers I have been led to form a different conclusion from what I drew.

2180. But surely you can give me a single name? I cannot. But I will give you a letter with one name. If you ask the question I say that the impression, instead of being favourable, was the very opposite. But from the documents you have since published, and the testimonials sent to you, and from the inquiries I have made, I have formed a different opinion, and that was the reason for my stating that I was willing to accept the explanation you gave with regard to the Victorian Railways. I said that in the *Daily Telegraph*, and in the House.

2181. I did not see it, and I have read them all very carefully.

2182. You say Mr. M'Mahon and Mr. Steers also gave evidence against me; can you name anyone else? No, I cannot.

2183. Did Steers give you any information? No, except that he could give me information; I never mentioned his name in the House.

2184. Suppose Mr. Steers gave contrary evidence, and Mr. M'Mahon did the same, what would then be your opinion? I should think that one of us was telling an untruth.

2185. Supposing Mr. M'Mahon denied the alleged statement with regard to the use of the word "boss?"

2186. *The Commissioner.*] That is not quite fair, because Mr. M'Mahon said he might have used the word "boss."

2187. *Witness.*] I can only say that Mr. Lyne took it down in his pocket-book.

2188. *Mr. Fehon.*] Don't you think you went on very flimsy charges when you had to take Mr. Lyne round with you to this man? I made no charge. I simply made statements, and asked the Government to inquire into them. I did not take Mr. Lyne round. He took me round, because he said he had heard that Mr. M'Mahon could give me information. I have made no charges against you at all. I have stated facts, and I want an explanation of them.

2189. *The Commissioner.*] Mr. M'Mahon did not deny the use of the word "boss." I said to him, "Do you positively swear to the word 'boss' used on that occasion." He said, "I am under that impression, and I told Mr. Want that."

2190. *Witness.*] He said more than that, and he said, in answer to me, that he would look upon Mr. Fehon as his "boss."

2191. *Mr. Fehon.*] You say you were informed that M'Culloch & Co. had privileges on the Victorian railways more than anyone else;—can you say who told you? I think it is contained in one of these letters which I shall produce. Secondly, I was told that Mr. Lakeman could give me evidence to that effect.

2192. Did Mr. Lakeman give you any information? No; he was away.

2193. Then that statement was based upon what you might have heard from Mr. Lakeman? Yes. I was told that Mr. Lakeman had said he would prove what he had said.

2194. You say, "Immediately after leaving the Victorian Railway Service Mr. Fehon became a member of Messrs. M'Culloch & Co.'s firm";—did you make any inquiries on that subject? I was told so in Melbourne, and I say that by your letter you said so yourself.

2195. Did not you see in my letter that I resigned my position in the Railway Service, and then joined the firm? Yes; but I thought it was funny that you should have joined a firm about which there was a discussion and a debate.

2196. You say you cannot give the names of anybody? No. I did not trouble myself about the Melbourne business, because I was not in a position to prove anything. I commenced my speech in the House by saying I was not in a position to prove anything, and therefore I made no charge.

2197. Are you aware that when you made the statement that "it was a bad thing for this Colony to be saddled with a gentleman whose name had been so called in question"; that I had been highly complimented on leaving the Railway Service in Victoria? I had not the remotest idea of it. But I still think that a man whose name was bandied about —

2198. What do you mean by "bandied about"? I speak from what I have seen and heard; and I say that you ought to be above suspicion. I cannot remember the source of my information in Melbourne, except the letter I have mentioned, or in Sydney, except those names I have mentioned.

2199. Who is the man who gave you this letter in Melbourne? I do not know. I gave the letter to Mr. Ninian Melville, and I have not seen Mr. Melville from that day to this. I asked Mr. Melville to make inquiries in Melbourne.

2200. If you were in Melbourne and heard these rumours, would it not have been right to have gone to some Member of the Victorian Government before making any statements in the House.

2201. *The Commissioner.*] Mr. Want's conduct is not on its trial. If you keep to the scope of inquiry we shall get through it quicker.

2202. *Mr. Fehon.*] You say that after my appointment you went to the Registrar-General's office and the Crown Solicitor's office to find out about me? I went there to confirm what I had been told.

2203. But in your speech in the House you said that if the Parkes Government knew what the Jennings Government knew I should never have been offered the appointment, and yet you had to go to the Registrar-General's

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- Registrar-General's Office? The Jennings Government were aware of the fact that Messrs. M'Culloch & Co., of which you were a director, had been accused of participation in this question of wool frauds, and there was such moral evidence to show that you were connected with it that alone would have prevented us from giving you employment; but to prove that the information was sufficiently strong to bring it before the House, I made various inquiries to see if it was true.
2204. Can you give me the slightest information as to how Messrs. M'Culloch & Co.'s name was connected with the wool frauds? In the first place because I found that all the partners of the firm of which you were a member were the largest shareholders in Wright, Heaton, & Co. That is one reason.
2205. On the same principle, whoever was a shareholder would be equally amenable? If they had taken part in the business.
2206. Can you prove that I took part in the business? Only by the information I got and Mr. Wright's letter, in which he says you acted as director.
2207. But anything beyond that? No. If I could you would have been placed with others in the dock.
2208. That being so, do you think you were entitled to say what you did in the House? Yes. Because I believed you were not fit to hold the high position, and because I believed you were a partner in Wright, Heaton, & Co. right up to the appointment, through your own neglect in not taking your name off the register.
2209. You had a great number of witnesses from Wright, Heaton, & Co.'s in connection with the wool frauds. Did you ever hear my name mentioned in connection with the frauds? Your name and the name of Messrs. M'Culloch & Co. dropped out before the prosecution went to counsel. Your name was simply mentioned in passing. I do not think it was mentioned more than once in the whole transaction. They always treated you as Messrs. M'Culloch & Co. You were not alluded to as Mr. Fehon, but as Messrs. M'Culloch & Co.
2210. I consider one of the serious statements you made was the statement that M'Culloch & Co. "have been in the habit of doing the same thing in Victoria as here?" From the information I received I had not the slightest hesitation in saying that this was so.
2211. Can you give me the name of anybody at all who informed you on that point? The informers.
2212. But they were employed in Sydney? Yes; but they knew all about the transactions.
2213. Did you state that M'Culloch & Co. were defrauding the Victorian Railways in the same way? Well, I suppose it was from the information that was received. I do not know. My own impression is that we were told by the informers that M'Culloch & Co. had been working this system in Victoria, and that when they came here they introduced the practice here.
2214. Were these informers ever employed by M'Culloch & Co. in Melbourne, or did they know anything about them? I have not the slightest idea.
2215. And you make that statement? Well, I would only have a right to say that it was started by M'Culloch & Co., under the circumstances.
2216. You say the Cabinet communicated with the Victorian Government? I believe so.
2217. Did you ever get a reply? I could not tell you. I think we went out of office.
2218. Don't you think if there had been any foundation for it the Victorian Government would have prosecuted them? I cannot vouch for the Victorian Government. I can only vouch for myself.
2219. Your statements in reference to myself were based upon rumours, and you cannot give the names of the persons who supplied you with the information? Excuse me, I said nothing of the kind. I have given the names of persons who have given me the information, and I have shown where you can find records, and I have found there quite sufficient to justify me, as a public man, holding a public position, to ask for an explanation of it. If you are innocent of the matter, it is more to your benefit that it should be brought up at once. If you are guilty, I have only done my duty. If anyone is to blame in the matter at all it is yourself, for allowing those names to remain on record as against you. If your version of the story is correct, their removal would have placed you in a very different position, and I claim that I was perfectly justified in taking the course I have taken.
2220. Is there anything in my letters to Sir Henry Parkes incorrect? I think that your letter, in conjunction with Mr. Wright's, has made the matter worse, as far as appearances are concerned, because they are in direct contradiction of one another; and if those letters had not been written, and I had not formed that opinion of them, I should not have gone on, but I should have left the Government to do what they liked. But they were so glaringly inconsistent to my mind that I was compelled to go on.

THURSDAY, 2 MAY, 1889.

Mr. Fehon was present.

Ninian Melville examined:—

N. Melville,  
Esq., M.P.  
2 May, 1889.

2221. *The Commissioner.*] Your name is —? Ninian Melville.
2222. You are a Member for Northumberland? Yes.
2223. Mr. Fehon is a stranger to you? Yes.
2224. Some time ago, in December, there was a debate in the House touching the propriety of Mr. Fehon's appointment as one of the Railway Commissioners? Yes.
2225. You then expressed an opinion of Mr. Fehon's fitness for the office? Yes.
2226. Did you then speak from any knowledge of your own or from information you had received? From information I had received from other persons.
2227. From whom had you received information at that time? Well, it would be difficult to particularize, because most of the Members of the Opposition had been speaking concerning the wool frauds, and it was in connection with them and Mr. Fehon's connection with Wright, Heaton, & Co. that I passed my remarks.
2228. It was not upon any rumours upon anything affecting Mr. Fehon in relation to his duty as Traffic Manager of the Victorian Railways? My remarks were based absolutely upon Mr. Fehon's connection with Wright, Heaton, & Co., and the prosecution that had taken place with regard to them.
2229. So at that time you had not in your mind any reference to any rumours which had affected Mr. Fehon in relation to his resignation of his position as Traffic Manager some years ago in Victoria? No, not at that time.

2230.

N. Melville,  
Esq., M.P.  
2 May, 1889.

2230. Have you since made any inquiries on that head? Well, it would hardly be truthful to say that I have, and yet it is almost untruthful to say I have not, if you can understand that position. I think the better way will be to tell you exactly what I have done, because I am not desirous of saying one word which is not absolutely true, and I do not want to convey, even by implication, any unjust impression. On the occasion of that debate Mr. Want spoke afterwards and he corroborated, or confirmed, the implication which I had made. Mr. Want's confirmation was called in question, which led to an investigation taking place. Mr. Want and myself visited the Crown Law Offices, and there attempted to make an examination of an immense bundle of papers. In looking through the papers, in one of them the name of the firm of McCulloch & Co. appeared to have been used in some respect with regard to the prosecution in reference to the wool frauds. Following that we visited the Registrar's office, and there examined the list of shareholders of Wright, Heaton, & Co. The list shewed that Mr. Fehon had been a shareholder from the time of, I think I may say, the incorporation of the Company up to the day when we were making an examination of this question; that Mr. Fehon's name disappeared (I am speaking from memory), from the list of shareholders for a short period at or about the time the trial was going on, and reappeared again on the share list; also McCulloch's name. About this time Mr. Want received a letter from a person residing either at Caulfield or Surrey Hills, near Melbourne.

2231. Can you tell me the name of the writer? No, I will tell you why. The letter set forth some charge against Mr. Fehon while he was connected with the Victorian railways. There were two letters. The first made reference to the report which appeared in the Melbourne papers of the debate here, and conveyed the intimation that the writer was in a position to give further information. That letter was answered by me, and a second letter came conveying the implication I have just given, and saying that the persons were prepared to give further information. To the best of my remembrance now the letter either implied that the writer had been dismissed by Mr. Fehon, or that Mr. Fehon had left in consequence of the writer's charges—dismissed from the Railway Service. The list of shareholders I copied myself with the exception of one page. Then Sir Henry Parkes requested Mr. Fehon to give an explanation, which Mr. Want and myself did not consider satisfactory, and early in January I left for Melbourne with a twofold object—(1) to attend to some private business of my own, taking the letter with me; and (2), to visit this person to see what credence and value could be given to the statement he was making. I reached Melbourne on Tuesday morning. I attended to my own business, and before I had time at my disposal to visit this person I received a telegram from Mr. Jas. Fletcher, M.P., intimating that the Government had been defeated on the Fehon question. The next day I received a telegram from Sydney requesting me to return in consequence of the formation of a new Government. I came to the conclusion that the Fehon matter was completely settled, the Government being settled there was an end to it; and I did not visit the person, and never saw him. Upon clearing up all my letters and documents in the Opposition room when I came back, and believing the whole matter to be completed, I destroyed those two letters, and the letters I had kept at the Registrar-General's Office. In obedience to the command of this Commission I have made a minute search of all letters and documents in my possession to see if I had them.

2232. And you are correct? Yes. I have not got them. This all took place previous to the appointment of this Commission.

2233. The actual sequence of affairs, and your own private business, led you on to make no further inquiries? Yes.

2234. In Sydney, also, I suppose you made no further inquiries about the matter? No. My opinion about it, and the opinion that led me to take exception to Mr. Fehon's appointment was this, that Mr. F. A. Wright, one of the directors of Wright, Heaton, & Co., had been prosecuted for what were called the "wool frauds," and I thought that if he, as a Minister of the Crown, had been prosecuted, a leading shareholder was equally guilty, and should have been equally tried.

2235. And you did not, therefore, I understand, attach any weight to these former suspicions of, or reflections on, Mr. Fehon, which date back to the early seventies? Do you speak in regard to Victoria.

2236. Yes? I cannot express an opinion, seeing that I have made no inquiries in Melbourne.

2237. You did not then consider that really an important element in the question? I did not consider it at all. My protest against Mr. Fehon's appointment is based upon the fact that the Company were prosecuted, of which Mr. Fehon was a shareholder, and if one of the directors was responsible to Parliament, a large shareholder was also responsible. And my explanation is that, if Mr. F. A. Wright was placed in the dock with the haze of suspicion around him, Mr. Fehon was equally guilty, and my charge was levelled more especially against one of those Ministers of the Crown, who had never ceased in his attack upon Wright, Heaton, & Co., while Mr. F. A. Wright was a Minister, and who was one of the Ministry who had appointed this shareholder to his position.

2238. That was Mr. Abigail? Yes.

2239. *Mr. Fehon.*] To tell you the truth, I have not read Mr. Melville's remarks until this morning. But, to use a Colonial phrase, you (to witness) were very rough on me. You say, "Let the Honorable gentleman go to Hay, and ask the townspeople whether the Victorian railways were run in the interest of the Colony, or in the interest of Mr. Fehon, who represented a certain Company?" I was speaking then with regard to McCulloch & Co.

2240. What justified you in making that remark? The information I had received that the same principle with regard to the carriage of wool and other matters, was carried over the Victorian Railways as was carried on here.

2241. Can you tell me who gave you that information? I could not give you a name. I am in the unfortunate position of having, believing the whole thing to be settled, destroyed the letters I referred to as having received from Caulfield, and one received from Hay.

2242. And you do not think in the light of subsequent events that you can justify that remark? I will not say that.

2243. You made a statement to the effect that I was a dishonorable man. I ask you to justify that remark? I say that the prosecution here revealed the fact that a system prevailed with regard to the railways, and from information I received I was bound to believe that the same system was in existence on the Victorian railways.

2244. Cannot you give the name of a single individual who told you? I cannot give you the name because as I have already told his Honor, the letters, and I exceedingly regret that the letters —

2245. *The Commissioner.*] Can you tell who was the writer of that letter? No; believing the whole thing was settled I destroyed the letters.

2246.

- N. Melville,  
Esq., M.P.  
2 May, 1889.
2246. What was the purport of the letter from Hay? That the firm of M'Culloch & Co. had carried on and were now carrying on business on the same lines as those for which Wright, Heaton, & Co. were prosecuted.
2247. *Mr. Fehon.*] I do not know the writer of the letter. To be true in the sight of all that is true and holy, I never saw the writer. Has anyone else seen the letter? Yes, Mr. Want.
2248. Did not you think that letter of sufficient importance to put it before the public? Well, I never act upon a letter unless I know the writer, or that the substance is substantiated.
2249. But you say that your action was based on this letter? Yes; I say that I acted from information that the same system was going on in the other Colony.
2250. *The Commissioner.*] What is that system you refer to? Well, I do not understand the technicalities, but the general principle is this—that there appears to be a system of charging the person receiving the articles more than the railways get.
2251. How that is arrived at you do not know? I regret, in the interest of Mr. Fehon and of the inquiry, the letters are destroyed.
2252. Did that letter from Hay give a specific explanation of how this thing was carried on, or was it in general terms? In general terms.
2253. *Mr. Fehon.*] You say (*Hansard* p. 1024) "Mr. Fehon was one of three Commissioners to whom we were asked to entrust the expenditure of a million of money, but who, if everyone in this world got his deserts, would be now on his trial for robbing the railways of New South Wales." What is your justification for that? The fact that Mr. Wright was on his trial. I held that if it was fair and just to place Mr. Wright in the dock, Mr. Fehon should be put there too, being a shareholder.
2254. But what reason had you to come to that conclusion? Because you were a large shareholder of the firm.
2255. Did it ever come to your knowledge that I took part in the business? No. But I came to the conclusion that you had held a large number of shares which had been charged, and that you were interested in M'Culloch & Co. I felt that you as a shrewd business man would know something about it.
2256. Simply a matter of opinion on your part? That is all.
2257. Did you ever hear anybody accuse me of a dishonorable act in any shape or form in any of the inquiries you made of me. Has any individual of whom you have made inquiries ever given you any information, that would lead you to suppose that I was a dishonorable man? I have in conversation with many persons, who might have known you, heard them express the same opinion as I did.
2258. I am speaking of Members of Parliament who knew me? From conversations I have had, and opinions I have heard expressed, my impression was then, and is now, that the Government did wrong in placing you in the position of Commissioner, and that you should not be there.
2259. Can you justify that by any act on my part that has come to your knowledge? I justify it on the ground I have already given. I know nothing personally against you, Mr. Fehon.
2260. *The Commissioner.*] The question is this—apart from the conclusion you draw from the facts connected with the "wool frauds," have you heard an expression of opinion disadvantageous to Mr. Fehon's general character, and probity as a private individual from any person? I know nothing detrimental to Mr. Fehon. Personally and privately, I know nothing detrimental to him.
2261. Did you hear in Melbourne or anywhere else how, generally, and apart from all these railway and wool matters, Mr. Fehon's reputation stands? Mr. Fehon's personal reputation I have never heard anything about; but his appointment as Railway Commissioner by those I have conversed with is condemned.
2262. These are, I suppose, chiefly persons opposed to the administration and appointment of Sir Henry Parkes? No. The opposition is based on the broad grounds I have taken it on.
2263. *Mr. Fehon.*] You say (*Hansard* p. 1024), "This thief, who escaped a criminal prosecution, and whose only railway experience was in connection with the Hobson's Bay railway, and the St. Kilda line, &c.; how can you justify calling me a "thief"?" Well, the justification is that the firm you belonged to were placed on their trial.
2264. I was not a member of the firm? If the records of the Registrar-General's Office do not convey the fact that you were a member of the firm, then I do not associate you with the action of the firm.
2265. *The Commissioner.*] You considered that Mr. Fehon was a member of a certain firm, and you thought a charge against that firm was equivalent to a charge against a member of it? Yes.
2266. *Mr. Fehon.*] And that justified you in calling me a "thief?" In that sense. I do not accuse Mr. Fehon privately at all.
2267. *The Commissioner.*] Were you under the impression that Mr. Fehon had only been connected with the Hobson's Bay line? I was under the impression that he was associated with Mr. Finlayson in the Hobson's Bay railway.
2268. By the way, was there not a little element running through all those debates in the House—in the first debate—in the way of intercolonial jealousy? No; because I have lived in Victoria, and had opposed expressions against Victorian people and Victorian management.

Wm. Meeke Fehon re-examined:—

- W. M. Fehon, Esq.  
May, 1889.
2269. *The Commissioner.*] Perhaps, as this matter affected you personally very much, and you must have noticed it at the time, perhaps you will remember that the occasion on which Mr. Orr made the attack upon you in the Victorian Parliament, was an occasion on which the dismissal of a man named Hibble, who had been engineer on board the "Victoria," was brought up by Mr. Walsh, on a motion of adjournment? No.
2270. At any rate, you did notice that Mr. Orr took the opportunity afforded by a motion for adjournment to make this attack upon you? No; I do not remember that. I remember the broad facts of the case only.
2271. I will read this extract from the Victorian Parliamentary Debates, p. 2222. Mr. Longmore, speaking on the subject of persons who had been dismissed from the Government Printing office, said, "I did not do any injustice," whereupon Mr. Orr interjected, "Oh," and Mr. Longmore said, "The honorable Member for the Murray had better hold his tongue. That honorable Member went through the country speaking the vilest slanders, according to his own showing, of the late traffic manager, and

W. M.  
Fehon, Esq.  
2 May, 1889.

and in his (Mr. Longmore's) presence, he subsequently acknowledged—he stated in the most craven manner—that he was sorry for having done it.” Mr. Longmore then spoke on the subject of Hiddle. Mr. Orr followed, first addressing himself to Hiddle's case, and continued thus :—“ He would not pursue the case further, but he would claim the indulgence of the House while he offered a few observations in reply to the insinuations which had been thrown out against him by the honorable member for Ripon and Hampden, and he defied that honorable member to deny one single word of what he was going to say. One day, about the time that Mr. Fehon was clearing up his affairs in the Railway Department, he called upon the late Minister for Railways, when Mr. Fehon, who was present, said, ‘ I was at Echuca lately, and I was told that you had said there that I had an interest in the firm of M'Culloch & Co., carriers, while connected with the railways.’ He (Mr. Orr's) reply was that he could not help that. He made the statement, believing it to be true, and he still believed it to be true, and that if the Minister for Railways had time to go into the matter, he was prepared there and then to go into the grounds upon which he came to that conclusion. He did so. He went over the history of the working of the railways for five years. He showed that during that period there was never a year in which some change was not made in the wool rates. He said that the firm of M'Culloch & Co. had information of every change weeks, if not months, before he (Mr. Orr) had, although he was in the same trade. He said that in connection with the Darling trade M'Culloch & Co. had carried their goods for £1 per ton less than he or anyone else knew anything of. The honorable member for Ripon and Hampden could not deny this. [Mr. Longmore: It is not in accordance with fact.] It was true. If it could be proved not to be a fact he would place his resignation in the Speaker's hands to-morrow. After he had gone through his statement Mr. Fehon assured him he was altogether mistaken in asserting that he had any connection with M'Culloch & Co., but no explanation was offered of the discrepancies. He (Mr. Orr) said he accepted the statement, and was satisfied so far; but he desired to call the attention of the House to another fact which subsequently came to his knowledge. In an advertisement published by the late Minister for Railways, or under his sanction, the words ‘ Darling District’ were used instead of ‘ Darling River,’ and that by that means M'Culloch & Co. were able to get goods carried to the Murrumbidgee for £1 per ton less than the general public. He was prepared to move for a Committee to thoroughly investigate this matter, because he was thoroughly satisfied that no one department in the late Government could bear less scrutiny than that over which the honorable member for Ripon and Hampden presided.” Mr. Bent then spoke. He said :—“ He considered it not out of place to remind the honorable member for the Murray that some people had better wash their dirty linen at home. If the honorable member was aware that the thing he had referred to was going on, why did he not report it?” Mr. Bent then went on with the Hiddle matter; and not a word more was said about you. Now you did read that report before you wrote that letter to the *Argus*? Yes.

2272. After you wrote that letter did the matter come up in the House again? No; it was never mentioned.

2273. Did Mr. Orr “ get on ” to you in the House after that? No; he never did. He was completely “ squelched ”; that letter of mine completely shut him up.

2274. You have already given an account in your letter of what took place? Yes.

2275. Do you remember Mr. Orr going through a long account of the working of the railways? No; he did not. He did not seek to justify himself at all. You must remember I had left the Service at that time.

2276. Do you remember him stating his grounds and going into the question as he said he did? No; I am sure he did not.

2277. Do you remember him alluding to the changes in the wool rates? No; he said that if he had made any statement that was not true he was very sorry for it.

2278. To the best of your recollection he did not go through this long statement? He made no charge against me at all in Mr. Longmore's presence. He simply said that he did not say that such was the case, but that he might have said such might be the case. And when I charged him with prevarication he said, “ If I have made any wrong statement, I am sorry for it; ” and Mr. Longmore said, “ You had better shake hands and make it up.”

2279. Take the statement which he says he made, namely, that “ not a year passed without changes being made in the wool rates, and that the firm of M'Culloch & Co. had information of every change weeks or months before he (Mr. Orr) did, though in the same trade ”—what about that? Well, as soon as the rates were approved by the Commissioner they were given to the Press.

2280. Were they continually changed? We were continually making reductions because we were competing then for the trade of New South Wales. We got the Murrumbidgee wool and the Lachlan wool, and then we tried to get the Darling wool; and then we had to get lower rates to get it from South Australia and bring it to Echuca. Consequently we made greater concessions at Echuca, Lachlan, and other places.

2281. What was done? A new rate-book was sent to the Government Printer, and copies would be distributed; there was no such thing as a private concession.

2282. Mr. Orr says that M'Culloch & Co. had information of the change; I suppose he means they received information of the intention to make an alteration? Well, Mr. Orr occupied the same relative position to M'Culloch & Co. as a retail grocer does to Fraser & Co. in this city. He was a mosquito, and that is why he was so bitter; he was not in competition at all.

2283. But when you were in the Railway Service was it possible for M'Culloch to have got knowledge of the intended change before it was made? As a rule the traffic manager would consult with the department as to the arrangements for the coming wool season. Perhaps we would make no alteration, or perhaps we would make a concession, to get wool. The Victorian Railways made concessions for two or three years of 6d. per bale on all wool brought from the Darling District up to and over 10,000 bales; it did not apply unless 10,000 bales were brought.

2284. That concession would not affect small carriers? No.

2285. I suppose it was possible, and not improbable, that before a change was actually gazetted, M'Culloch & Co. or other carriers might know that it was going to be made? No; nothing would be known until the political head of the department had given his sanction to it; and then it would be published.

2286. I suppose it was quite possible that M'Culloch & Co. having so much more work to do and so many more agents, might in fact, learn facts in regard to an intended change of rates that other carriers might

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not happen to learn? No; I cannot say that. M'Culloch & Co. never asked me a question when I was traffic manager as to any change of rates. In fact I saw very little of M'Culloch; he was away. The wool rates were decided some months before the shearing time. M'Culloch & Co. who initiated carrying wool by contract, and others would have to know what the railway rates would be for the coming season, and so the rates were changed generally some time before the wool season. John Orr at the time I left the railways was not interested in one ounce of goods on the rivers; so he had little knowledge of the carriage of wool. It was only a couple of years after I left the railway that he commenced at Echuca.

2287. Who managed M'Culloch's firm while he was in England? His brother James, and Mr. Jackson.

2288. Did they not in any way interest themselves in trying to find out as soon as possible what the railway contemplated doing? Yes; they all wished to do that.

2289. How did they show their anxiety to know? Oh, they might come to the office, and if the weights were not fixed I would tell them they were not fixed.

2290. In course of conversation I suppose they might have found out? No; it was so thoroughly at variance with the style in which business was done; it was impossible for one to get an advantage over another.

2291. I suppose there would be an anxiety shown to know whether any concessions were to be made as early as possible so that they could found on that a reduction of charges they would make to the squatters in the contract price. That being so, did they try to hurry the department up in bringing the contemplated changes actually into operation, or saying what they intended to do? Of course the carriers were anxious to get the information as early as possible, and so were the squatters.

2292. It was just possible, therefore, that Mr. Orr might on occasions, by accident, not have been so well informed as M'Culloch & Co.? Well, Mr. Orr was not engaged in the trade.

2293. He was engaged in the north-eastern trade? Yes. He had nothing to do with New South Wales except up to Wagga.

2294. But still he did to a certain extent come into competition with M'Culloch & Co. on the river between Albury and Waygunyah? No; he had no boats.

2295. He would come into competition this way; when there was a high river and they could get their boats up to Albury, then they would take wool which Mr. Orr might get carried, if otherwise, by teams down to Seymour? No; we were in opposition to him on the roads.

2296. Up to the time when you left the railway there was then, I suppose, a certain amount of competition? Wool then used to come to Albury by teams and go down the river by steamer, and at the tail end of the season by teams down to Melbourne.

2297. And pretty nearly all the wool that went down the river M'Culloch & Co. took? No; there was another firm called the Old Cornbury.

2298. Well, how do you account for Mr. Orr's jealousy when you left the Service? As soon as I left the Service the Government opened the line to Seymour, and M'Culloch & Co. immediately opened branches to Seymour and established themselves in the north-eastern district, and we came into competition with Mr. Orr.

2299. In respect to the wool which was taken down by the north-eastern line, there were concessions made on the New South Wales side? I do not think there were any concessions in those days. They afterwards made concessions in regard to wool coming inside or outside an imaginary line.

2300. Mr. Orr goes into the question of the Darling trade. He says that M'Culloch & Co. had their goods carried for £1 per ton less than he or anyone else knew anything of? I never knew Mr. Orr send a ton of goods up the Darling.

2301. In this respect as to the Darling trade, I suppose you can only gather that if he thought he had any foundation it must have been something that somebody else put him up to—some other carrier; because you say he never touched the Darling wool? He never did.

2302. Do you think there was any one else making a catspaw of him? No. If there had been any foundation for Mr. Orr's statement there were plenty of men in the House who would have had it inquired into.

John Henry Want, Esq., Q.C., re-examined:—

J. H. Want,  
Esq., Q.C.  
2 May, 1889.

[The witness handed in an anonymous letter he had received, signed "*Veritas Vincit*," from Toolamba. He said he knew nothing about it, and had not acted upon it. He had received other anonymous letters which he had torn up directly he got them. This one arrived after he had left. He handed this letter in simply because the Commissioner had said he wanted all letters he had received. The letter was not put in.]

2303. *The Commissioner.*] Can you remember the names of the writer of the other two letters you handed to Mr. Melville? I have been trying to remember. The writer alleged himself to be employed in the railway, and if this will lead up to it Mr. Fehon may remember that he said he had brought up some matter to Mr. Fehon in connection with the administration of the department in regard to which Mr. Fehon was either censured or called to account. That may lead Mr. Fehon to remember the name. I think his address was Hawthorne or some other place in Victoria.

2304. Did he speak of himself as being in the Service? No; he simply said he could confirm me in my statements with regard to Mr. Fehon having resigned his appointment in consequence of the attention of the Government or of the department being called to his having favoured M'Culloch & Co. as against other carriers; and the second letter was something with regard to Permewan, Wright, & Co., and setting out some other charge which he had brought while in the department against Mr. Fehon.

2305. The second letter of the same writer? Yes. The second letter, I must admit, led me to think there was some unpleasantness between him and Mr. Fehon.

2306. What made you think so? It was only this—that he said he had brought the charge against Mr. Fehon with reference to the administration of the department. It was that Mr. Fehon was up at some mining place in Victoria at a time when he was supposed to be conducting some inquiry into something which had gone wrong on the railway. I remember that distinctly. And he alleged that Mr. Fehon had been found fault with or censured. The language of the letter was couched in such a way as to lead me to suspect that there was some unfriendly feeling between them, and therefore I would not make use of either of the letters, and did not, though I had them in my possession at the time I made my address to the House; but I gave them to Mr. Melville to ascertain if the person was reliable before I would make use of them.

2307.



2307. Were they the letters of an ignorant or of an educated man? Well, I should say the writer was not a scholar, but an educated man—a man you would find amongst a superior class of railway employees. He explained himself clearly.

2308. Did he not say then what his occupation was? No; he said he had been in the same department with Mr. Fehon.

2309. He did not say whether he continued in the same employment? I do not think so. I thought the fact of an inferior officer making this charge against a superior officer showed that perhaps there might be something more than a simple desire to further justice, so I would not use the letters. The writer told me I could use his letter and his name, that he was not afraid, and he signed his name. I am very sorry the letter is missing; I gave it to Mr. Melville with the best intention.

2310. *Mr. Fehon.*] As to the circumstances you speak of, this is all Greek to me. You cannot tell us the name of the writer of these letters, but as a matter of fact my conduct has never been called in question; my work and action have never been challenged in the slightest degree by the political head of the Victorian railways or by anyone else.

2311. *Witness.*] I only mentioned this, because I thought you might remember the name. I never made any charge directly or indirectly against Mr. Fehon. I simply asked for an explanation. There is no one will be more happy to see Mr. Fehon's character cleared than I.

William Meeke Fehon re-examined:—

2312. *The Commissioner.*] Do you know anything of this other allusion Mr. Orr makes as to the words "Darling District" being substituted in an advertisement for the words "Darling River"? The Darling District extends from both sides of the Darling down to the Lachlan, and extends, I think, to the Murrumbidgee, at Balranald. I do not know, from memory, whether the rates were for the Darling District on the river.

2313. What do you say to his other remark that as a result M'Culloch & Co. would get their goods down for £1 per ton less than others;—what would that mean? The Railway Department gave a concession of 6d. per bale on all wool coming from the Darling up to and over 5,000 or 10,000 bales. That was to induce the steam-boat captain to bring the Darling wool to Echuca instead of taking it to South Australia. It was a direct inducement for him to turn his boat up to Echuca instead of going down the river. But the amount would be only 4s. a ton; it would not be £1. Besides, that was all published.

2314. Of course the bigger carriers would get the advantage of the concession, because they carried more stuff? Yes. We never saw Darling wool in Melbourne for some time after the line opened to Echuca.

2315. I think it was Mr. Wright who said that he understood that that concession on the Victorian lines was a concession intended to be made to one consignor, that it was taken advantage of by the large carrying firms declaring themselves to be the owners. That was the intention? It was intended to encourage carriers and steam-boat captains to bring their boats and wool to Echuca. The intention was that the carriers should get the advantage, because a consignor could not have so many bales.

2316. I forget whether I asked you whether up to the time you left the Victorian Railway service there was any 250-lb. standard? No. Our standard was 3-cwt. and over. Our division was simply to divide the greasy from the washed wool; it was a bale charge, and was all based upon carrying at a deadweight.

2317. There was some standard taken, and then the increase above that standard was nominally in the form of a percentage increase, was it not? Yes, in one way. But we reckoned greasy about five and a half bales, and washed seven and a half or eight bales to a ton.

2318. That was found convenient? Yes. We found it impossible to weigh the wool over the scales, and we had to agree to a bale rate.

2319. A wool-bale is always the same size? Yes.

2320. The advantage to the Railway Department, I suppose, of light wool is only that it is easier to handle, but if it reduces, in so far as it reduces the capacity of a ton, there is a disadvantage in light wool so called. I suppose it is not worth the while of the department to make any reduction in favour of light wool because it occupies quite as much space, and the only tangible advantage is that it is more easily handled and more quickly loaded? Well, it is impossible to fully load a truck with light wool unless it is dumped, and that is why we used to give a concession for dumped wool. We used to make a concession of 1s. a bale.

2321. When was the 250-lb. standard introduced in Victoria? I don't know anything about that standard in Victoria.

2322. Do you remember when the "scoured" standard came in? About fourteen or fifteen years ago.

2323. It was about that time that the 250-lb. standard was fixed in Victoria? There was a scoured standard fixed. I do not know whether it was 250 lb. or not. I think it was.

2324. Do you know whether that was the reason why the New South Wales Railway Department, in 1879, themselves adopted this standard—because Victoria had adopted it, and allowed certain concessions? I never knew anything about the New South Wales rates.

2325. Was it about the year 1879 that the Victorian Department adopted the "scoured" wool standard? I think it was about 1875.

2326. At that time you were a member of the firm of M'Culloch & Co.? Yes.

2327. Do you remember, when that standard was fixed, what system the department adopted with regard to that standard—whether they were strict, and only allowed wool which actually did not exceed 250 lb. to get the rebate, or whether they allowed a system of averaging bales in such a way that they were apparently of a certain weight? If a bale were 2 or 3 lb. over the standard it would be charged.

2328. When the wool was coming down in quantities it was impossible to weigh the bales at the railway station? Nearly every squatter marks the weight of his bales.

2329. Where was that done? Most of the scoured wool was at the Darling.

2330. Are you sure that the weight was commonly put on? Well, it was very commonly put on.

2331. Was that a regular practice? No. But there was always this: Every load of wool that went away with the carrier would have a way-bill; if it went away by the steamer it would have a bill of lading, and there would be given the individual weight of every bale, and when that steamer went to Echuca the station-master or the wharf-master would ask to see the steamer's bill of lading.

2332. Was it not the practice at Echuca, where there was an immense lot of wool coming down, simply to take the aggregate weight of the lots? No.

2333. What documents were sent down from Echuca to Melbourne by the Railway Department? The way-bill

J. H. Want,  
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way-bill would show the approximate weight for the purpose of making up the tonnage statistics, but the way-bill would be so many bales to collect. There was no necessity for the weight of these bales where you carried at a weight per bale.

2334. Well, then came in the question whether a particular bale exceeded 250 lb. or not, because a consignment was made up in this way—so many bales not exceeding 250 lb., so many bales not exceeding 4 cwt. Was there no high standard? I think there was a weight and a half.

2335. The question is this—are you positive that the Railway Department was careful, in taking the weights of individual bales, in seeing that each particular bale did not in point of fact exceed 250 lb., or did they permit any practice such as this—that the number of the bales in a consignment should be taken, that the aggregate weight should be taken, and that then a calculation should be made as to how many bales could be got in that number apparently not exceeding 250 lb.? I never heard of the word “averaging” until it was used in connection with the Wright-Heaton case. In Victoria it was an unknown custom. It was never allowed in my time when I was in charge, and it was never allowed when I was a partner in M’Culloch & Co.

2336. It is suggested that this practice started in Victoria? You will not get one item of evidence to prove that. I have as good a knowledge as anybody of the system in Victoria, and the system of averaging was never done in Victoria. Messrs. M’Culloch & Co. used to pay for a number of bales overweight every season.

2337. Are you sure that averaging was never done there? I will stake my life on it.

2338. Now as to the 4-cwt. bales—was any system like averaging adopted in regard to these bales? Never—not in connection with any class of wool at all.

2339. Was there such a system as this—that a bale going a little over 4 cwt. was passed as 4 cwt.? No. I know we have paid where it has been 2 lb. over.

2340. The foundation of the “wool-frauds” prosecutions was this. On one side it was stated that the system of averaging was a fraud, and was worked to make a profit out of the department. On the other hand it was stated that it was legitimate—quite legitimate; that there was averaging allowed to 4 cwt., and that there was no reason why they should not average to 250 lb. Then it is contended, not by Wright, Heaton, & Co., but in relation to the other matter, that that was an ingenious system borrowed from Victoria, and I suppose, as a reason why it should have been borrowed from Victoria, it was known to be a fact that the 250-lb. bale system had been adopted in Victoria, and it was suggested that M’Culloch & Co., being large carriers in Victoria, took advantage of this system and imported it into New South Wales. I do not express any opinion as to whether it is right or wrong. I wish you to understand that I express no opinion at all. I say it may just as probably be perfectly fair and legitimate as not, and if it were the practice in Victoria under the circumstances it would bear the same aspect as in New South Wales. I want to know whether, as far as your knowledge goes, it ever was the practice at all in Victoria? It never was the practice, and I would consider it, I will not say dishonest, but a very unfair system of conducting business—unfair to the country, and unfair to the customers, and if there is any advantage the carrier can take out of the railways it is the property of the man who owns the wool.

2341. Except, of course, on contract wool? Yes; on contract wool the carrier scrapes as much as he can.

2342. What proportion did the commission wool bear to the contract wool in Victoria in M’Culloch & Co.’s business? One-third commission, two-thirds contract.

2343. Then you would think this system we have spoken of a fraud? I should think it unfair. If Wright, Heaton, & Co. were making any profit-out of the railways in the manner indicated they must have known it was an irregular process, otherwise why did not they tell me. But James M’Culloch and Jackson, who both represented M’Culloch & Co. since I ceased to be one of the company, never knew it.

2344. Where were you when the prosecutions started? I was in Melbourne. I had been home, and shortly after my return the prosecutions began.

2345. When you heard about the prosecutions, did you then get a clear idea, so as to find out what the subject-matter of the prosecutions was? I understood that, instead of declaring the weight of individual bales, the defendants had been lumping them together and striking an average.

2346. You were out of both firms then, except for these shares which Mr. Wright put in your name? Yes.

2347. After the prosecutions, in spite of there being no condemnation, what was your own private opinion about the necessity of the proceedings? Well, I was very much astonished that such a thing had taken place, and M’Culloch & Co. felt very much ashamed of having been associated with Wright, Heaton, & Co.

2348. Your impression was that it was not a fair thing to do? Yes.

2349. That being so, did not you think it a rather risky thing allowing Mr. Wright to put these 650 shares in your name? They were put in my name before the wool prosecutions, and I paid so little attention to the matter at the time that if I had been asked six months afterwards if I had shares in Wright, Heaton, & Co. I should have said I had not one. I would not have touched the name of Wright, Heaton, & Co. with a 40-rod pole after the prosecutions. This system has been carried on in this colony for years with the knowledge and consent of the railway officials, not only by Wright, Heaton, & Co., but by other carriers, until it became an acknowledged custom, which was never challenged until a question was asked in the House. And if the question had not been asked in the House the thing would have been going on now. The railway people got so used to it that it would have been going on now.

2350. That is quite apart from any system of under-stating? Yes. And another thing, and the most lax thing the railway servants could do was to take the weight on paper without weighing the goods.

2351. But how could that be managed at a place like Echuca during the wool season? I am speaking of small goods. It is a most lax thing to take the statement of any customer.

2352. You said something about scoured wool coming down with weights on it? Yes. Where the weights have been on, it has been from the scouring establishments.

2353. What was done by the officials at Echuca in the thick of the wool season to satisfy themselves that bales claiming to go under 250lb. really did go under that weight? Here they have not drawn the line between washed wool and scoured, because the weight, which has been fixed, is generally the maximum of that particular class of wool. With greasy wool we would fix a rate that would cover the whole of the greasy wool, and the same with washed and scoured wool.

2354. Do you mean that the Department would not trouble their heads to weigh those bales, but would assume them to not go over 250lb.? As a rule, a man handling the wool could tell the weight of a bale; and he could tell locks and pieces. It was a bad thing, no doubt, in this Colony, making this 250-lb. average. I say this 250-lb. average was taken advantage of by all the carriers.

2355.

2355. Who is Mr. Walker, of Permewan, Wright, & Co? This anonymous letter writer ("Veritas Vincit") asks, "Did not Mr. Fehon, when Traffic Manager, give orders at the goods sheds on the Victorian Railways for all unconsigned goods to be given to M'Culloch & Co.? I know this took place at Castlemaine and Sandhurst." Do you know of any explanation for this statement, or assumption, or suggestion? As a rule goods were always consigned to one or other carter or carrier, unless a man consigned his own goods; and the Railway Department generally made some contract with some carter to do the cartage.

2356. Do you remember whether any special order was made at Castlemaine or Sandhurst? That would come under the notice of the Station-master, not mine.

2357. Do you know anything about it? No.

2358. Was a question put at any time in the Victorian Assembly as to whether you were a shareholder in M'Culloch & Co. at the same time that you held the position of traffic manager? There never was any charge made against me.

2359. Never? No. The Minister for Railways refused to accept my resignation.

W. M.  
Fehon, Esq.,  
2 May, 1889.

## APPENDICES.

### A.

Copy of a letter from Mr. Williamson, of the Victorian Railway Department, to Mr. Fehon.

Railway Department, Accountant's Branch,

Spencer-street, Melbourne, 24 April, 1889.

Dear Sir,

I understand the Hon. Wm. J. Lyne made use of my name when giving his evidence before your Board.

I have not seen the evidence, but conclude it was not favourable to you. I cannot see how he could with effect have used what I said as being my individual views of anything derogatory to you.

The conversation took place a few days after your appointment as Railway Commissioner, and referred to an *outside* rumour circulated to a limited extent when you left this Department for Messrs. M'Culloch & Co.'s.

I have known you for over twenty-eight years, many of which were spent as fellow officers of this Department; and were my evidence required, it would be of the most favourable nature to you.

I am satisfied Mr. Lyne did not see the full effect of using my name in connection with a private and casual conversation.

I am, &c.,

J. W. M. WILLIAMSON,

Acting Sub-Accountant.

W. M. Fehon, Esq., Railway Commissioner,  
Sydney, New South Wales.

### A 2.

Copy of a letter from Mr. Williamson, of the Victorian Railway Department, to Mr. Fehon.

Railway Department, Accountant's Branch,

Spencer-street, Melbourne, 24 April, 1889.

Dear Mr. Fehon,

I was very much annoyed when I heard Mr. Lyne had used my name in your case, and must express my astonishment at such evidence being received.

I do not deny alluding to certain rumours when having a casual conversation with him, soon after your present appointment was made, but I never gave them as my individual opinion, or in any way authorized use to be made of them. Where would we all be were every casual word used in such a way?

You will observe I write the accompanying note in my official capacity, for the simple reason that it may be more effectual should you wish to use it.

At first I resolved to submit myself for examination, but owing to the difficulty as to sparing time, &c., I gave the idea up. I hope the letter will undo whatever harm has been done, if any, and that you will win the day.

I remain, &c.,

R. W. WILLIAMSON.

### B.

COPY of a letter from Mr. Williamson to Judge Murray (Commissioner), in answer to an inquiry as to whether he could give evidence on the Commission with regard to rumours in Melbourne concerning Mr. Fehon:—

Railway Department, Accountant's Branch, Spencer-street,

Melbourne, 30 April, 1889.

Sir,

In reply to your telegram of this day's date, I have to say I know nothing that could be accepted as evidence with reference to rumours about Mr. Fehon.

So little attention did I give them that I have not the faintest idea as to where I heard them, or who was my informant.

Of my own personal or official knowledge I know of no foundation whatever for any of them. And my opinion is they were untrue.

Under these circumstances I consider the Satutory Declaration you ask for would be useless, and it is simply impossible for me to attend in Sydney and give evidence as you suggest, owing to the fact of the Acting Accountant being subpoenaed to Hobart in connection with the Tasmanian Main Line Railway Case.

I have to express my deep regret that a few words, casually and thoughtlessly used in the course of a private conversation, should be used as they have been.

I am, &c.,

J. W. M. WILLIAMSON,

Acting Sub-Accountant Victorian Railways.

C. E. B. Murray, Esq.,  
Commissioner in Fehon Inquiry,  
81, Phillip-street, Sydney.

C.

## C.

COPY of a letter from the Honorable Francis Longmore, of Victoria, to the Commission, in answer to an inquiry concerning Mr. Fehon's retirement from the position of traffic manager in Melbourne, and other matters connected therewith. [Memo.—This letter was not received until three weeks after the inquiry had been sent to Mr. Longmore, and consequently it arrived in Sydney after Commissioner Murray had written out his report.]

Sir,

Tullaree, Tarwin Lower, 7 May, 1889.

In reply to your communication of 17th April, I beg to state that when I wrote formerly in answer to Sir Henry Parkes' letter to me on the same subject, I stated all that I knew of any importance to the inquiry with reference to Mr. Fehon's retirement from the position of traffic manager of the Victorian Railways. I said his reasons for retiring seemed satisfactory, but I did not specify them. They were as follows:—My predecessor in office had appointed a gentleman to the position of Secretary for Railways who knew very little, if anything, of the work he had to do. I sent out a minute to him containing some important alterations that I wished made in charges for the carriage of grain, and instructed him to inform the traffic manager. Mr. Fehon brought the secretary's memorandum to me and asked if it contained my instructions. I said "No." I called the secretary in, showed him his error, and explained my views to him. He wrote another memorandum, which Mr. Fehon again brought to me, that showed that the secretary was incapable of performing the work he had undertaken. Mr. Fehon asked if he was to be expected to work under such a man. I did not give him a reply, when he said with some bitterness, that he had during his life been supplying brains to such fools as the secretary, and would do so no longer. A few days after he sent in his resignation. I never heard any rumours of Mr. Fehon having favored McCulloch & Co. while he was traffic manager. I did hear that Mr. Fehon joined McCulloch & Co. very shortly after he resigned his position as traffic manager of the Victorian Railways. I have no private information to give the Commission with reference to Mr. Fehon, and I don't think it should have been suggested to me that such information would be acceptable. The nearest magistrate to me lives 16 miles distant across a rough country, and I hope the Commission will not consider it necessary for me to undertake the journey for the purpose of making these statements on oath.

I have, &c.,

FRANCIS LONGMORE.

To the Secretary, Fehon Commission Inquiry,  
Sydney.

## C 2.

Copy of an anonymous letter received by Mr. Want, M.P.

Dear Mr. Want,

Toolamba, 16 January, 1889.

I wish to put the following questions; the answers will be for your information, in connection with Mr. Fehon:—Did he not, when Traffic Manager, give orders at the goods sheds on the Victorian railways for all unconsigned goods to be given to McCulloch & Co. for delivery? I know this took place at Castlemaine and Sandhurst. This can be proved by persons employed in the sheds at the time; and with regard to this, was not the question put in the Legislative Assembly whether Mr. Fehon was a shareholder in McCulloch's firm, at the same time held the position of Traffic Manager? And was not this the cause of his having to sever his connection with the Railway Department in Victoria? And was it to be expected that Messrs. Permewan, Wright, & Co. would stand by and see this done and not enter a protest? Mr. Walker of the latter firm could answer this question. And was not Mr. Fehon's name in the Registrar-General's office as a shareholder in the Limited Liability Co. of McCulloch & Co.?

I hope you will excuse me for this scrawl, but I have disguised my hand as much as I can. I hope you will receive this all right, and if any more facts will be acceptable about this matter please notify me in the missing-friends column of the *Age* newspaper, and

Oblige yours in heart,

VERITAS VINCIT.

P.S.—I have been under the impression that I had better disguise my hand, but the facts are the same.

Yours,

V.V.

— Want, Esq., M.P., Sydney.

## C 3.

GREAT SOUTHERN, WESTERN, AND RICHMOND RAILWAYS.

General Order, No. 28.—M.P. 81-16,015.

As some misapprehension seems to exist respecting the proper mode of calculating the trainage charges on wool exceeding 4 cwt. per bale, I have to direct the attention of the Staff to the following examples:—

(1.) Should the consignment consist of *one* bale weighing not more than 4 cwt. 0 qrs. 14 lb., it is to be charged for as a 4-cwt.-bale, but if it exceeds 4 cwt. 0 qrs. 14 lb., 15 per cent. additional is to be charged for all weight in excess of 4 cwt. See Goods Rate Book—page 20.

(2.) But should the consignment consist of say 60 bales, averaging 4 cwt. 0 qrs. 12 lb. each (none of which exceed 4 cwt. 0 qrs. 14 lb.), the correct plan is to find out the gross weight and divide by 4 cwt. This would give 61 bales, and leave a balance of 2 cwt. 1 qr. 20 lb., so that the consignment should be charged for as 62 bales; but should any of the bales weigh over 4 cwt. 0 qrs. 14 lb., each one over that weight should be charged the higher rate, in accordance with Example No. 1.

W. V. READ,

Traffic Manager.

Traffic Manager's Office, Sydney, 30th December, 1881.

## C 4.

[Extract from *S. M. Herald*, 27 July, 1886.]

## THE ALLEGED RAILWAY FRAUDS.

YESTERDAY, in the summons division of the Water Police Court, the hearing of the complaint against Francis Augustus Wright, Edward Heaton, George R. Bonamy, Henry R. Wilson, Benjamin Windsor, Donald Turner, Henry Hansard, and Edward Webster, charged, on the information of Charles Augustus Goodchap, with having conspired amongst themselves to cheat and defraud the Commissioner for Railways of divers large sums of money, was continued before Mr. Whittingdale Johnson, S.M.

Charles A. Goodchap, recalled, said, in reply to Mr. Rogers, that averaging was not allowed in what were called competitive districts; the regulation was that goods coming from beyond a certain radius should be allowed a percentage reduction; there was no averaging.

To

To Mr. Irving: The Government gave no guarantee of the accuracy of the weight of goods; he did not think the Government weighed the wool at the stations; he knew of no inscription on tickets to the effect that the Government did not guarantee the accuracy of the weights.

To Mr. Salomons: The large firms, like Wright, Heaton, and Company, had sheds near the railway stations; the defendant Wright, or any of the other defendants, had not directly told him that there was a system of averaging in vogue with reference to bales of wool under 4 cwt.; witness had no knowledge that averaging was carried on until the present prosecutions were entered into; he did not up to the time the prosecution against Lee and M'Alister was commenced know of any minute (relating to the averaging of bales of wool) by Mr. Paull, station-master at Darling Harbour.

Mr. Rogers: Do you know how the department arrived at the weights of wool at Rydal, Wallerawang, Bathurst, and Orange?

Witness: Mr. Wright, the then Minister for Works, in a minute, required that the carriers' way-bills (which corresponded with the station way-bills) should be seen by the officers of those stations.

To Mr. Rogers: He did not know whether the sheds had been erected by Messrs. Wright, Heaton, and Co., at the railway station, after Mr. Wright's order, that sales of produce should not be made in the railway yards, had been made.

To Mr. Gannon: The refund to the defendant firm was made without witness's knowledge; what were called the irregularities also happened without witness's knowledge; Mr. Paull was subordinate to Mr. Evans; the minutes produced had not passed under Mr. Read, Traffic Manager, nor Mr. Evans, but had gone through their department, and had been signed on their behalf; witness left it to these officers to carry out the rate-sheet, and if they departed from it they did a wrong act.

To Mr. Salomons: He left it to his subordinates to carry out the rate-sheet, and if they departed from it they did wrong; in reply to a subsequent minute, Mr. Evans signed the memorandum produced. [Mr. Salomons desired to put in the minute signed by Mr. Evans, but Mr. Rogers objecting, his Worship said it would be better to call Mr. Evans as a witness.]

Mr. Salomons: Had Mr. Paull, despite his long service, any authority to make the statement he did, or to alter the rates?

Witness: No.

Examination continued: These charges went back to 1885, and the statement by Mr. Paull was in 1886; the first that witness knew of this statement was four or five days ago. Mr. Abigail moved for a certain return on the 18th March, 1885, and the return was made on the 10th December, 1885; there was a recess between, causing delay.

Mr. Rogers: Who is this Mr. Abigail? (Laughter.)

Witness: A Member of Parliament.

## D.

COPIES of Correspondence regarding charges made in the Legislative Assembly against Mr. Fehon, which was ordered by the Legislative Assembly to be printed, 8 January, 1889.

Telegram from W. M'ulloch, Esq., to W. M. Fehon, Esq.

Market-street, Melbourne, 8 December, 1888.

CONGRATULATE you on splendid opportunity given of clearing your character from foul lies uttered Parliament yesterday, and justifying Government appointing you. Insist Board making most searching inquiry previous joining me, for my sake as well as yours. The fuller and more searching inquiry the better for you.

W. M'ULLOCH.

For Sir Henry Parkes' information.—W. M. FEHON.

Sir,

Colonial Secretary's Office, Sydney, 10 December, 1888.

I am directed by the Colonial Secretary to call your attention to the accompanying copy of the official report of the proceedings of the Legislative Assembly on the 7th instant.

You will observe that Mr. Want, the Attorney-General in the late administration, made a statement that he, as law adviser of the Crown at the time, had it in contemplation to prosecute you for being concerned in the railway frauds for which others were prosecuted in 1886, and that he further alleged that you were guilty of gross misconduct as an officer of the Victorian Railway Service in favouring some private carrying firm presumably for your own advantage. These imputations against you by a person in Mr. Want's public position assume so serious a complexion that only one course is open to the Government, and you are now called upon to offer any explanation and evidence which you may deem necessary in vindication of your character. It is not doubted that you will be able to clear yourself of the aspersions cast upon you, and render any further proceedings unnecessary.

I have, &c.,

CRITCHETT WALKER,

Principal Under Secretary.

W. M. Fehon, Esq.

Sir,

Department of Railways, Sydney, 11 December, 1888.

I have the honor to acknowledge receipt of your letter of yesterday's date, directing my attention to the official report of last Friday's proceedings in the Legislative Assembly, and particularly to the remarks made by Mr. Want, the late Attorney-General, wherein he stated "that when he was Law Adviser of the Crown he had it in contemplation to prosecute me for being concerned in the railway frauds, for which others were prosecuted in 1886, and further, that I had been guilty of gross misconduct as an officer of the Victorian Railway Service in favouring some private carrying firm, presumably for my own advantage."

In reply, I will place before you, for the information of the Colonial Secretary, such facts as will, I trust, prove clearly to the Government, the Assembly, and the country, that the statements made were utterly groundless, and should never have been uttered, except the person making them was in possession of some reliable information, which in this case was impossible, as there does not exist one atom of truth on which to hang the ingeniously arranged statement of the Member for Gundagai.

I will first reply to the charge affecting my position as Traffic Manager of the Victorian Railways.

A statement of a somewhat similar nature was circulated some sixteen years ago, by a man long since dead, and who occupied a position in the Victorian Legislature.

By good fortune I have preserved a letter written by me to the editor of the Melbourne *Argus* in 1872, which I attach hereto, and which is the best evidence I can offer as to the untruthfulness of the charge. It effectually silenced the man who invented the falsehood, and I have never heard a word on the subject since, until my appointment as one of the Railway Commissioners of New South Wales.

As

As a fact the Government of the day very unwillingly accepted my resignation. I was presented with a handsome service of plate and an address by the citizens of Melbourne. The presentation was made in the Town Hall by the Mayor, and the address is signed by the Mayor and the three Mayors preceding him. I was also the recipient of a handsome testimonial from the staff of the Victorian Railways, and in my thirty years' experience in Melbourne I cannot call to mind a single public officer who left the Service with such flattering marks of official and public esteem.

Mr. Longmore was the political head of the Railways when I resigned. I have not seen him for some years, but I believe his address is Upper Tarwin, Gippsland. Should you communicate with him I am sure he will give Mr. Want's statement a most emphatic denial, as would also the Hon. Wm. Wilson, who resides in Melbourne, and was, I think, twice Minister for Railways during the time I held the office of Traffic Manager.

Any inquiry the Government chose to make can only confirm my statement.

The other charge is one Mr. Want should know something about, but here also he is equally at fault.

The history of my connection with Wright, Heaton, & Co. is as follows:—

Shortly after I joined the firm of Wm. M'Culloch & Co. we thought it desirable to establish a branch of our business in Sydney, and for which purpose we took a fresh partner, who was to reside in Sydney and conduct the business. It was up-hill work, and resulted in overtures being made which ended in an amalgamation of our Sydney business with that of Wright, Heaton, & Co.; the partners in that firm managing the business without any control from the Melbourne partners.

Wm. M'Culloch & Co. was then a limited company, and we did not like holding a share in Wright, Heaton, & Co.'s business, where our liability was unlimited. Consequently they were induced to put their business also into a limited liability company. Twelve thousand shares were issued, of which Wm. M'Culloch & Co. (limited) had 4,000. For the purpose of securing a full voting power at half-yearly meetings the 4,000 shares were divided amongst eight shareholders in Wm. M'Culloch & Co. (limited), each having 500 placed in his name in trust for the company. I was one of the eight. Messrs. Wright and Heaton were the managing directors, and Wm. M'Culloch & Co. took no part directly or indirectly in the management of the business.

I paid occasional visits to Sydney to attend the meetings of the company, to ascertain in general its position, but beyond that I knew nothing of its internal working.

The business was extended to Queensland and the capital was increased, resulting in some more shares being placed in the names of the Melbourne trustees.

In 1882 I gradually sold out my interest in Wm. M'Culloch & Co.'s, and in March, 1883, I started on a trip to Europe. Just prior to leaving I sold the last of my shares, and since that date I have not had one penny interest in any carrying business. Whilst in Wright, Heaton, & Co. (limited) I never at any time, held a share in my own right. When dividends were paid it was to Wm. M'Culloch & Co. (limited) and calls were also paid by the cheque of that company, although the shares were placed, as a matter of convenience, in individual names.

It was some two years after my return from Europe that Wright, Heaton, & Co. were charged with irregularities in connection with their wool consignments, and to no person was it a greater surprise than to myself, so that by no process of reasoning can I in the slightest degree connect myself with what Mr. Want so intimately associates me.

My statement is capable of proof, and I defy Mr. Want or any other person to prove that I had the slightest knowledge of or that I was directly or indirectly associated with any irregularity.

I can do no more than give a most complete denial to every statement made to my discredit, and should the Government or the Opposition Members of the Assembly be able to prove to the contrary, I will at once return to the Government the Commission with which I have been honored.

I have made considerable sacrifice to accept the office conferred on me, but I should most certainly have declined it had I known that its possession would have entailed my name being dragged before the public, in connection with dishonorable transactions in which I had no part.

I have, &c.,

W. M. FEHON,

Railway Commissioner.

The Principal Under Secretary.

[Enclosure.]

MR. ORR, M.L.A., AND MR. FEHON.

To the Editor of the Argus.

Sir,—I seek the favour of your columns to reply to an attack made on my public and private character in the House of Assembly on Thursday last by Mr. Orr, M.L.A. for the Murray district. The purport of his statement is, that I was connected with the firm of Wm. M'Culloch & Co. before I left the Railway department, and that I was in the habit of showing that firm special partiality.

I first heard of such a rumour being circulated after I left the railway, and at once saw the Commissioner on the subject, and asked him to make an appointment with Mr. Orr, allowing me to be present, so that I might ascertain how far he had authorised such a report, and that Mr. Longmore might ascertain its truth or otherwise.

Whilst we were talking, Mr. Orr happened to call about other business, and after transacting same was leaving the office, when I told him I wished to have a few words with him in Mr. Longmore's presence relative to a false rumour which had been circulated about myself, and of which I believed he was the author. I repeated the substance of the statement, when he replied that he had not spread the report as a fact, but had remarked that he thought such might be the case. Feeling indignant at his reply, I told him that he had concocted and spread the report knowing it to be untrue. Finding that he was cornered up, he said if he had made any statement which was not true he was sorry for it. I then accepted his apology; we shook hands, and I considered the matter ended.

After he left the office Mr. Longmore remarked to Mr. Fyfe, of the Railway department, who was present through the interview, that Mr. Orr had lowered himself very much in his estimation.

I thought that Mr. Orr, seeing he had done me a gross injustice, would at least have refrained from making any further remarks on the subject; but, on the contrary, I was informed a short time afterwards, when on his election tour, he remarked in conversation with a friend of mine, "That he had a great dislike to me, and that if he got in the House he did not care so much for the £300 per annum as for the opportunity it would give him of slating me." This threat he has taken the first opportunity of carrying into effect.

The fact is, Mr. Orr was and is a carrier, and seems to be so blinded by jealousy at my joining a firm in the same line of business that he allows no opportunity to pass of attempting to injure me.

In conclusion I may say that whilst traffic manager my conduct towards M'Culloch & Co. and all other firms doing business with the department is open to the strictest investigation, and I have now reason to know that to my efficient and straightforward conduct alone I am indebted for the offer of an interest in M'Culloch & Co.'s business, which my meagre salary and great responsibility as traffic manager alone induced me to accept.

I much regret having to trouble you with so long and unpleasant a communication, but as Mr. Orr in making his statement is protected by the privileges of the House, I have no other means of laying the facts of the case before the public.

I am, &c.,

W. M. FEHON.

Dear

Melbourne, 30th November, 1872.

Dear Sir Henry,

Moss Vale, 12 December, 1888.

I meant yesterday to have written you a note respecting an interjection made by Mr. Lyne on last Friday night, when the Railway Commissioners were being discussed in the Assembly, but I was busy in the office up till the time we left by the mail train. The remark I allude to was to the effect that I applied to Mr. Lyne when he was Minister for Works for one of the Commissionerships of Railways. The interview he refers to was the first and only time I ever met him officially, and it occurred as follows:

About two years since I noticed in the papers that the Jennings Government were thinking of putting the Railways of New South Wales under a Board of Commissioners, a short while after I was in Sydney, and it occurred to me that, as I had recently returned from England, where I was asked by Mr. Murray Smith, the Agent-General, to assist him in the selection of a chairman for the Victorian Board, that I might give Sir Patrick Jennings, whom I had known for some years, the benefit of my experience in London, where I interviewed a large number of gentlemen in connection with that appointment.

I called on him at his office, and he was much pleased with the information I gave him, and he asked me if I would call on Mr. Lyne and have a talk with him on the subject, and as I did not know that gentleman he gave me a note of introduction. I went to his office and saw him, and we had a general talk over the subject, but as he was busy the interview was short. My only object in seeing Sir Patrick Jennings and Mr. Lyne was the idea that I might be able to give them some useful information. At that time I had not the slightest idea that I would have accepted such a position had it been offered. If Mr. Lyne will tax his memory I feel sure he will do me the justice to say the above is exactly what took place.

The Colonial Secretary.

I am, &c.,

W. M. FEHON.

Sir,

Colonial Secretary's Office, Sydney, 12 December, 1888.

With reference to my letter of the 10th instant, I am now directed by the Colonial Secretary to transmit to you a further report of the proceedings of the Legislative Assembly, by which you will see that Mr. J. H. Want, M.P., makes charges against you in a clear and definite form.

(11 Dec., 1888.)

I am to request that you will kindly furnish me with such further explanation as you may desire to make.

I have, &c.,

CRITCHETT WALKER,

Principal Under Secretary.

W. M. Fehon, Esq.

Sir,

Department of Railways, Sydney, 13 December, 1888.

I have the honor to acknowledge receipt of your letter of yesterday's date, forwarding for my information a further report of the proceedings of the Legislative Assembly, wherein Mr. Want repeated his charges against me but in a clearer and more definite form.

This is the first instance in my long official and commercial experience, extending over thirty years in Australia, that my honor and honesty has been impugned; and it is very humiliating to me to be, as it were, put on my trial to answer charges for which, as I stated in my previous communication, there is no foundation; but in deference to the wish expressed in your letter I will, for the information of the Colonial Secretary, give replies as concise as possible to what I gather from *Hansard* report to be Mr. Want's points.

It appears to me that he based his statement (first) on the information supplied by two persons whom he terms informers, and (secondly) from returns he has perused in the Registrar-General's Office, and upon this information he builds up his case, wherein he charges me with being the arch-rogue who invented what he terms the wool frauds, and he does not hesitate to call me a thief and everything else that is dishonest and dishonorable, and not only myself, but the firm, and afterwards company, of Wm. M'Culloch & Co. (limited).

It is not my intention now, nor am I required to defend others who are equally able to defend themselves from such baseless insinuations, but I may state that all the gentlemen whose names appear as shareholders in Wm. M'Culloch & Co. (limited) on Wright, Heaton, & Co.'s prospectus are highly honorable men, and are esteemed as such by all who know them.

I can understand the stories of the informers proving true in regard to what may have come under their individual notice, but as I never did one act, or gave the slightest advice in respect to the manner in which Wright, Heaton, & Co.'s business should be carried on, I fail to see how the informers could give Mr. Want any information regarding myself.

In my previous communication I gave as nearly as possible the date of my severance from Wm. M'Culloch & Co., and the history of my connection with Wright, Heaton, & Co., but I may repeat that I sold my last shares in Wm. M'Culloch & Co. (limited), in February, 1883, and as Wright, Heaton, & Co. shares were an asset in Wm. M'Culloch & Co.'s business, I consequently ceased to have the slightest interest in that company also.

I find that I only attended six meetings of Wright, Heaton, & Co. (limited), during the whole time I had any association with the company, and the last one was in August, 1882. The minute book of the company can prove this.

Although I ceased to have any interest in Wm. M'Culloch & Co. (limited), in February, 1883, I find the Wright, Heaton, & Co. shares were not taken out of my name till September, 1884, and 650 shares, which Mr. Wright had placed in my name, I find to my surprise they were not transferred from my name till June last, although I had signed a blank transfer at the time they were so placed in my name; however the 650 shares never belonged to me in any shape or form, which is easy of proof, so that Mr. Want's two charges, first, that "I am even now a shareholder in Wm. M'Culloch & Co. (limited)," and second, by that "on the day I was appointed I held a large number of shares in a company, some members of which having been prosecuted on two different occasions" fall to the ground.

I believe I am justified in saying that the books of Wm. M'Culloch & Co. (limited) and Wright, Heaton, & Co. (limited) are open to the inspection of any person the Government may appoint to prove the truth or otherwise of my statement.

My removal from the Railway Department of Victoria to a partnership in the firm of Wm. M'Culloch & Co. I need not again touch. I have made my statement, which the Government can verify by reference to Crown Ministers in Victoria, who know all about the circumstances, and who can vouch for my probity and honorable conduct during a long series of years.

In conclusion, as I feel deeply aggrieved, I may be excused for saying that nothing can justify a man being attacked as I have been, and that no privilege should shield one whose words might blast the future of an innocent man. It is very well for Mr. Want to say he bears me no ill-feeling, but his language nevertheless has the same effect as if he did, and if he only knew me better I believe he would have been the last to become the mouthpiece of such a gross injustice.

I have, &c.,

W. M. FEHON,

Commissioner for Railways.

The Principal Under Secretary.

Sir,

Colonial Secretary's Office, Sydney, 13 December, 1888.

I have the honor to enclose copies of the Official Reports of the Debates in the Legislative Assembly of this Colony, on Friday and Tuesday last, in which it will be seen that Mr. J. H. Want, late Attorney-General in the Jennings administration, made a strong attack upon the character of Mr. W. M. Fehon, who was lately appointed by this Government to the office of Railway Commissioner.

I shall feel much obliged if you will cause such strict inquiries to be made as will place beyond doubt the question of Mr. Fehon's character and conduct as an officer in the Railway Service of Victoria.

If any other information can be afforded respecting Mr. Fehon's character as a citizen of your Colony, I shall feel much indebted to you for any such information being supplied to this Government.

I have, &c.,

HENRY PARKES.

The Honorable Duncan Gillies, M.P., Victoria.

Sir,

Colonial Secretary's Office, Sydney, 13 December, 1888.

I have the honor to transmit herewith copies of the official reports of Debates in the Legislative Assembly of this Colony in which attacks were made upon the character of Mr. W. M. Fehon, lately appointed by this Government to the office of Railway Commissioner. I shall feel much obliged if you will inform me of any knowledge you may possess bearing upon the misconduct imputed to or insinuated against Mr. Fehon, either in his capacity as an officer of the Railway Service of Victoria, or in any other capacity.

I have, &c.,

HENRY PARKES.

The Honorable William Wilson, Melbourne.

[Similar letters were addressed to the Honorable Francis Longmore, Melbourne; the Honorable James Service, Melbourne.]

Dear Sir Henry,

Department of Railways, Sydney, 17 December, 1888.

In compliance with your request, I forward herewith a short memorandum as to dates, &c., bearing on the charges made against me by Mr. Want, and in addition I forward two letters received by me, which also bear on the same subject—one from Mr. Harold Selwyn Smith, respecting my standing in the Victorian Railway Service, and the other from Mr. F. A. Wright, regarding my association with the Company of Wright, Heaton, & Co.

I also enclose a copy of Wright, Heaton, & Co.'s prospectus, wherein you will see the dealing was between Wm. M'Culloch & Co. (limited) and Wright, Heaton, & Co., and not between individuals and that company.

As these three documents are all in corroboration of my previous communication, I trust you will have them so dealt with that they may have the same publicity as the charges it has pleased Mr. Want to make against me.

I am, &c.,

W. M. FEHON.

The Colonial Secretary.

[Enclosures.]

MR. FEHON'S CASE.

JOINED Wm. M'Culloch & Co. in March, 1872.

Ceased his connection with them in February, 1883.

Has held no interest in any carrying company since February, 1883.

Wright, Heaton, & Co.'s business was put into a company in March, 1880, when Wm. M'Culloch & Co. (Limited) had 4,000 shares, which, for convenience of voting, were divided amongst eight of Wm. M'Culloch & Co.'s shareholders, Fehon having 500 placed in his name.

In August, 1882, the capital of W. H. & Co. was increased, and 800 more shares were placed in Fehon's name until March, 1883, when Fehon sold out of Wm. M'Culloch, and consequently ceased to be a shareholder, when the interest which stood in his name, in Wright, Heaton, & Co., was transferred to John Jackson, who was also a shareholder in Wm. M'Culloch & Co.

In 1885 F. A. Wright, without Fehon's knowledge, placed 650 of his shares into Fehon's name, and 1,835 into the names of other persons. After doing so he wrote Fehon, and asked him to sign a blank transfer. These shares Wright allowed to remain in Fehon's name till June last, but these shares Fehon never had the slightest interest in.

Fehon never saw one of Wright, Heaton's business books, and never gave the slightest order or advice in connection with working Wright, Heaton's business; neither did he ever have any conversation with any member of the staff as to the way they should conduct their business.

Wright, Heaton's prospectus does not even mention Fehon's name as a trustee for Wm. M'Culloch & Co.'s interest—the names being Hon. C. J. Jenner (late Chairman of Committees in the Legislative Council of Victoria) and Mr. Jenkin Collier, the well known contractor.

As a fact, Fehon never had a single shilling in Wright, Heaton's business, except that as a shareholder in Wm. M'Culloch & Co.; he was interested in all the assets of that company, and of which the shares (M'Culloch's) held in Wright, Heaton, & Co. formed a portion.

Mr. Want stated he could find nothing against Fehon when getting up the case against Wright and Heaton.

All his statements are based on the word of two informers who could know nothing of Fehon.



W. M. Fehon, Esq., Commissioner for Railways, Moss Vale,—

Dear Sir,

Ellenboro Chambers, 97, Castlereagh-street, 13 December, 1883.

I deem it only courteous to you to annex copy of a note I addressed to Mr. J. H. Want yesterday, and which is self explanatory.

Yours, &c.,

H. SELWYN SMITH.

My dear Mr. Want,

Sydney, 12 December, 1883.

If the *Herald* correctly reports your reference in the House last night to Mr. Fehon in connection with the inquiry I conducted relating to the Victorian Railway Department in 1862, you must have misapprehended my reply to your request that I would tell you whether I had held an inquiry into Mr. Fehon's conduct while he was in the service of the Government.

I told you distinctly that I had not, and I explained further to you. In the year 1862 the Governor in Council appointed me under commission to investigate and report upon every Department of the Victorian Railways, excepting only that of the Engineer-in-Chief.

In the course of my duties I became acquainted with Mr. Fehon, who was then in charge or sub-charge of the goods-sheds. I formed a high opinion of his special abilities for the discharge of the duties assigned to him, and to this effect commended him to the Commissioner of Railways—the late Sir W. H. F. Mitchell, and to the Traffic Superintendent, the late Mr. John Carruthers. He was, I think, immediately thereafter appointed to the full charge, a position he held up to the time he resigned the service.

My report to the Government is a Parliamentary document in Victoria, and a reference to it will show that Mr. Fehon's Department was commended, and he certainly was not the subject of any special inquiry by me. It seems to me to be due to Mr. Fehon to write what I have done.

Yours, &c.,

H. SELWYN SMITH.

J. H. Want, Esq., M.P., &c., &c.

Wright, Heaton, & Co. (limited), 241, Pitt-street, Sydney, 13 December, 1888.

My dear Mr. Fehon,—

It was with great pain that I read the very unfair and in some respects untruthful statements made on Tuesday night in the Assembly by Mr. J. H. Want reflecting on you.

It is the worst possible form of attack, because to those unacquainted with the facts of the case it bears the semblance of truth; and I have no doubt that Mr. Want has the fullest belief in his statement and was actuated by a sense of duty in making the charges.

I shall be very pleased, if called upon, to give evidence upon oath, which can be confirmed by others if necessary, that will convince every fair-minded man in the community that you are entirely guiltless of the charges brought against you, so far as your connection with Wright, Heaton, & Co. is concerned.

The facts I can prove are as follows:—

- 1st. That you never held a share in Wright, Heaton, & Co., other than as a trustee.
- 2nd. That you ceased to have any business transactions (as a director) with the firm since August, 1882, that being the date of your last attendance at any meeting of the directors of which up to that time you had been one from 1880. Your total attendance at meetings were seven, four of which were formal for the initiation of the company; and in September, 1884, the interest in our firm which stood in your name, viz., 1,300 shares, were transferred to Mr. John Jackson, who had succeeded you as a director to represent the Melbourne interest.
- 3rd. That you never looked into or examined in any way any business books of the firm, and that no person other than the employees and the Managing Directors, Mr. Heaton and myself, have ever done so; in fact no details of the business or any books, other than the minute, bank, or transfer books, have been before a board meeting, or been looked at by any director other than those entrusted with the management.
- 4th. Dealing with that part of Mr. Want's speech in which he says you were recently, and he believes still, a shareholder of my company, it has arisen from the fact that in October, 1885, just about the time I went out of office and Parliament, I transferred, as a matter of convenience to myself, 650 of my shares to your name, and, at the same time, 750 to C. B. Lowe, of Sydney; 508 to Tunmouth F. Dye, of Brisbane; and 577 to John Jackson, of Melbourne. This transfer took place at my request, and without the knowledge of yourself or the other gentlemen named, neither of whom were considered as shareholders, or acted as such, the shares being retransferred to me in blank within a week from the date of issue. The transfer in our books took place in June last.

This is the only portion of Mr. Want's charge *re* W., H., & Co. that can be considered serious against you; and the facts I have stated can be proved by numbers of reliable witnesses. I have shown this to Mr. Heaton, who entirely approves of it, and, like myself, is perfectly willing to submit himself to any examination in relation to this matter.

I remain, &c.,

F. A. WRIGHT.

W. M. Fehon, Esq.

MEMORANDUM OF ASSOCIATION OF WRIGHT, HEATON, & Co. (LIMITED).

3.—The objects for which the Company is established are the carrying on and in such place or places as the company may from time to time determine, and for the purchase of (in all its branches) the business heretofore carried on by Francis Augustus Wright, Edward Heaton, Edward Bell Barber, and Jenkin Collier, with Caleb Joshua Jenner, as Trustees for William M'Culloch & Co. (limited), under the style or firm of "Wright, Heaton, Barber, & Co.," as agents to the Railways of New South Wales, contracting and general carriers, express agents, Customs, shipping, insurance, general and forwarding agents, merchants and traders, and the goodwill thereof; and all the property (real and personal) of and belonging to or used in or about or in connection with the said business, whether in the name of the firm or in that of individual partners, and to undertake all or any part of the liabilities of the said Wright, Heaton, Barber, & Co. in relation thereto, as and from the first day of February, one thousand eight hundred and eighty.

We, the several persons whose names and addresses are hereunto subscribed, are desirous of being formed into a company in pursuance of this memorandum of association, and we respectively agree to take the number of shares in the capital of the company set opposite our respective names.

Names.	Addresses and description of Shareholders.	Number of Shares held by each Shareholder.
W. M'Culloch .....	Gentleman, 123 Collins-street, Melbourne .....	Five hundred shares.
James M'Culloch .....	Gentleman, 123 Collins-street, Melbourne .....	Five hundred shares.
C. J. Jenner .....	Importer, 18 Market-street, Melbourne .....	Five hundred shares.
Jenkin Collier .....	Contractor, George-street, East Melbourne .....	Five hundred shares.
W. M. Fehon .....	Carrier, 123 Collins-street, Melbourne .....	Five hundred shares.
W. G. Sprigg .....	Accountant, 18 Market-street, Melbourne .....	Five hundred shares.
William Cain .....	Contractor, South Yarra, Melbourne .....	Five hundred shares.
L. Munro .....	Gentleman, Sydney .....	Five hundred shares.
F. A. Wright .....	Carrier, 485 George-street, Sydney .....	Two thousand six hundred and seventy-seven shares.
David M'Neil .....	Carrier, Tamworth, New South Wales .....	Two thousand shares.
Edward Heaton .....	Carrier, Orange, New South Wales .....	Two thousand six hundred and seventy-seven shares.
John Woods .....	Contractor, Manly Beach, New South Wales..	Six hundred and forty-six shares.

INCREASE

## INCREASE OF CAPITAL.

Memorandum of Resolution carried at an adjourned Extraordinary General Meeting of Shareholders, held at the Company's Offices on Friday, 4th August, 1882.

That the capital of the Company be increased to £80,000, by the issue of 4,000 new shares at £5 each, and that the new shares be offered to William McCulloch & Co. (limited), on the following terms, viz. :—That they purchase them at six pounds five shillings (£6 5s.) per share, viz., £3 5s. paid up, and that the bonus of £12,000 be added to the present value of existing shares, and further, that the six thousand pounds (£6,000), at present written off goodwill account, and the six thousand pounds (£6,000) brought forward on the last year's balance-sheet be used to further write up the value of the 12,000 existing shares, another £1 per share making them paid up, £4 5s. per share, but all shares participate equally in dividends irrespective of amount paid up.

Sir,

Premier's Office, Melbourne, 20 December, 1888.

I have the honor to acknowledge the receipt of your letter of the 13th instant, requesting to be furnished with some information respecting the character of Mr. W. M. Fehon, recently appointed to be a Railway Commissioner in New South Wales.

As I mentioned in my previous note to you on this subject, Mr. Fehon resigned his position as Traffic Manager in the Victorian Railway Department previous to my becoming the Minister at the head of that Department in 1872.

The date of his retirement was the 31st March, 1872. It was entirely voluntary on his part, and, as was well known at the time, it was with the intention of joining the carrying firm of McCulloch & Co.

I may state that some months after Mr. Fehon's retirement he made an application to me for a retiring allowance, on the special ground, that while he was in the Railway Department, he had rendered exceptional service to the Government. No retiring allowance was, however, granted to him, because he left the Service voluntarily, in order to benefit himself.

I know nothing, and have not heard of anything, detrimental to Mr. Fehon's character and conduct as an officer in the Railway Service of Victoria. As regards his reputation as a citizen, I take the liberty of forwarding to you a printed report of a farewell luncheon given to Mr. Fehon previous to his departure from Melbourne to assume the responsibility of his office as one of your Railway Commissioners. It will be noticed that a number of well-known public men were present and took part in the proceedings. This circumstance may well be allowed to speak for itself.

I have, &c.,  
D. GILLIES,  
Premier.

The Colonial Secretary, New South Wales.

[Enclosure.]

"The Argus," 3 November, 1888.

## FAREWELL LUNCHEON.

MR. W. M. FEHON, who was recently appointed a Commissioner of Railways in New South Wales, was entertained at luncheon yesterday, in the supper-room at the Town Hall, by a large number of Melbourne citizens. The chair was occupied by Mr. James Service, M.L.C., and amongst those present were Mr. Deakin (the Chief Secretary), Mr. Simon Fraser, M.L.C., Mr. R. Ford (Railway Commissioner), Mr. R. Speight, Mr. D. M. Davies, M.L.A., Mr. C. W. Langtree, and Mr. C. H. James, M.L.C.

The CHAIRMAN, after the usual loyal toasts had been honoured, and also that of His Excellency the Governor, stated that he had been requested to apologise for the absence of Mr. Gillies. However, there were two or three members of the Ministry present, and he proposed the health of the Government, in order that Mr. Deakin might be able to add his testimony to the value of their guest.

The toast was drunk with enthusiasm.

Mr. Deakin, replying, said he proposed to say nothing about the Government, except that it and past Governments had been under great obligations to Mr. Fehon, both in connection with the Central Board of Health, and also with the railway service of the Colony. Mr. Fehon, in the high and honourable position he was going to occupy, could do much to cement the relations of the two Colonies. Although he was partially parting from friends in Melbourne, he was passing to other friends of theirs, and would assist them in making this one of the freest, most progressive, populous, and most powerful continents in the world. (Cheers.)

The Chairman rose to propose the health of the guest. He said that Mr. Fehon had been amongst them for many years in a variety of capacities, but whether as a public servant or as a private citizen his ideas and time were always at the disposal of the public. Mr. Fehon deserved that respect which the meeting manifested towards him in so high a degree. Mr. Deakin had referred to his connection with the Central Board of Health. In that capacity, if in no other, he had rendered valuable aid, but he had done much in the movement to have the city extended westward. (Hear, hear.) If he did not get all his own way, he submitted a scheme which was practicable, and which it would have been wise to adopt. (Hear, hear.) They all regretted losing him, but whilst he was being lost from Melbourne he was being gained in Sydney, and both were equally Australian cities. It was a satisfaction to them all to know that the railways in New South Wales would be under the direction of a gentleman, who, if he had not served his apprenticeship on our railways, was for a long time connected with them. He was very gratified to think that New South Wales had seen fit to select a gentleman from Victoria. The feeling in Sydney towards Melbourne was one of kindness in the highest degree, although there were a good many persons who believed that no good thing could come out of Nazareth, but they came to Nazareth to get a good thing for their railways. Mr. Fehon would prove in a very short period that he was the right man in the right place. Whilst he was a man of personal ability, and capable of working a huge machine, he was a man of kindly feeling, generous disposition, and had a knowledge of how to work a system in which a large number of persons were engaged. They could look forward to seeing the new system of railway management in New South Wales, which was adapted from Victoria, working as smoothly with Mr. Fehon as one of the Commissioners, as it did here under the presidency of Mr. Speight and his worthy coadjutors.

The toast was drunk amid cheers.

Mr. Fehon said that he was overcome by the flattering manner in which he had been entertained, and by the words of Mr. Service and Mr. Deakin. He looked back upon his career and could not think that he deserved it. There were some gentlemen present whom he had known for over thirty years, and when men could be friends for that length of time there could not be much the matter with any of them. Twelve months ago he would not have accepted the appointment, because he was not dissatisfied with this Colony, in which he had carried on his business, but he felt that Mrs. Fehon required a change, and the position offered to him was a high and honourable one. The work to which he was going was congenial, for besides being a railway man, he was well acquainted with the other Colonies. He was, in his opinion, a man after Mr. Service's heart—a federalist. One fact which gave him great satisfaction was that the New South Wales Government had appointed as his colleagues two gentlemen with whom he could work for the good of the Colony. A person could take a train at Adelaide to-day and go through to Brisbane in a few hours, a trip which five years ago was regarded as impossible. He would try to justify the confidence which the New South Wales Government had reposed in him, and to give satisfaction to the large number of friends who would watch his career with interest.

Mr.

Mr. G. Coppin, M.L.A., proposed the health of the Chairman, who, he said, was the father of our foreign policy. Since that policy was created the Colony had progressed more than it had ever done previously in the same space of time, for we had attracted attention from all parts of the world through our own and other exhibits. It was to be regretted that Mr. Service had taken his departure in peace from the scene of the storms and broils in the Legislative Assembly. He (Mr. Coppin) would far sooner see him back there again. (Hear, hear.)

The Chairman said that he was pleased, in his old age, to think that during the thirty-five years he had lived here he had secured, to a certain extent, the kindly feeling of his neighbours and fellow men. That was a goal worth aiming at, although he confessed that it was not the goal he aimed at at first. After all the old political disturbances, and fights, and other troubles they had been engaged in, the successes they had accomplished, the difficulties they had overcome, and were to overcome, welded them together and gave them a kindly feeling towards one another which would last while life did. Mr. Coppin had been good enough to refer to the future. No one could tell what would happen. He could repose at his ease in the other chamber, and had no desire to go down to the Assembly so long as nights were passed in doing worse than nothing. (Hear, hear.) Nothing was more pleasing to him than a good stand-up fight, when it was conducted in a friendly and amiable spirit, but it was a monstrous state of things when public affairs could not be conducted without personal bitterness. (Hear, hear.) The public business could only be conducted when the constitutional practice was adhered to. Some people said that it was the province of the Opposition to oppose. He denied that utterly. It was the duty of the Opposition to criticise thoroughly and heartily, but without personal abuse, such as we have had too much of in the Australian Colonies. He could say, as one who had visited the old country, that nothing made the blood fly to his face more than to read telegrams in the papers there about scenes in the Australian Parliaments. The blood was brought to the face of every Australian in England on reading such telegrams. It depended upon the constituencies whether the country should have those scenes or not. The duty of every constituency was to see at the ensuing general election that the men who disgraced Parliament should no longer be sent there. (Cheers.)

Mr. W. Wilson proposed the health of Mr. Speight and the other Railway Commissioners.

Mr. Speight, responding, said that he was glad that the selection of the Victorian Railway Commissioners met with the approbation of the Colony. (Cheers.) If it were not that they felt they were strongly backed up in whatever course they took by public opinion, their duties would be too much for them to carry out. Mr. Fehon would do well to be careful of public opinion, and see that no friction existed in his department. He would ensure success if he preserved unanimity amongst the Commissioners. Discord was bad enough outside, but it was ten times worse inside. He was glad to have had the opportunity of wishing Mr. Fehon God-speed.

The gathering then broke up.

Sir,

Australian Club, Melbourne, 17 December, 1888.

I have the honor to acknowledge receipt of your favour of 13th instant, and in reply thereto beg to state that Mr. Wm. M. Fehon was Traffic Manager of the Victorian Railways during 1869 and portion of 1870, when I received my appointment as Commissioner of said Railways.

The late Mr. Thos. Higinbotham was then Engineer-in-Chief, and head of all the Departments. I found this arrangement very awkward, and therefore deemed it advisable that a change should be made in the responsibilities of the several offices, and in carrying out the new arrangements I obtained most valuable assistance from Mr. Fehon.

I appointed him Traffic Manager as head of the Department, and during all the time I held office as Commissioner of Railways, I had every reason to be more than satisfied with his general knowledge of the duties to be performed, and his tact in managing that branch of the Service, and looked upon him as a most valuable, capable, and efficient officer, and in recognition of the ability displayed by him I was instrumental in securing an increase in salary.

I may further state that privately I have known him ever since, and can confidently say that in my opinion a more honourable or upright gentleman does not exist, and one incapable of doing a mean or dishonourable action.

The Colonial Secretary, New South Wales.

I have, &c.,

WILLIAM WILSON.

Sir,

119 Collins-street, West Melbourne, 17 December, 1888.

I have the honor to acknowledge receipt of yours of 13th instant, and have read your enclosed Hansard in the matter of Mr. Fehon.

In reply, I beg to say first, that I have no knowledge whatever of the things charged against that gentleman, and second, that I do not know of anything in Mr. Fehon's career which renders him unfit to hold any office or post in which the strictest honour and probity are essential qualifications.

I am, &c.,

The Colonial Secretary, New South Wales.

JAMES SERVICE.

Sir,

"Tullaree," Tarwin Lower, 21 December, 1888.

I have the honor to acknowledge receipt of your letter of the 13th instant, also official reports of debates in the Legislative Assembly of your Colony, in which attacks were made upon the character of Mr. W. M. Fehon, lately appointed by your Colony to the office of Railway Commissioner.

In your letter you ask me to inform you of any knowledge I may possess "bearing upon the misconduct imputed to or insinuated against Mr. Fehon, either in his capacity as an officer of the Railway Service of Victoria or in any other capacity."

In reply, I beg to say that Mr. Fehon was Traffic Manager of the Victorian railways when I had charge of them in the years '69 and '71, and I never heard any "misconduct imputed or insinuated against him." I looked upon him as a very able officer.

He resigned his position voluntarily for reasons that I sympathised with at the time.

I know nothing whatever of his dealings since he became connected with M'Culloch & Co.

I have, &c.,

The Colonial Secretary.

FRANCIS LONGMORE.

Dear Sir Henry,

Railway Commissioners' Office, 23 December, 1888.

I have much pleasure in handing herewith for your perusal and information an address signed by the Mayor and Councillors of the City of Melbourne, as well as by the principal merchants and others of that City, wherein they express their sympathy with me in the charges recently brought against me by Mr. J. H. Want, and their confidence in my integrity and honor.

I am, &c.,

The Colonial Secretary.

W. M. FEHON.

[Enclosure.]

To William M. Fehon, Esq.

HAVING noticed that an unwarranted attack has been made upon your character by some persons who have either allowed their feelings to blind their sense of honor and of justice, or who have some ulterior object in view, we, who have personally known you for many years, desire to assure you of our unshaken faith in your probity and honor, and of our thorough belief that you could never have given cause for the aspersions so wantonly cast upon you.

John K. Smyth, Managing Director, Australasian Mortgage and Agency Co. (Limited).  
 David Elder.  
 Stratford, Strettle, & Co., Bourke-street West.  
 Campbell & Sons, Kirk's Bazaar.  
 D. R. M'Gregor, J.P., 56, Queen-street, Melbourne.  
 Ryan Hammond, 57, Bourke-street West, Melbourne.  
 Richard Feehan, Brunswick.  
 J. M. Peck & Son, Bourke-street West.  
 John M. Highett, M.L.A., Melbourne.  
 Arthur S. King & Co., 67 Bourke-street West, Melbourne.  
 Richard Gibson & Co., Queen-street, Melbourne.  
 Parsons Bros. & Co., Merchants, Collins-street West, Melbourne.  
 James Craig & Co., 15, Queen-street.  
 D. Whitley & Co., Grain Merchants, 24, Queen-street.  
 Wm. Peterson & Co., Merchants, 6, Queen-street.  
 Jh. F. McKenzie & Co., Merchants, Queen-street.  
 G. Geo. Cuspin, Managing Director, Greig & Murray (Limited).  
 McClure, Valantine, & Co., 5, Queen-street.  
 Connell, Hogarth, & Co., Flinders-street.  
 M. Glassford, Flinders-street.  
 Chris. Geo. Turner, Flinders-street West.  
 Geo. Horace Hayes, Managing Director, Water and Kerang United Roller Mill Co.  
 Robert Chamberlain, Hay Market.  
 William C. Yuille & Co., Bourke-street West.  
 Geo. Glasscock, Bourke-street West.  
 James McKrae, Managing Director, Dalgety & Co., Melbourne.  
 Johnson & Appleton, Queen-street, Melbourne.  
 W. Siddeley, Collins-street West.  
 Wm. Adamson, 474, Collins-street West.  
 Jno. Wilkinson, 123, Collins-street West.  
 James Service & Co., 119, Collins-street West.  
 Pigott Brothers & Co., Market Buildings, Melbourne.  
 M'Lean, Brothers, and Rigg (Limited), Elizabeth-street.  
 H. Jennings, 37, Queen-street.  
 H. Creswick, Hawthorn.  
 R. H. Blackwell, Market Buildings, Melbourne.  
 John G. Dougharty, Elwood, Melbourne.  
 Henry Ricketson, Barratta Station, Deniliquin.  
 D. E. M'Bryde, Brighton.  
 Todd & M'Bryde, Melbourne.  
 Robert Laidlaw, Heidelberg.  
 Wroggs & Hearn, Restdown Station.  
 Edward Agar Wynne, Balaclava.  
 H. Butler, Melbourne.  
 Angus Robertson, Yarrabee Park, N.S.W.  
 Frank Madden, Mooroolbeck, Studley Park.  
 Geo. Robertson, 33, Little Collins-street West.

Wm. Dean & Co., 91, Flinders-lane East.  
 W. Greenlaw, General Manager, Col. Bank of Australasia.  
 Simon Fraser, M.L.C.  
 J. Vin. Macmurtrie, General Manager, Land Mortgage Bank of Victoria.  
 Rolfe & Co., 98, Bourke-street West.  
 W. H. Dodd, Flinders-lane West.  
 Hy. Wilson, Kilmore, Victoria.  
 Jno. S. Horsfall, Director, Goldsbrough, Mort, & Co. (Limited).  
 Lawrence & Adam, Merchants, Melbourne.  
 W. W. Couche, Merchant, Melbourne.  
 Couche, Calder, & Co., Merchants, Melbourne.  
 William T. Raleigh, Melbourne.  
 Joseph Raleigh, Melbourne.  
 Felton, Grimwade, & Co., Melbourne.  
 John McGee & Co., Melbourne.  
 Alfred E. Clarke, Melbourne.  
 Robert Wallen, Melbourne.  
 John Currie, Melbourne.  
 Jno. Morris, Melbourne.  
 Thomas Alston, Melbourne.  
 Thompson, Moore, & Son, Melbourne.  
 Pegton, Dowling, & Co., Melbourne.  
 Ethershank, Eaglestone, & Mann, Melbourne.  
 Bell, Bruce, & Co., Melbourne.  
 John Blyth & Co., Melbourne.  
 Nicholson & Co., Melbourne.  
 Thomas Brunton, Melbourne.  
 B. Benjamin, Mayor of Melbourne.  
 Councillor John Zevemboom.  
 Councillor W. Howard Lane.  
 Councillor John Walker.  
 Councillor James Garton, J.P., Melbourne.  
 John Mills, Melbourne.  
 Councillor James W. Peirce, M.L.A.  
 Councillor James T. Buxton.  
 Alderman Thomas O'Grady.  
 Councillor William Jevers, jun., Melbourne.  
 Andrew Gratley, Melbourne.  
 Alderman Wm. Hughes.  
 R. Bowen.  
 Councillor Joseph M. Pratt, J.P.  
 Alderman Charles Smith, M.L.A.  
 Geo. Godfrey, Solicitor, Melbourne.  
 Councillor Benjamin Lee, Melbourne.  
 Lorimer, Rome, & Co., Melbourne.  
 J. W. Young, Manager, London Chartered Bank, Melbourne.  
 Thos. F. Cumming, Collins-street, Melbourne.  
 John Robb, Collins-street, Melbourne.  
 James W. Tod, City Road, Melbourne.

Sir,

Colonial Secretary's Office, Sydney, 22 December, 1888.

In reference to the statements made in the Legislative Assembly by Mr. J. H. Want, impugning your character in connection with the important office you hold in the Civil Service of this Colony, I have read your several letters of explanation, and have received and carefully considered the replies to inquiries made in Victoria, copies of which I forward herewith for your information.

On behalf of the Government I have pleasure in informing you that it is considered that the aspersions cast upon your character have been fully and satisfactorily met.

W. M. Fehon, Esq.

I have, &c.,  
HENRY PARKES.

1889.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

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RAILWAYS.

(REPORT OF COMMISSIONERS ON ACCIDENT AT NEWTOWN, 7 SEPTEMBER, 1889.)

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*Ordered by the Legislative Assembly to be printed, 12 September, 1889.*

Minute by The Secretary for Railways to The Under Secretary for Finance and Trade.

ACCIDENT.

I HAVE the honor, by direction of the Railway Commissioners, to report, for the information of the Honorable the Minister for Railways, that on Saturday last the train leaving Parramatta for Sydney at 10:25 a.m. became derailed when passing Newtown Station.

The engine was running first and it, together with brake-van and a 1st-class American car, travelled for a distance of 140 yards off the rails. When brought to a stand-still both the up and down line were blocked. The down road was cleared about 1 p.m. and the up road a little later.

The only passenger who complained of injury was a Mrs. Perkins, aged 60. She will be visited by Dr. Woodward, Railway Medical Officer, to-day.

A full inquiry as to the cause of the accident will be made.

H. M'L., 9/9/89.

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Minute by The Secretary for Railways to The Under Secretary for Finance and Trade.

ACCIDENT AT NEWTOWN.

ADVERTING to my minute of yesterday, relative to the derailment of a train at Newtown on Saturday morning, I have the honor, by direction of the Railway Commissioners, to forward herein, for the further information of the Honorable the Minister for Railways, a copy of the report of the Board appointed to inquire into the cause of the accident.

The Commissioners desire me to add that a very liberal permanent staff is employed in connection with the maintenance of the suburban line, but in consequence of the state of the ballast considerable difficulty has been experienced during the late unfavourable weather, in keeping the road in fair condition, and a considerable extra staff has been employed, at one time as many as 100 extra hands having been at work on the 13 miles to Granville. At the date of the accident sixteen extra men were employed in the neighbourhood of Newtown, the station where the derailment occurred. The Commissioners are making arrangements to at once completely reform the road-bed of the suburban section, as this will not only make the road perfect but will also lead, later on, to considerable economy in the maintenance charges.

H. M'L., 10/9/89.

## Report of Board.

## ACCIDENT AT NEWTOWN.

IN accordance with the directions of the Commissioners we have carefully considered the circumstances which led to the accident at Newtown on Saturday last, and now beg to submit report thereon.

The up Suburban passenger train, which is timed to leave Parramatta at 10.25 a.m., left Burwood, which is its last stopping-station, at 10.56 a.m., passed Petersham at 11.2 a.m., and arrived at Newtown at 11.4 a.m., where, as already reported, the tender, engine, and two leading vehicles, left the road.

The train consisted of—

Engine	...	...	...	...	...	...	No. 180
Brake-van ...	...	...	...	...	...	...	" 7
1st class American car	...	...	...	...	...	...	" 66
"	...	...	...	...	...	...	" 63
2nd class "	...	...	...	...	...	...	" 103
"	...	...	...	...	...	...	" 96
"	...	...	...	...	...	...	" 97
Compo. brake-van...	...	...	...	...	...	...	" 64

in the order named.

The engine and tender, brake-van No. 7, and first-class American car No. 66, were slightly damaged, and the cost of replacing them on the road and putting them in an efficient state of repair is estimated at £85.

About 125 chairs, 16 fish-plates, and 1 rail were broken, and several rails bent. The estimated cost of replacing them is £60.

We have come to the conclusion that, while the accident was contributed to in some measure by the engine running tender first, the primary cause was the want of sufficient ballast under the sleepers. This led to a local subsidence of one end of one sleeper, when the weight of the tender passed over it, destroying the balance of weight on the tender wheels, particularly on the wheels which first left the road to the extent of the additional weight which would be imposed upon the last wheel at the opposite corner by following this subsidence of road.

We recommend that the whole of the Suburban line be rebudded on sound hard ballast with as little delay as possible.

GEORGE COWDERY.  
W. THOW.  
DAVID KIRKCALDIE.

9/9/89.

1889.

## LEGISLATIVE ASSEMBLY.

## NEW SOUTH WALES.

## LIGHT RAILWAYS.

(REPORT OF ENGINEER-IN-CHIEF ON.)

*Ordered by the Legislative Assembly to be printed, 30 September, 1889.*

RETURN to an Order of the Honorable the Legislative Assembly of New South Wales, 26th September, 1889, That there be laid upon the Table of this House,—  
 “The Report of the Engineer-in-Chief on Light Railways, dated 1st  
 “February, 1888.”

(Mr. Fletcher.)

## Minute by The Engineer-in-Chief to The Secretary for Public Works.

*Subject:—Proposed light lines of Railway.*

In attention to the Minister's memo., received on the 11th ultimo, requesting me to prepare an estimate of the cost “of providing lines for opening up the country that will be lighter than those we have previously been constructing,” I have the honor to submit the following report:—

I may in the first instance remark, that unless proper surveys and sections have been taken over the country through which these proposed light lines are to be constructed, it will be impossible to give any reliable estimate of the cost of such lines; and I will therefore assume that the meaning of “light lines,” for which an estimate is now required, has reference only to cost of road, including rails and all other ironwork, sleepers, ballast, and labour in laying.

Perhaps I may be permitted without presumption to point out to the Minister that the main cost of most of the existing lines has been caused by the difficult nature of the country through which they have been constructed, involving heavy earthworks, tunnels, bridges, and culverts.

These are the principal items of cost, the permanent way, as it is called, forming only a small portion of the expenditure; and, therefore, a light railway can only refer to rails, &c., of a less weight, smaller sleepers, and less ballast, the other items of cost depending entirely upon the nature of the country traversed.

If lighter engines and rolling stock be used with reduced speed, rails of 40 lb. to the yard can be adopted with sleepers of less size and little ballast.

The following is an approximate estimate of the cost at which 1 mile of railway could be constructed, if the conditions assumed as to the physical character of the country could be guaranteed.

Estimate for 1 mile of road.	
Permanent way material, 40 lb. ... ..	£440
Laying permanent way, 1,760 yds., at 2/-	176
Sapling sleepers, 1,760 yds., at 2/-	176
3" ballast (12 ft. wide), 600 cub. yds., at 3/-	90
Forming 80 chains, at £1 ... ..	80
Culverts and bridges per mile ... ..	300
Fencing 640 rods, at 2/6 ... ..	80
Total... ..	£1,342

The ironwork for the permanent way is the cost delivered in Sydney, no charge having been included for conveyance up the country, which might vary according to the distance carried, from one to six or seven pounds per ton; nor has any sum been named for stations or platforms, water supply, signals, turn-tables, stock-yards, level crossings, over-bridges, superintendence, &c.

The cost of bridges and culverts is only for an assumed line of country under the most favourable circumstances, and therefore no reliance can be placed upon such an estimate, except under such conditions.

I need hardly repeat that no reliable estimate can be made of the cost of any railway, until proper surveys have been made and information obtained as to where ballast and timber, &c., for such line can be found.

I desire to take this opportunity of replying to many statements in letters to newspapers, newspaper articles, and in speeches on the question of gradients or inclines on the railways of this Colony.

The general and expressed opinion appears to be that I have adopted inclines as steep as 1 in 40 merely to show how difficulties could be overcome, and to give as much trouble as possible to those who had to maintain the railways.

It

It has been stated that such inclines as 1 in 40 could have been easily improved by making a little more cutting at one end, and a little more embankment at the other, and "the thing was done."

The unfortunate accident on the Hawkesbury line brought forth many statements of that kind, and, had it been possible, the construction branch would have had to bear the blame.

I am surprised that any one can be so reckless in statement, and so ignorant as to suppose for one moment that I would use an incline of 1 in 40 if any better incline could be got at anything like a reasonable cost, or that there is any more difficulty in maintaining a railway in good running order on an incline of 1 in 40 than 1 in 80, or that there is any more difficulty in constructing a line with inclines of 1 in 40, than upon a flatter gradient.

I may be pardoned if I informed those gentlemen who are so fond of writing to newspapers on subjects they do not understand, that if the railways in this Colony had been limited to inclines of 1 in 80, which was suggested a short time ago, instead of 1 in 40, which has best suited the country through which the railways have been constructed, they would never have been built.

The construction of the railway system has only been accomplished by using steep inclines, and, on some of the lines sharp curves; these, however, have not been used capriciously, but to overcome the physical difficulties of the country.

I will give one example:—On the Southern railway between Picton and Mittagong, in a distance of 15 miles from the former station, the country rises 1,500 feet. Had this portion of the line been made level there would have been a cutting at one end 750 feet deep, and an embankment 750 feet high at the other.

An average gradient for the length would give an incline of 1 in 52, but as the country is undulating 1 in 30 and 1 in 33 have been used, not from any desire on my part to show how difficulties could be overcome, but to avoid excessive, and in my opinion, unnecessary works.

At the time this line was made, money was hardly obtainable, and economy in construction was imperative.

As bearing on the question of light railways I append extracts from a report "of a discussion on economical railways" at the Institution of Civil Engineers, London, in March, 1886.

JOHN WHITTON.

*Mr. Baker*:—It had been often stated that Americans built cheaper railways, but the work was not of the same kind. Consider for a moment how the cost of a railway was made up, and it would be seen that it was impossible. He had made an analysis of the cost of 43 miles of line which he had completed some time ago in Ireland, in a poor part of the country, in the midst of a small population, and apparently under conditions which prevailed in undeveloped places in America; yet the works of that line had cost £4,520 per mile, and it had been stated in the papers that similar lines in America had been built for £3,000 per mile. He wished to point out that such lines could not have been similar in any respect. On the borders of Vermont he had to negotiate on the spot for the construction of a line through a poor country, and got the figures down at £3,000 per mile, but the works were entirely different. Pricing out the works on the American line at the Irish prices he obtained figures given in column B in the annexed table, those going to make the £4,520 per mile already referred to, being given in column A:—

	Cost per mile.		A.		B.
Earthwork (quarter rock) .....	£1,150	$\times \frac{2}{3}$	=	£766	
Permanent way and sidings .....	1,790	$\times \frac{1}{2}$	=	895	
Fencing .....	260	$\times \frac{1}{3}$	=	316	
Bridges (35) .....	490				
Level crossings (187) .....	270				
Stations (11) .....	560				
	£4,520			£1,977	

By following the contour of the ground more closely the cost of the earthworks was only two-thirds of that of Ireland. By altering the permanent way and laying 56 lb. iron rails, instead of 70 lb. steel rails, taking the nearest timber to be found, and putting it in the road with all the sap, in a condition to last only two and a half years, using only a nominal amount of ballast, and practically dispensing with bridges and station accommodation, a line of that sort might be made in Ireland under the same conditions for £1,977. For the Vermont line, as already stated, he had tenders from some contractors on the spot for £3,000; but although the £3,000 was lower than £4,520, it was 50 per cent. higher than the amount for which similar work could be done in Ireland. It might be asked, "Why was it desirable to build a £3,000 line in one place and not in the other?" It largely depended upon whether a company was spending its own money or that of somebody else. If it was spending its own money it would be economical to make the line for £4,520; but if it was spending the money of somebody else, and did not care whether the line was to earn a dividend or whether only to pay working expenses, it was a matter of indifference. In the case of Ireland the money was, as a rule, guaranteed by the counties, and if the line did not earn a dividend it had to be made up; and it had been found by long experience that, no matter how poor the country, or how small the traffic, the true economy was to build lines, not like those mentioned in the papers, which could be made for £3,000 per mile in America and £2,000 per mile in Ireland, but lines which could be afterwards worked at a low percentage. On the line to which he had referred the £4,520 per mile was sufficient to provide steel rails and creosoted sleepers, which would last many years; bridges, in every instance, of stone or iron; the fence walls adjoining the bridges, all of stone; the level crossings (187) had all iron gates with solid limestone gate-posts, or, if that could not be got, they were built of masonry, 3 feet square; the stations and level crossing cottages were all of masonry, and the points, crossings, and signals were as perfect as on a first-class railway. Such a line could be worked at 60 per cent., while the other could only be worked at 90 per cent., of the receipts. The earnings, therefore, were in the one case 40, and in the other 10 per cent.; so that, with equal gross receipts, the former would pay double the interest on twice the capital. That was the key to most of the differences that had been referred to. If the Americans would only give English engineers £3,000 or even £2,000 a mile for non-paying lines in Ireland, he believed they would build the works for that sum. But when Englishmen had to find money for themselves, knowing their own business as well as the Americans did, they had found by long experience that it was economical to build substantial and durable lines. Highly as he appreciated American skill and enterprise, he was not afraid of American competition; but almost every work in connection with railways depended upon the price of labour.

*Mr. Matheson*:—It might be wise to put up cheap bridges at first; but when they had to do work at all approaching that of English bridges, they soon became loose and untrustworthy. When he was first in America, in 1880, he heard of the famous bridge over the Ohio, at Louisville, with spans of 370 feet. He also saw in New York the elevated railroad, with some miles of spans of 60 feet, all having pin connections. When he visited the Louisville Bridge on a subsequent occasion in 1885 there were watchmen employed day and night to screw up loose nuts after the passage of a train before letting another train on. The whole plan of railway construction in America was different from that of English railways, and it was difficult to compare the two. He had travelled on main lines and important branches in America where there were no stations, only a few sheds, no fencing, no ballast, no signals, and not a single over-bridge in 300 miles, every crossing being on the level; and when towns sprang up round the stations, express trains could not be run. Every town had a municipal law that the trains could not run through at more than so many miles an hour. Signals, ballast, and fencing could be easily added, but not over-bridges, for all the approaches had then to be altered at a great cost. If the Americans would be content themselves with admitting that their system was the best as a temporary device, there would be nothing to say against it; but it was fallacious to compare the cost of American and English railways, as if there was any common standard of comparison.



1889.

## LEGISLATIVE ASSEMBLY.

## NEW SOUTH WALES.

M<sup>C</sup>SHARRY *v.* COMMISSIONER FOR RAILWAYS.

(PAPERS, &amp;c., IN CASE OF.)

*Ordered by the Legislative Assembly to be printed, 28 February, 1889.*

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 8th November, 1887, That there be laid upon the Table of this House,—

“Copies of all papers, correspondence, documents, including copy of  
“arbitrators’ award (exclusive of evidence), in the case of *McSharry v.*  
“Commissioner for Railways.”

(Mr. Lyne.)

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## McSHARRY v. COMMISSIONER FOR RAILWAYS.

### No. 1.

#### Minute by The Secretary for Public Works.

McSharry's case.—In connection with Murrumburrah to Young Railway.  
I SHOULD like to see Mr. Whitton *re* this matter and arbitration. W.J.L., 6/5/86.

Engineer-in-Chief, B.C., 6/5/86. Will the Minister please let me know when he can see me.—J.W., 7/5/86. Under Secretary, B.C., 7/5/86.

If Messrs. McSharry & Co. will send in their amended claim for the construction of the works on the Young contract I will go through the various items, if the Minister wishes me to do so, and say what sums I am prepared to certify for, and to offer that amount for settlement. If they refuse to settle, I advise that they be left to their legal remedy.—J.W., 7/5/86. Under Secretary, B.C.  
The claim should be submitted as suggested.—W.J.L., 13/5/86. Inform, 14/5/86.

### No. 2.

#### The Commissioner for Railways to T. Jones, Esq., M.P.

Sir,

Department of Railways, Sydney, 18 May, 1886.

With reference to your personal interview with the Honorable the Minister for Public Works respecting the claim of Messrs. McSharry & Co., in connection with their contract for the construction of the Murrumburrah to Young Railway, I have the honor, by direction of Mr. Secretary Lyne, to inform you that if Messrs. McSharry & Co. will submit an amended claim it will be considered by the Engineer-in-Chief, who will report upon its merits.

I have, &c.,

CH. A. GOODCHAP,

Commissioner for Railways.

### No. 3.

#### Messrs. O'Rourke and McSharry to T. Jones, Esq., M.P.

Sir,

Gundagai, 25 May, 1886.

We beg to acknowledge receipt of letter dated 18th May, addressed to you by the Commissioner for Railways, intimating that if we send an amended statement of our claims on the railway from Murrumburrah to Young "it will be considered by the Engineer-in-Chief, who will report upon its merits."

In reply thereto, we have the honor to state that it is now fourteen months since the Government took possession and began to work the above line, and ten months since all works, contract as well as extras, were finished by us. Since then we have persistently tried to obtain a settlement of our claims by the Engineer-in-Chief, but our efforts were not only unsuccessful but were frequently met by rebuffs on the part of his principal assistant. Mr. Whitton himself told us that if we were not satisfied with his decision we could go to the Supreme Court.

We were not satisfied with his decision, and we have taken his advice and gone to the Supreme Court; and after due consideration of the matter we think that it would not be advisable to suspend our action there merely for the purpose of giving the Engineer-in-Chief another opportunity of considering and reporting upon the merits of our claims, which have been before him so many months.

Nevertheless, as we have no wish to go to law, but, on the contrary, would, if possible, avoid it, even at the last hour, we would be perfectly willing to submit the matters in dispute between us and the Engineer-in-Chief to arbitration.

We have, &c.,

O'ROURKE & McSHARRY.

Submitted by Mr. Jones, M.P. Please acknowledge, and send to Mr. Whitton.—W.J.L., 31/5/86.  
Acknowledge; then to Engineer-in-Chief.—D.C. McL., B.C., 1/6/86. Seen.—J.W., 9/6/86.

### No. 4.

#### The Engineer-in-Chief to The Crown Solicitor.

Sir,

Engineer-in-Chief's Office, Sydney, 25 June, 1886.

Herewith I have the honor to forward a Supreme Court summons, served on me yesterday afternoon, at 3:46 o'clock, in an action at the suit of John O'Rourke and James McSharry, the contractors for the Murrumburrah-Young Railway.

I have, &c.,

JOHN WHITTON.

### No. 5.

#### M. H. Stephen, Esq., to The Crown Solicitor.

Sir,

Denman Chambers, Phillip-street, 17 November, 1886.

Having now given up many hours to the study of O'Rourke v. Commissioner for Railways, I am more satisfied than ever that it is simply impossible for such a case to be tried at Nisi Prius. It is almost a certainty that the presiding Judge will express the same opinion when he is apprised of the nature of the case. I do not see how the matter in dispute can be fairly decided by any other than a professional man. It may be difficult to obtain one in this Colony competent unacquainted with any of the facts, and who may be regarded as thoroughly unbiased. It would be worth while to search the Colonies for an arbiter whom both sides could trust. I write this because I desire, if possible, to be placed in a position, should a suggestion as to arbitration be made, either by the Bench or at the Bar, to act in accordance with what the views of the Government might be in such a contingency.

Yours, &c.,

M. H. STEPHEN.

No. 6.

## No. 6.

C. E. Pilcher, Esq., to The Crown Solicitor.

Commissioner for Railways *v.* O'Rourke and others.

My dear Williams,

Chambers, 18 November, 1886.

I have read the particulars of plaintiffs' claim against the Commissioner, and the answer suggested on defendant's behalf to each claim. I cannot see how the case can possibly be tried by a jury, unless the services of a Judge and jury can be secured for at least two months for the purpose of its trial. Last item in plaintiffs' account is a separate action. I would suggest that the matter in dispute be referred to arbitration. If a competent arbitrator can be procured who has a knowledge of railway matters, and unknown to either party, a great saving of time would result, and most probably a more satisfactory result. I have not seen what Messrs. M. H. and C. B. Stephen have written upon this subject, but understand they agree with me.

Yours, &amp;c.,

C. E. PILCHER.

## No. 7.

The Crown Solicitor to The Commissioner for Railways.

Sir,

Crown Solicitor's Office, Sydney, 20 November, 1886.

With reference to the action O'Rourke and another *v.* you, I have the honor to inform you that I was yesterday instructed by the Honorable the Minister for Works at a meeting at the Attorney-General's chambers, at which the Attorney-General and Mr. Pilcher were present, to consent to the matters in dispute in this action being settled by arbitration.

I had previously received a letter from Mr. Pilcher on the subject, of which letter I forward a copy herewith.

I also forward a copy of the memorandum agreeing to the reference.

I have, &amp;c.,

JOHN WILLIAMS,  
Crown Solicitor.

## No. 8.

The Crown Solicitor to The Commissioner for Railways.

O'Rourke and another and yourself.

Sir,

Crown Solicitor's Office, Sydney, 26 November, 1886.

I have the honor to forward herewith a letter I have received from Mr. McLaughlin, intimating that Mr. Robert G. Watkins has been appointed arbitrator by the plaintiff, and requesting me to give him the name of the arbitrator for the defendant.

Will you please bring the matter under the consideration of the Honorable the Minister, and inform me what answer I am to send.

The matter is urgent.

I have, &amp;c.,

JOHN WILLIAMS,  
Crown Solicitor.

Asking who was to be appointed arbitrator on behalf of Government in matter O'Rourke & McSharry *v.* Commissioner for Railways.

(Mr. Poole has been nominated.)

## No. 9.

Arbitration.

In the Supreme Court of New South Wales.

Between John O'Rourke and James McSharry, plaintiffs, and the Commissioner for Railways, defendant.

The twenty-second day of November, one thousand eight hundred and eighty-six.

UPON hearing, Mr. Darley, Queen's Counsel, and Mr. O'Connor, of Counsel, for the abovenamed plaintiffs, and Mr. Salamons, Queen's Counsel, and Mr. Cecil Bedford Stephen, of Counsel, for the abovenamed defendant. By consent it is ordered that this action and all matters therein in dispute between the parties hereto be referred to the final determination of three arbitrators, to be chosen as hereinafter provided, the award of a majority of whom shall be final and conclusive on all parties; the award of the said arbitrators to be for a sum certain for the plaintiffs, or an award for the defendant, as the arbitrators may find, such award to be made within one calendar month from the close of the said arbitration, to be made in writing, and when made to be delivered by the said arbitrators to the Prothonotary of the Supreme Court; and that, unless restrained by any rule or order of the Supreme Court or Judge thereof, the party in whose favour the said award shall be made may, twenty-one days after the service of a copy of the said award on the solicitor or agent of the other party, enter the said award as the verdict in this cause, and shall be at liberty to sign final judgment thereon; the arbitrators to assess the amount of their fees at foot of the award. The costs of this action and of the arbitration, and of and incidental to the reference to arbitration and of the award, to follow the verdict so to be entered as aforesaid, and to be taxed in the ordinary way. One arbitrator to be chosen by each party, and the third arbitrator to be appointed by both parties. If the parties cannot agree upon such third arbitrator, such third arbitrator to be appointed by the arbitrators to be chosen by the parties, as aforesaid. This submission may be made a rule of Court, and is subject to the provisions of the Arbitration Act of 31 Victoria No. 15.

John McLaughlin, plaintiffs' attorney.

P. FAUCETT.

5

No. 10.

The Crown Solicitor to J. M'Laughlin, Esq.

O'Rourke and another v. the Commissioner for Railways.

Dear Sir,

Crown Solicitor's Office, Sydney, 29 November, 1886.

I am instructed to inform you that William Thomas Poole, Esq., is the arbitrator appointed by the defendant.

The Minister for Works has directed me to suggest that if you can make an appointment and meet him in the course of to-day or to-morrow the third arbitrator will probably be agreed to. Mr. Lyne understood you to say that you would call at the office of the Department of Works for this purpose, as on last Saturday.

Yours truly,

JOHN WILLIAMS,  
Crown Solicitor.

No. 11.

The Commissioner for Railways to Mr. W. T. Poole.

Sir,

Railway Branch, Sydney, 30 November, 1886.

I have the honor to inform you that I have appointed you to be arbitrator on my behalf for the purpose of determining the amount of compensation (if any) to be paid to Messrs. O'Rourke & McSharry for alleged breach of agreement in connection with the construction of the line of railway Murrumburrah to Young, and to refer you to the Crown Solicitor for the completion of the necessary arrangements.

I have, &amp;c.,

CHAS. A. GOODCHAP,  
Commissioner for Railways.

No. 12.

The Commissioner for Railways to The Crown Solicitor.

O'Rourke and another v. Commissioner.

Sir,

Railway Branch, Sydney, 1 December, 1886.

Referring to correspondence that has passed relative to the above case, I have the honor to inform you that Mr. W. T. Poole has been appointed arbitrator on behalf of this Department, and he has been referred to you to complete the necessary arrangements.

I have, &amp;c.,

CHAS. A. GOODCHAP,  
Commissioner for Railways.

No. 13.

The Crown Solicitor to J. M'Laughlin, Esq.

O'Rourke and another v. The Commissioner for Railways.

Dear Sir,

Crown Solicitor's Office, Sydney, 9 December, 1886.

I am in receipt this morning of your letter of yesterday's date. I am not aware whether Mr. Poole has or has not been assisting the Engineer-in-Chief in the preparation of the defence. I do not think such is the case; but, whether or no, I must decline to recognize any right in you to dictate as to who shall be appointed arbitrator on the part of the Commissioner.

I am told that the arbitrator you have appointed is so closely connected in business with a firm said to be creditors of the plaintiffs to a very large amount that it may be considered to be difficult for him to give an impartial hearing to the case; but I do not feel warranted on that account to take exception to his appointment. If the arbitrator makes the declaration required by the 44th section of the Railway Act, that is all that either of the parties can require; and I shall accept your arbitrator's declaration without question, whatever may be said as to any business relations to either party.

The parties, as you are well aware, were unable to agree as to the third arbitrator, and finally left his appointment to the two arbitrators named, and I do not think, therefore, that they (the plaintiffs and the defendant) can properly now interfere.

If, as you say, your clients and the Minister for Works have agreed to appoint some person as the third arbitrator, the defendant will have to submit to the action taken by the Minister. I, however, know nothing of any such agreement, and have therefore referred your letter to the Minister, and upon receipt of his reply will communicate with you.

Yours truly,

JOHN WILLIAMS,  
Crown Solicitor.

No. 14.

The Crown Solicitor to J. M'Laughlin, Esq.

O'Rourke and another v. The Commissioner for Railways.

Dear Sir,

Crown Solicitor's Office, Sydney, 11 December, 1886.

In reply to your letter of yesterday's date, I can only repeat the statement in my last letter to you—that I have forwarded your letter, to which that was a reply, to the Minister for Works for his consideration. As soon as I receive a reply from him I will inform you of any determination he may arrive at.

Yours very truly,

JOHN WILLIAMS,  
Crown Solicitor.

No. 15.

## No. 15.

## J. M'Laughlin, Esq., to The Secretary for Public Works.

O'Rourke and another v. The Commissioner for Railways.

Dear Sir, Mercantile Mutual Chambers, 118, Pitt-street, Sydney, 23 December, 1886.

I have, on behalf of my clients, to submit to you either of the following gentlemen, viz., Mr. Jas. Fletcher (the late Minister for Mines) or Mr. De Courcy Browne, for the position of umpire herein, conditionally, of course, upon your declining to accept one of the other gentlemen already nominated by me.

I cannot, however, see why you cannot accept either Mr. Griffin or Mr. Lyall, the latter being your own nominee, either of whom would do justice to both parties, and either of whom would expedite matters, and save great delay and expense to both parties.

Trusting that the matter may now be brought to a speedy settlement,—

I have, &amp;c.,

J. M'LAUGHLIN.

Forward to the Crown Solicitor. I cannot agree to the first named; and I do not think Mr. De Courcy Browne could act, as he is a Member of Parliament. I should like to learn if Mr. Williams has taken action *re* previous letter.—W.J.L., 24/12/86.

I think you had better name to-day the appointment of Mr. Judge M'Farland as umpire, for Mr. M'Laughlin's approval.—W.J.L., 24/12/86.

## No 16.

## The Crown Solicitor to The Secretary for Public Works.

O'Rourke and another v. The Commissioner for Railways.

Sir, Crown Solicitor's Office, Sydney, 24 December, 1886.

I have the honor to return herewith the letter of Mr. M'Laughlin, of date 23rd instant, just handed to me, and to state that I am not aware that I can take any action in respect of the previous letter.

The parties disagreed as to the third arbitrator, and the appointment was left to the two arbitrators appointed. They agreed upon Mr. Miller, who, it was found upon reference to him, could not act, and they have since been unable to agree as to the third arbitrator.

Since then the matter appears to have been taken out of the hands of the arbitrators by Mr. M'Laughlin, who has on several occasions interviewed you on the subject.

I think the better way of dealing with the matter will be to inform the arbitrators that both parties think objection cannot be taken to Mr. Judge M'Farland, and to suggest that, if they (the arbitrators) see no objection, Judge M'Farland should be appointed by them.\*

I should mention that the letter (which I suppose is the one referred to in your minute) from Mr. M'Laughlin, of date 20 December, was only received by me this morning, and from its great length—four half-sheets of foolscap—had not been replied to when I received your minute of this day's date.

I have, &amp;c.,

JOHN WILLIAMS,

Crown Solicitor.

\* This course may be followed, but first it should be ascertained whether Mr. McSharry agrees to Mr. M'Farland. I was informed that such was the case.—W.J.L., 24/12/86.

## No. 17.

## The Crown Solicitor to J. M'Laughlin, Esq.

The Commissioner for Railways *ats.* O'Rourke and another.

Dear Sir, Crown Solicitor's Office, Sydney, 29 December, 1886.

I must request your attention to the very serious inconvenience your irregular interference with the action of the two arbitrators named by the plaintiffs and the defendant respectively is occasioning.

One of several advantages to be gained by referring this case to arbitration, instead of trying same before a jury, was understood to be, that, as the matter in dispute related to the classes of work in railway construction to be done under the contract which would be better understood by persons having experience in railway work, a great saving in time and expense of witnesses would be effected by the arbitrators appointed being railway engineers or contractors; and, acting upon this understanding, the defendant appointed Mr. Poole, who has had considerable experience as a railway contractor. It was thought at first that the gentleman named by the plaintiffs also had been connected with railway contracts, but this was subsequently found not to be the case. The defendant, however, could not legally take objection to the appointment on that ground.

As you are aware, you afterwards had several interviews with the Minister for Works for the purpose of agreeing upon the third arbitrator, but no agreement could be come to, as your client (who accompanied you on each occasion) objected to all the names submitted by the Minister, and as the Minister could not accept any of the persons named by you, (as it is thought you must have known) the appointment was at your suggestion left to the two arbitrators.

After several meetings the arbitrators agreed upon Mr. Miller, an experienced railway contractor, when residing in Melbourne, and I at once telegraphed to him to know if he would accept the appointment; in reply, he informed me he could not, as he was about to sail for Western Australia.

Upon this the arbitrators again met, and various names were submitted by each, but as an agreement was not come to by them as quickly as you or your client thought should be the case, you (most improperly, I submit) took the matter out of their hands and called upon the Minister to agree with you in appointing the third arbitrator; and you still, I am informed, are urging the Minister to act in the matter.

I have no doubt whatever but that if you had left the matter in the hands of the arbitrators the third arbitrator would have been appointed long before this.

I

I am informed that you claim a right to confer with the Minister upon the ground that as you have not taken out the order of reference the matter is still in your hands, and that as the arbitrators appointed having only been verbally named by the parties they are not entitled to act. I shall not venture to offer any opinion as to the propriety of this objection, taking into consideration your repeated recognition of their having acted; but I think I am justified in requesting that the order of reference shall be taken out before anything further is done with reference to the appointment of the third arbitrator.

The persistent way in which you have endeavoured to take the appointment of the third arbitrator out of the hands of the arbitrators is remarkable. When you told me that you had had a conversation with the Minister on the subject in the Bondi main sewer, I thought you intended it as a joke, the point of which I did not see; I find, however, upon referring to Mr. Lyne, that you only stated a fact—that he was inspecting the Bondi main sewer when you came up and at once entered into conversation on the subject of the appointment of the third arbitrator, but no conclusion was arrived at, as might have been expected.

You should not have spoken to the Minister at all on the subject; but as you felt at liberty to do so, I must congratulate you upon your choice of the place of conference as being singularly free from all chance of casual interruption, and one in which (as the sewer is several miles long) the Minister could not escape until you had fully explained your views to him. How well the incident would tell in a work of fiction! "Conference between a Minister of the Crown and a leading solicitor in the main public sewer on important public business." It is to be hoped that some one will utilize the idea.

I understood from you when I met you last week that you had in some way intimated to Mr. Judge M'Farland that your client wished to name him as the third arbitrator, and that the Judge had written to you to state that he was willing to act. I have mentioned this to the Minister for Works, and he has authorized me to say Judge M'Farland's appointment will meet with his approval.

As I am sure Mr. Poole will not object to Judge M'Farland, and as I assume that your arbitrator will not make any objection, I suggest that the order of reference be taken out with these three names inserted therein, or with the names of the two arbitrators, and that they, by indorsement thereon, appoint Judge M'Farland.

I must mention that your delay in bringing this matter to a hearing is very detrimental to the defendant, not only in difficulty in dealing with the witnesses, but the Counsel engaged for the defence, after waiting for some time, have left town for their vacation, and will have to be specially sent for if the arbitrators meet before February.

Yours truly,  
JOHN WILLIAMS,  
Crown Solicitor.

#### No. 18.

J. M'Laughlin, Esq., to The Crown Solicitor.

O'Rourke and another v. The Commissioner for Railways.

Dear Sir, Mercantile Mutual Chambers, 118, Pitt-street, Sydney, 4th January, 1887.

I am in receipt of your favour of the 29th ultimo, and as Christmas season is now over, would suggest that romance and fiction be set aside whilst we deal with facts.

I never interfered with the arbitrators in any way whatever, much less irregularly; and if Mr. Lyne is responsible for what you state took place on the occasion of the inspection of the Bondi sewer, I regret to have to say that he has given you an erroneous statement of what occurred.

I went there at the invitation of Mr. Pritchard to witness the opening of a section of the work, and an official inspection by Mr. Lyne, Mr. Bennett, and others; and whilst the party were partaking of refreshments, Mr. Lyne said to me, "Oh! M'Laughlin, did you get a letter from me to-day?" I said, "No." He replied, "Well, I wrote you one, or at least directed one to be sent to you, asking you to call and see me to-morrow." I said, "I expect I shall receive it in the morning, and will call." He replied, "No, you need not, I can tell you now what I want you for. It is to talk over that affair of McSbarray's and the appointment of a third arbitrator. I think Andrew Lyall of Melbourne, who is now in Sydney, would be a good man; although he is not a practical man, he is very clever and straightforward, and I think would do very well." I replied, "You had better write or get Mr. Williams to write to me proposing him. I will then see my clients, and if they agree, will write in reply accepting him, and the matter will be closed." He said, "No; you had better come and let us have a chat over it."

I then promised to call upon him, and nothing further was said upon the subject. So you will see this conversation was commenced by the Minister, and without being discourteous to him, I could not avert it. The next day, I called upon you, informed you of what had occurred, and told you I did not care about seeing him or having a conversation with him behind your back without your permission. Your reply was, "Oh, bless you, I do not mind; you are perfectly at liberty to see him; he can do as he pleases in the matter; I have only to carry out his instructions." And you left me to understand I had your permission to see the Minister without your intervention, at any time I chose; but at my suggestion you accompanied me to his office at our first two interviews.

A very inventive mind indeed would be required to write a readable work of fiction upon this incident without the facts being all thrown overboard; but were you to devote your ability to fiction writing, I cannot say what the result might be.

At the first meeting of the arbitrators Mr. Miller's name was agreed upon, and when he could not act, I received a report from the arbitrators appointed by the plaintiffs that there was no probability of the arbitrators agreeing about a third arbitrator, and that Mr. Poole insisted at once upon two unjustifiable conditions, viz.:—That the third arbitrator should be an engineer or contractor and personally known to him.

Mr. Watkins submitted a number of names, including engineers and contractors and men of high commercial standing and integrity, but they were all rejected.

Agreement was almost hopeless, and he further reported to me that Mr. Poole appeared to be well posted up in the defendant's case, and that he had taken the papers home and had studied them; and on receiving this report, I, believing I had your permission to see the Minister, and not liking to give you again the trouble of accompanying me, called upon Mr. Lyne, showed him the report I had received from the plaintiffs' arbitrator, and agreed to accept his nominee, Mr. A. Lyall, to expedite matters, but it appears the Engineer-in-Chief dissuaded him from adhering to his nomination.

I know from past correspondence that your ideas about Mr. Poole receiving the defendant's version of the case from the Engineer-in-Chief differ from mine, but I still say it is highly irregular for an arbitrator when appointed to be spoken to or instructed in the case by either of the parties. He is in the position of a Judge or jurymen, whoever nominates him, and the defendant's officers ought to have known better than to have furnished any of the particulars of the case to Mr. Poole. Their case ought to be safe in your hands, and they should not desire to have one of the intended judges biased into an advocate. I only hope Mr. Poole will be strongminded enough not to be affected by any version of the case he may have heard, but to decide upon the evidence to be hereafter adduced in the proper manner.

My clients will not now agree to Judge M'Farland, inasmuch as Mr. Whitton has been speaking to him on the subject of the case. I nominated Judge M'Farland without his knowledge or the consent of my clients. His name was refused by the Minister. Mr. Whitton then, it appears from the Judge's letter to me (which I showed you), mentioned the matter irregularly to the Judge; and now, on my submitting the matter to my clients, they inform me he is a particular friend of Mr. Whitton's, and that the latter gentleman has been speaking to the Judge about the appointment, and they will not agree.

I will draw up the order, if you think matters can be expedited; but I think, if the defendant's arbitrator or the Minister were to resist conditions being imposed by the Engineer-in-Chief, a third arbitrator could easily be agreed upon, especially as the defendant's proposal to now accept Judge M'Farland gets rid of the hard-and-fast rule formerly laid down for Mr. Poole of only having a contractor or engineer.

Suppose you forward me a list of names the defendant will agree to, including those nominated by the Minister and Mr. Poole, and I will forward a similar list, including those nominated by Mr. Watkins, both parties to be bound by their nomination, I think we ought to be able to fix upon a good man.

Yours faithfully,  
JNO. M'LAUGHLIN.

### No. 19.

#### The Crown Solicitor to The Under Secretary for Public Works.

O'Rourke and another v. Commissioner *re* appointment of Judge M'Farland as third arbitrator.

Sir,

Sydney, 5 January, 1887.

I have the honor to state that I have to-day received a letter from Mr. M'Laughlin, the plaintiffs' solicitor, declining to accept Judge M'Farland as the third arbitrator herein. I send an extract from Mr. M'Laughlin's letter.

I have, &c.,

JOHN WILLIAMS.

#### EXTRACT.

My clients will not agree to Judge M'Farland, inasmuch as Mr. Whitton has been speaking to him on the subject of the case. I nominated Judge M'Farland without his knowledge or the consent of my clients. His name was refused by the Minister. Mr. Whitton then, it appears from the Judge's letter to me (which I showed you), mentioned the matter irregularly to the Judge, and now, on my submitting the matter to my clients, they inform me he is a particular friend of Mr. Whitton's, and that the latter gentleman has been speaking to the Judge about the appointment, and they will not agree.

### No. 20.

#### The Crown Solicitor to J. M'Laughlin, Esq.

O'Rourke and another v. The Commissioner for Railways.

Dear Sir,

Crown Solicitor's Office, Sydney, 7 January, 1887.

Your letter of date 14th January instant is to hand. As to that portion of it in which you inform me that your client declines to agree to your nomination of Judge M'Farland as the third arbitrator, I have to state that I have written to the Minister, forwarding an extract from your letter, and will let you know his reply as soon as I am informed.

You are mistaken as to the time at which I intimated that there was no objection to your seeing the Minister; it was whilst the appointment of the third arbitrator rested with the parties themselves, not after it had been left to the two arbitrators to act. It was your interference during the time the arbitrators were dealing with it that seemed to me irregular.

I am sure you are not correct when you profess to give the words spoken by me, "Oh! bless you, &c." I never used that expression at any time. The other portion of the statement is correct. I have to carry out the Minister's instructions; and my objection to your interference was, not that it was without reference to me, but at a time when the arbitrators were dealing with the matter.

I hope you will not think I am treating you with want of courtesy in not answering your letter by one of corresponding length. Fifteen folio letters are very well as between attorney and client, but are not usually of much use in the ordinary correspondence in an ordinary action.

Yours very truly,

JOHN WILLIAMS,

Crown Solicitor.

### No. 21.

#### J. M'Laughlin, Esq., to The Crown Solicitor.

O'Rourke and another v. Commissioner for Railways.

Dear Sir,

Mercantile Mutual Chambers, 118, Pitt-street, Sydney, 7 January, 1887.

I am in receipt of your letter of to-day's date, and note with thanks your promise to send me the Minister's reply as soon as you are informed of it.

I cannot understand a judge or arbitrators being complicated by any agreement the parties to an action may arrive at; and when it was reported to me that it was impossible for the arbitrators to perform the duties the parties wished them to accomplish, I made another attempt to get that done by the parties themselves. I now think, however, that had the matter been left to you and myself, in the ordinary way, without the intervention of any Minister or Engineer-in-Chief, unless by way of previous instructions, matters would have been satisfactorily arranged before now.

My



My client was never present at any meeting that took place for the purpose of appointing a third arbitrator, but was close by, so that I might refer to him for instructions; and my experience in this case will teach me to adhere strictly to my former rule of only dealing with the solicitor of the other side, whatever may be the wishes of himself or his client, even if that client be the Government of the Colony.

The length of my letter did not reach that of yours to which it was a reply, and mis-statements of facts in that letter (for which I do not hold you responsible) prevented me from leaving any portion of it unanswered; and if your allusion to attorney and client is an insinuation that my reply was written for the purpose of increasing costs against my clients, you ought to be able to understand how I treat it.

It does not seem creditable that the third arbitrator cannot be agreed to, and if you send me the list I asked for, and I send you mine, I still hope that an agreement can be come to, and the enormous expense now being incurred by my clients, which will eventually fall on the Government, will be cut short.

Yours faithfully,

JNO. M'LAUGHLIN.

No. 22.

J. M'Laughlin, Esq., to The Crown Solicitor.

O'Rourke v. Commissioner for Railways.

My dear Sir, Mercantile Mutual Chambers, 118 Pitt-street, Sydney, 13 January, 1887.

When can I hear from you in reference to a third arbitrator?

If the Commissioner will instruct you to forward the list I asked for, it is more than probable I will be able to select a name from it.

The delay is causing serious expense.

Yours truly,

JNO. M'LAUGHLIN.

P.S.—If you think an interview will help the matter, I will call any time you appoint.—J. M'L.

No. 23.

Minute of the Commissioner for Railways.

Commissioner for Railways *ats.* McSharry & Co.

ARBITRATION case in connection with disputed sum due on contract for railway. Mr. J. G. Griffin, C.E. Mr. W. H. Jennings, Contractor; Mr. James Fletcher, M.P.;—for consideration as eligible for the appointment of arbitrator. The above names are suggested; the appointment of one of them, Mr. J. M'Laughlin, on behalf of McSharry & Co., has expressed his willingness to accept.—CH. A.G., 25/1/87.

For Minister's consideration.

I understand that this arbitration has been delayed for a considerable time, because neither side could agree to the person who has to be appointed third arbitrator or umpire. Much expense is being incurred in consequence, the witnesses being detained in Sydney, and this must ultimately fall upon one of the parties to the dispute. The names of the three persons mentioned in this paper have been submitted as qualified to act as arbitrator to me, and the other side has agreed to accept one of them. In the interests of economy, I cannot delay any longer the settlement of the question, and I therefore agree to Mr. W. H. Jennings being selected as the third arbitrator.

JOHN SUTHERLAND, 25/1/87.

Crown Solicitor.—CH. A.G. B.C., 25/1/87.

Write to Mr. J. M'Laughlin, as under:—

Referring to your interview to-day with the Minister, with reference to the appointment of a third arbitrator in the above case, at which three names were submitted by you, with a view to the Minister selecting one therefrom, I have the honor to inform you that Mr. Secretary Sutherland approves of Mr. W. H. Jennings, one of the names so submitted by you, being the third arbitrator.—I have, &c.

No. 23a.

The Commissioner for Railways to J. M'Laughlin, Esq.

Commissioner for Railways v. McSharry & Co.

Sir,

Department of Railways, Sydney, 25 January, 1887.

Referring to your interview to-day with the Minister with reference to the appointment of a third arbitrator in the above case, at which three names were submitted by you with a view to the Minister selecting one therefrom, I have the honor to inform you that Mr. Secretary Sutherland approves of Mr. W. H. Jennings, one of the names so submitted by you, being the third arbitrator.

I have, &c.,

CHAS. A. GOODCHAP,

Commissioner for Railways.

No. 24.

J. M'Laughlin, Esq., to The Commissioner for Railways.

O'Rourke and another v. Commissioner for Railways.

Dear Sir,

Sydney, 25 January, 1887.

I have to acknowledge receipt of yours of to-day, intimating that the honorable the Minister for Public Works had been pleased to agree to Mr. W. H. Jennings acting as third arbitrator herein; and I have to ask that you will, if you have not already done so, advise the Crown Solicitor of the Minister's decision.

I have, &c.,

JOHN M'LAUGHLIN.

Already done.—A.R., 27/1/87.

## No. 25.

## The Engineer-in-Chief to The Secretary for Public Works.

O'Rourke and McSharry's claims—Arbitration and proposed appointment of Mr. Jennings as arbitrator.

Sydney, 1 February, 1887.

I HAVE just been informed that Mr. Jennings has been named as the third arbitrator by Messrs. O'Rourke and McSharry, and that the Minister has intimated his intention of concurring in this appointment.

I think it necessary that I should state I have heard that it was intended Mr. Jennings should be a witness on behalf of the plaintiffs, and that he, in conjunction with several other persons, inspected the portion of the line between Murrumburrah and Young, for the purpose of giving evidence.

I distinctly remember that the late Minister (Mr. Lyne), on Mr. Jennings' name being proposed as third arbitrator, declined to accept him as such, giving as his reason that he (Mr. Jennings) in a conversation with him had expressed an opinion favourable to the plaintiffs' claim.

Mr. M'Laughlin must have known, when proposing Mr. Jennings, that it had been intended to call him as a witness, and he was aware that the late Minister (Mr. Lyne) objected to the appointment on the ground stated, and if he (Mr. M'Laughlin) failed to mention these circumstances to the Minister, and allowed him to make the appointment under the impression that Mr. Jennings was perfectly unprejudiced in this matter, I would submit that the Minister is not bound by the assent given by him to the appointment.

JOHN WHITTON.

*Minute of Commissioner for Railways*

The Minister for Works, before formally deciding upon Mr. Jennings' appointment, asked me to see the Crown Solicitor to ascertain if any objection could be advanced. I called upon Mr. Williams, who accompanied me to the office for the purpose of making inquiry in the Construction Branch. Mr. Williams saw me shortly afterwards, and stated that the appointment of Mr. Jennings\* was received favourably; that Mr. Poole, the Commissioner's arbitrator, quite concurred in Mr. Jennings being the third arbitrator. I so informed Mr. Secretary Sutherland, and the letters of concurrence were then despatched. If the Engineer-in-Chief's information is correct, I quite agree with him as to the impropriety of Mr. Jennings being selected, and shall be prepared to hear that Mr. Jennings had himself seen the impropriety of his acting as arbitrator if he has formed already any opinion in the case favourable either to one side or the other.—CH.A.G., 4/2/87.

\* I have seen Mr. Williams to-day, who says that the person he was inquiring about was Mr. Warren, and it was with reference to the appointment of this person that he said the nomination was viewed favourably, &c. I do not know how the confusion of the names arose; I certainly was referring to Mr. Jennings.—CH.A.G., 10/2/87.

## No. 26.

## Memo. by The Secretary for Public Works.

Department of Public Works, Sydney, 9 February, 1887.

I AGREE with the Commissioner that if Mr. Jennings went and viewed the works as stated by the Engineer-in-Chief, he should resign or be requested to resign.

This is a very important case, and Mr. Jennings was appointed by the desire of all parties concerned for his abilities and disinterestedness. Inform and request an immediate reply.

JOHN SUTHERLAND.

Write to Mr. M'Laughlin.—CH.A.G., 10/2/87.

## No. 27.

## The Commissioner for Railways to J. M'Laughlin, Esq.

McSharry v. Commissioner for Railways.

Sir,

Sydney, 10 February, 1887.

With reference to my letter to you of the 25th ultimo, intimating that Mr. Secretary Sutherland had agreed to the appointment of Mr. W. H. Jennings as third arbitrator in the above case, I have the honor, by direction of the Minister, to inform you that it has come to his knowledge that Mr. Jennings is not wholly impartial in this matter, inasmuch as it is understood he had visited the works in connection with this action, and that he was to have been called as a witness in the case; moreover, Mr. Jennings is said to have expressed himself in favour of the plaintiffs' claim in a conversation with Mr. Lyne, the late Secretary for Works, before his appointment as third arbitrator was thought of.

Under these circumstances it will be seen, I think, that Mr. Jennings cannot fairly act as third arbitrator in the matter if he has already formed any opinion favourable either to one side or the other.

I have, &c.,

CHAS. A. GOODCHAP,

Commissioner for Railways.

## No. 28.

## Mr. W. H. Jennings to The Commissioner for Railways.

McSharry v. Commissioner for Railways.

Sir,

Sydney, 12 February, 1887.

Referring to your letter of the 10th instant, addressed to Mr. J. M'Laughlin, the solicitor for the plaintiff, and which has been handed to me, I desire to point out that very grave misapprehension exists with regard to my connection with the matter at issue.

While desiring at the onset to absolutely deny that there is the least foundation for any charge of partiality, or that I have expressed opinions to Mr. ex-Secretary Lyne or any one else, I would direct your attention to the fact that my acceptance of the office of third arbitrator in this matter would not be creditable to me if I was in any way biassed, nor do I think it will be believed that I would jeopardise my reputation for unimpeachable honor and integrity by any action of the sort.

As

As regards the actual facts, I deem it right to explain that until some four months since the plaintiff was a total stranger to me, and at that period he waited on me and said that as he had an action against the Crown he desired me to accompany him to Murrumburrah and inspect some work, with a view of eliciting my opinion; and I consented to visit the work by special train the same day, but I neither had nor saw any plan, specifications, or other documents respecting the items in dispute, nor did I ever offer an opinion on the merits of the case; but, on the other hand, I distinctly told the plaintiff that I could not assent to being made a witness till I was furnished with full information as to the details of his claims. Since that time I have learned nothing and have not perused any documents bearing on the subject; therefore I am not eligible as a witness either for or against the plaintiff; and I may here state that under any circumstances it was optional with me to allow my judgment to be the sole arbiter as to which side would be benefited by any evidence I might give.

Up to the present time I have not been placed in possession of any knowledge of Mr. McSharry's claim, nor have I either formed or expressed any opinion, and nothing but an absolute distortion of facts could construe any conversation had by me with anyone into giving expression to an opinion on this case.

It is true that Mr. Lyne spoke to me on the subject privately in the country one day, but no word or thought escaped me that would lead him to reasonably think that I had preconceived an opinion, and I wish to distinctly deny the truth of the statement in your letter which charges me with having expressed myself in favour of the plaintiff's claim.

In proof of my assertion, I would point out that Mr. Lyne, at a subsequent conversation with me at Manly Beach, voluntarily said that he would use his best efforts to have me appointed to the position of third arbitrator or umpire in the case; and this fact shows that at that period at least he held the opinion that I was perfectly impartial, though subsequently he appears to have made assertions anomalous to his then views, but which I find it impossible to reconcile with actual facts or with his conversations with me.

Under the circumstances narrated by me, I cannot see that I am in any way disqualified from acting in accordance with the appointment made in your letter of 25 January, and I should feel that it was an undue reflection on me if that appointment was not adhered to.

I have, &c.,  
W. H. JENNINGS.

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No. 29.

J. McLaughlin, Esq., to The Commissioner for Railways.

McSharry and others v. Commissioner for Railways.

Dear Sir,

Mercantile Mutual Chambers, 118, Pitt-street, Sydney, 14 February, 1887.

I have to acknowledge receipt of yours of the 10th instant as to the appointment of Mr. Jennings as third arbitrator herein, and have forwarded a copy to Mr. Jennings, as he is the person affected by the statements therein.

If the allegations in your letter should turn out to be true, I cannot, on behalf of the plaintiffs, press you to adhere to his nomination, and must allow you to withdraw from it and appoint some one else; but I would suggest that Mr. Jennings be asked for an explanation before his appointment is withdrawn.

I trust there will be no further delay, but agree that the question raised in your letter had better be determined before the arbitration is entered into.

I have, &c.,  
JOHN McLAUGHLIN.

The question is, are the circumstances as given in Mr. Jennings' letter sufficient to warrant the withdrawal of his name as third arbitrator? Perhaps the Minister would like to have the views of the Engineer-in-Chief and the Crown Solicitor on the point.—CH.A.G., 15/2/87.

It may be referred to the officers named, but I can see nothing that would justify me in altering the arrangements.—J.S., 16/2/87.

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No. 30.

Memo. from The Secretary for Public Works to The Engineer-in-Chief.

Sydney, 23 February, 1887.

THE parties in McSharry's arbitration are pressing to have a settlement of their question.

I should like matter expedited; I think I referred it to Mr. Whitton.

JOHN SUTHERLAND.

The papers in this case were sent to me by the Minister, and I took them to Mr. Williams, who said he would deal with them as early as possible.—J.W., 24/2/87.

Write to Crown Solicitor.—CH.A.G., 29/2/87.

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No. 31.

The Commissioner for Railways to The Crown Solicitor.

Re McSharry's Arbitration.

Sydney, 1 March, 1887.

As the parties in the above matter are pressing me for a settlement of their question, I am directed by Mr. Secretary Sutherland to ask you to be good enough to immediately return the papers handed to you by the Engineer-in-Chief (Mr. Whitton), and let the Department have your advice in the matter.

I have, &c.,  
CHAS. A. GOODCHAP,  
Commissioner for Railways.

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No. 32.

## No. 32.

## The Crown Solicitor to The Commissioner for Railways.

Sir,

Sydney, 2 March, 1887.

I have the honor, in compliance with the request in your letter of yesterday's date (returned with the papers handed to me by the Engineer-in-Chief relating to the appointment of Mr. Jennings as the third arbitrator in the case of O'Rourke and another v. the Commissioner for Railways), to state, that I should think Mr. Jennings' admissions in his letter of date 12th February last, that the plaintiff had waited upon him, and informed him that he had an action against the Commissioner, and desired that he, Mr. Jennings, should accompany him to Murrumburrah and inspect some work with a view to eliciting his opinion, and that he consented to visit the work by special train next day—and I suppose actually did visit the work in company with the plaintiff,—although this is not in direct terms admitted by Mr. Jennings, should be sufficient to disqualify him from acting as an arbitrator in this matter.

Mr. Jennings denies that he expressed an opinion to Mr. Lyne or any one else as to the work subsequently to the receipt by you of Mr. Jennings' letter. I again saw Mr. Lyne, and he again stated that upon his mentioning the matter of the dispute with O'Rourke and McSharry to Mr. Jennings, and remarking that there was nothing in the claim, Mr. Jennings replied that he would not say that he thought their claims were not without foundation. Mr. Lyne was not sure whether Mr. Jennings said that he had visited and inspected the work, but any doubt as to this is removed by the admission in Mr. Jennings' letter that he had done so.

I think it is impossible to say that a person who has been spoken to with reference to his appearing and giving evidence for a plaintiff, who, moreover, has visited the work in respect of which the dispute has arisen, and who has expressed the opinion Mr. Jennings did, in conversation with Mr. Lyne, can be said to be impartial and without prejudice.

I should have returned the papers before, but I drafted an affidavit for Mr. Lyne to make, as to his conversation with Mr. Jennings, and forwarded same to his residence at Manly, but have not yet had same returned to me, in consequence, probably, of his having been out of town. I wrote again yesterday to him on the subject, and will forward his reply as soon as received.

I have, &amp;c.,

JOHN WILLIAMS,

Crown Solicitor.

This letter is dated the 2nd (to-day is the 7th), so that five days have elapsed, and to my own personal knowledge Mr. Lyne has been in town during the latter portion of this time, but nothing has been done, and I must come to a decision without further delay.—J.S., 7/3/87.

## No. 33.

## The Crown Solicitor to J. M'Laughlin, Esq.

O'Rourke and another v. The Commissioner for Railways.

Dear Sir,

Crown Solicitor's Office, Sydney, 1 March, 1887.

Referring to your letter of yesterday's date received this morning, I now beg to return the draft order altered in the body of the order as you suggested.

You must understand that I only deal with and approve of the draft order. I have struck out the draft forms of appointment of the arbitrators as having nothing to do with the order, as it will be sufficient for each party to write his appointment upon the order when made.

I must remind you that the third arbitrator you name, Mr. Jennings, has not been finally agreed to, and I think it is probable that the Minister will not consent to his being so appointed.

Yours, &amp;c.,

JOHN WILLIAMS,

Crown Solicitor.

## No. 34.

## J. M'Laughlin, Esq., to The Crown Solicitor.

O'Rourke and another v. Commissioner for Railways.

Dear Sir,

Mercantile Mutual Chambers, Pitt-street, Sydney, 3 March, 1887.

I think it might be as well to have the appointment in one document. Mr. Watkins has already received an appointment from me, and Mr. Poole has been appointed by you.

Mr. Jennings has been nominated and appointed by the Commissioner for Railways, which appointment I have acquiesced in; but matters will be more regular if the appointment of the three arbitrators is contained in one document, signed by the attorneys for both parties, and I accordingly send you a draft for your perusal. As to your letter saying that Mr. Jennings' appointment as third arbitrator is not agreed to by you, I have to remind you that the Commissioner has written to me appointing him. I cannot, therefore, reopen this matter, having regard to the protracted delay which has already taken place and the immense expense incurred in keeping a large number of witnesses in Sydney.

Yours, &amp;c.,

J. M'LAUGHLIN.

## No. 35.

## The Crown Solicitor to J. M'Laughlin, Esq.

O'Rourke and another v. Commissioner for Railways.

Dear Sir,

Crown Solicitor's Office, Sydney, 4 March, 1887.

I have received this morning your letter of yesterday's date, with a draft order referring this matter to arbitration in a form entirely differing from the draft previously submitted.

You say that you think it might be desirable as well to have the appointment of the arbitrators in one document—that is, I suppose, you mean in the order of the Court. I do not agree with you in so thinking. The order of the Court should be taken out in the form in which it was made—that is, that  
the

the matter in dispute in the action be left to the arbitrament of three arbitrators, one to be appointed by each party; and if the parties fail to agree as to the third arbitrator, that he should be appointed by the other two arbitrators.

The order of the Court was not that two persons to be in such order named now by you should be the arbitrators. It was always intended that the appointment of the arbitrators should be subsequent to the issuing and service of the order.

I must therefore request you to take out the order in the ordinary form, leaving the appointment of the arbitrators to be dealt with in the usual manner.

I notice what you say with respect to Mr. Jennings, as his nomination was made by the Minister in ignorance of the fact that he had attended with your witnesses and examined the works in respect of which the disputes in the action have arisen, a fact which was well known to you at the time you submitted his name to the Minister, but which you did not think fit to mention to him; the nomination of Mr. Jennings was made without the Minister having that full knowledge of the facts which you possessed.

As I am at present instructed, the question as to Mr. Jennings' appointment is considered to be an open one; it may be that your concealment of the fact that he had been spoken to as to giving evidence on your behalf at the trial, and attended with your other witnesses to inspect the works, will not be considered by the Minister to be an objection to his acting, but you should obtain his decision as to this.

I therefore return your recent draft, and must decline to consider same.

As I suggested to you yesterday morning, when speaking with reference to your first order, probably the only way the question as to the form of the draft can be settled will be by reference to the Prothonotary; and with that view I have forwarded a copy of the original draft sent in by you to him, and shall be prepared to attend before him at any time you may appoint.

Yours, &c.,  
JOHN WILLIAMS.

No. 36.

J. M'Laughlin, Esq., to The Crown Solicitor.

O'Rourke and another v. Commissioner for Railways.

Dear Sir,

Mercantile Mutual Chambers, 118, Pitt-street, Sydney, 7 March, 1887.

I am in receipt of your favour of the 4th instant. I did not intend to convey a desire to have the appointment of arbitrators embodied in the order, but in a separate document containing the three names, instead of one document appointing Mr. Poole and two others appointing the other two.

As suggested by your letter, that I should obtain the Minister's decision as to Mr. Jennings, I called upon him this morning, and he informed me he had determined to adhere to his appointment of Mr. Jennings as third arbitrator, and had so instructed you. You are wrong in saying that I concealed anything from the Minister in reference to Mr. Jennings, and it is not a fact that he visited the works with my witnesses; but he did visit the works with Mr. McSharry, with a view of seeing the nature of the works, and to give an answer as to whether he would undertake to act as an arbitrator or witness, and he was never asked to act in either capacity until nominated as third arbitrator.

Mr. Lyne knew that he had seen the works, and would, he stated, have appointed him, but at a private interview (according to Mr. Lyne's version) Mr. Lyne stated that "he intended to appoint him umpire to decide McSharry's bogus claims," and Mr. Jennings replied that he was not prepared to say then they were bogus claims; and if he had stated so it appears Mr. Lyne would have nominated him, however wrong it would have been to have made such a statement without hearing the case, and however wrong it was on the part of Mr. Lyne to try and get an expression of opinion from an intended judge.

After the appointment was made by Mr. Secretary Sutherland, I certainly understood you to say that although Mr. Jennings had seen the works with Mr. McSharry, you looked upon him as a very good man, though I admit you afterwards said "you understood we were speaking of Mr. Warren," but Mr. Warren had never seen the works; but, after all, any arbitrator must see the works, and must hear the versions of both the parties and their witnesses.

I feel sure you will be as pleased as myself to bring this already protracted matter to an end as early as possible, so that there may be some finality to it.

Yours faithfully,  
JOHN M'LAUGHLIN.

No. 37.

The Crown Solicitor to J. M'Laughlin, Esq.

O'Rourke and another v. The Commissioner.

Dear Sir,

Crown Solicitor's Office, Sydney, 7 March, 1887.

I am in receipt of your letter of this day's date.

If the Minister has decided to adhere to the appointment of Mr. Jennings, I have not as yet been so informed.

Whether Mr. Jennings visited the works in company with the other witnesses, I of course cannot say; I have been so informed, and you admit that he did visit the works with Mr. McSharry.

You must be mistaken in stating that this was done with a view to his seeing whether he would act as an arbitrator. This visit, I have been informed, was made when you were preparing for trial, and long before it was thought to be likely that the matter would be left to arbitration.

I give an unqualified denial to your statement that after Mr. Sutherland had appointed Mr. Jennings I looked after him as a very good man. I knew nothing of Mr. Jennings, whether he was a good man for the appointment or otherwise, and never expressed any opinion to you on the subject when speaking with an officer of the Railway Department. I said with reference to the person I understood was appointed (Mr. Warren) that I was told that no objection could be taken to him, but this was not in reference to his having visited the works, but to a statement that he was a personal friend of the plaintiffs.

You

You must be referring to something you have heard in the Railway Department, not to anything I told you, as I have never in any way or at any time said to you that I approved of Mr. Jennings' appointment. The first thing I heard with reference to it was that he was one of the persons you had intended to call as a witness on the trial, and it is not likely with this knowledge I should have said that I thought he was a good man to act as third arbitrator.

I do not of course object to the arbitrators seeing the works, but I think they should visit them in their capacity as arbitrators, and not as persons expecting to give evidence on either one side or the other.

I am neither pleased or the reverse at the appointment of Mr. Jennings. This appointment rests with the Minister, not with me, and as I have before mentioned, he has not communicated that decision to me.

I think the paragraph in your letter, to which this is in reply, referring to the interview with Mr. Lyne shows that Mr. Jennings will enter upon the arbitration with a strong feeling against the Government.

Yours truly,

JOHN WILLIAMS,  
Crown Solicitor.

### No. 38.

#### Minute of the Secretary for Public Works.

*Re* McSharry's arbitration case.

7 March, 1887.

If this were a legal question I should be guided in my decision by the opinion of the Crown Solicitor, who evidently considers that the visit paid by Mr. Jennings to the Gundagai line at the instance of the plaintiffs should preclude him from continuing in the position of third arbitrator, to his appointment to which I had given my concurrence.

We have in Mr. Jennings' letter of the 12th February a statement of the circumstances under which he visited the line, and his assurance given to the plaintiff's solicitor and counsel that until he had seen all the papers in the case and the plans and specifications he was quite unable to form any opinion upon the merits of the claim.

He distinctly avers that from that time to the present he has seen no papers and no plans, and that he has formed no judgment whatever upon the case.

I have a personal knowledge of the character of Mr. Jennings, and I can with the greatest reliance and confidence accept his statement as truthful beyond all question.

I have further to consider that, if I yield to the pressure brought upon me to withdraw Mr. Jennings' name as third arbitrator, no other name has been suggested, and no provision made for commencing the arbitration.

I learn that in consequence of the difficulty, real or imaginary, of obtaining a third arbitrator, the costs in the case have been daily increasing, so much so that at least it becomes a question whether it will not arbitrarily be decided by driving the plaintiff into the Insolvent Court.

I have no desire that an injustice of this kind should be done; moreover these heavy costs might ultimately fall upon the Department, and my conviction is that there has been no justification for the cruel delay that has taken place.

Under these circumstances I deem it to be a duty which I owe to my office to adhere to my decision to offer no objection to Mr. Jennings acting as third arbitrator; and I enjoin upon all concerned to proceed at once to a settlement of the case, in order that there may be no more waste of time and money.

JOHN SUTHERLAND.

Inform Mr. Jennings that no objection is offered to his continuing as third arbitrator; also, Mr. M'Laughlin that Mr. Jennings' nomination is no longer objected to, and that it is hoped no time will be lost in adjudicating upon the case. Then forward to the Engineer-in-Chief and Crown Solicitor.—  
CH.A.G., 7/3/87.

### No. 39.

#### The Commissioner for Railways to Mr. W. H. Jennings.

Sir,

Department of Railways, Sydney, 7 March, 1887.

Referring to correspondence which has passed relative to your appointment as third arbitrator in the matter of Mr. McSharry's arbitration, I have the honor, by direction of Mr. Secretary Sutherland, to inform you that no objection exists to your continuing in that position.

I have, &c.,

CH. A. GOODCHAP,  
Commissioner for Railways.

### No. 40.

#### The Commissioner for Railways to J. M'Laughlin, Esq.

Sir,

Department of Railways, Sydney, 7 March, 1887.

Referring to correspondence which has passed relative to the appointment of Mr. W. H. Jennings as third arbitrator in the matter of McSharry's arbitration, I have the honor, by direction of Mr. Secretary Sutherland, to inform you that Mr. Jennings' nomination is no longer objected to, and that it is hoped no time will be lost in adjudicating upon the case.

I am, &c.,

CHAS. A. GOODCHAP,  
Commissioner for Railways.

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No. 41.

## The Commissioner for Railways to The Crown Solicitor.

McSharry's Arbitration.

Sir,

Department of Railways, Sydney, 9 March, 1887.

With reference to the proposed appointment of Mr. Jennings as third arbitrator in the above case, I am directed by the Honorable the Minister for Public Works to inform you that he has decided to offer no objection to such appointment; and as he is anxious that there shall be no further delay in the matter, he will be glad if you will have the goodness to expedite its settlement.

I have, &amp;c.,

CH. A. GOODCHAP,

Commissioner for Railways.

*Minute of Engineer-in-Chief.*

I trust I may be permitted to express my deep regret that Mr. Jennings should have been nominated as third arbitrator in this case after the strong objections which have been shown to his appointment; and, under the circumstances, I may be allowed to claim to be relieved from all responsibility for the result of the arbitration.—JOHN WHITTON, 8/3/87.

I am not aware of any valid objection having been shown to Mr. Jennings acting as third arbitrator. As regards Mr. Whitton's claim to be relieved from all responsibility for the result of the arbitration, I do not know how far Mr. Whitton's responsibility extends after the case has been remitted to arbitration, but so far as it does extend, Mr. Whitton cannot be relieved, and I depend upon him for acting in the best interests of the Department. I must repeat my wish that no further delay shall be allowed to take place in bringing this case to a conclusion.—JOHN SUTHERLAND. The Engineer-in-Chief.

No. 42.

## The Crown Solicitor to The Commissioner for Railways.

Sir,

Crown Solicitor's Office, Sydney, 9 March, 1887.

I have the honor to inform you that on the 7th March instant I received a letter from the attorney for the plaintiffs in the case of O'Rourke and another v. the Commissioner, stating that the Minister has finally approved of Mr. Jennings being appointed to be the third arbitrator, and I am informed that a formal intimation of that fact has been sent from your Department to Mr. M'Laughlin.

As yet I have not received intimation from your Department that this is the case.

May I suggest that it is undesirable and certainly unusual that information of this sort should be communicated by a defendant to the other side—that is, the plaintiff's attorney—and not to the defendant's attorney. I do not call attention to this on the ground that it is a want of courtesy, but that I cannot be supposed to act upon the assumption that Mr. Jennings has been so appointed on information received from the attorney on the other side, but should be so informed by you.

I have, &amp;c.,

JOHN WILLIAMS,

Crown Solicitor.

Express my regret that the information did not reach the Crown Solicitor earlier. It was directed to be sent to him simultaneously with the communication to Mr. M'Laughlin, who had been writing to the Department on the subject; but the papers were sent to the Engineer-in-Chief, and there was an interchange of minutes between Mr. Whitton and the Minister before it was discovered that the Crown Solicitor had not been informed. A communication was sent to him yesterday before the receipt of this communication. I quite understand and appreciate the importance of the Crown Solicitor receiving intimation from the Department first.—CH. A. G., 10/3/87.

No. 43.

## The Commissioner for Railways to The Crown Solicitor.

O'Rourke and another v. Commissioner.

Sir,

Department of Railways, Sydney, 10 March, 1887.

I have the honor to acknowledge receipt of your letter of yesterday's date, in which you state that you received an intimation from the plaintiffs' attorney in the above case of the appointment of Mr. Jennings as third arbitrator, but no notice from the Department to that effect.

I must express my regret that the information did not reach you earlier. It was directed to be sent to you simultaneously with the communication to Mr. M'Laughlin, who has been writing to the Department on the subject; but the papers were sent to the Engineer-in-Chief, and there was an interchange of minutes between Mr. Whitton and the Minister before it was discovered that you had not been informed. A communication was sent to you yesterday before the receipt of your letter under reply.

I may add that I quite understand and appreciate the importance of your receiving intimation from the Department at the earliest moment, and care will be taken that there shall be no neglect in this respect.

I have, &amp;c.,

CH. A. GOODCHAP,

Commissioner for Railways.

No. 44.

## No. 44.

## The Engineer-in-Chief to The Secretary for Public Works.

Sydney, 10 March, 1887.

Further *re* appointment of Mr. W. H. Jennings as third arbitrator in the case of McSharry *v.* Commissioner for Railways.

WHEN Mr. M'Laughlin first proposed the appointment of Mr. Jennings as third arbitrator in this case—Mr. Secretary Lyne, Mr. Williams, and myself being present—I objected on the ground that Mr. Jennings had been engaged by Mr. McSharry to give evidence in the Supreme Court against the Department, and also that he had been over the line with the contractors. This Mr. M'Laughlin did not deny.

Mr. Lyne said, "I also object to Mr. Jennings, as I met him on the Mountains, at the 'Carrington Hotel,' and we walked out together, when he expressed an opinion favourable to the contractors' claims."

I therefore consider that it would be impossible to believe that Mr. Jennings, after having been spoken to by the plaintiffs, and having been over the line with them, and no doubt having heard their version of their grievances, can be looked upon as impartial and without prejudice; and in my opinion he should not be appointed, as he would be, in fact, *the umpire*.

Another objection to Mr. Jennings for this office is that he never had a railway contract, so far as I can ascertain, nor is he conversant with railway practice, and cannot therefore be familiar with the technicalities of railway work.

I wish not to be misunderstood in this matter, and I must explain why I am anxious that a thoroughly impartial arbitrator should be appointed, and one perfectly familiar with railway construction.

The contractors' claims are, I believe, about £70,000. It is the first arbitration case against the Railway Department; and if the award should be in favour of the plaintiffs, other claims of a similar kind, and, if possible, more startling, may be anticipated.

By the appointment of Mr. Jennings the contractors have had the nomination of two arbitrators as against one nominated by the Government.

I have seen for the first time to-day a memo. written by the Minister, and dated February 9th, in which the following occurs:—"If Mr. Jennings went and viewed the works, as stated by the Engineer-in-Chief, he should resign, or be requested to resign." Mr. Jennings admits in his letter, dated 12th February, that he did visit the works, as stated by me, and therefore he *should* be called upon to resign, in terms of the Minister's minute.

JOHN WHITTON.

## No. 45.

## The Secretary for Public Works to The Engineer-in-Chief.

*Re* McSharry's arbitration.

Sydney, 12 March, 1887.

THERE is nothing stated in the Engineer-in-Chief's paper of the 10th instant which has not already been fully met and replied to beyond the objections taken to Mr. Jennings' appointment on the ground that he never had a railway contract, and consequently is not familiar with the technicalities of railway work.

I was satisfied, before consenting to his nomination, that Mr. Jennings possessed the necessary ability and disinterestedness to act as arbitrator in this matter. I am quite sure, moreover, that the case is quite safe in his hands, and that justice will be done.

In my opinion it would be injudicious to appoint as arbitrator a person who had or has had a railway contract, unless his disinterestedness, direct or indirect, could be assured. The reason for this is so obvious that I need not dwell upon it, except to say that Mr. Whitton unintentionally confirms it by the statement "That if the award should be in favour of the plaintiffs, other claims of a similar kind, and, if possible, more startling, may be anticipated."

They might be anticipated with more certainty of being realized if a railway contractor were appointed third arbitrator.

As regards the alleged inconsistency between my minute of the 9th February and my subsequent action, I must point out that my minute was written upon the assumed accuracy of Mr. Whitton's statement, the force of which, however, was considerably weakened when Mr. Jennings' explanation of the conditions of his visit was received. I then stated, as I state now, that I could see nothing that would justify me in altering the arrangement that had been made.

JOHN SUTHERLAND.

## No. 46.

## The Crown Solicitor to The Commissioner for Railways.

*O'Rourke and another v. you.*

Sir,

Crown Solicitor's Office, Sydney, 11 March, 1887.

I have the honor to forward herewith a copy of the order referring this case to arbitration (which was taken out yesterday) served upon me this morning.

Mr. Poole has been named as the arbitrator on your behalf. I have therefore endorsed a memo. appointing him upon the copy order. It is necessary that the appointment of the third arbitrator be signed by the plaintiff and yourself, as, although the Honorable the Minister has, it is said, approved of the third arbitrator, his appointment has not yet been made.

I have, &c.,  
JOHN WILLIAMS,  
Crown Solicitor.

Return in letter Mr. Poole's appointment to Crown Solicitor.—CH.A.G., 15/3/87.



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No. 47.

## The Commissioner for Railways to The Crown Solicitor.

McSharry and another v. Commissioner.

Sir,

Department of Railways, Sydney, 17 March, 1887.

I have the honor to return herein copy of the order referring the above case to arbitration, with Mr. Poole's appointment as arbitrator on my behalf endorsed on back thereof.

I have, &amp;c.,

CH. A. GOODCHAP,

Commissioner for Railways.

No. 48.

## J. M'Laughlin, Esq., to The Crown Solicitor.

O'Rourke and another v. The Commissioner for Railways.

Sir,

Mercantile Mutual Chambers, 118, Pitt-street, Sydney, 12 March, 1887.

I enclose arbitration order with endorsement, in accordance with your letter. Kindly forward, as arranged, for the Commissioner's signature. I am unable to see my clients to-day to get the appointment of Mr. Watkins signed, or to get the other appointment signed in blank, but there can be no objection to the Commissioner's signing first, when I will get the appointment completed and serve you with copy. I regret that my departure inadvertently from the terms of our verbal interview yesterday should have caused you the extra trouble of writing your letter of to-day's date.

Yours, &amp;c.,

JNO. M'LAUGHLIN.

No. 49.

## The Crown Solicitor to J. M'Laughlin, Esq.

O'Rourke and another v. The Commissioner for Railways.

Dear Sir,

Crown Solicitor's Office, Sydney, 12 March, 1887.

I return the order of reference with your letter of this day's date. The endorsements upon the order are not in the form agreed to yesterday. I am sure you will recollect that your suggestion, to which I agreed, was that you should endorse on the order an appointment by the plaintiffs of their arbitrator, and by the defendant of his arbitrator, the names being filled in, but that the appointment of the third arbitrator should be left in blank, and that if this were done I would forward the order with such endorsement to the Commissioner, but that I would not forward any paper on which Mr. Jennings' name appeared as arbitrator, leaving it to the Commissioner to fill in his name if he desired so to do.

At the same time I informed you that I was then sending a copy of the order served upon me in this matter, with an endorsement thereon appointing Mr. William Thomas Poole the arbitrator named by the Commissioner, and that as far as I was concerned that was all I had to do in the matter.

You must allow me to object, without wishing to be offensive in so doing, to your making an arrangement with me to one effect, and your clerk, in your name, writing and stating the arrangement not in the terms agreed upon.

Yours, &amp;c.,

JOHN WILLIAMS,

Crown Solicitor.

No. 50.

## The Crown Solicitor to The Under Secretary for Public Works.

Sir,

Crown Solicitor's Office, Sydney, 12 March, 1887.

I have the honor to request that you will be pleased to ask the Honorable the Minister for Works if he is aware whether Mr. William Henry Jennings, who has been approved of as the third arbitrator in the case of O'Rourke and another v. The Commissioner for Railways, is identical with the William Henry Jennings who was tried at the Court of Quarter Sessions, Sydney, on the 3rd June, 1873, on a charge of bribery in connection with some Government works.

The defendant in that case was William Henry Jennings, the contractor for additions to the Benevolent Asylum at Liverpool; and the attempted bribery was said to be in respect of a sum of £10 forwarded to Wm. Roberts, the foreman of works in charge of the building.

The defendant Jennings was acquitted.

I have obtained, and forward herewith for the perusal of the Minister, the original depositions in the case, and shall be obliged by your returning same to me when no longer required by the Minister.

I have, &amp;c.,

JOHN WILLIAMS,

Crown Solicitor.

Submitted.—12/3/87. Railways.—J.R., B.C., 12/3/87. Are there any papers in the Public Works Office on this subject.—J.S., 15/3/87.

## No. 51.

## Minute by The Under Secretary for Public Works.

Subject:—Papers respecting charge of bribery against Messrs. Jennings & Pallister.

Department of Public Works, Sydney, 14 March, 1887.

CAREFUL search has been made, but no record can be found in this office of any charge of bribery against Messrs. Jennings & Pallister, the contractors for work at Liverpool Asylum during 1873. Ask the Colonial Architect.—J.R., 14/3/87.

There are no papers respecting the matter referred to in this office.—J. McSHANE, for Colonial Architect, 15/3/87. Submitted.—J.R., 15/3/87.

## No. 52.

## The Crown Solicitor to The Commissioner for Railways.

Sir,

Crown Solicitor's Office, Sydney, 16 March, 1887.

I have the honor to forward herewith, for your perusal, a letter I have received from the attorney for the plaintiffs in the action O'Rourke and another v. The Commissioner, submitting names with reference to the appointment of the third arbitrator herein.

Most of the names have been already submitted and rejected. The names of Mr. Griffin and Mr. Fletcher were submitted to Mr. Lyne, and were not approved of by him. You will recollect that they were also submitted to the present Minister with Mr. Jennings' name. Mr. Johnson, of Melbourne, I cannot find is known to anyone here. Mr. Brock has been appointed by you on several arbitrations. I do not know anything as to Sir Thomas M'Ilwraith. Mr. W. P. Manning is an accountant only, I think, in the employment of Mr. Billyard, solicitor. I cannot say anything as to Mr. Sheerin's or Alderman Taylor's fitness for the appointment; and Mr. Francis M'Dermott, who was recently temporarily employed in your Department as a land valuer I think you will admit should not be appointed. Mr. Matheson, M.P., is probably known to the Minister.

It is advisable that names should be submitted on your behalf; and I beg to suggest Wm. Wakefield, Esquire, formerly a railway contractor; Alex. Kerr, Esquire, formerly engineer for the late P. Higgins; Mr. Morrell, architect; Mr. Mansfield, architect; — Gordon, Esquire, engineer to the Melbourne Waterworks. I am informed also that Mr. Forsyth, now of the firm of Richardson & Wrench, but formerly Manager of the Joadja Mine, would be a suitable person for the appointment, but personally I do not know anything of him. Mr. Judge M'Farland was formerly suggested by the plaintiffs, and assented to by me, but before the matter was finally concluded the plaintiffs withdrew his name.

As there does not seem to be any probability of the plaintiffs agreeing to any person you may name, I would suggest that an offer be made to the plaintiffs that they should name three persons and that you should name three persons, and that one of the Judges be requested, after hearing both sides, to appoint the third arbitrator from the six names so submitted.

I have, &c.,

JOHN WILLIAMS,

Crown Solicitor.

As it would seem from Mr. M'Laughlin's letter to the Crown Solicitor that the plaintiffs have some objection to join in Mr. Jennings' appointment, although the reason given is not one for Mr. M'Laughlin's consideration, nor can I admit it exists, I am not unwilling that the course suggested in the letter of the Crown Solicitor of the 16th instant should be followed, viz: that each side should submit three names, and that a Judge of the Supreme Court should select the third arbitrator therefrom. Looking to the list of names submitted by Mr. M'Laughlin in his letter of the 14th instant, the following may be selected from the plaintiffs' list for submission, viz:—Mr. G. R. Johnson, architect, Melbourne; Mr. T. A. Brock, agent, Sydney; Mr. J. J. Sheerin, architect, Sydney; Mr. W. Wakeford, contractor; Mr. Alex. Kerr, contractor; Mr. J. Gordon, engineer for the Waterworks;—as the three to be submitted by the Commissioner for Railways. The Crown Solicitor will please submit the proposition to the plaintiffs' solicitor, and obtain, if possible, their consent to the arrangement, with a view to a speedy selection being made by the Supreme Court.—J.S., 17/3/87. The Crown Solicitor, B.C.

[Enclosures.]

Without prejudice—O'Rourke and another v. The Commissioner for Railways.

Dear Sir,

Mercantile Mutual Chambers, 118, Pitt-street, Sydney, 14 March, 1887.

I cannot help seeing that the dispute between the Engineer-in-Chief, yourself, and the Minister about Mr. Jennings' appointment is sure to cause unpleasantness, and after your statements, I, on behalf of the plaintiffs, have no desire, if it can be avoided, of having the case tried before arbitrators in whom you have no confidence, and the plaintiffs only want justice without further delay. You will remember I was willing to accept four of the names submitted by the late Minister, and he finally withdrew all except two.

Now, if plaintiffs do not join in Mr. Jennings' appointment, will the Minister, without further delay, select an arbitrator from the following list; you then let me know the one selected, when the Commissioner can fill it in on the order now in your possession:—J. G. Griffen, Esq., C.E.; James Fletcher, Esq., M.P.; G. R. Johnson, Esq., architect, Melbourne; F. A. Brock, Esq., Sydney; Sir Thomas M'Ilwraith, C.E., Brisbane; W. P. Manning, Esq.; Joseph J. Sheerin, architect; Alderman John Taylor; Francis M'Dermott, Esq.; G. M'L. Matheson, Esq., M.P., C.E.

I am not sure about Members of Parliament being able to act, as the order provides for fees, and accepting an appointment might jeopardise their seats. I think, however, there ought to be no difficulty in selecting a name from amongst the others, if the Minister is willing to rescind Mr. Jennings' appointment.

Kindly give me an early reply, and oblige,—

Yours, &c.,

JOHN M'LAUGHLIN,

(Per J.D.)

John Williams, Esq., Crown Solicitor.

Without

Without prejudice—O'Rourke and another v. The Commissioner for Railways.

Dear Sir,  
 Mercantile Mutual Chambers, 118, Pitt-street, Sydney, 15 March, 1887.  
 I hope you have forwarded my letter of yesterday's date to the Commissioner or Minister, and that I will receive an early reply. I understood from one of your clerks you were disappointed at one of the names I mentioned at our interview not being in my letter. It was omitted for two reasons: first, I had not the permission of that gentleman to nominate him; and in the next place, I would have had to take the responsibility of his appointment upon myself instead of letting it rest on the plaintiffs; and as it was understood between us that you did not wish to hold me to any of the names written hastily by me, that the interview was to be considered private, I left this name out; and I have reason for believing that if agreed to he would not act, and wish to avoid any further hitch, if possible.

John Williams, Esq., Crown Solicitor.

I am, &c.,  
 JNO. M'LAUGHLIN.

No. 53.

W. J. Lyne, Esq., M.P., to The Crown Solicitor.

Dear Sir,  
 17 March, 1887.  
*Re* the case of McSharry v. Railways. I do not think it necessary I should sign an affidavit setting forth my reasons for not appointing Mr. Jennings, of Manly, as third arbitrator. They were these: Having accidentally met that gentleman at Katoomba previous to his nomination, a conversation ensued in reference to McSharry's claims, when he informed me he had seen a portion of the work, in company, I think he said, with a party who went over the line in McSharry's interest, and that some of his claims at any rate were fair. I believe I mentioned this to Mr. Whitton and yourself when his name was submitted. Though I am convinced Mr. Jennings is an honorable man, I consider it would not be just, either to him or myself, to make the appointment after such an expression on his part.

Yours truly,  
 WILLIAM JOHN LYNE.

No. 54.

The Engineer-in-Chief to The Secretary for Public Works.

*Re* McSharry's arbitration (further).

Sydney, 17 March, 1887.

THE Minister's memo. on the above matter, dated 12th March, was not received by me until the 16th inst.

In writing my minute dated the 10th inst., I was under the impression that it would be desirable to have a person in the position of umpire or third arbitrator in so important a case as this who fully understood the whole of the matters in dispute, and who would, from his knowledge of railway works, have no difficulty in arriving at a sound decision.

I quite agree with the Minister "that it would be injudicious to appoint as arbitrator" a person who had or has had a railway contract, unless his disinterestedness, direct or indirect, could be assured.

I should certainly not recommend for such a position any person who has a railway contract; but so far as my experience extends, I have generally found railway contractors as straightforward and honorable as any other class, there being both good and bad amongst them, and they certainly possess far more knowledge of the subject under discussion than persons who have not been accustomed to railway works.

The Minister will perhaps pardon me for taking exception to his remark that "my minute of 9th February was written upon the assumed accuracy of Mr. Whitton's statement, the force of which, however, was considerably weakened when Mr. Jennings' explanation of the conditions of his visit to the works was received." My statement was strictly correct, and was admitted by Mr. Jennings to be so, and his explanation in no way weakened the accuracy of my remarks.

I said that I had heard that Mr. Jennings had been engaged by the contractors as a witness to give evidence in the Supreme Court, and that he had been over the railway works with the contractors, both of which he admits, and therefore I considered he was disqualified for the position of third arbitrator.

JOHN WHITTON.

P.S.—I have delayed forwarding my answer to the Minister's memo. of the 12th March, under the impression that Mr. Jennings' name had been withdrawn, which would have rendered any further reply unnecessary. As I now find that Mr. Jennings has been appointed third arbitrator or umpire, I have considered it desirable to reply.—J.W., 4 April, 1887.

No. 55.

The Crown Solicitor to J. M'Laughlin, Esq.

Sir,  
 Crown Solicitor's Office, Sydney, 18 March, 1887.  
 Upon receipt of your letter of 14th March instant, I waited upon the Engineer-in-Chief and the Commissioner, and after conferring with them forwarded your letter with a letter suggesting the names of several persons who I thought might be suggested as persons from amongst whom the third arbitrator might be selected.

In reply my letter has been this afternoon returned to me, with a minute thereon by the honorable the Minister for Works, proposing that each side should submit their names, and that a Judge of the Supreme Court select the third arbitrator therefrom.

The list of names submitted in your letter of date 14th March instant is chiefly composed of the names of persons who have already been proposed by you and objected to by the Minister. With respect to two of the gentlemen named, they have been rejected by both the late and present Minister. Why they should be again submitted it is difficult to understand.

The

The Minister proposes that out of the names mentioned in your letter, Mr. G. R. Johnson, architect, Melbourne; J. A. Brock, agent, Sydney; and J. J. Sheerin, architect, Sydney, on behalf of the plaintiffs; and on behalf of the Commissioner, Mr. W. Wakeford, of Sydney, contractor; Mr. Alex. Kerr, formerly manager for the late P. Higgins; and Mr. E. Gordon, engineer for Waterworks, Melbourne, be submitted to a Judge for the selection of the third arbitrator; and the Minister directs me to submit this proposition to you.

From our conversation this afternoon, when I mentioned the matter and read the Minister's minute to you, I suppose you will not agree to same, but I consider that I am still bound to formally submit the matter to you.

If you do not agree to the proposal, and will suggest (in writing) any other way in which the difficulty as to the appointment of the third arbitrator can be dealt with, I will submit same to the Minister.

Yours, &c.,  
JOHN WILLIAMS,  
Crown Solicitor.

### No. 56.

#### The Commissioner for Railways to The Crown Solicitor.

Sir,

Department of Railways, Sydney, 18 March, 1887.

I have the honor to acknowledge your letter of the 14th instant, drawing attention to the very large fees paid to Counsel by the plaintiff in the case of *O'Rourke v. The Commissioner for Railways*, and to the heavy claim for expenses made by Mr. Simpson, one of the witnesses for the defence in that case, and intimating that the action of the plaintiff in regard to Counsel's fees left you no alternative but to make a considerable advance upon the retainer and refresher which you proposed for the Counsel for the Crown.

In view of the importance of the matter, I submitted your letter for the information of Mr. Secretary Sutherland, and the Minister has written a minute thereon, a copy of which I append for your guidance.

I have, &c.,  
CHAS. A. GOODCHAP,  
Commissioner for Railways.

*O'Rourke v. Commissioner.*—I heard by current rumour of the great expense that was being incurred in this case (to fall ultimately upon the unsuccessful litigants), and I wished to do all I could to lessen that expense by bringing the matter to a speedy settlement. I agree with the Crown Solicitor that the plaintiffs seem to be most lavish in regard to the fees they are giving, but I do not know that any action can be taken to restrain them; if it can be it should, or if it is necessary ultimately something may be done to reduce the costs by taxation. Our expenditure must be kept as low as possible consistent with every effort being made to win the case.—J.S., 16/3/87.

### No. 57.

#### The Crown Solicitor to The Commissioner for Railways.

Sir,

Crown Solicitor's Office, Sydney, 23 March, 1887.

I have the honor to forward herewith a letter of date 19th March, and another, of date 22nd March, from Mr. M'Laughlin, with reference to the case *O'Rourke* and another *v. the Commissioner for Railways*.

I have replied to the first letter, and upon receipt of the second I yesterday afternoon called at the Railway Department and perused the correspondence between you and Mr. M'Laughlin as to the appointment of Mr. Jennings, which I had not previously seen. The letters of the Commissioner are dated 25th January, 10th February, and 7th March. I have obtained copies of these letters, and propose to submit them to Counsel to advise whether together they do not constitute an appointment of Mr. Jennings.

If it is thought such is the case, it will have to be considered whether one of the four persons mentioned in Mr. M'Laughlin's letter of 22nd March should be accepted in lieu of Mr. Jennings.

As you will notice that I am to give a reply to that letter before 4 o'clock this afternoon, will you please bring this matter under the consideration of the Minister.

I have, &c.,  
JOHN WILLIAMS,  
Crown Solicitor.

[Enclosures.]

*McSharry v. Commissioner for Railways.*

Dear Sir,

Mercantile Mutual Chambers, 118, Pitt-street, Sydney, 19 March, 1887.

I am this morning in receipt of yours of the 18th instant, the contents of which you were good enough to mention to me yesterday.

I regret that there has been so much delay in attending to my letter of the 14th instant, as it involved considerable expense.

I think it might have been possible to have agreed to a third arbitrator were it not for your determination to adhere to Mr. Poolo as one of the arbitrators, particularly after the circumstances which have transpired, and which I brought to your knowledge. I have submitted the names of some of the most respectable men in the Colony, but although well qualified for the position the Government have declined them all. Now you suggest on behalf of the Commissioner three names, two of which have been refused long ago for reasons mentioned to you, and the third name is objectionable for reasons given to you yesterday.

I am quite willing on behalf of my clients to make fresh nominations altogether, but both you and the Government have declined to go to arbitration unless Mr. Poole is amongst the number. I therefore can only ask that the reference to arbitration be rescinded, and that the case be tried by a Jury in the ordinary way; and unless I receive your consent to this course I will apply in Chambers on Wednesday morning to rescind the order, or to compel the Commissioner to proceed before the three arbitrators who have been appointed in the ordinary and regular manner.

Faithfully yours,  
JNO. M'LAUGHLIN.

P.S.—Kindly return me the original order and oblige.—J. M'L.  
John Williams, Esq., Crown Solicitor, Sydney.

O'Rourke and another v. Commissioner for Railways.

Dear Sir,

Mercantile Mutual Chambers, 118, Pitt-street, Sydney, 22 March, 1887.  
Since writing mine of Saturday last to you, I have consulted Counsel, who have advised me that there is no necessity to apply to a Judge to compel the defendant to proceed before the arbitrators already appointed, and that it is only necessary to apply to them, or a majority of them, to fix a day to proceed. I, as plaintiffs' attorney, having the conduct of this case, applied to Mr. Poole to fix a day suitable to his convenience, to proceed with the arbitration, but he has not thought fit to reply to my communication to him. Still, however, to give you an opportunity, if you are really desirous of cancelling Mr. Jennings' appointment, and at once having the arbitration entered upon, I will consent to your adopting this course, on condition that you are willing to accept the nomination as third arbitrator of either Sir Thomas M'Ilwraith, of Queensland, Mr. G. R. Johnson, or Mr. W. B. Shaw, both of Melbourne, or Mr. Brock, the latter of whom I understand is already acting in a similar capacity for the Government in other arbitrations.

The delay in this matter is ruinous to my clients, and will be a source of immense expense to the unsuccessful party eventually. Unless therefore you consent to substitute one of these names in lieu of Mr. Jennings before 4 o'clock on Wednesday afternoon it is my intention to apply to the three arbitrators already clearly and definitely appointed by the parties to fix a day to proceed with the arbitration, and this offer will not extend beyond that time.

I have, &c.,  
JOHN M'LAUGHLIN.

The Minister approves of Counsel's opinion being taken on this point. I presume this is the object for which this letter was to be submitted to the Minister.—A.R. (*pro* Commissioner). Crown Solicitor.—A.R., B.C., 23/3/87.

Counsel's opinion has been taken, and he has stated (verbally) that he thinks the correspondence does constitute an appointment. The chief question to be determined is, assuming Counsel to be right, does the Minister prefer allowing the plaintiff to claim to be entitled to have Mr. Jennings to act as arbitrator, or to accept the offer made, giving the option of naming in place of Mr. Jennings any one of the four named, submitted in the letter forwarded with this? It will be noticed that I have to send a reply before 4 o'clock to-day.—JOHN WILLIAMS. The Commissioner for Railways.—J.W., B.C., 23/3/87, 3 p.m.

No. 58.

The Crown Solicitor to The Under Secretary for Public Works.

[Urgent.]  
Sir,

Crown Solicitor's Office, Sydney, 19 March, 1887.  
I have the honor to request that you will return to me copy depositions in the matter of the Queen v. Wm. Hy. Jennings, recently forwarded to you for the information of the Honorable the Minister.

I have, &c.,  
JOHN WILLIAMS,  
Crown Solicitor.

Papers herewith, 22/3/87. Crown Solicitor.—J.R., B.C., 22/3/87.

No. 59.

The Crown Solicitor to J. M'Laughlin, Esq.

O'Rourke and another v. The Commissioner.

Dear Sir,

Crown Solicitor's Office, Sydney, 21 March, 1887.

I am in receipt this morning of yours of 19th March instant.

I do not see how what you are pleased to call my determination to adhere to Mr. Poole as one of the arbitrators can have affected the appointment of a third arbitrator, and I would remind you that I do not determine anything in the matter, but carry out instructions forwarded to me.

It is unusual for either party to object to the arbitrator appointed by the other; and with reference to your objection to Mr. Poole, that he has already gone into the matter with Mr. Whitton, and been allowed inspection of the contract, specification, and other papers relating to the matter in dispute, I have ascertained by personal inquiry from Mr. Whitton and Mr. Quodling that this is not a fact; Mr. Poole has not seen the papers, and Mr. Whitton has had no communication with him on the subject, beyond informing him in a general way of the nature of the disputes he would have to deal with.

Your demand has been throughout the attempt to appoint arbitrators, that you should be allowed to appoint two; from your objection to Mr. Poole it would seem that you have improved upon this, and now require to be allowed to appoint the three arbitrators.

Of the three persons lately named by the Minister, and rejected in the letter to which this is in reply, the only objection to Messrs. Wakefield and Kerr, taken by you, is that they have been in time past contractors under the Government. They are not so now, nor, as far as can be seen, are they likely to be so again for some time. They are intimately acquainted with the class of work to which the present arbitrations have arisen, and therefore are thought to be specially qualified to act in this matter. As to the third gentleman named, Mr. Gordon, the only objection I remember you to have taken to him was that he resides out of the Colony, but if I mistake not this objection would apply to more than one of the persons who have been named by you.

With

With respect to your request that the order of reference to arbitration be rescinded, and that the case be tried by a jury in the ordinary way, you are well aware that I have no authority to consent to any such arrangement, and that I cannot reply thereto until the Minister returns to Sydney, who, you are aware, is at the present time at Newcastle, and will not return to Sydney before Tuesday.

I deny that three arbitrators have been appointed; no appointment of any arbitrator, excepting Mr. Poole by the Commissioner, has yet been made. It may be that without a full knowledge of certain facts, very material to be known by the Minister, he has signified his approval of a person named by you as third arbitrator, but upon further information he withdrew his consent, and I certainly understood from you that you admitted that the appointment could not be made.

I shall of course, if you intend to make any application in Chambers, expect the usual and ordinary notice, and cannot accept your letter as such notice.

In compliance with your request, I return herewith the original order in the same condition as I received it—that is, without appointment of the arbitrators endorsed thereon having been filled in and signed by either party.

Yours truly,  
JOHN WILLIAMS,  
Crown Solicitor.

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No. 60.

The Assistant Secretary for Railways to J. M'Laughlin, Esq.

Sir,

Department of Railways, Sydney, 24 March, 1887.

Referring to the interview which I had yesterday afternoon with your Mr. Marks, and at which a promise was given that I should be advised yesterday evening as to whether or not you would extend the time for reply from the Crown Solicitor, *re* arbitration, O'Rourke and M'Sharry, from 4 p.m. yesterday until 4 p.m. to-day, I beg to remind you that no such intimation as promised has been received by me.

I am desired, however, to inform you that definite instructions have been given in the matter by the Minister to the Crown Solicitor this morning.

I am, &c.,  
A. RICHARDSON,  
Assistant Secretary of Railways.

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No. 61.

J. M'Laughlin, Esq., to The Commissioner for Railways.

O'Rourke and another *v.* the Commissioner for Railways.

Sir,

Mercantile Mutual Chambers, 118, Pitt-street, Sydney, 24 March, 1887.

Referring to Mr. Richardson's request of yesterday, asking for a further delay in this matter, I regret that I cannot, in justice to my clients, accede to it. The many obstacles that have been placed by the Government in the way of this case proceeding, and the frequent and captious objections of the Engineer-in-Chief to the different arbitrators that have been nominated by us, together with his refusal to appoint some disinterested person himself, have been ruinous to my clients, and certainly reflect no credit on the Department.

In my last letter to you ample time was given, and a clear notice of the plaintiffs' intention to proceed with the arbitration forthwith unless prompt steps were taken to relieve my clients from the unnecessary and uncalled for denial of justice to which they had been subjected. I have therefore, in pursuance of the terms of my notice to you, called on the arbitrators that have been duly appointed by the parties to fix a day to proceed with the arbitration; and, in the event of your not appearing, after due service of notice thereof on you, I will demand from the arbitrators that the case shall be proceeded with in your absence.

I have sent a copy of this letter on to the Crown Solicitor.

I have, &c.,  
JNO. M'LAUGHLIN,  
(*per* J. MARKS).

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No. 62.

The Crown Solicitor to J. M'Laughlin, Esq.

O'Rourke and another *v.* the Commissioner for Railways.

Dear Sir,

Crown Solicitor's Office, Sydney, 24 March, 1887.

I am in receipt of your letter of this day's date.

Mr. Richardson, I am informed, called at your office yesterday before the time mentioned in your letter of the 22nd instant had expired, and requested, on behalf of the Minister, that the subject-matter of that letter might remain open until to-day. Your clerk said he could not give a final answer, but promised to see you and inform Mr. Richardson; this was not done, and you now claim, I understand, that the matter shall be considered as concluded yesterday. The Commissioner cannot, of course, accept this determination on your part, and must resent any attempt to force him to go to arbitration with Mr. Jennings as one of the arbitrators.

As I have already informed you, the Commissioner is willing that Mr. Brock, who is one of the four persons mentioned in your letter of the 22nd instant, shall be the third arbitrator.

I must also remind you that your letter of 22nd March is the first time you have claimed that the correspondence with reference to Mr. Jennings' appointment operated as an appointment; to that date your request was that an appointment should be made, and upon the original order which you forwarded to me three forms of appointment were endorsed—one for the plaintiffs' arbitrator, one for the

the defendant's arbitrator, and the third for the third arbitrator, as soon as he was agreed upon. The whole of the negotiations as to the third arbitrator have gone upon the assumption that Mr. Jennings had been approved of but not appointed, as will be seen by reference to the correspondence. I decline to admit, therefore, that the letter from the Commissioner to which you refer can be dealt with as an appointment.

As I have stated in a former letter, the Commissioner is willing to accept Mr. Brock, who has been proposed by you; but if you now decline to allow him to act as arbitrator, I must take the necessary steps to restrain you from proceeding until the third arbitrator has been properly appointed. I shall be obliged by your sending me a reply to this at your earliest convenience.

Yours truly,  
JOHN WILLIAMS,  
Crown Solicitor.

No. 63.

J. M'Laughlin, Esq., to The Crown Solicitor.

O'Rourke and another v. The Commissioner for Railways.

Dear Sir, Mercantile Mutual Chambers, 118, Pitt-street, Sydney, 24 March, 1887.

I have given way so often to you in this matter, and been subjected to such unfair and unwarrantable delays by the Railway Department, that, on behalf of my clients, I fixed a time peremptorily in which you should decide to go on with the arbitrator you had appointed, or to select some one of the four mentioned by me.

That time expired at 4 o'clock yesterday afternoon. After its expiration Mr. Richardson did call, but the interview was at his request without prejudice, and my clerk informed him that, although the time was passed, he would refer the matter to me. He did so this morning, when I at once refused, which refusal was intimated to you, as I could only look upon it, in view of past transactions, as a subterfuge of the Engineer-in-Chief for a further delay.

I well know the Minister for Works and yourself were in town all Tuesday and Wednesday, when a decision could clearly have been come to as to the choice I left you. This delay is a repetition of what has been going on for the last four months, and its unwarrantable character is displayed by the fact of your now seeking to nominate a gentleman who was proposed to you nearly four months ago, and whom, as it now appears without any reason, you persistently objected to. Should plaintiffs accept him they have no guarantee that a similar course may not be taken as that which followed Mr. Jennings' appointment, and I must therefore adhere to the terms of my letter of this morning's date, and insist upon the arbitration proceeding.

You will of course take what steps you think advisable, but I will be no party to any further delay. I am advised by Counsel, and must accept their opinion, which agrees with my own, that Mr. Jennings' appointment is quite sufficient.

Your statement that Mr. Jennings has been approved of but not appointed is rather an anomaly.

I am, &c.,  
JNO. M'LAUGHLIN.

No. 64.

J. M'Laughlin, Esq., to The Crown Solicitor.

O'Rourke and another v. The Commissioner for Railways.

Dear Sir, Mercantile Mutual Chambers, 118 Pitt-street, Sydney, 24 March, 1887.

I have to intimate to you that in pursuance of my letter to you of the 22nd instant, I have called upon the arbitrators duly appointed to fix a time to proceed with this arbitration, and I enclose you copy of letter addressed to each.

Mr. Richardson, of the Commissioner for Railways Department, waited upon me yesterday, and requested me to extend the time mentioned in my letter of 22nd instant for twenty-four hours; but I cannot accede to his request, and I have formally written the Commissioner for Railways notifying him of my refusal so to do, and I now beg to send you herewith copy of the letter I have sent him.

I have, &c.,  
JNO. M'LAUGHLIN.

No. 65.

J. M'Laughlin, Esq., to Messrs. R. G. Watkins, H. J. Poole, and W. H. Jennings.

O'Rourke and another v. The Commissioner for Railways.

Dear Sirs, Mercantile Mutual Chambers, 118, Pitt-street, Sydney, 24 March, 1887.

You are already doubtless aware that you have been appointed arbitrators in this case of John O'Rourke and James McSharry against the Commissioner for Railways to determine all matters in dispute in an action pending between these parties. Mr. Watkins has been appointed by the plaintiffs. I have received notice that Mr. Poole has been appointed by the defendant, and Mr. Jennings has been appointed by both parties in compliance with the order referring the matter to arbitration. I shall be pleased, therefore, to hear from you when you will be prepared to meet the parties, receive from me copies of the issues you have to try, and proceed definitely with the case.

I have, &c.,  
JOHN M'LAUGHLIN,  
Plaintiffs' Attorney.

P.S.—I am not aware of Mr. Poole's exact address, but have sent him triplicate of above addressed to Redfern.—J.M'L.

## No. 66.

## The Commissioner for Railways to The Crown Solicitor.

Sir, Department of Railways, Sydney, 24 March, 1887.  
 Adverting to the correspondence which has passed in connection with the application for a third arbitrator in *O'Rourke and McSharry v. the Commissioner for Railways*, I have the honor to say that I do not like any of the names proposed by the plaintiffs, but if there is no alternative I will accept Mr. Brock as the third arbitrator.

I have, &amp;c.,

CH. A. GOODCHAP,  
 Commissioner for Railways.

## No. 67.

## The Crown Solicitor to J. M'Laughlin, Esq.

O'Rourke and another v. The Commissioner for Railways.

Dear Sir, Crown Solicitor's Office, Sydney, 24 March, 1887.  
 I am instructed by the Minister for Works to state that he is willing, in order to bring the matter to a hearing, to accept Mr. Brock as the third arbitrator in the matter.

If, therefore, you will fill in the form of appointment endorsed on the original order, I will have same signed.

Yours truly,

JOHN WILLIAMS,  
 Crown Solicitor.

## No. 68.

## The Crown Solicitor to J. M'Laughlin, Esq.

O'Rourke and another v. The Commissioner.

Dear Sir, Crown Solicitor's Office, Sydney, 25 March, 1887.  
 Your letter of date 24th March to hand this afternoon. I have not time to answer it at length, but I think I am bound to state that the objection to Mr. Brock was, as you are well aware, solely on the ground that it was thought the third arbitrator should be a person having some knowledge of railway work, which, it is admitted, he has not. The consent to accept him was given on the ground that of the four persons named he appeared to be the least objectionable.

I do not see that the statement that Mr. Jennings had been approved of but not appointed is, as you term it, an anomaly. He was approved of by the Minister, but not appointed by the Commissioner. Upon it being found that he had inspected the works, and spoken strongly in favour of the plaintiffs' claim, he was objected to. On his explanation, the Minister overruled the objection; but you are aware that exception was taken to him on another ground, which you admitted rendered his acting in the matter undesirable.

Immediately upon receipt of your letter I arranged for a consultation with Counsel as to the most expeditious way to challenge Mr. Jennings' appointment, and you may feel assured that no time will be lost in taking the necessary proceedings in that behalf.

If it is necessary, I can show, beyond all doubt, that Mr. Richardson's visit to your office was before 4 o'clock in the afternoon.

Yours truly,

JOHN WILLIAMS,  
 Crown Solicitor.

## No. 69.

## The Crown Solicitor to The Commissioner for Railways.

O'Rourke and another v. The Commissioner for Railways.

Sir, Crown Solicitor's Office, Sydney, 28 March, 1887.  
 I have the honor to inform you that I wrote to the plaintiffs' solicitor, stating that you would agree to Mr. Brock as third arbitrator, and in reply have received a letter stating that Mr. Richardson did not call at Mr. M'Laughlin's office until after the hour mentioned in his letter, and that he therefore claims that the time within which Mr. Brock might have been appointed had expired, and that the arbitration shall proceed with Mr. Jennings as third arbitrator.

Mr. Jennings has called upon Mr. Poole to meet the other two arbitrators at the "Oxford Hotel," King-street, Sydney, on Tuesday, the 29th instant, at 10 o'clock, to proceed in the arbitration.

I have, &amp;c.,

JOHN WILLIAMS,  
 Crown Solicitor.

For Minister's information.—CH. A. G., 29/3/87. Seen.—J. S., 30/3/87.

## No. 70.

## J. M'Laughlin, Esq., to The Crown Solicitor.

O'Rourke and another v. The Commissioner for Railways.

Dear Sir, Mercantile Mutual Chambers, 118, Pitt-street, Sydney, 30 March, 1887.  
 Referring to my conversation with you yesterday, when you stated your willingness that I should apply direct to the Commissioner for his signature to the appointment of the third arbitrator, I now beg to advise you that I have seen him, and he states that in his opinion it is better that any documents requiring his signature should be sent by me through you. As I think it desirable that the appointment



appointment of the three arbitrators should be contained in one document, I beg to send you copy order with the appointment of the three arbitrators endorsed on back, the first and last of which are signed by my clients. Will you please forward the same to the Commissioner for his signature, and on its receipt by you return it to me.

I am, &c.,

J. M'LAUGHLIN.

No. 71.

The Crown Solicitor to J. M'Laughlin, Esq.

O'Rourke and another v. The Commissioner.

Dear Sir,

Crown Solicitor's Office, Sydney, 31 March, 1887.

In reply to yours of yesterday's date, forwarding a copy of the order of reference in this matter, with the appointment of the arbitrator endorsed thereon, I must remind you that when you asked me if I would obtain the signature of the Commissioner to an appointment endorsed on the order, I distinctly informed you that I would have nothing to do with any appointment in the matter; but I added that I had no objection to your seeing the Commissioner on the subject, if you thought fit to do so.

I quite agree with the Commissioner in thinking that it is better that any document requiring his signature should be sent through me; but it does not follow from this that I am bound to obtain his signature to any document you may think fit to send to me.

You state in a former letter that your Counsel has advised that the Commissioner has joined in the appointment of the third arbitrator. I do not admit that such is the case, and I certainly shall not take any steps that will confirm the appointment.

I return the copy rule herewith.

I have, &c.,

JOHN WILLIAMS,

Crown Solicitor.

No. 72.

The Crown Solicitor to The Commissioner for Railways.

Sir,

Crown Solicitor's Office, Sydney, 14 September, 1887.

I have the honor to forward herewith a copy of the award in the matter of the arbitration, O'Rourke and another v. you, which has been lodged with the Prothonotary of the Supreme Court.

I have, &c.,

JOHN WILLIAMS,

Crown Solicitor.

[Enclosure.]

COPY OF AWARD.

In the Supreme Court of New South Wales.

Between John O'Rourke and James McSharry, plaintiffs, and the Commissioner for Railways, defendant.

WHEREAS on the 22nd day of November, 1886, an order was made by His Honor Mr. Justice Faucett, by consent, whereby it was ordered that this action then pending in the Supreme Court of New South Wales, and all matters therein in dispute between the parties thereto, should be referred to the final determination of three arbitrators, to be chosen as therein provided, the award of a majority of whom should be final and conclusive on all parties; and it was by the said order further ordered that the award of the said arbitrators should be for a sum certain for the plaintiffs, or an award for the defendant, as the said arbitrators might find: And that the said arbitrators should assess the amount of their fees at the foot of their award, and that the said award should be in writing, and should be made within one calendar month from the close of the said arbitration, and when made should be delivered by the said arbitrators to the Prothonotary of the Supreme Court, and that the submission thereby ordered should be subject to the provisions of the Arbitration Act, 31 Victoria, No. 15: And whereas Robert George Watkins, William Thomas Poole, and William Henry Jennings were duly chosen and appointed arbitrators under and in accordance with the provisions of the said order, and afterwards inquired into and heard evidence in regard to the said action and all matters by the said order referred to them: And whereas by consent of the parties in writing, duly given and agreed upon under the provisions of the said Act, the time for making the said award was extended for one calendar month beyond the time so limited in the said order, which extended time has not yet expired: Now, we, William Henry Jennings and Robert George Watkins, a majority of the said arbitrators, having so inquired into and heard evidence in regard to the said action and the said matters so referred, do, by virtue of the powers conferred on us by the said order, hereby make our final determination and award in writing, in reference to the said action and the said matters by the said order so referred, as follows—We award to the plaintiffs the sum of £20,433 10s. 11d.

In witness whereof, we have hereunto set our hands at Sydney this 10th day of September, A.D. 1887.

Signed and published this 10th day of September, A.D. 1887, }  
in the presence of,—

JOHN SHEPHERD, Solicitor, Sydney.

W. H. JENNINGS.

ROBERT GEORGE WATKINS.

In further pursuance of the said order we assess the fees of the said Arbitrators at the sum of £1,804 5s. each.

Signed this 10th day of September, A.D. 1887, }  
in the presence of,—

JOHN SHEPHERD.

W. H. JENNINGS.

ROBERT GEORGE WATKINS.

No. 73.

The Crown Solicitor to The Commissioner for Railways.

Sir,

Crown Solicitor's Office, Sydney, 1 October, 1887.

I have the honor to forward herewith, for your information, a copy of the opinion of Messrs. Pilcher and Stephen on the award in the arbitration O'Rourke and another v. the Commissioner.

I suppose the recommendation of Counsel will be adopted, but it will be as well that I should be informed of the decision arrived at by the Minister.

I have, &c.,

JOHN WILLIAMS,

Crown Solicitor.

[Enclosure.]

OPINION.

O'Rourke and another v. Commissioner for Railways.

WE have considered the award of the majority of the arbitrators in this case, in consultation with the Crown Solicitor, and Mr. B. C. Simpson, engineer for the works. We had also before us an analysis showing the items composing the amount awarded, namely, £20,433 10s. 11d.

With the view of determining whether objection could be legally made to the award, on the ground of its being erroneous, our attention was directed to the following facts:—

The arbitrators appear to have disallowed the great bulk of the plaintiffs' claims, and in particular the claim for subsidence of the banks, and many items which hinged thereon. The dispute regarding the claims for subsidence was the main contest in the case, involving the largest amounts, and taking up a very large proportion of the time consumed at the arbitration. The contest was whether or not the District Engineer had directed certain allowances for subsidence to be made in the construction of the banks, and the decision has been in favour of the engineer's statements.

A lump sum of £10,000 seems to have been allowed for compensation for alleged delays, said to have been caused partly by the district engineer, partly by reason of the last mile of the extension being kept from the contractors for the period of about a year, and partly by delays arising from other causes. It is not possible to know how this sum was arrived at, or how distributed amongst the various causes.

Further, a sum of £4,000 is said to have been allowed for the extra cost of earthwork disposed in embankments beyond amounts shown in the disposal sheet. It is contended that the contract clearly provided that the earthwork was to be disposed of where the engineer directed, within certain observed limits, and that defendant's evidence showed that no loss was caused by the alleged causes of delay. Although we believe these contentions to be quite correct, yet we cannot advise that any objection can be successfully raised against the award on either of these grounds. The law is that an award may not be impeached for error either of law or fact in the decision, and that it is absolutely final unless it omits to decide the matters submitted, or decides something in excess of the powers of the arbitrators, or is erroneous on the face of it, or unless misconduct of the arbitrators can be shown.

As none of these grounds can be taken, it is useless to inquire whether the decision is right or wrong on the law or the evidence.

Deducting the sums of £10,000 and £4,000 above referred to, the balance of the award, £6,433 10s. 11d., is made up apparently of comparatively small items, which were disputed by the defendant, but the decision as to which was entirely within the province of the arbitrators.

We are therefore of opinion that no legal grounds exist on which it could be possible to set aside the award.

CHAS. E. PILCHER.  
CECIL B. STEPHEN.

Chambers, 28 September, 1887.

## No. 74.

Return in further answer to Question No. 1 in Votes and Proceedings No. 7, 4th October, 1887.

## RAILWAYS—O'ROURKE &amp; MCSHARRY v. COMMISSIONER FOR RAILWAYS.

As to the circumstances leading to this case being referred to arbitration, at whose suggestion, and by what authority the reference to arbitration was made, I beg to state that the case was entered for trial on 13th September, 1886, before a Special Jury of Twelve, briefs were delivered, and the defendant was prepared to go to trial.

One of the issues raised on the pleadings was as to the want of certificate by the engineer in respect of the so-called extra works sued for in the action.

To get rid of the effect of this plea, the plaintiffs, on 7th September, filed a claim, in the Equitable Jurisdiction of the Supreme Court, praying that an injunction to restrain the defendant from availing himself of that plea should be granted.

The application was made to Sir William Manning, Primary Judge in Equity, on Friday, the 10th September, and opposed by Messrs. Stephen, Salomons, and C. B. Stephen, on the defendant's behalf; but the order was granted.

A copy of the shorthand-writer's notes of this application is forwarded herewith. Against this order defendant gave notice of appeal to the Full Court, and on Monday, 13th September, made application to the Chief Justice (Sir James Martin) for an order to postpone the trial until the next sittings, on the ground that the defendant was unduly prejudiced by having his defence altered by the injunction.

The Chief Justice granted the order. Upon the application for the injunction, Sir William Manning spoke strongly as to the plea being inequitable, and these observations were reported in the daily papers.

Shortly after this I received a note from the Engineer-in-Chief, informing me that the Minister had directed him to state that the case was to be left to arbitration, and requesting me to see the Minister on the subject.

I informed defendant's Counsel that it was proposed to leave the case to arbitration. They, especially Mr. Salomons, strongly advised that this course should not be adopted, and expressed very confident opinions that we should succeed upon the appeal from Sir William Manning's order.

I therefore saw the Minister, Mr. Lyne, and informed him of the opinion of Counsel, and stated further that both Mr. Whitton and myself thought it would be better to allow the action to be proceeded with. He, however, told me that he had made up his mind that the case should be arbitrated, and that he had so informed the plaintiffs' attorney or Counsel—I am not sure which.

The matter was then proceeded with; but a formal agreement as to the terms of the arbitration was not arrived at, and it was ultimately determined that the Minister, the Attorney-General (Mr. Want), who was plaintiffs' Counsel, and Mr. Pilcher, who had taken Mr. Salomons' place, should meet at the Attorney-General's Chambers. This meeting, at which I attended, was held on 19th November, when the Minister adhered to his previously expressed intention. A formal agreement was assented to, and I was directed by the Minister to carry out same.

On the following day I wrote to you informing you of this.

I may here mention that the defendant's Counsel then were Mr. M. H. Stephen, Mr. Pilcher, and Mr. C. B. Stephen.

The agreement to refer to arbitration prevented the appeal against Mr. Justice Manning's order for an injunction being proceeded with, and the order of reference was taken out in the usual way.

3 October, 1887.

JOHN WILLIAMS.

No. 75.

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No. 75.

J. M'Laughlin, Esq., to The Crown Solicitor.

*Re* McSharry & Co. v. The Commissioner for Railways.

Dear Sir,

118, Pitt-street, Sydney, 6 October, 1887.

Your report upon this case, which was laid upon the Table of the Legislative Assembly yesterday by the Attorney-General, and published in to-day's daily papers, has been brought under my notice by Mr. McSharry.

In the absence of Mr. Want, the plaintiffs' leading Counsel, I think it my duty to call your attention to the following statement contained in the report:—

"And it was ultimately determined that the Minister, the Attorney-General (Mr. Want), who was plaintiffs' Counsel, and Mr. Pilcher, who had taken Mr. Salomons' place, should meet at the Attorney-General's Chambers."

Mr. Want will no doubt deal with this matter on his return to the Colony, but I think it is your duty to him, as well as to the plaintiffs and the Administration of Justice, to correct the erroneous impression conveyed by your minute. On the occasion you refer to Mr. Want was not the plaintiffs' Counsel. You must have been aware at the time that the plaintiffs' Counsel were Sir Frederick Darley and Mr. O'Connor. When the Crown availed themselves of the services of Sir Frederick Darley as Chief Justice, and Mr. Want ceased to be connected with the Crown, I retained his services for the plaintiffs in place of Sir Frederick Darley's, which the plaintiffs had lost. Before Mr. Want received the appointment of Attorney-General he certainly had a retainer from the plaintiffs in a previous action, which was discontinued before this action was commenced, but, as you must remember, from your intercourse with him, he was in no way concerned with the plaintiffs until after he ceased to be Attorney-General, and after the interview you refer to.

I am, therefore, surprised that your minute should have been written so that it might bear the construction that Mr. Want was plaintiffs' Counsel, whilst acting as Attorney-General, at an interview which you consider to have been of so very important a nature. I think, therefore, it is your duty to see at once that an authenticated correction is given with full publicity to the erroneous impression your minute has conveyed.

With regard to your speculation as to what the result of an appeal from Sir William Manning's order restraining the Crown from setting up as a defence to the action the plea that Mr. Whitton had not certified that the line was constructed to his entire satisfaction, I have at the present time nothing to do, but might remark that inasmuch as the Commissioner for Railways had taken over the line with the consent of the Engineer-in-Chief many months previously, and he had been asked in writing time after time if he was dissatisfied to point out anything he was dissatisfied with, and he could not do so, I can only say it would have surprised me if any Court of Appeal would have decided that the Primary Judge was wrong in holding that such a defence against an action for the price of the work done was inequitable.

My clients are in entire harmony with you in lamenting that the case did not take the usual course and go before a Judge and jury, not that the expenses would have been lessened, or the trial completed in a shorter period than was occupied over the arbitration, but they believe they would have obtained a sum nearly equivalent to the amount due to them.

The Engineer-in-Chief's estimate of the cost of this railway was £185,000; the plaintiffs received £159,000, and after being put to ruinous expenses and delay and vexatious litigation have now obtained at the hands of the arbitrators a contribution towards the balance of £20,433 10s. 11d., making in all about £180,000, or £5,000 less than the Engineer-in-Chief estimated the railway would cost. I must, under these circumstances, express my great surprise that the Government should consider that there is any apology due to the public that persons treated as the plaintiffs were should be paid costs that they were put to in their vain endeavour to struggle for payment of their labour.

Seeing that your minute has been made public without regard to its injurious and unfair effect on the plaintiffs, I reserve to myself the right to give this letter the same publicity as your minute.

I have, &amp;c.,

JNO. M'LAUGHLIN,  
Plaintiff's Solicitor.

No. 76.

The Crown Solicitor to The Commissioner for Railways.

Sir,

Crown Solicitor's Office, Sydney, 17 December, 1887.

I have the honor to state I received from Mr. M'Laughlin—the attorney for Messrs. O'Rourke and McSharry—on 8th instant, the letter of date 7th instant, which I forward herewith, suggesting that the amount of the award in the recent arbitration case and interest thereon should be paid at once.

As the second paragraph of this letter is not clear, I wrote to Mr. M'Laughlin, and on 9th instant received the letter of that date, which is also forwarded herewith.

This letter purports to be written without prejudice, and as I could not understand in what way the plaintiffs could be prejudiced by stating their willingness to receive the amount awarded, I have inquired of the writer of that letter as to why it was said to have been written without prejudice, and he informs me that he intended it to be understood that the receipt of the award should not be taken to waive any right the plaintiffs might have to costs.

It may, therefore, be worth considering whether it is not to the advantage of the Government to pay the amount of the award, and thus stop the increase of the amount payable for interest.

I have, &amp;c.,

JOHN WILLIAMS,  
Crown Solicitor.

[Enclosures.]

O'Rourke and McSharry v. The Commissioner.

Mercantile Mutual Chambers, 118, Pitt-street, Sydney, 7 December, 1887.

Dear Sir,

I notice the taxation of the costs herein cannot be completed until some time long after vacation, and interest is running against the Government at the rate of 8 per cent. at a time when they can borrow money at about half that rate; and as I believe Mr. McSharry is paying about 8 per cent. upon an overdraft, I would suggest that the amount of the verdict and interest thereon be paid now, unless the Government think the use of the money worth 8 per cent.

I

I will, therefore, consent to accept the verdict and interest, without prejudice to the plaintiffs' position in any way whatever, and this will leave the costs and interest thereon to be the only balance due under the judgment.

This proposition is made without prejudice.

Yours truly,  
J. M'LAUGHLIN.

J. Williams, Esq., Crown Solicitor.

O'Rourke and another v. The Commissioner.

Mercantile Mutual Chambers, 118, Pitt-street, Sydney, 9 December, 1887.

Dear Sir,

In reply to yours of the 8th, I certainly do not intend that the amount of the verdict should be paid twice; but what I mean is, that the payment now shall not in any way prejudice the taxation of the costs, and the payment of the full balance that will be due for costs and interest.

Without prejudice.  
John Williams, Esq., Crown Solicitor.

Yours faithfully,  
J. M'LAUGHLIN.

This question is purely a financial one, and might be referred to the Treasury. We are paying 8 per cent. upon the amount awarded—the interest will be saved from the date of payment.—CH.A.G., 30/12/87. £4 7s. 8d. per diem.

The Treasurer to say. I think the money should be paid—it is chargeable to Loan.—JOHN SUTHERLAND, 30/12/87. The Under Secretary for Finance and Trade, B.C., 30/12/87. The amount can be paid at once on the production of a proper voucher.—J.F.B., 3/1/88.

### No. 77.

#### The Crown Solicitor to The Commissioner for Railways.

Sir,

Crown Solicitor's Office, Sydney, 16 January, 1888.

I have the honor to forward a copy of a letter I have this morning received from the plaintiffs' attorney in O'Rourke and another v. you, in answer to one sent by me, with a draft form of release which I proposed should be given upon amount of the award being paid.

As Mr. M'Laughlin suggests it is unusual to require a release from the plaintiffs when the amount paid is the amount of a judgment, the Attorney-General's authority to receive the amount of the verdict being taken to be sufficient. The payment now proposed to be made will not be in satisfaction of the judgment, but upon account thereof, only as the costs are payable under the judgment when the amount has been ascertained by taxation. I therefore propose taking the Attorney-General's opinion as to whether the payment can be safely made to the plaintiffs, and have submitted a case for that purpose.

I have, &c.,  
JOHN WILLIAMS,  
Crown Solicitor.

[Enclosure.]

O'Rourke and another v. Commissioner for Railways.

Dear Sir,

Mercantile Mutual Chambers, 118, Pitt-street, Sydney, 14 January, 1888.

I am in receipt of your favour of the 12th instant, notifying that the Commissioner had decided to pay the amount of award herein and interest, and forwarding a draft release. As it is unusual to give a release for moneys recovered under a judgment in the Supreme Court, I do not see why you should ask for one in this case. If you will pay the money I will accept it on the terms of the correspondence, in part payment of the judgment, signed so as to save interest recurring pending the taxation of the costs on the amount of the award.

Yours, &c.,  
JNO. M'LAUGHLIN.

### No. 78.

#### The Crown Solicitor to The Commissioner for Railways.

Sir,

Crown Solicitor's Office, Sydney, 19 January, 1888.

In compliance with your verbal request, I have the honor to return herewith the papers relating to the proposed payment of the amount of the award in the recent arbitration between Messrs. O'Rourke and McSharry and the Commissioner for Railways, which were forwarded to me on 7th instant.

I have, &c.,  
JOHN WILLIAMS,  
Crown Solicitor.

[Enclosures.]

Dear Sir,

Mercantile Mutual Chambers, 118, Pitt-street, Sydney, 5 February, 1888.

Kindly let me know whether you intend to avail yourself of my offer to accept amount of award in McSharry's case, on account, to save interest running on same or not, during to-morrow at latest.

I may say I remained in town during a portion of the vacation expecting you would require my personal receipt, as plaintiffs' attorney, for cheque.

John Williams, Esq., Crown Solicitor.

Yours, &c.,  
JOHN M'LAUGHLIN.

Dear Sir,

Crown Solicitor's Office, Sydney, 8 February, 1888.

In reply to your note of date 5th instant (received this morning), inquiring whether it is intended to accept your offer to accept the amount and interest to date, leaving the question of costs open, I would refer you to my letter of 12th January, in which I intimated that the Commissioner was willing to accept the offer made, upon receiving a release from your client; this you declined to do, but intimated that you were willing to receive it in part payment of the judgment.

I do not at all doubt but that your client would be bound by all your acts in the regular course of practice, but I doubt whether a settlement in the way you propose can be said to be in the regular course of practice.

I understood that the difficulty in dealing with the matter in the way I suggested was that Mr. McSharry had left on a visit to another Colony. I am informed, however, that he is in Sydney at the present time. I

I think the Commissioner will be willing to pay the amount of the award and interest to date upon a voucher for same, signed by Mr. McSharry, with the authority at foot, also so signed, directing the payment to you.

I regret that you should have remained in town during a portion of the vacation expecting that I should require your personal receipt as the plaintiffs' attorney; this was certainly not caused by anything said by me in the matter.

When replying to this letter you may as well return the draft form of release submitted with my letter of 12th January.

Yours, &c.,

JOHN WILLIAMS,  
Crown Solicitor.

John M'Laughlin, Esq., Solicitor, Sydney.

Sir,

Crown Solicitor's Office, Sydney, 9 February, 1888.

I have the honor to inform you that on 16th January I submitted a case for the opinion of the Attorney-General, as to whether, with safety, the amount of the award and interest thereon in the matter of the arbitration, O'Rourke and another v. you, could, in the present position of the action, be paid with safety to Mr. M'Laughlin, the attorney in the case. Upon this the Attorney-General advised, on 6th instant, that Mr. McSharry's consent should be obtained to any payment to Mr. M'Laughlin.

Having received a note from Mr. M'Laughlin in this matter, of date 5th February, and having received Mr. Attorney-General's opinion, I, on 7th instant, wrote to Mr. M'Laughlin a letter, of which I forward a copy herewith, and, in reply, have received a note requesting that a voucher for signature may be sent to him (copy note herewith). I would therefore request that you will be pleased to forward the voucher, with interest calculated to date of payment, to me.

I have, &c.,

JOHN WILLIAMS,  
Crown Solicitor.

The Commissioner for Railways, Sydney.

Forward voucher.—CH. A.G., 10/2/88. Voucher for amount of award, with interest from date of entering judgment, until 15th instant:—Award, £20,433 10s. 11d.; interest, £573 5s. 2d.; total, £21,006 16s. 1d.,—forwarded to Crown Solicitor, 14/2/88.

McSharry and another v. Commissioner for Railways.

Dear Sir,

Mercantile Mutual Chambers, 118, Pitt-street, Sydney, 9 February, 1888.

Replying to yours of yesterday, just received, I shall be obliged if you will kindly send the form of voucher you require Mr. McSharry to sign.

John Williams, Esq., Crown Solicitor, Sydney.

Yours faithfully,

JOHN M'LAUGHLIN.

McSharry and another v. Commissioner.

Sir,

Department of Railways, Sydney, 14 February, 1888.

In compliance with the request contained in your letter of the 9th instant, I have the honor to forward herein for the claimants' signature the voucher for the amount of the award in the valuation with interest added to date.

I have, &c.,

CHAS. A. GOODCHAP,  
Commissioner for Railways.

The Crown Solicitor, Sydney.

Sir,

Crown Solicitor's Office, 16 February, 1888.

I have to acknowledge the receipt (yesterday afternoon) of your letter of date 14th instant, in the case of McSharry v. the Commissioner for Railways, enclosing a voucher for the amount of the award with interest calculated to 15th instant.

Mr. M'Laughlin claims that he is entitled to interest up to the actual receipt of the money, and not of the voucher; it will be as well therefore to state the interest as calculated to 17th, if it can be arranged that the money shall be actually received on that day.

I return the voucher herewith.

I have, &c.,

JOHN WILLIAMS,  
Crown Solicitor.

The Commissioner for Railways, Sydney.

Sir,

Crown Solicitor's Office, Sydney, 23 February, 1888.

With reference to the recent payment of the amount of the award to the plaintiffs in the action, O'Rourke and another v. you, I have the honor to forward herewith, to be kept with the papers, the original memorandum, signed by Mr. McSharry, of the terms upon which the payment was made.

I have, &c.,

JOHN WILLIAMS,  
Crown Solicitor.

The Commissioner for Railways, Sydney.

In the Supreme Court of New South Wales.

Between John O'Rourke and James McSharry, plaintiffs, and the Commissioner for Railways, defendant.

THE amount of the award in this action is twenty thousand four hundred and thirty-three pounds ten shillings and eleven pence, and interest on same from the eleventh day of October last, the date upon which judgment was signed, to the eighteenth day of February instant, amounts to the sum of five hundred and eighty-six pounds thirteen shillings and eleven pence. As the costs have not yet been taxed, and there may be delay in the taxation thereof, it has been arranged between the plaintiffs and the defendant that the amount of the said award, and the interest as above stated, shall be at once paid to the plaintiffs, who will receive same in full and final settlement of the amount payable under the award for the amount awarded and all interest thereon, leaving the question of the costs of the action the sole matter unsettled between the parties in this action.

In witness whereof the said plaintiffs and the said defendant have respectively hereto set their hands this 20th day of February, 1888.

Witness—JNO. McLAUGHLIN.

J. McSHARRY,  
(O'Rourke & McSharry.)

**APPENDIX.**  
**O'ROURKE & M'SHARRY v. THE COMMISSIONER FOR RAILWAYS.**  
**ANALYSIS OF ARBITRATORS' AWARD.**

No. of Item	Description of work.	Amount claimed.	Amount awarded.	Amount concurred with by Government nominee.	Remarks.
		£ s. d.	£ s. d.	£ s. d.	
1	CLAIMS NOS. 1 AND 2. Excavations, cuttings to embankments.....	309 7 6	300 0 0	300 0 0	Plaintiffs admit an overcharge by error of 162 cubic yards, £20 5s., in widening cuttings. The award therefore is £10 17s. 6d. in excess of their claim. They have also awarded payment for 257 cubic yards, £32 2s. 6d.; widening cuttings, 12, 19, and 45, proved to have been executed without order, and necessitated by wrongful disposal; also plaintiffs uncorroborated measurements have been taken as a basis of award, although the Government measurements of disputed cuttings were checked and proved correct by Messrs. Murdoch & Stawell.
2	Excavation, outlet drains to cuttings.....	8 5 4	8 5 4	.....	Price claimed by plaintiffs is 2s. 6d., price of cuttings to embankment, including a lead up to 1 mile. Price paid is 1s. 2d., the Schedule rate for outlets, there being no lead. Claim allowed.
4	Excavation from banks 22, 48, and 49 .....	97 5 4	97 5 4	97 5 4	This work is the excavation of soft-stuff from tops of banks spoiled on the slopes. The price awarded, 2s. 6d., is average price for cuttings with maximum lead of 1 mile. The price paid, 1s. 2d., is price for side cuttings on the ground that there is no Schedule rate, and that the labour involved in this work is much less than that allowed for side cutting.
6	Excavation from road approaches (stations)...	186 0 6	186 0 6	.....	Price claimed by plaintiffs, 2s. 6d., notwithstanding evidence of Messrs. Warren, Kerr, Murdoch, and other witnesses that 2s. was the proper Schedule rate.
7	Stuff weathered off slopes—cuttings .....	1,095 0 0	450 0 0	450 0 0	Part of claim allowed, notwithstanding evidence of District Engineer, corroborated by Mr. Murdoch, that allowance has been fairly made in measurements of cuttings.
8	Filling up bottom culvert No. 2 .....	43 15 0	22 0 0	22 0 0	Half of claim allowed, notwithstanding evidence that work was paid for in measurement of cutting No. 2.
9	Barrowing stuff over 10-foot culvert .....	1,545 5 0	301 0 0	.....	Original account for this work, £301, disallowed by Engineer-in-Chief, has been allowed. It will be observed that although the accounts rendered by the plaintiffs for this work in 1884 they have claimed £1,154 5s. in this action.
10	Barrowing stuff over 8-foot culvert.....	476 12 6	160 0 0	.....	Work not ordered, nor was any claim advanced after completion, in compliance with clauses 103 and 104 of specifications.
23	Diversion of watercourses, inlets and outlets to tank at Young.	414 10 0	200 0 0	200 0 0	Price claimed, 3s. 4d.; price paid, Schedule rate, 1s. 8d.; rate awarded, 2s. 7½d. Evidence proved that this work was ordered and partly paid for, as diversion of watercourses, before special contract for tank was entered into.
42	Forming .....	36 5 0	20 0 0	20 0 0	Forming "not marked on section," as provided for in contract, allowed.
44	Reforming banks .....	4,615 0 0	2,400 0 0	.....	Maintenance provided for in clause 17 of General Conditions. Amount awarded much exceeds the cost of this work, no account of which was ever rendered.
45	Metalling road approaches .....	85 2 6	27 12 6	27 12 6	Plaintiffs' measurements have been allowed. Their excessive price disallowed, because price was settled by letter, Ex. 109.
49, 52	Gravel and earth blinding (stations) .....	567 0 6	280 0 0	.....	Half claim allowed, i.e., 5 inches in depth of blinding has been allowed.
50	Earth blinding (level crossings) .....	41 2 6	20 0 0	.....	Very little blinding done, and that in an unsatisfactory manner. Half claim allowed.
65	Portland cement concrete.....	39 7 1	39 7 1	39 7 1	Price of 6 to 1 concrete allowed, although proportions proved varied from 7:03 to 1 to 7:81 to 1. This, in Government payment, was reduced to proportionate Schedule rates for 6 to 1 and 8 to 1.
66	Extra for not tipping concrete from height ...	33 14 5	33 14 5	.....	Claim of 2s. 6d. a yard for not being allowed to tip concrete from a height allowed, although plaintiffs statement that it was lowered in buckets was proved to be false, and evidence proved that tipping from a height was prejudicial to the work.
70	Concrete round piles, Clarke-street .....	23 8 0	23 8 0	23 8 0	Concrete required to remedy plaintiffs' bad pile-driving allowed.
89	Sills and struts to fence-posts .....	77 18 3	39 0 0	39 0 0	Half claim allowed for sills and struts, notwithstanding that clause 100 of Specification states that they are included in price for fence.
93	Extra cost of long decking .....	171 8 0	100 0 0	100 0 0	Though lengths of decking required for bridge-decking were 11 feet, 16 feet, and a small quantity of 24 feet, 10 per cent. extra awarded. No claim was ever made, in monthly accounts, as required by contract if claim was intended.

No. of Item.	Description of work.	Amount claimed.	Amount awarded.	Amount concurred with by Government nominee	Remarks.
CLAIMS NOS. 1 AND 2—continued.		£ s. d.	£ s. d.	£ s. d.	
101	Extra price for painting .....	234 9 6	80 0 0	80 0 0	Extra price of 2d. per square yard awarded for work complained of by every officer superintending this work.
119	Ballasting station yards, &c. ....	337 17 0	78 0 0	78 0 0	Plaintiffs' measurement, at price allowed by the Department, have been allowed in award.
124	Picket fencing.....	26 15 1	26 15 1	26 15 1	Plaintiffs' measurements have been allowed in award.
126	Erection and removal of 7 wire fence.....	65 10 0	30 0 0	30 0 0	As nothing is credited in award on account of £14 4s. paid in item 127, but included in plaintiffs' item 126, $\frac{2}{3}$ of plaintiffs' claim is awarded, rejecting the Departmental measurements, and accepting that of plaintiffs' witnesses, who were not on the works when the fencing was erected or removed.
128	Old fencing removed .....	110 15 0	10 0 0	10 0 0	Farmers' fences removed in clearing the line, and cost included in that of earthwork.
130, 131	District Engineer's office .....	350 0 0	15 0 0	15 0 0	Extra work value £8 proved.
132	Sinking shafts at bridges.....	27 14 0	27 14 0	27 14 0	Plaintiffs' measurements allowed.
133	Carriage of permanent-way material .....	63 14 0	18 4 0	18 4 0	Railway haulage at 10s. per ton allowed in award.
134	Unloading and stacking ditto .....	11 7 6	6 16 6	6 16 6	2s. 6d. per ton awarded, although 1s. per ton for the same work is awarded in item 143.
135	Floating brick piers with cement .....	40 2 6	20 0 0	20 0 0	Half claim awarded. Government measurements proved by dimensions in written order, Exhibit D 67.
136-7-8	Painting brickwork with cement .....	601 0 0	446 0 0	.....	4s. per square yard awarded, although it is denied in evidence that any order for such work was given, and a dozen witnesses proved that no extra expense was incurred thereby, but that it was a convenience to plaintiffs.
139	Letting go and re-straining wire fence .....	102 0 0	30 0 0	.....	Paid for in item 126.
142	Cutting rails for curves.....	70 0 0	50 0 0	.....	3s. 7d. per rail awarded. Proved that no such payment had ever been made by Department. No claim made in progress accounts.
143	Unloading permanent-way .....	409 10 0	117 0 0	117 0 0	Delivery taken in waggons for plaintiffs' convenience. No objection ever made. Price awarded, 1s. per ton.
144	Cash paid carriage under protest.....	370 10 0	272 15 0	272 15 0	2s. 4d. per ton rebate awarded.
CLAIM No. 3.					
145	Removing telegraph poles .....	0 7 9	0 7 9	0 7 9	Not ordered.
147	Road diversion, cutting 7.....	41 9 11	3 3 9	3 3 9	Day work claimed. Schedule rate, 2s. per cubic yard, paid. 2s. 6d. per cubic yard awarded.
148	Removing boulders at fence line.....	31 1 3	2 6 9	2 6 9	Day work, of which no account was rendered, is claimed. 2s. 6d. per cubic yard paid in cutting measurement. Award apparently on the assumption that only 2s. was allowed.
149	Removing boulders for side drains.....	2 17 7	0 13 6	0 13 6	No such work known to be done nor claimed in final account of September 19, 1885.
150	Filling up old drains at Young .....	2 17 7	2 17 7	2 17 7	Not claimed in progress accounts when alleged to have been done.
151	Filling up water-race.....	0 9 7	0 9 7	0 9 7	Ditto.
152	Laying and breaking road for crossings.....	26 1 8	26 1 8	.....	Day-work price awarded; notwithstanding evidence that it includes all the cost of laying points and crossings, for which payment has been accepted by plaintiffs in measurement.
153	Altering bridge at 247 miles 54 chains at bank .....	35 1 7	22 0 0	22 0 0	Bank improperly altered without instructions, three-fifths of claim awarded.
155	Laying sleepers—cutting 52.....	7 11 2	7 11 2	7 11 2	Plaintiffs' error, 1s. per sleeper for shifting about 10 chains.
156	Filling up diggers' holes, &c. ....	6 6 0	6 6 0	6 6 0	Plaintiffs' account of day of which no details were furnished accepted in award. Government return rejected.
157	Forming Creek-street, Young .....	19 0 0	19 0 0	19 0 0	Ditto.
159	Carting and spreading ballast, Zouch-street.....	3 8 9	1 14 6	1 14 6	Work denied by District Engineer and by Mr. J. G. , who subsequently did it and was paid for it; half claim awarded.
160	Drilling holes in rails.....	22 6 2	11 0 0	.....	Half claim awarded. Evidence proved that this was always included in price for plate-laying and had not been claimed in progress accounts.
161	Making approaches, Booroowa-street.....	62 14 2	20 0 0	.....	Award exceeds plaintiffs' claim, as £46 16s. has already been paid for this work.
163	Putting and ramming earth under goods-shed .....	23 19 1	10 0 0	10 0 0	Extra work of ramming denied by District Engineer, Inspector Leck, and Mr. J. G. Gough in evidence.

No. of Item.	Description of work.	Amount claimed.	Amount awarded.	Amount concurred with by Government nominee.	Remarks.
CLAIM No. 3—continued.		£ s. d.	£ s. d.	£ s. d.	
164	Repairing culverts under bank 15 .....	28 19 4	7 10 0	7 10 0	Provided for by clause 17 of general conditions respecting maintenance of works being contractor's risk.
165	Repairing 10 feet culvert under bank 40 .....	20 0 6	7 10 0	7 10 0	Ditto.
166	Excavation for box drains in banks 41 and 42 and covering same.	22 11 2	22 11 2	22 11 2	£12 15s. omitted by error from certificate No. 32.
169-70	Altering gates, &c., at Young .....	30 10 9	11 0 0	.....	Evidence proved that this alteration was in favour of plaintiffs by saving them gate-posts. Already overpaid by clerical error.
173	Forming approach, Main-street .....	32 18 2	16 0 0	.....	Half claim awarded, notwithstanding evidence that this work was paid for in excavation of tank at Young.
174	Forming approach, Lynch-street.....	34 17 10	15 8 2	.....	Award exceeds claim by £15 18s. Plaintiffs have already been paid £40 5s. 6d. for this work ( <i>vide</i> D 125), and they now claim only £39 15s. 4d., and in their final account of September 19, 1885, they only claimed £30 11s. 4d.
175	Levelling station platform, Currawang .....	7 13 6	3 17 0	3 17 0	Half claim awarded notwithstanding that plaintiffs have already been paid according to Inspector Palmer's return of time, checked with plaintiff's manager, and 20 per cent. added.
176	Clearing out culvert, 247 miles 50 chains.....	0 6 5	0 6 5	0 6 5	Allowed in award.
177	Stacking fence at Engineer's Office .....	3 6 0	3 6 0	3 6 0	do
179	Repairing culverts, banks 1, 2, 4, &c. ....	22 17 10	7 10 0	7 10 0	Provided for by clause 17 of general conditions, respecting maintenance being contractor's risk.
180	Making concrete shutes, Lynch-street .....	10 15 9	10 15 9	10 15 9	Claim awarded notwithstanding evidence that when plaintiffs asked for day work payment for this work they agreed to accept the Inspector's return of same. This, if allowed, with 20 per cent. added, would entitle them to about 13s. ( <i>Vide</i> D 72.)
181	Repairing culverts, Kingsvale to Young .....	15 1 2	7 10 0	7 10 0	Provided for by clause 17 of general conditions respecting maintenance being contractor's risk
183	Cutting overflow between tank and aprons at Young.	10 8 10	6 0 0	.....	Payment proved to have been accepted by plaintiffs in measurement.
184	Excavation for concrete shutes at inlet of tank, Young.	3 14 8	1 0 0	1 0 0	Paid for at Schedule rate.
185	Puddling-drain at tank, Young .....	7 17 3	7 17 3	.....	Puddling ordered to strengthen bank is paid for, £21 1s. 2d. Puddling drain was proved to have been necessitated by damage done to works by plaintiffs in defiance of orders.
187	Concrete in shute, Main-street .....	1 16 9	1 16 9	1 16 9	Claim awarded notwithstanding evidence that when plaintiffs asked for day work payment for this work they agreed to accept the Inspector's return of same. This, if allowed, with 20 per cent. added, would entitle them to about 13s. ( <i>Vide</i> D 72.)
188	Concrete in shute, inlet to tank .....	1 19 5	1 19 5	1 19 5	Paid at schedule rate.
192	Pitching inlet and outlet to tank .....	19 8 2	10 0 0	10 0 0	Pitching inlet has been paid for. Pitching outlet was necessitated by drain cut in defiance of orders.
193	Concrete aprons, overflow to tank .....	9 19 2	6 3 0	6 3 0	This is a repetition of item No. 189. If taken together, and paid for on the basis of the Inspector's return of time, with 20 per cent. added, plaintiffs would be entitled to £13 2s. 1d., or £3 18s. 8d. less than the award.
194	Sheet-piling at 10-feet culvert, at 245 miles 13 chains 15 links.	89 15 9	41 0 0	.....	Paid for at Schedule rates, according to contract.
CLAIM No. 5.					
2	Straightening rails from Narrandera .....	50 0 0	50 0 0	50 0 0	£39 is admitted to be due. It was, however, omitted from Government certificate and plaintiffs' accounts, and was only claimed after the commencement of this action.
4	Extra cost of disposal of earthwork places in embankment beyond what is specified.	9,487 18 3	4,000 0 0	.....	Plaintiffs' claim for 119,000 cubic yards of earthwork run to embankment more than is specified. Their own evidence proved that the total quantity claimed to have been excavated was only 15,431 cubic yards more than the quantity shown on the disposal sheets to go to bank, and Ex. D. 74 proves that 11,233 cubic yards of this was widening of cuttings for station purposes, and that the excess was really only 1,723 cubic yards, and more than four times this quantity was actually spoiled at cutting 11, at King Vale, and between cuttings 38 and 39. The plaintiffs' contention—that although "cutting to embankment" is paid for by the cubic yard, as measured in cutting, the quantity disposed to bank should be estimated by the bulk of bank—is like calling a pint of froth a pint of ale.



No. of Item	Description of work.	Amount claimed.	Amount awarded.	Amount concurred with by Government nominee.	Remarks.
5	CLAIM NO. 5—continued. Extra cost of timber in additional bridge .....	£ s. d. 1,369 10 0	£ s. d. 50 0 0	£ s. d. 50 0 0	Timber-work is proved, by plaintiffs' exhibit No. 233, to have been paying work. The greater portion of extra work was substituted for brickwork, which was not profitable (see Ex. 233), for plaintiffs' convenience; and had such an unreasonable claim been advanced at the time of order the work could profitably have been let to other contractors.
4	CLAIM NO. 6. Loss of profit to plaintiff by withdrawal of West Fork.	193 6 5	75 0 0	.....	Part claim awarded for loss of profit on 25½ chains of plate-laying withdrawn from contract in one place although 2 miles 19 chains were added elsewhere.
1	CLAIM NO. 4. Delay in getting possession of land, and disturbance in possession.	3,337 7 2	10,000 0 0*	.....	Delay acknowledged; no damage proved; but evidence of Messrs. Whitton, Simpson, Warren, Kerr, Murdoch, and plaintiffs' manager, Crosbie, conclusively disproves damage. The enormity of this claim is shown by D 115. Disturbance denied by plaintiffs' manager and station contractor. Damage generally denied and disproved by Ex. D 40, showing length of leads when second mile of permanent-way was supplied, and evidence from witnesses on both sides (Johnson, Walker, &c., for plaintiffs; and Warren, Kerr, Murdoch, &c., for Government) that no extra expense occurred with such leads. Every specific damage, such as loss of interest on sleepers, entirely refuted by evidence. Computed by Mr. Anthony; not proved. Even if due to delays by Government this is included in extra percentage charged to represent "extra cost" on all works. No proof advanced by McSharry's statement.
2	Loss sustained through delay in obtaining permanent-way material provided for in contract; also in making junction with main Southern line.	5,812 10 5			
5	Salaries of professional and clerical staff—September 1, 1884, to September 7, 1883.	2,970 8 4			
6	Interest on moneys unduly withheld by Government.	3,543 11 11			
1	CLAIM NO. 6. Extra cost by reason of Government Engineer's delay in setting out culverts, bridges, and other works; and interference of the Government Engineer in culverts, cuttings, and other earthworks.	16,780 4 0			
2	Increase in wages through delay in completion of works.	937 10 0			
1	CLAIM NO. 7. Interest on moneys expended on contract.....	9,332 0 0	10,000 0 0*	.....	Interest charged on all subsequent payments from December 31st, 1884, without regard to whether the money on which interest is charged was then expended or not.
2	Time and expenses of principals and loss by reason of their being occupied in directing the works of this contract.	3,000 0 0			
3	Depreciation in value of plant, through same lying idle after date on which contract should have been finished.	3,000 0 0			
4	By reason of damage done to permanent-way by floods.	5,000 0 0			
Totals .....		.....	20,433 10 11	2,289 3 7	Several false statements entirely disproved by evidence. See Ex. D 5 respecting culverts.  No proof, except McSharry's statement by Murdoch's evidence proves that such an increase is usual at the latter end of works.  This is interest on claims in litigation. Plaintiffs' default that completion of contract was after date, and evidence proves that they were not prevented from tendering unsuccessfully for other work. No damage proved.  Plaintiffs' default that contract was not finished in time, and no particulars of damage proved.  The £2,400 penalty for not completing in time more than covers all expense of damage done by flood, and the damage here claimed is nearly equal to the entire cost of permanent-way laying.

\* NOTE.—The £10,000 here awarded are not allotted to any particular claims, but it is alleged were put in to make up a sufficient sum to pay the plaintiffs' expenses in this suit.



1889.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## RAILWAYS.

(REPORT OF WILLIAM THOW, M.I.M.E., ON CONDITION OF ROLLING STOCK IN NEW SOUTH WALES.)

*Ordered by the Legislative Assembly to be printed, 30 July, 1889.**[Papers laid upon the Table of the Legislative Assembly in accordance with a promise made by the Colonial Treasurer in answer to Question No. 10, 30th July, 1889.]*

## Memo. by The Railway Commissioners.

Office of the Railway Commissioners of New South Wales, Sydney, 30 July, 1889.

THE Railway Commissioners, on finding that the rolling-stock and locomotives were in a very unsatisfactory condition, and that special steps would have to be taken to bring everything up to a proper standard, and also with the view of economical maintenance in the future, that standard plans for stock of all descriptions would have to be adopted, deemed it advisable to obtain an early and full report on the subject generally, and for this purpose Mr. Thow's services were obtained.

Parliament now having called for this Report the Railway Commissioners send it forward, but consider it desirable to state that some of the recommendations made in the paper have not yet been considered by them.

## The Locomotive Engineer, South Australia, to The Railway Commissioners, Sydney.

Gentlemen,

Athenæum Club, Sydney, 20 March, 1889.

On receipt of your memorandum of instructions, dated January 30th last, I commenced the investigation of the questions therein enumerated, and now beg to submit the following report:—

A preliminary inspection of the Eveleigh workshops and the rolling stock at that time undergoing repair in them was at first made in order that a general idea of the matters to be considered might be obtained, and afterwards I proceeded to examine in detail the performances of your engines when engaged in daily duty over those portions of your railways which are most difficult to work. For this purpose I rode on the footplates of engines, both goods and passenger, from Sydney to the Hawkesbury, Katoomba, Bathurst, Newcastle, Goulburn, Harden, and back to Sydney, on different occasions when they were engaged in hauling the ordinary traffic trains.

I saw the engines working under their ordinary conditions, without any of those preparations or efforts to effect maximum results, which frequently destroy the practical and comparative value of special tests, consequently the conclusions at which I have arrived, based, as they are, on work which your engines are doing daily, would not be materially altered by a long acquaintance with the questions involved. I was not so fortunate, during my inspections, as to see the effect of bad weather on the hauling power of the engines, on the steepest grades, but of course that disturbing cause has been taken into account.

When at Newcastle I paid especial attention to the requirements of the coal traffic in the various yards, and consider there is need for powerful engines to conduct it.

## Condition of Rolling Stock.

During my inspections I examined the state of your rolling stock. I found it to be very far from good, or in an efficient state of repair. The waggon stock is particularly bad. The state of the carriages is not good, and many of the locomotives are very greatly in need of repair. This condition of things is due, in a great measure, to the insufficient accommodation and want of machinery which the Department suffered from prior to the removal of the workshops from Redfern to Eveleigh.

Locomotives

## Locomotives.

As a basis on which to rest the whole question of suitable engines for your circumstances, I asked for and obtained, through your office, the limit of static load per axle for locomotives when working fast trains. The opinion of Mr. Cowdery, Engineer for Existing Lines, is as follows:—

“The static load of 14 tons per axle on a well-balanced locomotive is safe. It would, however, be better to reduce this, so as to keep down cost of maintenance of track, which increases considerably with high speed on account of the dynamic effects of the engines, especially at the rail joints, which are on our roads rather weak. If a greater load per axle is required the existing bar fish-plates should be replaced by angle fish-plates, which would increase the strength of track considerably, and also tend to decrease cost of maintenance.”

Thus 14 tons per axle is the starting point for the question, and it seems to me as great a load as your present track should be called upon to sustain. At some future time the permanent way will be, I expect, strengthened, and able to carry safely heavier loads per axle. This important expectation I have allowed to guide me in coming to a decision as to the types of engines to be recommended.

Your present permanent way is not, I regret to say, in perfect order; the joints are unusually numerous and not strong, and the rails are in many places out of form. As a consequence the engines ride very roughly over portions of the road, especially when running at high speeds, by which their wear and tear is unduly increased. Engines out of order necessarily react on the road, and the maintenance of both engines and road becomes more costly than it would be if the permanent-way was placed in efficient condition. As previously stated my inspections have been made during dry weather, but I can readily understand the accuracy of statements made to me in effect that the condition of the road becomes worse in places during the winter months than even now, and that then engines working over it consequently suffer more.

Taking into consideration the heavy character of the work to be done by your engines, the frequency and sharpness—S chains—of the curves on your lines, the comparatively high speeds at which the quickest of your trains must occasionally run, the limit of load per axle as above expressed, and the prospect of your having an improved permanent way at no very distant day, I have arrived at the general conclusion that your lines and traffic require six-wheels coupled engines for goods trains, and that for express passenger trains it is not advisable to employ engines with more than four-coupled wheels.

At the present time it is manifest that the four-wheels coupled engines in your service have got as much work to do as they are fit for, and yet the prospect of increasing express traffic must not be lost sight of. The expected strengthening of the permanent-way will permit, when it takes place, enlarged four-wheels coupled engines to be used. In the meantime it is possible to obtain engines of greater power than those at present in use, and up to the limit which the accepted load of 14 tons per axle imposes.

I am led to this general conclusion mainly on the ground of cost of working. It may seem a platitude to assert that engines with only two wheels coupled work with much less friction than those which have four coupled to the cylinders, or that those with four have much greater freedom in action than others which have six or eight wheels coupled, but I find a great disposition in your service to employ engines with six and eight wheels coupled for duties which can be much more economically executed by simpler machines. The internal friction of locomotives at work rapidly increases with the number of wheels coupled. This is the case even on straight lines, but on curved roads, like many of those in this Colony, the proportion of power thus wasted is greatly increased. Recognizing this fact, it is usual for engineers, when obliged by circumstances, to adopt locomotives with numerous coupled wheels to make every effort to minimize the length of the “rigid” or coupled wheel-base, but here I find it is thought a matter of small importance to couple six wheels together in a rigid base of 15 feet to work over S-chain curves in great numbers. So important is the shortness of “rigid” wheel-base generally considered where curved lines have to be worked that expedients such as flangeless tyres are adopted, and in other cases the coupled wheels are crowded together under the boiler-barrel to the sacrifice of steadiness rather than prolong the wheel-base when rigid.

I am aware it may be contended in support of an opposite view that there are engines on your lines which have six wheels coupled in conjunction with a 15-foot rigid wheel base, and that such engines exhibit no undue wear of tyre-flange, although they are working round the 8-chain curves on the mountain section; but if that be a fact, it does not, in my opinion, prove the non-existence of severe friction and waste of power in such machines; it merely shows that the friction and strains induced find other outlets than through the tyre-flanges. That the friction exists, and that it is measurable by the reduced useful work done per pound of fuel consumed by such engines, and by the cost of their repairs, as compared with such costs and useful duty of other engines which have shorter wheel-bases, cannot be doubted. The Locomotive Department does not possess amongst its useful appliances a steam indicator, nor have any diagrams been taken from the cylinders of its engines to show the power exerted in them, as contrasted with the useful effect on the trains hauled. Had such data been at hand, or time at my disposal to secure it, the greater waste of power in the form of friction and loss, per pound of fuel consumed, would be demonstrated by the diagrams for the long wheel-base engines, when working up grade and round sharp curves.

The aim of successful locomotive working, anywhere, must be to haul 100 tons over 1 mile at the least possible cost, therefore the minimization of internal friction in engines is a very important matter. It means economy of fuel and less expenditure for repairs, and these increments of daily saving, multiplied by the year's operations in so large a concern as yours, represent so important a sum as to deserve attention even here, although coal is cheap.

The question of speed has also a direct influence on this matter, hence it is more necessary to limit the number of coupled wheels in engines for quick passenger traffic than in those for slower speeds or goods traffic.

While on this subject of economy in working, I will mention another disposition in the practice of your Locomotive Department which I am not able to endorse, viz., the employment of steel fire-box plates, and steel or iron tubes. The experience which I have had of such materials during the last six and

a half years, which were supplied in sixteen engines by a first class American firm, has proved absolutely their great inferiority for economic purposes as compared with copper plates and brass tubes in the construction of locomotive boilers. And it has been as thoroughly proved that the substitution of copper plates and brass tubes in the same boilers has made them very much better steam producers, thereby increasing the practical power of the engines, enabling them to do more work. I strongly recommend the abandonment of steel for such purposes.

### Types of Locomotives.

Having shown the basis of the recommendations to be made, I will now refer to the various types of engines in your service.

As to what constitutes a type may be matter for expression of opinion. If each difference in main dimensions amongst rolling stock creates a type, then you have forty-two types of locomotives on your system, but for every practical purpose the classification shown on the published Table No. 3, dated January 6th, 1888, and signed "W. Scott," is useful. By it the locomotive stock is divided into twenty-eight distinct types, and each placed under a distinguishing class number, with their leading dimensions, particulars, and descriptions added.

It will be convenient to refer to that table in connection with this portion of my report.

- (a) I recommend that the following classes be abandoned without delay, broken up or sold:—1<sup>N</sup>, 5, 6<sup>N</sup>, 10, 13, 20<sup>N</sup>, and 23<sup>N</sup>, on account of their age, their unsuitability, or the smallness of the numbers in the classes they represent. There are fifteen engines in all.
- (b) That the following classes be not repeated, and that as little money be spent in repairing them as possible; that they be allowed to wear themselves out, along with any stores belonging to them in stock, of a special character, then abandoned, altered, or sold, as opportunity arises:—14, 23, 29, 36, 60, 67, 105, 127, 131, 285, 294, and 304 classes, numbering eighty-seven engines in all.
- (c) In addition to the above, it is suggested that the following classes also be not repeated, but that they be altered into more useful engines, in a manner to be described below, viz., classes 17, 48, 79, 351, and 373, of which there are one hundred and thirty-two engines in all.
- (d) Thus there remain classes 93, 153, 205, and 255, or one hundred and ninety-five engines, which I consider may be continued as adopted types, if found necessary, or repeated, either in their present proportions or slightly modified, so as to meet, in the best way, the features of your lines and growing traffic. The modifications suggested will be described.

Before proceeding to detail the alterations to the existing engines referred to above in Clauses *c* and *d*, which appear to me advisable, I beg to mention that in almost all your engines there is, in my opinion, a serious deficiency of heating surface with which to work economically in the matter of fuel consumption. In proof of this opinion I find that your engines are working with very contracted blast orifices; in some cases they are extremely small, showing that their boilers require to be forced. I have therefore to recommend, that in the renewal of boilers for engines belonging to the classes mentioned in above clauses *c* and *d*, or in the designs for any new engines, efforts be made to give greater heating surfaces in proportion to their tractive forces. This can be done in most cases by using tubes  $1\frac{1}{2}$  inches instead of 2 inches external diameter, and by pitching them correspondingly close. The boiler barrels, generally speaking, are sufficiently large to do so. The same effort should be made in cases where the renewal of both tube-plates is contemplated. I am convinced considerable economy will result therefrom. It seems convenient for you to purchase coal which is not of the best quality, hence, much more liberal heating surfaces are required for boilers using it than necessary, when they are fed with the best steam coal only. It should be borne in mind, that because an engine gets sufficient steam to move along, and does not stick on the track for want of it, that is no proof that the engine has economically speaking sufficient heating surface. An engine may burn twice over her economic allowance.

The alterations which I have to suggest for the engines mentioned in clause *c* are as follows:—

That the 34 engines in classes 17 and 48, or as many of them as may be thought necessary—17 class being the best first to operate on—be converted into tank engines for the Newcastle coal traffic. That they be supplied with side tanks, to hold 1,500 gallons or more, in conjunction with a combined coal-bunker and tank of convenient size behind the firebox. That the main frames be extended backwards to carry this tank and coal-bunker, and to admit of a four-wheeled swing-link bogie, pinned under the driver's footplate. That the main frames be also extended forwards to admit a two-wheeled swing-link pony truck (American type) in front of the cylinders. This arrangement will give the engines all the requisite adhesive weight to balance the effort of their cylinders, as well as guidance, great steadiness on the road, and flexibility on your sharpest curves. When new boilers are given to them, the heating surface for 17 class should be (say) 1,400 square feet in a strongly built boiler to work at a pressure of 140 lb. per square inch; and for 48 class the heating surface should be (say) 1,500 square feet in a less strongly built boiler, to work at a pressure of 120 lb. per square inch.

The alterations which I recommend for the suburban tank engines of 351 class is to remove their existing cylinders, which are 15 inches in diameter, and substitute for them cylinders of 16 inches diameter. The existing heating surface, although small, will sustain this alteration. These engines are not well proportioned, but the change proposed will make them much more suitable for their work than they are at present.

With regard to the engines of 373 class, known as the "Vulcan"—a type which has been more or less criticised—

I recommend that their cylinders, which are 19 inches in diameter, be removed, and cylinders of 18 inches diameter substituted. An anxiety to provide sufficient power for your growing traffic has over  
cylindere

cylindered these engines. The heating surface of their boilers and the weight available for adhesion, are nearly correct for cylinders of 18 diameter by 26 inches stroke. I anticipate that the alteration proposed—if it is carefully carried out—will make much more useful machines of them than they are at present. In designing the new cylinders great care should be exercised to give the exhaust passages ample area and easy direction. The existing exhaust passages are cramped and crooked, and must throttle, to a very considerable extent, the escape of the exhaust steam. The construction of the slide valves and valve spindles is not good. I recommend the adoption of the ordinary design of valve buckle, with arrangement of steam chest to permit of easy removal. More efficient means of firmly bracing the main frames together, in the neighbourhood of the cylinders, should be devised, so as to resist effectually the bending effort of the cylinders. The springs under the engines are approximately 30 per cent. too strong, and should be proportioned to the loads imposed on them.

The faulty construction of these engines illustrates very fairly the unfortunate consequences which purchasers must expect to suffer by placing their orders in the hands of builders who are not the best and most experienced, unless complete drawings and specifications are supplied from which they cannot depart.

With regard to the engines mentioned in clause *d*, I recommend as follows:—

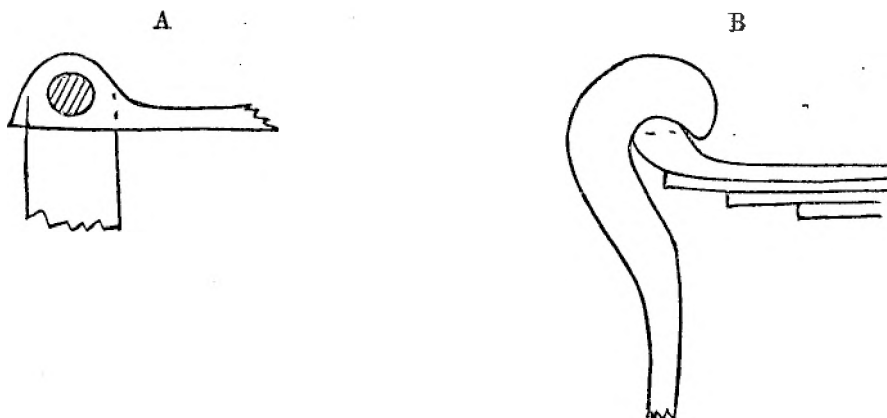
Class 93, of which there are seventy-two in your service, is one of the best designed and proportioned engines in it. The only alteration I have to suggest affects the heating surface. When new boilers are required for these engines, or if any new engines of the same type are ordered, it will improve the adhesive weight of the engine—which is scarcely sufficient—if the boilers are made heavier and suitable for a working pressure of 140 lb. to the square inch, and if the heating surface is increased to, say, 1,430 square feet. This surface can be obtained by using, say, 200 tubes  $1\frac{1}{2}$  inches outside diameter, without enlarging the diameter of the existing boiler barrel.

Class 158, of which there are six in the service, is, I think, your best suburban engine. Its cylinders, wheels, and boiler are in fair proportion, but the weight on the coupled wheels is excessive, and has been complained of as too severe on the permanent-way.

This defect could be cured by extending the main frames backwards, so as to carry a combined tank and coal bunker, and permit the addition of a single swing link pony truck (American type) behind the coupled wheels. I do not urge this alteration as an absolute necessity, but merely as the best remedy for the complaints above alluded to.

Class 205.—There are seventy engines in it, known as the English Mogul Goods. They are employed largely on the Mountain Section, and generally where heavy work is done. They are very good, well-built engines, but I consider them deficient in heating surface. They would work much more economically with enlarged boilers, and by the additional weight thus imposed on their coupled wheels, their present tendency to slip, in wet weather, would be advantageously reduced. When new boilers are required for these engines, the heating surface should be increased, if possible, to 1,450 or more square feet, with 140 lb. per square inch as a working pressure. The weight for adhesion should be increased from the present 36 tons to 39 or 40 tons. It is complained of these engines that their valves have too much lead, but that defect, where it exists, is easily and inexpensively remedied by reducing the angular advance of the eccentrics.

It is also said, that the coupled springs cant over. This defect can also be remedied, at a very moderate cost, by substituting for the present top plate ends, and links (which are arranged as shown at A—with pins through the links and plate) solid ends and claw links, to embrace the whole width of the top plate (see B.) The leverage given by the wide claw will prevent canting.



Should it be decided to obtain more of these engines, I suggest that the pony truck in the new ones be made with a much shorter radial arm, and of the swing-link pattern. For your ordinary heavy goods traffic I doubt if any better engine, when altered as above indicated, can be obtained.

Class 255 contains forty-seven engines. All have inside cylinders and four coupled wheels, which are 6 ft. 1 in. diameter. Forty-one of these engines have cylinders 18 in.  $\times$  26 in., and the remaining six, which are the oldest, have cylinders 17 in.  $\times$  26 in. The last seventeen engines of this type supplied have Joy's patent valve motion, and these are, I think, the most useful of the class. Thus there are, strictly speaking, three types in this class, and made by different firms.

I hold the opinion that coupled wheels so large as these (73 inches) are not advisable for your lines, and will therefore recommend for your express traffic a similar engine with smaller wheels, larger boiler, and consequently increased power.

I have now to deal with that part of my instructions which requires me to report upon the types of engines to be adopted in the future for the following services, viz. :—

- 1st. Express passenger.
- 2nd. Heavy mail and express stock trains.
- 3rd. Tank, suburban engine.
- 4th. Ordinary goods engine.
- 5th. Heavy coal and shunting engine.

This part of the inquiry has been, according to instructions given, considered in conjunction with Mr. Midelton and Mr. Neale. I am not able to endorse the views held by the former gentleman as to the best engines, taking your circumstances fully into account, for any of these services. And, in consequence of Mr. Neale having arrived so very recently in the Colony, he has not had sufficient time to make himself acquainted with the requirements of the service, or the duties to be performed by such engines. Although glad to discuss the points involved, and have the benefit of Messrs. Midelton and Neale's views thereon, I am only able to place before you the following recommendations as results personally arrived at, after a patient and critical study of the whole question.

*First.*—With regard to an express engine. As previously stated, a four-wheels-coupled engine is in my opinion, better suited for the speeds and conditions of your service than a six-wheels-coupled machine. And having regard to the limitation of load per axle by your engineer, viz., 14 tons, the weight for adhesion in engines with four coupled wheels becomes 28 tons. The question to be dealt with therefore is, the best means under your circumstances of utilizing that amount of adhesive weight.

As already stated, you have in the Joy's motion express engines of 255 Class excellent machines, and I think it wise to so modify them as to secure duplication of their parts as far as possible, and at the same time take full advantage of the limit of weight per axle.

The sooner a stronger permanent way allows the introduction of machines of greater weight and power the easier it will be to conduct satisfactorily a growing traffic, but in the meantime the power of the Joy's motion engines can be increased in any repetition of the design, by reducing the diameter of the coupled wheels to 5 ft. 6½ in., and by enlarging the boiler so as to contain at least 1,300 square feet of heating surface. The additional weight obtainable from an enlarged boiler is required to increase the total adhesive weight of the engine from 25¼ tons to 27½ or 28 tons.

This proposed engine would have a power about 10 per cent. in excess of your present express locomotive. It would climb the grades with greater ease, and run down them with sufficient freedom. But the great advantage to be obtained is that this new engine would duplicate with existing engines of 255 Class so far as concerns cylinders, pistons, valve motion, connecting and coupling rods, axles, axle-boxes, bogie, brake-gearing, main framing, and many other important and unimportant details. Even the tyres for the coupled wheels should be made duplicates of those used for the Vulcan engines, Class 373. Thus I do not suggest a new type for express passenger work at present.

*Second.*—For the heavy mail and fast stock service I recommend a new engine, built on lines very similar to those of 205 Class. This engine to have cylinders 19 inches diameter by 26 inches stroke, with six coupled wheels 4 feet 6 inches diameter, and arranged in a rigid wheel base of 11 or 11½ feet. The front end to be carried on a single-wheeled swing-link pony truck (American type). A large strong boiler will be required for this engine, in order that it may work with economy. It should be pressed to 140 lb. per square inch working pressure, and have a heating surface of about 1,550 square feet—*more, if convenient*. The total load arranged for adhesion should be at least 40 tons. These engines would exert the same power, practically, as your present goods engines of 205 Class; but they would be more lively, and freer to run at speeds required for heavy mail and stock trains, in consequence of their enlarged wheels. Many of the details used in 205 Class can be employed in these new engines, if makers are so instructed.

*Third.*—Respecting a suburban tank engine. Your suburban traffic has become sufficiently heavy to require either more powerful engines to deal with it, or the alternative of shorter and more frequent trains. If the latter method of meeting the case is possible, I recommend that your present engine—Class 158—be repeated, with the addition of a swing-link single pony truck behind, in order to remove the objection felt by the Permanent Way Branch to the loads per coupled axle imposed by this engine on the track. The strengthening of the track would of course make the pony truck less requisite, but I think in any case for engines which run in both directions a flexible guiding wheel is an excellent provision. On the other hand, if it is not possible, with the limited number of lines between Sydney and Homebush, to run shorter trains, then a more powerful and active suburban engine is a necessity. This can be provided in two ways, according to the increased power required. A four-wheels-coupled engine similar in design to 158 Class, and having about 13 per cent. more power, can be arranged within the limit of load per axle. It would have cylinders 17 inches diameter. The wheels, tyres, axles, axle-boxes, and minor details to be duplicates of 158 Class, but the front bogie should, if convenient, be made of the swing-link type, and a single pony truck placed under the coal-bunker. The boiler of this engine should have 1,100 square feet of heating surface, and the load resting on the rails from the coupled wheels should be about 27½ tons. If 13 per cent. of increase in power is not sufficient to meet future requirements, then engines having six wheels coupled must be adopted, so as to keep within the limit of load per axle, and good tank engines with larger cylinders can be readily arranged. In that case I recommend inside cylinders 18 in. x 24 in., with six coupled wheels 4 feet 6 inches in diameter. These wheels to be arranged under the boiler barrel in a rigid base not more than 11½ feet long. A single swing link pony truck to be arranged in front of the cylinders, and a four-wheeled swing link bogie behind the fire-box. This machine will exert 40 per cent. more power than your present suburban engines of 158 class, it will be more lively in action with heavy loads, and easy on the road. The boiler should contain about 1,350 square feet of heating surface, and the

the adhesive weight from the coupled wheels should be 33 tons. The tank capacity may be 1,200 or 1,500 gallons, with a corresponding coal space. The grate area should be  $17\frac{1}{2}$  or 18 square feet.

*Fourth.*—For ordinary goods service I recommend repetition of 205 class, but modified (so as better to meet your circumstances), as described on page 3, viz.:—Enlarged boiler, a swing link American pony truck instead of the present truck, and slight alterations in the spring links and position of eccentrics.

*Fifth.*—For heavy coal and shunting purposes I have already recommended (see page 3) the conversion of classes 17 and 48, in order to remove them from the list of comparatively useless into that of more useful engines. If, however, it is not convenient to effect this change, and new engines be preferred, then I recommend that engines which shall duplicate, in all essentials, with your existing 93 class be obtained, but arranged as side tank engines with bogies at ends, in a manner similar to that described for 17 and 48 class on page 3, and also for the new suburban tank engine recommended above. As before stated, the engines of class 93 have done, and are doing, excellent service, and to repeat them in this modified form of tank engines, will, I feel assured, give satisfaction. Their boilers should contain 1,430 square feet of heating surface, and the incline of the cylinders, which is at present 1 in  $9\frac{1}{2}$ , should be increased to 1 in  $8\frac{1}{2}$ , to permit of removing the front leading axle 12 inches or so nearer to the driving axle, thus shortening the rigid wheel base to 10 ft. 3 in. or thereabouts, but chiefly in order to get sufficient weight on the wheels of the front pony.

### Generally.

In arranging the single wheeled pony trucks recommended, special care should be taken to adjust their radial arms in length, so that in moving round curves of 8 chains radius, the flange of the pony wheel will run against the inner rail of the curve, and travel parallel with it, not in an angular direction to it.

*Tenders.*—I recommend that they be made no bigger than the distance of your suitable water supplies necessitate, so that the force of the engines which should be devoted to hauling paying loads is not absorbed in dragging greater quantities of water after them than absolutely required. And further, that the tenders be carried on three axles, two of which may be arranged, if necessary, in a bogie behind. This makes a very good arrangement, and gives all the flexibility to tenders which your sharpest curves can require.

This review of your existing locomotives, and my recommendations for future types may be thus summarized:—

- A—That 15 engines be broken up or sold at once.
- B—That 87 engines be allowed to wear themselves out or sold.
- C—That 132 engines be altered into more useful machines, but not repeated.
- D—That 195 engines contained in classes 93, 158, 205, and 255, be adopted as standard machines, and slightly modified as opportunity occurs.
- E—That the future express engine be 255 class, modified.
- F—That the future mail and express stock engine be a new type similar to class 205.
- G—That the future tank suburban engine be either a new and more powerful type, or 158 class, modified.
- H—That the future ordinary goods engine be 205 class, modified.
- J—That the future heavy coal and shunting engine be either the existing 17 and 48 classes, converted into tank engines, or 93 class repeated as a tank engine.

### Carriages—ordinary.

Exclusive of the state, dining, sleeping carriages, and composite brake vans, there are 580 ordinary passenger vehicles in the service, and they consist of twenty-two different types, thus divided:—

Second class, 7 types	...	...	...	...	...	...	290	vehicles.
First " 9	"	"	"	"	"	"	157	"
Composites, 6	"	"	"	"	"	"	133	"

The different types of each division are as follows:—

#### *Second Class.*

- A—43 old open, 3rd class, converted.
- B—156 ordinary short 4-wheeled.
- C—7 six-wheeled radial.
- D—37 American 8-wheeled Bogie.
- E—17 original Redfern "
- F—27 improved " "
- G—3 Cleminson altered 8-wheeled Bogie.

#### *First Class.*

- H—30 ordinary short 4-wheeled.
- J—6 Redfern "
- K—6 eight-wheeled radial "
- L—15 6-wheeled "
- M—4 saloon 8-wheeled Bogie.
- N—37 American 8-wheeled Bogie.
- O—31 original Redfern 8-wheeled Bogie.
- P—25 improved " "
- Q—3 Cleminson altered " "

*Composites*



*Composites.*

r	—46 ordinary short 4-wheeled.
s	—18 six-wheeled radial.
r	—8 Ashbury 12-wheeled Bogie.
u	—25 American 8 " "
v	—12 original Redfern wheeled Bogie.
w	—24 improved " "

Respecting the above stock, I recommend that the 43 old open converted "thirds," classified A, be condemned at once as quite unfit for passenger use, removed out of service, broken up or sold.

That the 163 "seconds," classified B, C, the 55 "firsts," classified H, K, L, M, and the 64 "composites" classified E and S, be also condemned, on account of their ages, costliness of maintenance, the extreme shortness of their compartments, lowness of roofs, and general discomfort. That they be removed out of service, broken up or otherwise disposed of, so soon as new vehicles of improved types can be substituted. It is thus proposed to remove as early as convenient 325 vehicles from the service.

The remaining carriages are 84 "seconds," classified D, E, F, G; 102 "firsts," classified J, N, O, P, Q; and 69 "composites," classified R, U, V, and W, or a total in all of 255 vehicles. These carriages are the best of the stock now under consideration, and the only portion of it worth spending money upon for maintenance. Even some of them afford extremely poor accommodation.

I am moreover of opinion that none of the types herein recommended for maintenance should be repeated, and suggest that your future carriage stock be built from designs differing widely from the existing types, so as to give reasonable accommodation and comfort to travellers.

I am conscious that the above recommendations necessarily involve a very large expenditure, but I think it is quite time that the line of action which the Carriage Branch is to follow in the future be chosen and undeviatingly worked to, so that the much more costly practice of patching up time after time comparatively worthless stock—which can never give satisfaction—may be discontinued.

*Mail Vans.*

The stock of mail or post office vans consists of 24 vehicles, and although plain and simple in their fittings, they appear to me to be sufficiently suitable to be repeated if necessary.

*Passenger Brakes.*

There are 166 passenger brake-vans in the service, and with few exceptions they are built as composites for second-class passenger accommodation. These vehicles constitute six distinct types, as follows:—

- (a) 2 eight-wheeled bogie, mail and brake.
- (b) 30 do do second and brake.
- (c) 93 six-wheeled rigid, do
- (d) 17 new four-wheeled rigid, do
- (e) 12 old do do do
- (f) 12 eight-wheeled radial.

The two combined mail and brake vans classified (a) are good useful vans for the Melbourne express and mail traffic. The 30 long and 110 short composite second-class and brake, classified (b), (c), (d), are suitable for the mountain and suburban work. These five types, or any of them, may, in my opinion, be repeated when it becomes necessary to increase this section of the stock. The remaining types, classified (e) and (f), should be abandoned as early as convenient. The twelve old four-wheeled vans especially are not worth further expense to maintain.

*Sleeping-cars.*

There are seventeen sleeping-cars, and they form two classes. Nos. 8 and 9 differ from the others. They were imported from America five years ago, and are of the class known in the States as drawing-room cars. They are carried on six-wheeled bogies instead of four, are more commodious than those of the ordinary type, but their weight is correspondingly greater. They accommodate twenty passengers, and weigh per passenger when empty nearly 26½ cwt. The other fifteen cars carry the same number, and although not so convenient, they weigh per passenger about 18 cwt., a difference of about 47 per cent. of dead weight per fare. This matter is so important, where heavy inclines are worked, as to deserve keen attention when designing future cars. The original sleepers imported from America ten and twelve years ago are still in much better order than the others subsequently constructed in the Colony to the same design. This result is important, and is greatly due to the inferiority and unseasoned condition of the timber used in the colonial cars as compared with the American vehicles.

*Miscellaneous Stock.*

There are 275 miscellaneous vehicles classed amongst the passenger stock, viz. :—

- 152 horse-boxes,
- 73 carriage-trucks,
- 7 prison-vans,
- 31 workmen's vans, and
- 12 hearses.

These vehicles are of the usual designs, some of them in need of repair, but fairly well built and suitable for repetition (so far as the bodies are concerned) when more of them are required, but they should have iron or steel under-frames.

The State carriages, of which there are two, and one dining-car, are vehicles for special and not for public service; for that reason I do not think they come within the limits of my inquiry at this stage.

Merchandise

### Merchandise Stock.

There are 8,940 vehicles for merchandise traffic in this service.

Neglecting variations of minor importance (although very numerous) in their dimensions and styles of construction, and arranging them in accordance with the main features by which they are recognized in the service, I find there are twenty-three distinct types.

The bulk of the waggon stock is already classified under the distinguishing letters A, B, C, D, E, F, G, H, and I. Each letter represents a type differing widely in style and purpose from the others, but these and the other types, which constitute the whole stock, contain many varieties not described or noticed in the books of the Department. It would be a very protracted task to ascertain the extent and nature of such variations, and I do not think it essential to this inquiry, beyond pointing out the importance of uniformity, since each variation imposes a tax on the economic working of the whole.

The different types are as follows:—

A—236 shallow waggons, 6" curb.
B—232 deep do 30" sides.
C—404 covered vans, various.
D—5,505 medium and deep waggons.
E—370 swing bolster timber trucks.
F—11 long Cleminson waggons, shallow.
G—354 eight-wheeled bogie waggons.
H—201 dump-cars.
I—93 "Brown's" waggons.
J—300 ballast waggons, Cowdery coupling.
K—60 travelling water-tanks, various.
L—46 powder-vans, various.
M—461 sheep-vans, ordinary.
N—2 do special bogie.
O—418 cattle-vans, ordinary.
P—1 do special bogie.
Q—48 dead-meat vans, various.
R—15 combination trucks.
S—7 accident vans.
T—2 ten-ton accident cranes.
U—1 travelling gas-supply van.
V—1 do do reservoir.
W—172 goods brake-vans.

The condition of the merchandise stock on your lines, with the exception of the special vehicles classified s, t, u, v, and w, is, for the greater part, almost as bad as it is possible for rolling stock to be in, and I am not able to recommend you to continue the repetition of the present designs in any case.

This unsatisfactory result has been mainly brought about by using timbers insufficiently seasoned or affected by dry rot, in these vehicles, and also to some extent through the want of paint after manufacture. The camber or hogging of the under-frames is a very common feature, and in some instances most marked, reaching as much as 3¼ inches in short 15-foot waggons, a consequence of the above defects.

The cause for unseasoned timber in these vehicles is probably due to the following:—First, the Department itself has never kept any stock of timber seasoned and ready for use; and secondly, orders for new vehicles in the past have been given spasmodically, and to the lowest tenderers, without consideration as to whether they were possessed of a sufficient stock of seasoned timber to carry out the work properly. These remarks apply with equal force to the timbers in some of your carriages.

To avoid repetition of these results in the future, I recommend the employment of iron or steel, instead of timber, in the under-frames of all your passenger and merchandise stock, and also the adding of a sufficient quantity of suitable timber to the materials kept in store, in order that it may season; and to avoid perpetuation of the almost endless varieties now existing amongst the carriages and waggons on your lines, I suggest that new designs should be made for vehicles of the future, and rigidly followed, as standard types.

I enclose herewith three tracings showing an 8-tons open waggon, a carriage under-frame, and a carriage bogie, built of iron bars, and adopted as standards for the 5' 3" gauge of the South Australian Railways. They give satisfaction, and I think the arrangements observed to secure lightness and strength worth attention.

The following is my valuation of your existing engines, carriages, waggons, and other vehicles, for passenger and goods traffic on the railways:—

429 Locomotives ... ..	£736,750
1,065 Passenger vehicles ... ..	335,780
8,940 Merchandise do ... ..	700,150
Total ... ..	£1,822,680*

Although the matters dealt with in the above report are presented in a condensed form, I believe that features of moment have not been overlooked in arriving at the opinions expressed. Upon so wide a question further time might be occupied by a more exhaustive investigation of details than I have been able to undertake within the period at disposal, but I feel assured extended inquiry would lead practically to the same conclusions.

Workshops.

\* The valuation as per the Report of the Commissioner for Railways for 1887 is £3,256,421.

### Workshops.

I examined the machinery in the workshops at Sydney, Newcastle, Bathurst, Penrith and Goulburn. I do not consider it in excess of your requirements, although, so far as that for metal working is concerned, it is quite sufficient for many years to come. There is, however, a deficiency of woodworking machinery, and a few additions, not many, may be required to that section.

I recommend a reduction in the number of machines which exist at present in the steam sheds at Penrith, Bathurst, and Goulburn; that they be transferred to Eveleigh where they can be put to more constant and profitable use, and that the heavy repairs to engines be discontinued at such stations. This will result in economy.

The workshops at Newcastle are very far from convenient. They are numerous, small, disjointed buildings, difficult to work without an undue expenditure of engine and boiler power.

The Eveleigh shops, in the main, are suitable, although it is to be regretted that plans were not adopted to avoid the introduction of internal traversers with their deep inconvenient pits; especially in the carriage and waggon works. Such expedients are only justified where areas available for shops are limited, or so shaped as to render their employment desirable. Overhead cranes without traversers and without the sacrifice of the valuable shop-room which they necessitate, answer every purpose where they are properly arranged, so as to permit of engines and carriages being lifted bodily, both ends at once, instead of, as at Eveleigh, only one end at a time.

Other departures from modern practice and best arrangements, in the Eveleigh works, might be mentioned, but as they cannot be remedied now, it is sufficient to point out that they entail some delay and expense in the execution of work not felt in well arranged establishments.

### Timber Drying-sheds.

I have considered this question, and recommend that an open shed, say, 200 feet long by 65 feet wide be erected where shown on the attached plan, viz., between the carriage-shops and the stores-sheds at Eveleigh. If so placed it can be conveniently approached either by road or rail. It has been suggested for this purpose to utilize the existing retaining wall which is built at *a a* on plan, below the public street, but for timber sheds solid walls are unsuitable, they prevent the free circulation of air, and so interfere with the seasoning of the timber, and beside this objection there will be less risk of accidental fire, if the shed is placed at the distance suggested from the public street.

### Axle-boxes.

Samples of the numerous and various patterns of carriage and waggon axle-boxes have been examined. I do not consider any of them good enough for oil-boxes on your stock. They are poor in design for the most part; but the principal cause of so much oil being wasted is want of efficient fitting between the pieces of the boxes. The joint between the top and bottom parts of an oil-box should be a machine fit; here they are rough surfaces, as they came from the moulding shop.

I enclose a tracing of a carriage and waggon axle-box which I have found to give excellent results in South Australia. It is a little expensive to manufacture as compared with those in use here, but it very soon pays for its cost by economy in consumption of oil and maintenance.

### Brown's Waggon.

I am of opinion that the plan which is illustrated by the altered underframe, No. 39, Class I, exhibited in the new paint shop at Eveleigh for strengthening these vehicles so as to permit the attachment of side buffers and the ordinary system of draw gear will be found efficient as an alteration.

The cost of such work, for materials and labour, will probably amount to £20 or £22 per vehicle, if so much of the existing drawbars is utilized as may be possible.

Very little aid is obtainable in this case from machine labour, hence its costliness.

### Cowdery Coupling.

I have examined many waggons fitted with this apparatus, and conclude it is not an appliance of sufficient merit to warrant adoption on your railways. As a means for coupling vehicles together it is less reliable and much more expensive to make and to maintain than the ordinary hook and chain, and, as a means for the prevention of accidents to employes, it is too uncertain and imperfect in its action to secure that end.

I find it has been removed from about 130 waggons of the original 400 to which it was applied, and consigned as useless to the scrap heap. I concur in the opinion which led to this action, namely, that expediency and safe working demand its entire removal at an early date from the remainder of the vehicles to which it is attached.

### Tram Cars.

My recommendations on this subject were forwarded to you on the 2nd instant.

I have the honor to be,  
Gentlemen,

Your most obedient servant,

WILLIAM THOW, M.I.M.E.,  
Locomotive Engineer, South Australian Railways.

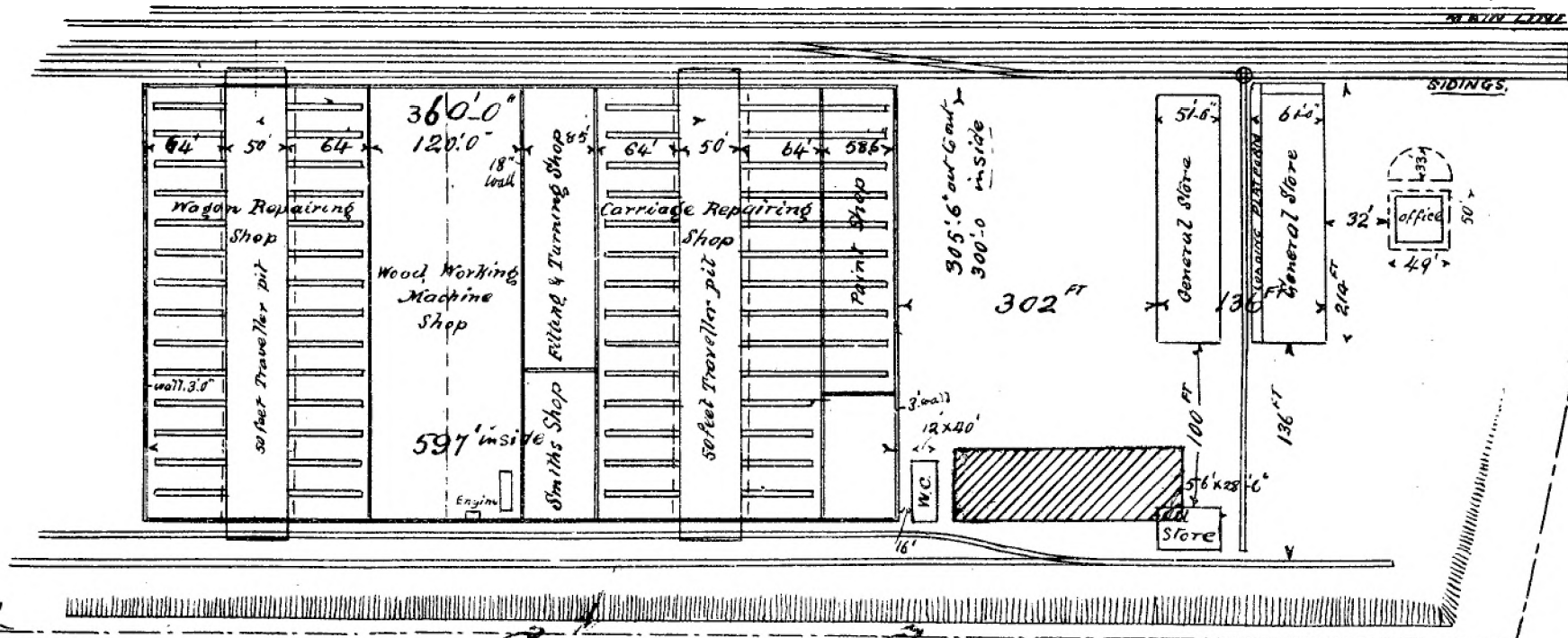
[One plan.]



PLAN of CARRIAGE & WAGON SHOPS

&

RAILWAY STORES EVELEIGH



Scale 1/4" = 1 foot

(Sig 504-)

PHOTO-LITHOGRAPHED AT THE GOVT. PRINTING OFFICE,  
SYDNEY, NEW SOUTH WALES

1889.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

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RAILWAYS.

(REPORT OF MR. J. ANGUS, C.E., ON THE CONDITION OF PERMANENT-WAY AND WORKS.)

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*Ordered by the Legislative Assembly to be printed, 13 August, 1889.*

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Sydney, 29th April, 1889.

NEW SOUTH WALES RAILWAYS.

REPORT on the condition of Permanent Way and Works, more especially the portions laid with iron rails.

Gentlemen,

In accordance with your instructions I beg to inform you that I have examined the following lines:—

**Sydney to Granville Junction**—Length, double line, 12 miles 15 chains; 1 mile 5 chains of four lines of rails.

*Rails.*—This line was originally laid with 75-lb. double-headed iron rails.

It has been relaid with steel rails, with the exception of 3 miles 23 chains 93 links.

From the various dates on the steel rails I find they commenced to exchange iron rails for steel in 1880.

It would have been advisable to entirely relay these portions with new sleepers, chairs, and other materials instead of exchanging rails only.

It is a bad system to turn new steel into old chairs and sleepers, except in such places as through stations, where owing to breaks the sleepers and chairs will wear out two or more sets of steel rails.

Irrespective of the principle being bad, it is not economical maintenance, as running lines, especially passenger lines, require good second hand sleepers putting in. The present system requires new ones to be used; a better system would be to relay as much road per annum as would provide materials for repairs. By doing this the lines would be kept in a high class state. Materials are ordered to relay the down line with bull-headed steel rails and 40-lb. chairs.

*Sleepers.*—The sleepers on this length are better than on other sections, and have been well looked after. There are about 3,000 defective ones in the road, but I should estimate that 2,000 of those would be suitable for repairs.

*Ballast.*—Very inferior quality.

*Fencing.*—The fencing is in a defective state, and about 6 miles requires renewing.

*Bridges.*—In fair order. Ironwork to be painted.

*Level and Oct. Gates.*—In fair order.

*Stations.*—Buildings in fair order, except small repairs and painting. Sanitary arrangements bad.

*Loading Gauges* require adjusting.

*Materials in Stock.*—Sleepers, nil; 20 iron rails, 38 steel rails; fish-plate bolts and spikes, nil.

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**Main Line—Granville Junction to Picton**—Double line for 60 chains, single line for 39 miles.

*Rails.*—The portion of double line, from 13 miles 20 chains to 14 miles, is laid with double-headed iron and steel. The single line, from 14 miles to 53 miles, is principally iron, but steel rails have been turned into the old chairs and sleepers for a length of 12 miles 37 chains. There is also a length of 440 yards at 21 miles 43 chains laid with re-rolled iron rails, dated 1885. The steel rails are double-headed, and the dates vary from 1881 to 1887. The plan of turning new rails into old chairs and sleepers is unadvisable.

*Sleepers.*—The sleepers, although chair-worn, are in fairly good condition. It will, however, require about 6,000 new sleepers for repairs.

*Relaying.*—The iron rails are in fair condition for their age, but to provide second-hand rails and other material for repairs, I would advise 4 miles per annum of relaying to be executed.

*Ballast.*—Inferior in quality, and should be renewed.

*Fencing.*—One half requires renewing, as the bulk of the posts are rotten.

*Bridges.*—In fair order.

*Level and Occt. Gates.*—In fair order.

*Stations.*—In fair order (except in sanitary arrangements).

*Loading Gauges.*—Require repairs and adjusting.

*Materials in hand for repairs.*—Sleepers, nil; steel rails, nil; iron rails, 200. A few small materials in hand, but insufficient for repairs.

**Main Line—Granville Junction to Springwood—Length, 21 miles 20 chains double; 13 miles 41 chains single—Total length, 34 miles 60 chains.**

*Rails.*—The down line was laid with double-headed iron rails, and T faced rails over bridges. But a large number of steel rails of a similar section have been turned in for a length of 18 miles 77 chains 41 links.

The up line was laid with T iron rails, but steel and hydra rails have been exchanged for a length of 17 miles 75 chains, hydra rails and steel sleepers being laid for 1 mile 65 chains 19 links.

The iron rails, although not worn out, are becoming defective, and I would advise 5 miles of the worst portion to be relaid at once, which will provide materials for repairs.

*Hydra rails.*—This class of road should be taken out at once. It is bad in every respect.

*Sleepers.*—A large quantity are defective and I estimate that 6,000 sleepers will be required to exchange them.

*Ballast.*—Inferior quality, requires renewing.

*Fencing.*—10 per cent. requires renewing.

*Bridges.*—Generally in fair order.

*Stations.*—In fair order (some slight repairs required and sanitary arrangements improved).

*Level and Occt. Gates.*—In fair condition.

*Loading Gauges.*—Require repairs and adjusting.

*Material in hand for repairs.*—Nil; short in every respect.

**Eveleigh Junction to Kiama—Length, 60 miles 50 chains single line; double, 8 miles 15 chains—Total length, 68 miles 65 chains.**

*Rails.*—In fair order.

*Sleepers.*—In fair order, 1,000 required.

*Ballast.*—Inferior in quality.

*Fencing.*—In fair order.

*Bridges.*—In fair order.

*Level and Occt. Gates.*—In fair order.

*Materials in hand for repairs.*—No sleepers; a few rails in stock; small materials, nil.

**Main Line—Picton to Goulburn—Length, 81 miles 20 chains.**

*Rails.*—This portion of line is laid with 70-lb. T-headed iron rails; but I find that in course of repairs steel rails of a similar section have been used.

These rails have not been laid down in continuous lengths, but mixed with the iron—a very bad system, and should not be allowed.

The rails are showing hard wear, especially in the cuttings, where, owing to insufficient ballast under the sleepers, I found many crushed rails.

This section is not in good condition as regards labour.

It will be necessary to relay this line at the rate of 6 miles per annum in order to put the road in satisfactory condition, and to provide materials for repairs.

*Sleepers.*—Large number bad; 12,000 required for renewals, unless the specified quantity of relaying is executed at an early date.

*Ballast.*—Inferior quality.

*Fencing.*—25 per cent. requires renewing.

*Bridges.*—In fair order.

*Level and Occt. Gates.*—In fair order.

*Stations.*—Generally in fair order (some require painting and slight repairs).

*Loading Gauges.*—Require repairs and adjusting.

*Materials in Stock.*—Sleepers, 20; steel rails, 15; iron rails, nil; small materials, nil.

**Main Line—Goulburn to Bowring—Length, 3 miles 36 chains double line; 56 miles 44 chains single—Total length, 60 miles.**

*Rails.*—This division is laid with 70 lb. T-headed iron rails, mixed with steel rails, which have been turned in during repairs, not in continuous lengths; but wherever an iron rail was found defective a steel rail has been put in.

I estimate that 5 miles per annum be relaid to put the road in a satisfactory condition and to provide materials for repairs.

*Sleepers.*—10,000 sleepers are required for repairs.

*Ballast.*—Inferior quality.

*Fencing.*—25 per cent. requires renewing.

*Bridges.*

*Bridges.*—In fair condition.

*Level and Occt. Gates.*—In fair order (except slight repairs and painting).

*Loading Gauges.*—Require adjusting.

*Materials in Stock.*—All kinds, short, barely sufficient for repairs.

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### Main Line—Bowning to Cootamundra—Length, 59 miles.

*Rails.*—Similar rails are used here as on the last section, but the bad system of mixing steel rails with iron is in operation generally.

The rails show the same wear as on the previous lengths, and it will be necessary to relay 4 miles to provide repair materials and put the line in satisfactory condition.

*Sleepers.*—A large number are defective, and 10,000 are required for repairs.

*Ballast.*—Inferior quality.

*Fencing.*—15 per cent. requires renewing.

*Bridges.*—In fair order.

*Level and Occt. Gates.*—In fair order.

*Loading Gauges.*—Require adjusting.

*Stations.*—In fair order (slight repairs required).

*Materials in hand.*—Short.

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### Cootamundra to Wagga Wagga—Length, 56 miles.

*Rails.*—The rails on this section are similar to the preceding lengths, and it will be advisable to relay 5 miles, which will improve the road and provide materials for repairs.

*Sleepers.*—10 per cent. require renewing.

*Ballast.*—Slightly better in quality.

*Fencing.*—15 to 20 per cent. requires renewal.

*Bridges.*—In fair order, with the exception of a long timber-tresselled bridge at Wagga Wagga. This bridge shows signs of lateral weakness, and considerable repairs are done annually. The question of renewal in iron should be considered as the value of labour doing continual repairs is not economical maintenance.

*Level and Occt. Gates.*—In fair order.

*Stations.*—In fair order (except a few slight repairs).

*Loading Gauges.*—Require general inspection and adjustment.

*Materials.*—Short.

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### Main Line—Wagga Wagga to Albury—Length of Line, 77 miles.

*Rails.*—This road is laid with T steel, and is in good order. The workmanship especially from 5 miles south of Wagga Wagga to Albury being very good.

*Ballast.*—The ballast is superior in quality to the other portions of the line. The broken stone being of a harder nature, mixed with clean gravel.

*Sleepers.*—In fair condition, but I should estimate that 1,800 are required for repairs.

*Fencing.*—The fencing generally is good, but it will be necessary to order one mile for repairs.

*Bridges.*—In fair order.

*Gates.*—In fair order.

*Stations.*—In fair order.

*Loading Gauges.*—Require adjustment.

*Materials in Stock.*—Fish-plate, bolts, and sleepers short.

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### Cowra Branch—From Blayney Junction to Cowra—Length, 46 miles 28 chains.

*Rails.*—This section is laid with T steel, which are in good condition. The workmanship is, however, faulty in places.

*Sleepers.*—In fair order.

*Ballast.*—Fairly good.

*Fencing.*—Requires repairs and renewals.

*Bridges.*—In fair order.

*Gates.*—In fair order.

*Loading Gauges.*—Require adjustment.

*Stations.*—In fair order.

*Materials in Stock.*—All materials short.

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### Cowra Branch—From Cowra to Demondrille Junction—Length, 63 miles 52 chains.

*Rails.*—The rails are steel and good throughout.

*Sleepers.*—In fair order.

*Fencing.*—In fair order.

*Bridges.*—In fair order.

*Gates.*—In fair order.

*Stations.*—In fair order.

*Loading Gauges.*—Require adjusting.

*Materials in Stock.*—No sleepers; other materials sufficient.



**Main Line—From Springwood to Locksley—Length, 4 miles 51 chains double line, 77 miles 69 chains single line—Total length, 82 miles 40 chains.**

*Rails.*—This length is laid with D-headed iron and steel—iron, 63 miles 77 chains; steel, 18 miles 43 chains. There are many bad iron rails, and I estimate that 6 miles of relaying with steel should be carried out as early as possible.

*Sleepers.*—The sleepers are in bad condition, and from detailed information it will require 16,000 sleepers to put the road in a satisfactory state.

*Ballast.*—Fairly good.

*Fencing.*—2½ miles required for renewals.

*Bridges.*—In fair order.

*Stations.*—In fair order, except slight repairs.

*Level and Occt. Gates.*—In fair order.

*Loading Gauges.*—Require repairs and adjusting.

*Materials in Stock.*—Sleepers, nil; barely sufficient rails and small materials.

**Main Line—From Locksley to Blayney Junction—Length, 42 miles 40 chains.**

*Rails.*—This road is laid with D-headed and T-faced iron rails—double-headed, 14 miles; T-faced, 28 miles 40 chains. From the quantity of defective rails found in the road, I estimate that 3 miles should be relaid, to provide rails for repairs.

*Sleepers.*—A large number are bad, and I estimate that it will take 9,000 sleepers to replace defective ones.

*Ballast.*—Fairly good.

*Fencing.*—In bad condition—7¾ miles require renewing.

*Bridges.*—In fair order.

*Loading Gauges.*—Require adjustment.

*Stations.*—In fair order, except slight repairs and sanitation.

*Materials.*—Generally short.

**Main Line—From Blayney Junction to Mumbil—Length, 61 miles.**

*Rails.*—This section is laid with T-faced iron rails, and from the number found defective it will be necessary to relay 1½ miles.

*Sleepers.*—It will be necessary to provide 15,000 sleepers for repairs, as there is quite this number bad in the road.

*Ballast.*—Fairly good.

*Fencing.*—3½ miles of fencing required.

*Bridges.*—In fair order.

*Level and Occt. Gates.*—In fair order.

*Loading Gauges.*—Repairs and adjustment.

*Stations.*—In fair order.

*Materials in hand for repairs.*—Nil.

**Main Line—From Mumbil to Trangie—Length, 87 miles.**

*Rails.*—This road is laid with single-faced iron rails. They are wearing very well, but it will be necessary to provide materials for repairs by relaying 1½ miles.

*Sleepers.*—5,000 sleepers required for repairs.

*Fencing.*—½ mile new fencing required.

*Stations.*—In fair order, except slight repairs.

*Bridges.*—In fair order.

*Level and Occt. Gates.*—In fair order.

*Loading Gauges.*—Require adjustment.

*Materials in Stock.*—Not sufficient for repairs.

**Mudgee Branch—Length, 85 miles 32 chains.**

*Rails.*—In fair order; 1 mile of relaying should be done, to provide repair rails.

*Sleepers.*—5,000 required for repairs.

*Ballast.*—Fair quality.

*Fencing.*—¾ mile required for repairs.

*Bridges.*—In fair order.

*Gates.*—In fair order.

*Stations.*—In fair order, except slight repairs.

*Loading Gauges.*—Require adjustment.

*Materials in hand for repairs.*—Short.

**Main Line—Mullet Creek to Hamilton—Length, 60 miles.**

*Rails.*—This line is laid with T-faced steel rails, 58 miles being steel. The rails are in fair condition. I would advise 1 mile to be taken up and relaid, and provide rails for repairs.

*Sleepers.*—In fair order.

*Ballast.*—Inferior in quality.

*Fencing.*—2 miles require renewing.

*Bridges.*—In fair order.

*Level and Occt. Gates.*—In fair order.

*Stations.*—In fair order (slight repairs required).

*Loading Gauges.*—Require adjusting.

*Materials for repairs.*—Short.

### Main Line—From Newcastle to 32 miles.

*Rails.*—This road is laid with 75 lb. D-headed iron rails, and is a double line for a length of 20 miles. It is an old road, and many of the rails require renewing. From the quantity found defective, I estimate that 5 miles should be relaid.

*Sleepers.*—A large quantity of the sleepers require renewing, and it will be necessary to provide 10,000 for repairs.

*Ballast.*—Bad quality, and should be renewed.

*Fencing.*—A considerable length of fencing requires renewing, from 5 to 20 miles being required. The fences are as bad as it is possible for them to be.

*Level and Occt. Gates.*—In fair order.

*Loading Gauges.*—Require adjustment.

*Stations.*—In fair order.

### Main Line—From 32 miles to 108 miles, between Bránxton and Blandford.

*Rails.*—This portion of the line is laid with D-headed iron rails, and has been partly repaired with steel. The rails generally are in fair condition. I would, however, advise 2½ miles to be relaid to provide materials for repairs.

*Sleepers.*—A very large number are bad, and 10,000 are required for immediate use.

*Fencing.*—Four miles required to make good defective fencing.

*Ballast.*—Bad.

*Bridges.*—In fair order.

*Level and Occt. Gates.*—Require repairs.

*Stations.*—In fair order, except a few minor repairs. Sanitary arrangements bad.

*Loading Gauges.*—Require adjustment.

*Materials in Stock.*—100 steel rails, 200 new sleepers; small materials short.

### Main Line—From 108 miles to 154 miles 40 chains, between Blandford and Werris Creek—Length, 46 miles 40 chains.

*Rails.*—This section is laid with D-headed iron rails for 5 miles, 38½ miles being single-faced iron rails, and 3¼ miles single-faced steel. The rails are fairly good, but I would advise 1 mile to be relaid, to provide materials for repairs.

*Sleepers.*—10,000 sleepers are wanted for repairs.

*Fencing.*—3 miles require renewals.

*Ballast.*—Fairly good.

*Bridges.*—In fair order.

*Level and Occt. Gates.*—In fair order.

*Stations.*—In fair order.

*Loading Gauges.*—Require adjusting.

*Materials in Stock.*—All materials short except rails.

### Main Line—From Werris Creek to Uralla—Length, 90 miles.

*Rails.*—This section is laid with iron T-faced rails from Werris Creek to Tamworth, a distance of 29 miles. They are fairly good rails, but I would advise 1 mile to be relaid, to provide repair materials. The remaining 61 miles are single-faced T steel rails.

*Sleepers.*—7,000 sleepers will be required for repairs.

*Ballast.*—Fairly good.

*Fencing.*—25 per cent. of the fencing between Werris Creek and Tamworth require renewing; 3 per cent. in the 62 miles.

*Bridges.*—In fair order. Slight repairs required.

*Stations.*—In fair order—except slight repairs.

*Loading Gauges.*—Require adjusting.

*Materials in Stock.*—Iron rails, 40; steel rails, 70; sleepers, nil; small materials, nil.

### Main Line—From Uralla to Queensland Border—Length, 147 miles.

*Rails.*—This section is laid with T-faced steel rails. They are in good condition.

*Sleepers.*—11,000 sleepers are required for repairs.

*Ballast.*—Fairly good.

*Fencing.*—2½ miles require renewing.

*Bridges.*—In fair order.

*Level and Occt. Gates.*—In fair order.

*Loading Gauges.*—Require adjusting.

*Materials in Stock.*—Sufficient at present.

### From Werris Creek to Narrabri—Length, 96 miles.

*Rails.*—The portion of line between Werris Creek and Gunnedah is laid with T-faced iron rails for a length of 41 miles.

These rails are wearing fairly well, but I would advise 1 mile to be relaid to produce rails for repairs.

*Sleepers.*—9,500 sleepers will be required for repairs.

*Ballast.*—Fairly good.

*Fencing.*—2 miles of new fence required.

*Stations.*—In fair order.

*Bridges.*

*Bridges.*—In fair order.  
*Gates.*—In fair order.  
*Loading Gauges.*—Require adjusting.  
*Materials in stock.*—Ample.

#### Maitland to Morpeth—Length, 4 miles.

*Rails.*—The rails on this branch are in good condition.  
*Sleepers.*—2,000 are required for repairs.  
*Fencing.*—2 miles required for repairs.  
*Ballast.*—Bad.  
*Bridges.*—In fair order.  
*Gates.*—In fair order.  
*Stations.*—In fair order; slight repairs required.  
*Loading Gauges.*—Require adjusting.  
*Materials in Stock.*—Nil.

#### Newcastle—Bullock Island Branch—Length, $1\frac{3}{4}$ miles.

*Rails.*—These roads are laid with D-headed steel, and is a double line; rails are fairly good.  
*Sleepers.*—In fair order; 500 required for repairs.  
*Ballast.*—Bad.  
*Loading Gauges.*—Require adjusting.  
*Fencing.*— $1\frac{1}{2}$  miles required for repairs.  
*Materials in Stock for Repairs.*—Short.

#### Cooma Branch.

The sleepers on this line require attention, and I would advise 9,000 to be provided for repairs.

STATEMENT showing Relaying, Resleeping, and Fencing required to be taken in hand at once.

Between Stations.	Relaying.	Resleeping.	Fencing.
	miles.	No.	miles.
Between Sydney and Granville Junction	13 $\frac{1}{4}$	2,000	6
Between Granville Junction and Picton	4	6,000	20
Granville to Springwood	6 $\frac{3}{4}$	6,000	6
Eveleigh to Kiama	...	1,000	...
Picton to Goulburn	6	12,000	20
Goulburn to Bowning	5	10,000	15
Bowning to Cootamundra	4	10,000	12
Cootamundra to Wagga	5	4,500	13
Wagga to Albury	...	1,800	1
Springwood to Locksley	6	16,000	2 $\frac{1}{2}$
Locksley to Blayney Junction	3	9,000	7 $\frac{3}{4}$
Blayney Junction to Mumbil	1 $\frac{1}{2}$	15,000	3 $\frac{1}{2}$
Mumbil to Trangie	1 $\frac{1}{2}$	5,000	1 $\frac{1}{2}$
Mudgee Branch	.....	5,000	0 $\frac{3}{4}$
Mullet Creek to Hamilton	1	.....	2
Newcastle to 32 miles	5	10,000	20
From 32 miles to 108 miles	2 $\frac{1}{2}$	10,000	4
From 108 miles to 154 miles	1	10,000	3
Werris Creek to Uralla	1	7,000	14
Uralla to Queensland Border	1	11,000	2 $\frac{1}{2}$
Werris Creek to Narrabri	.....	9,500	2
Maitland to Morpeth	.....	2,000	2
Bullock Island	.....	500	1 $\frac{1}{2}$
Cooma Branch	.....	9,000	.....
<b>Total</b>	<b>67<math>\frac{1}{2}</math></b>	<b>171,300</b>	<b>160</b>

#### SUMMARY of Report on condition of Permanent-way.

THE general condition of the lines is fairly good in respect to labour, but where the old iron exists a large number of rails will require exchanging or relaying. The rails between Picton and Bowning are the worst. On some lengths the gangers have made the most of the materials and ballast.

The ballast generally is very inferior in quality, being too large, and useless for men to repair their roads to the best advantage, irrespective of the size, there is an insufficient depth below the sleepers, causing the road to run hard, especially in cuttings, and the rails to become crushed some years before their time.

The sleepers should be all ironbark; and no other class should be allowed.

In laying down new flat-bottomed steel rails, I would advise their being secured to the sleepers with fang bolts, in lieu of screws and dogs. This would prevent the sleepers from becoming rail-worn and makes a more secure road.

The

The fang bolts would pass through the bottom flange of rail, and prevent the rails from creeping on the gradients to the extent which they do at present. I found some of the joints 12 inches out of square, in consequence of the rails not being more securely fastened to the sleepers.

*Fencing.*—A very large quantity is required for renewals, and it would be advisable to consider the best standard for adoption. I am of opinion that a wire fence with seven wires, three or more of them barbed, and the posts not more than 6 feet apart, would make a strong useful fence. At the present time the posts are about 8 feet 6 inches apart, which allows the wires to become too elastic.

*Bridges.*—Are generally in fair order; but no extensive renewal of wooden bridges should be executed without submitting the cost to the Commissioners, and in the case of the Wagga Wagga bridge this should be done at once. Special attention should also be given to painting, no ironwork being allowed to oxidise. Some parts of a bridge are more subject than others to oxidise, and these parts should be painted over when found necessary.

*Level and Occt. Gates.*—The platelayers should report on their condition monthly, after careful examination, to see that they are in working order, as I have known cases of cattle being killed, and the owner or occupier of the land stating in Court that it was owing to the gate or gates not being in working order. By the gangers giving a certificate on a certain date, it shows that they are giving the matter attention.

*Stations.*—Are generally in fair order, but there are many small repairs noticeable, which, if carefully supervised, should not exist. The sanitary arrangements are not good, especially in the gentlemen's portion, and some other scheme should be devised to do away with the obnoxious smells. I would also advise more light and ventilation to be given for the ladies' w.c., as in many cases the seats cannot be seen; the latter, in consequence, are in a dirty state.

*Loading Gauges.*—These appear to be of little use, as in many cases they are tied up or defective. When questions are asked why they are tied up, you are told because the carriage or van roofs have been made higher. The engineers, knowing this, should have taken the matter up, as the present arrangement is useless, no standard gauges existing.

*Mile and Gradient Posts.*—I would strongly advise standard posts being erected, as it is impossible to make a detailed report on permanent way unless you can measure at once from a grade or mile post. In many cases, when the mileage has been painted on the fence-rail, it has either been destroyed by fire or decayed.

*Inspection of Line by Inspector.*—The engineers should know that these men walk over their respective lengths once per month or so, as they cannot examine their road by riding over. There are many small defects which an inspector could point out to the gangers, and if repaired at once, a great saving in labour results.

*Platelayers' Gauges.*—No inspection takes place in respect of testing these gauges, and no two are alike. The inspectors should have standard gauges, and frequently test them, giving a certificate to the engineer once in six months that he has done so.

*Defective Crossings.*—A large number of these crossings require replacing, owing to the crossing points having worn down, allowing the wing rails to cut, and causing the carriage tyres to receive a blow or severe shock in passing over.

*Inspection of Rule-books.*—There is no inspection. On inquiring from the inspector, he informs you that the men were provided with books, but he cannot say if they have them now. This shows that no examination of the gangers takes place as to whether they understand the rules laid down for their guidance. In a number of cases the gangers cannot read or write. All those cases should be reported to the Commissioners, as it is a serious matter.

The gangers should also be provided with time-books, of a type to be sanctioned—no proper system of keeping time appears to exist.

In the workshops no system is in operation for arriving at cost of the various works executed either for repairs or other purposes. This is not on account of staff, as there is no lack of men.

I remain, Gentlemen,

Your obedient Servant,

J. ANGUS,

M. Inst. C.E.

To the Railway Commissioners.



1889.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

**RAILWAYS.**

(REPORT OF MR. R. PRICE-WILLIAMS, C.E., ON THE CONDITION OF ROLLING-STOCK AND THE PERMANENT WAY.)

*Ordered by the Legislative Assembly to be printed, 31 July, 1889.*

[Laid upon the Table of the Assembly, in accordance with the Colonial Treasurer's promise on 30th July, 1889.]

**Memo. by The Railway Commissioners.**

Office of the Railway Commissioners of New South Wales, Sydney, 31 July, 1889.

THE Railway Commissioners having found, from Mr. Thow's Report on Rolling-stock, that the conclusions they had arrived at as to the condition of the property were fully confirmed, and as the amount of money involved was so great, when they learnt that so eminent an authority on rolling-stock and permanent-way as Mr. R. Price-Williams, M. Inst. C.E., and late Member of the Council M.E., was in the Colonies, decided to obtain his services to investigate the subject further, feeling that Parliament would probably require the strongest evidence to justify so large a money vote being granted as would be necessary to place our railways on a proper footing.

It may be mentioned that when the Home Government contemplated the purchase of the Irish railways, and appointed a Royal Commission to report on the same, that the Commission engaged, as chief engineer, Mr. R. Price-Williams to value for them the rolling-stock, permanent-way, and works of the whole of the systems.

Mr. R. Price-Williams is also the author of a paper on the Permanent-way of Railways, for which he was awarded, by the Council of the Institution of Civil Engineers, the premier Telford Medal and Premium. Also, a paper on the Maintenance and Renewal of Rolling-stock, for which he was awarded, by the same Institution, the Gold Watt Medal and Telford Premium. Both these works are now recognized as standard authorities on these subjects.

E. M. G. EDDY,  
Chief Commissioner.  
W. M. FEHON,  
Commissioner.  
CHARLES OLIVER,  
Commissioner.

The Chairman, Railway Commissioners, to R. Price-Williams, Esq., C.E.

My dear Sir,

Department of Railways, Sydney, 30 July, 1889.

It is intended by the Minister to lay on the Table of the House a copy of your report to the Commissioners upon the railway property, and as you will not be so universally known in this country as you are at Home, I should feel obliged if you will favour me with a copy of the letter from Sir James N. Douglass, F.R.S., &c., which you referred to when we were speaking together recently.

Faithfully yours,  
E. M. G. EDDY.

R. Price-Williams, Esq., C.E., to The Chairman, Railway Commissioners.

My dear Sir,

Union Club, Sydney, 30 July, 1889.

I am much obliged to you for your letter of this date, and for your suggestion that I should furnish you with a copy of the letter of introduction my friend Sir James Douglass recently gave me to His Excellency Sir Robert Hamilton, the Governor of Tasmania, which I have the pleasure to enclose.

I should state that Sir James Douglass, F.R.S., is the engineer to the Trinity House, and a leading member of the Council of the Institution of Civil Engineers.

Yours faithfully,  
R. PRICE-WILLIAMS.

[Enclosure.]

My dear Sir Robert,

Trinity House, London, 20 March, 1889.

I beg to introduce to you my old friend and schoolfellow, R. Price-Williams, M. Inst. C.E., &c., who is on a visit to Tasmania in connection with the railways of the country.

Mr. Price-Williams is probably the greatest living authority on railways in all the branches of construction, rolling-stock, and maintenance; therefore you will, I am sure, be glad to make his acquaintance, and more especially when I assure you that no member of the Institution of Civil Engineers is more highly esteemed by his professional brethren.

With kind regards,

I am, &c.,  
JAS. N. DOUGLASS.

Sir R. Geo. C. Hamilton, K.C.B., &c.

## Report by R. Price-Williams, Esq., C.E., to The Railway Commissioners.

Sydney, 29 July, 1889.

To the Commissioners for Railways of New South Wales, Sydney,—

Gentlemen,

I have devoted the last seven weeks to a careful examination of the rolling stock, permanent way, and works of the New South Wales Railways, but I should have liked, before reporting to you upon the subject, to have extended my investigations, and to have worked out in greater detail the results I have arrived at, but I am so impressed with the exceeding gravity of the present condition of matters that I have decided to lose no time in furnishing you with this Report.

I should at once state that I find the locomotive, carriage, and waggon stock generally in a deplorable condition.

## Locomotive Stock.

Of the 429 engines at present working the traffic—for the most part constructed by leading locomotive builders—five have been on the line for the long periods of 33 and 32 years; twenty-nine for periods varying from 22 to 26 years, the mean life of the thirty-four engines being over 25 years; thirty-four others have been at work for periods between 15 and 20 years, nineteen (or more than half of them) being between 18 and 19 years old.

Further, there are 100 engines (or nearly a fourth of the whole stock) whose ages vary from 10 to 14 years; altogether, as will be seen from the following statement, there are at present 168 engines (or considerably more than one-third of the entire stock) whose mean age is exactly 15½ years, while the age of fifty-six others verges upon 10 years—the life-span, so far as regards the period of renewals, of a modern locomotive; the average age of the entire stock being 9½ years.

TABLE A.—Statement of Age of Locomotives.

Mean Age.	Date.	Age in years and Number.				Number.	Total.	Per centage on entire stock.
		Age.	No.	Age.	No.			
25·06...	1856 and 1857 .....	33	2	32	3	5	34	7·93
	1863 „ 1864 .....	26	3	25	5	8		
	1865 „ 1866 .....	24	11	23	3	14		
	1867 .....	22	7	.....	.....	7		
						34		
17·09...	1870 and 1871 .....	19	10	18	9	19	34	7·93
	1872 „ 1873 .....	17	1	16	2	3		
	1874 .....	15	12	.....	.....	12		
						34		
11·71...	1875 and 1876 .....	14	18	3	1	19	100	23·31
	1877 „ 1878 .....	12	39	11	18	57		
	1879 .....	10	24	.....	.....	24		
15·50						100	100	
6·80...	1880 and 1881 .....	9	35	8	21	56	166	38·69
	1882 „ 1883 .....	7	35	6	26	61		
	1884 .....	5	49	.....	.....	49		
						166		
3·25	1885 and 1886 .....	4	55	3	19	74	95	22·14
	1887 .....	2	21	.....	.....	21		
						95		
9·42	Total number of Engines on 31 May, 1889 .....					429	429	100·00

In order to ascertain the amount of work done by these engines, which, perhaps, is the best test of the life value of the stock, a statement of the train mileage run by each engine has, at my request, been obtained from the published reports, a summary of which accompanies this paper. (Table No. 4.) From

a reference to it it will be seen that engine No. 391, which has been thirty-three years at work, has since 1862† run upwards of 609,000 miles, while engine No. 26, put on the line in 1866—ten years later—has very nearly reached the same great mileage. There are at present six locomotives whose mileage varies from 512,000 to 560,000 miles. Altogether the number of engines which have run between 400,000 and 500,000 miles is twenty-seven.

The mileage of fifty-one engines ranges between 306,000 and 398,000 miles—twenty-two having been put on the line so late as 1877, 1878, and 1879, the mileage of one of them (No. 416) having averaged as much as 32,000 miles annually—while 58 engines have already attained a mileage exceeding 200,000. Altogether 135 engines have run over 250,000 miles.

TABLE B.—Summary of table No. 4, Appendix.

Per centage of entire stock.	Number.	Mileages run since 1862 by Engines now in use.	
31.47	135	1 engine .....	609,141 miles.
		6 engines .....	From 511,706 to 561,153 miles.
		27 " .....	411,931 to 498,655 "
		51 " .....	300,095 to 398,194 "
		50 " .....	250,285 to 299,422 "
		58 " .....	200,844 to 248,591 "
13.52	58	58 " .....	151,004 to 199,611 "
17.95	77	77 " .....	Under 150,000 miles.
37.06	159	159 " .....	
100.00	429	429 engines.	

In order to fully realise the significance of these figures, it is necessary to remember that, in the case of a well maintained locomotive stock, 200,000 train miles\* is considered, in England, to be the limit which an engine should be allowed to run before all the principal parts subject to wear and tear have been entirely replaced, such for instance as the tubes, crank, axles, tyres, boiler, axle-boxes, &c., &c. In fact in many cases it is found preferable to construct an entirely new engine, taking credit for the scrap value of the old one, which, if not broken up, is employed for shunting or other minor duties.

\* Vide Molesworth, "Life of Rolling Stock."

I find that only sixteen engines have been renewed since 1855. The first renewal occurred in 1872, when the total stock was 67 engines; in 1877, four engines were renewed, the stock having in the meantime more than doubled. In the following year two more engines were renewed, the total number of engines in that year (1879) being 177. If, in this period of ten years, the stock had been properly maintained, nearly the whole of these 177 engines, many of which at that time were upwards of fourteen years old, and had been,—as the mileage statement shews,—so severely worked, ought by this time to have been renewed.

Table No. 1, Appendix.

All, in fact, that has been done in addition to these few renewals, has been the replacement of 46 new boilers‡ and some crank axles. Most of the engines I had the opportunity of examining, have evidently undergone nothing but ordinary repairs, with occasional replacements of minor parts, which become worn out in the course of a few years.

From a reference to the tabular statement which I have prepared from the printed reports, and from details as regards labour and materials, furnished me from the books at Eveleigh, it will be seen that in 1878 the cost of the materials required for the maintenance and renewals of the engines was then only about one-half that of the labour; since then the amount expended on materials has been very largely diminished, the cost of the materials in 1887 being only about one-eighth of that of the labour.

Table No. 2, Appendix.

During the last ten years the total expenditure on maintenance and renewal of engines up to the end of 1887 has been as follows:—

Wages...	...	...	...	...	...	...	...	£526,711
Material	...	...	...	...	...	...	...	174,929
								£701,640

The labour on the average being just three times the cost of the materials. The proportion of these two important items on well maintained English railways being about equal, or with a very small excess occasionally in the case of labour. In the colonies the cost of labour is very much greater, but after making full allowance for this it is quite clear that very little has been done in the way of renewals.

The average price paid for new engines by the Government during the last ten years was £2,710 per engine. The £701,640 expended during that period in the maintenance and renewals of engines would therefore have sufficed to purchase 259 new engines of the most modern and approved type. It however should be borne in mind that the £701,640 includes the necessary charges for ordinary maintenance, and also that the price paid for both labour and materials, as already stated, is considerably greater on the New South Wales railways than in the case of English railways.

See Table No. 3, Appendix.

The

† No record has been kept of the mileages run by each engine prior to 1862. ‡ NOTE.—Nearly all the engines which have had new boilers are old and worn out, and, with the exception of three, of types not intended to be renewed.



\* Table No. 3.  
Appendix.

The number of new engines added to the stock of the New South Wales Railways during the last 10 years has been 272,\* while the additional mileage opened during that period has been 1,347 miles, giving exactly a fifth of an engine (0·20) per mile, or a little less than the proportion which has obtained during the last ten years over the entire system; it is evident, therefore, that these new engines only represent the necessary equipment required for the mileage of new railway opened during this period.

From a reference to the before-mentioned Table 2 in the Appendix, it will be seen that the annual cost of the maintenance and renewals of the engines during the last 10 years has only averaged £246 per engine, the cost during the year 1887 amounting to but £228 per engine,† the expenditure on materials being relatively very small—

							1887.		
							£	s.	d.
Wages ...	...	...	...	...	...	...	203	2	0
Materials ...	...	...	...	...	...	...	25	7	0
							<u>£228 9 0</u>		

†Table No. 3  
appended.

It is clear from this that the amount spent on renewals during that time has been totally inadequate, and also that the 272‡ new engines added to the stock during the same period have been almost entirely relied upon to do the work of the worn-out and overworked engines which should have been renewed.

The period for the renewal of the boiler and fire-box (the cost of which, with the fittings, amount to about one-third of the entire engine), practically determines that of the engine itself, the train mileage usually allowed being 200,000 miles, the same as that usually allowed for the renewal of the engine, exclusive of the side frames and other portions not subject to much wear as already stated.

In the Australian Colonies, where the price of labor and materials is much greater, 250,000 train miles is usually allowed. Taking therefore this mileage as applicable in the case of the renewal of the engine itself, it will be seen from a reference to table B that there are at present 135 engines, or nearly one-third (31·47 per cent.) of the entire locomotive stock, which have already exceeded this mileage, and these, with the exception of a few renewed and reboilered, require immediate renewal. There are 58 other engines, or over 13 per cent. of the stock, which have run between 200,000 and 250,000 miles, and these, with the few exceptions already alluded to, will require almost immediate renewal.

Further, there are 77 engines, or about 18 per cent. (17·95), of the stock which have run between 150,000 and 200,000 miles, and these, where no boiler replacements have been made, will require to be renewed very shortly.

The 135 worn-out engines referred to fortunately include most of those enumerated in Table A, as having been at work for periods varying from 33 to 10 years, and of the various types it will be inadvisable to renew.

§Table No. 1,  
appended.

Deducting the 16 engines renewed since 1877,§ and 3 others of the standard types furnished with new boilers since 1881, and included amongst those which have run over 250,000 miles, the number of engines at present requiring renewal would, according to the age test, be 149, and by the mileage test, 116, as shown in the following table:—

TABLE C.

	Age test.		Per-centage.	Mileage test.		Per-centage.
	No.	Total.		No.	Total.	
<i>Engines to be entirely renewed—</i>						
Of ages varying from 33 to over 10 years, and mileages exceeding 250,000.....	168			135		
Deduct 16 engines renewed since 1877, and 3 engines of the standard types reboilered since 1881 .....	19			19		
	<u>149</u>	149	34·73	<u>116</u>	116	27·04
<i>Serviceable engines, standard type—</i>						
Nos. 93, 158, 205, and 255 types.....	195			105		
Deduct 14 engines having run from 441,453 to over 300,000 miles, and 6 of the 15 engines from 250,285 to 298,581 miles—included in engines which have run to be renewed	20			20		
Total serviceable.....	<u>175</u>	175	40·79	<u>175</u>	175	40·79
<i>Other engines</i> .....	105	*105	24·48	138	†138	32·17
Total stock in May, 1889 .....	<u>429</u>	429	100·00	<u>429</u>	429	100·00
* Serviceable—not to be renewed .....	66				190	
renewed since 1877 .....	19				19	
Standard types to be renewed, included in the 168 and 195 engines above-mentioned .....	20				20	
	<u>105</u>				<u>138</u>	

Engines

### Engines of standard type No. 93 (heavy Mail and Express Stock Trains).

Of the 72 6-wheel coupled inside-cylinder engines of this type there are 29 whose mileage ranges from 441,000 to over 250,000 miles (six nearly 25 years old, and seven between 18 and 19 years old). These should be at once renewed, credit being allowed for the value of the old ones, such of them as are considered worth repairing being utilized as surplus or spare stock, ready for any special service, the number of spare engines of all classes at present being only four. See Table No. 6, appended

### Engines of standard type No. 205 (Ordinary Goods Engines).

Of the 70 6-wheel coupled engines, with inside cylinders, of this type,\* there are at present 13 which have run from 190,000 to 204,000 miles. These, however, were only added to the stock in 1882, and, I think, when they have run 250,000 miles they will need only to have their boilers renewed with other minor replacements and repairs. \*Table No. 6.

### Engines of standard type No. 255 (Express Engines).

Of the 47 4-wheeled coupled engines, with inside cylinders, of this type, four added to the stock in November, 1882, and January, 1883, have already slightly exceeded 200,000 miles, and these, when they have run 250,000 miles, should be dealt with as in the case of the 13 engines of the last-mentioned type.

### Engines of standard type No. 158 (Suburban Tank Engines).

Of this type—a four-wheel coupled engine with inside cylinders—used for the suburban traffic, there are only six in number, which were added to the stock in 1880.† Three of them have respectively run 262,000, 225,000, and 206,000 miles. The usual period for the renewal of the boiler in the first case has been exceeded, while in the case of the other two the mileage limit has been nearly reached. †Table No. 6.

Adopting the mileage run by each engine as the test of the present condition of the locomotive stock, it is evident that before the stock can be put into anything approaching a proper condition for working the traffic, at least 116 new engines of the standard types must be added to the present stock. In urging this to be done as speedily as possible the main consideration I have in view is of course the avoidance of the very serious risks involved in working the traffic with the stock in its present condition. Apart from this, however, so timely and necessary an addition to the working stock (which at present is scarcely

adequate for the requirements of the traffic‡), would largely conduce to greater economy and efficiency in working the traffic. For instance, with new engines, constructed by the best locomotive builders, embodying all the most recent improvements and with the principal working parts interchangeable, the locomotive working expenses would at once be considerably and permanently reduced, and what is of equal importance, the traffic, more especially on the steep gradient lines, will be worked, as in fact it ought to be now, with engines of greater power

and efficiency, so as to meet the rapidly increasing requirements of the traffic.

‡ Comparative equipment per mile of the New South Wales and Irish railways (the latter both in receipts and train miles per mile being very similar) is as follows:—

	N.S.W. Railways. No.	Irish Railways. No.
Engines .....	0·20	0·25
Carriages.....	0·49	0·59
Waggons.....	3·99	5·12

*Types of Engines not to be renewed.*

There remain to be dealt with the 234 serviceable engines of a great variety of types, in number 24, but in reality 32, inasmuch as engines classed under a given type differ in many respects in the size of the wheels, diameter and stroke of cylinders, wheel base, couplings, &c. It will be seen from the following tabular statement that, in addition to this most objectionable feature of difference of type, the whole of them (with the exception of types 351, 373, 285, 294, and two engines of type No. 127, added to the stock since 1884, and 48 in number) are of great age and have run very great mileages, in one case exceeding 600,000 miles, and in a great number of cases from 250,000 to 500,000 miles, all of them, with scarcely an exception, having run over 250,000 miles, without having had their boilers, fire-boxes, and other principal parts renewed. The lives of these engines are already gone:—

TABLE D.—(Details, Table 6 Appendix.)

Type of Engine.	Description.	Number in each class.	Date when added to the stock.	Mileage run. -1=1,000.
1N	Four-wheel coupled—inside cylinder .....	3	Nov., 1857 .....	537, 547, and 473.
5	Four-wheel coupled—inside cylinder .....	2	Nov., 1856 .....	609 and 310.
6N	Four-wheel coupled—outside cylinder .....	2	March, 1862 .....	432 and 422.
10	Four-wheel coupled—inside cylinder .....	1	June, 1870 .....	239.
13	Four-wheel coupled—outside cylinder .....	2	{ July, 1863 .....	422 and 295.
			{ Sept., 1864 .....	
14	Pair of driving-wheels—inside cylinder.....	3	{ Nov., 1856 .....	488, 465, and 437.
			{ Jan., 1866 .....	
			{ Dec., 1863 .....	
17	Six-wheel coupled—inside cylinder.....	23	{ 1866, 1867, 1870, .....	No. 2 over 500. 12 between 400 and 500. 7 " 300 and 400. 2 over 200.
			{ 1871, 1873, 1879 .....	
20N	Four-wheel coupled—tank—inside cylinder .....	1	June, 1872 .....	2 over 327.
23	Four-wheel coupled—outside cylinder .....	13	{ 1865, 1866, 1867, .....	2 = 554 and 511. 8 = 412 to 498. 3 = 304, 376, 382. 3 = 312, 317, 326. 1 = 289.
			{ 1870, .....	
23N	Six-wheel coupled—inside cylinder.....	4	1874 and 1875 .....	3 = 314, 350, 352, and 390. 5 from 314 to 386. 3 = 221, 224, and 270. 3 = 305, 328, 329.
29	Four-wheel coupled—tank—inside cylinder .....	4	1864 .....	
36	Four-wheel coupled—inside cylinder .....	8	{ 1870, 1871, 1875, .....	8 from 273 to 296. 301, 304, 314, 234, 291, and 299.
			{ and 1877. .....	
48	Six-wheel coupled—inside cylinder .....	11	1874 and 1875 .....	7 from 211 to 266. 1 from 190. 9 from 306 to 358. 15 " 254 to 296. 20 " 203 to 241. 18 " 154 to 198. 6 " 135 to 146.
60	Four-wheel coupled—tank—inside cylinder .....	6	1874 and 1875 .....	
67	Four-wheel coupled—tank—inside cylinder .....	8	1875 .....	172, 157, 153, 148, 73, & 70. 7 over 200. 3 between 150 and 200. 1 over 140. 2 = 152, 145. 4 = 68 to 92. 3 = 100, 100 and 105. 8 = 81 to 96. 6 = from 101 to 107. 4 = from 85 to 90. From 25 to 79. From 39 to 64.
79	Four-wheel coupled—outside cylinder .....	68	{ 1877, 1878, 1879, .....	
			{ 1880, 1881, 1882. .....	
105	Four-wheel coupled—tank—inside cylinder .....	2	{ October, 1877, .....	172 and 153.
			{ April, 1879. .....	
127	Six-wheel coupled tank—inside cylinder .....	6	1874, 1879, 1884. .....	3 between 150 and 200. 1 over 140. 2 = 152, 145. 4 = 68 to 92.
131	Eight-wheel coupled tank—outside cylinder .....	11	1879 .....	
285	Six-wheel coupled tank—inside cylinder .....	6	1884 .....	3 = 100, 100 and 105. 8 = 81 to 96. 6 = from 101 to 107. 4 = from 85 to 90.
294	Six-wheel coupled—outside cylinder .....	10	1885 .....	
304	Four-wheel coupled—tank—inside cylinder .....	10	1885 .....	From 25 to 79. From 39 to 64.
351	Four-wheel coupled—outside cylinder .....	18	1885 and 1886 .....	
373	Four-wheel coupled—outside cylinder .....	12	1887 .....	
Total... 24 types.	Total .....	234 engines.		

As regards types Nos. 285, 294, and 304, six-wheel coupled engines, and Nos. 351 and 373 four-wheel coupled engines, they are comparatively new; but I am sorry to see they have, in many cases, been very much overworked, the annual run in many cases exceeding 30,000 miles per engine. These engines, although not the best suited for the traffic, are thoroughly good engines, for the most part, made by Messrs. Beyer, Peacock, & Co., and capable of doing a large amount of work for years to come, if properly maintained and not overworked.

It only remains for me to add, in connection with this matter of the locomotive stock, that the heaviest static load allowed on each axle is at present 14 tons; but, when the permanent-way is put into a proper condition, it will admit of a considerable increase in the static axle load, thereby enabling much heavier and stronger engines, of the standard type, to be constructed, and which are at present so much needed properly and economically to work the traffic on the steep graded lines.

## Carriage and Waggon Stock.

## CARRIAGES.

THE number of carriages of all descriptions in stock at the beginning of 1889 was 1,084. Of these 170 were, as the accompanying statement shows, of ages varying from 34 to 25 years, the mean age being  $28\frac{1}{2}$  years; 25 of ages varying from 20 to 25 years, and averaging  $17\frac{1}{2}$  years; the age of 127 others varies from 15 to 19 years, while the age of 103 carriages averages nearly 11 years ( $10\cdot80$  years), which is about the mean age of the entire stock, viz.,  $10\cdot76$  years.

TABLE E.—Age and number of carriage stock, 1889.

Date when added to stock.	Ages in years.	Mean age—Years.	Number.	Total number.	Number requiring renewal, and servicable stock.	Percentage.
1855	34	28·32	30	170		
1856	33		3			
1857	32		23			
1858	31		13			
1861	28		69			
1862	27		24			
1863	26		6			
1864	25		2			
			170			
1865	24	21·00	1	25		
1867	22		4			
1868	21		13			
1869	20		7			
			25			
1870	19	17·06	26	127		
1871	18		25			
1872	17		26			
1873	16		30			
1874	15		20			
			127			
				322	322	29·70
1875	14	10·80	8	103		
1876	13		3			
1877	12		10			
1878	11		22			
1879	10		60			
			103			
1880	9	4·62	41	659		
1881	8		43			
1882	7		34			
1883	6		131			
1884	5		98			
1885	4		84			
1886	3		100			
1887	2		56			
1888	1		70			
1889	0·33	2				
			659			
				762	762	70·30
		10·76		1,084	1,084	100·00

The number of carriages added to the stock during the last nine years (1878 to 1887)\* has been \* Table No. 3. 648, giving 0·48 of a vehicle for the  $1,347\frac{1}{2}$  miles of railway opened in that period, somewhat less than the average equipment per mile during the last ten years.\* It is quite clear, therefore, that this additional stock has, as in the case of the locomotive stock, been mainly relied upon to work the traffic and to save the cost of the renewals, which ought to have been done out of revenue during that period.

The annual cost of the maintenance and renewals of carriages on the New South Wales Railways during the last ten years has averaged £36 12s. per vehicle. Of this sum, however, very nearly two-thirds was spent in labour, clearly showing that, beyond the twenty-seven carriages renewed since 1872,† Table No. 1, Appendix. nothing whatever has been done to the stock beyond ordinary repairs. I may add that these facts, coupled with the wretched state of the carriages I have examined, prove conclusively that the carriage stock generally is at present in a very bad condition.

Having

Having regard to the extreme importance of continuing to work the traffic in a safe and efficient manner, I would strongly advise that at least 322 new carriages should, as soon as possible, be added to the stock.

## WAGGONS.

From a reference to the following Table F, it will be seen that of the 8,984 waggons of a great variety of types in stock at the beginning of this year, 5,372 new ones, or just two-thirds \* of the entire stock, have been added during the last ten years, corresponding very nearly with the number necessary † Added waggons  $\frac{5,372}{1,347\frac{1}{2}} = 3.99$  No. for the equipment of the 1,347 $\frac{1}{2}$  miles of railway opened for traffic during that period, viz., four waggons per mile. ‡

\*60.13 per cent  
†See Table No. 3  
appended

Of the 3,413 waggons of the old stock in use in 1878 only 332, † or less than 10 per cent. of the stock at that time, have been renewed out of revenue.

The age of 1,379 waggons, or just one-sixth of the present stock, varies from 34 to 15 years, the mean age being 18 $\frac{1}{2}$  years.

TABLE F.—Age and Number of Waggon Stock, February, 1889.

Date when added to Stock.	Age, in years.	Mean age, years.	Number.	Total Number.	Number requiring Renewals, and number Serviceable.	Per cent.
1855 .....	34	28.62	47	311		
1857 .....	32		46			
1858 .....	31		16			
1859 .....	30		8			
1861 .....	28		57			
1862 .....	27		85			
1863 .....	26		4			
1864 .....	25		48			
			311			
1865 .....	24	21.97	52	330		
1866 .....	23		13			
1867 .....	22		38			
1868 .....	21		129			
1869 .....	20		98			
			330			
1870 .....	19	17.60	186	738		
1871 .....	18		202			
1872 .....	17		188			
1873 .....	16		91			
1874 .....	15		71			
Total requiring renewals .....			738			
				1,379	1,379	15.83
1875 .....	14	11.60	75	2,274		
1876 .....	13		476			
1877 .....	12		645			
1878 .....	11		634			
1879 .....	10		444			
Serviceable .....			2,274	2,274	2,274	25.40
1880 .....	9	5.28	531	5,281		
1881 .....	8		410			
1882 .....	7		598			
1883 .....	6		937			
1884 .....	5		724			
1885 .....	4		971			
1886 .....	3		423			
1887 .....	2		551			
1888 .....	1		135			
1889 .....	0.17		1			
Serviceable .....			5,281	5,281	5,281	59.11
Total mean age .....				8,984	8,984	100.00

The age of 2,274 waggons, or just one-fourth of the stock, averages nearly twelve years, while the remaining 5,281 waggons, only added to the stock during the last nine years, and whose average age is about 5½ years, are already in a bad state of repair, many of the frames being "hog-backed," while the axle-boxes of nearly all the waggons I have examined—of a great variety of patterns—are in a very bad and neglected state. Altogether, the whole of the waggon stock is in as bad a condition as it is possible to conceive.

The cost of the repairs and renewals of waggons during the last ten years has averaged only £4 9s. per waggon, which is about the average cost on the principal English railways. Having regard to the much higher cost of labour and materials in the Colony, it is quite evident that the amount spent upon the maintenance and renewal of these waggons has been totally insufficient. The large proportion which

† Waggons, Repairs, and Renewals, 1887:—	
Wages .....	£33,618-5
Materials .....	11,529-3
	£45,147-8

the cost of the labour bears to the materials quite bears out this view.† As I have already pointed out in the case of the locomotive and carriage stock the 5,372 new waggons added to the stock out of capital to equip the new railways opened during the last ten years have been made to do the work of those waggons which ought to

have been renewed during that period.

I consider that the 1,379 waggons of ages, varying from thirty-four to fifteen years, should be replaced as soon as possible with new ones of the most approved type. The 2,274 waggons, whose average age is twelve years, I fear are scarcely worth renewal, and the cost of putting these, as well as the 5,281 waggons added to the stock during the last nine years, will necessitate a very heavy expenditure before they can be put into a good serviceable condition.

The outlay necessary to restore the present locomotive, carriage, and waggon stock to a proper and normal state of efficiency, so as to ensure for the future its being thoroughly maintained and renewed out of revenue, I estimate as follows:—

Estimate.

Number.	Description of Stock.	Amount required.	Total Amount required.
LOCOMOTIVES.		£	£
116	New locomotives of the standard types, to replace present worn-out stock, from 33 to 10 years old, at £2,565.	297,540	
175	Engines of the standard types, Nos. 93, 153, 205, and 255, to be rendered thoroughly efficient.	149,625	
138	Engines of types not to be renewed, to be put into serviceable condition .....	63,480	
429		£510,645	
CARRIAGES.			510,645
322	New carriages of standard types, to replace present worn-out stock from 34 to 15 years old, at £800.	257,000	
103	Carriages of an average age of 11 years to be put into a serviceable condition .....	41,800	
659	Carriages of an average age of 5 (462) years to be put into a thorough state of repair.	87,647	
1,084		387,047	387,047
WAGGONS.			
1,379	New waggons of standard types, to replace present worn-out stock from 34 to 15 years old, at £135.	186,165	
2,274	Waggons requiring heavy repairs, from 14 to 10 years old, to be rendered serviceable..	152,358	
5,281	Waggons of an average age of 5½ years to be put into a thorough state of repair .....	121,463	
8,934		£459,986	459,986
			£1,357,678

In the above estimate I have taken, in the case of the new locomotive, carriage, and waggon stock, the average prices paid by the Government during the last ten years,\* making full allowance for the scrap value of the materials, and also the life values still attaching to the serviceable engines and vehicles, not to be renewed.

\*See Table I. Appendix.

I am surprised, however, to find that neither the locomotive or Permanent-way Department are credited in the accounts with the scrap values of the material. This is contrary to the usual practice of railway companies, as it is manifestly improper that the revenue should be augmented by the proceeds of the sale of materials which ought rightly to be credited to the cost of the new materials replaced out of revenue.

In

In conclusion, I should say that the annuity required to pay off the £1,357,678 in periods of ten fifteen, or twenty years respectively, and with interest at  $3\frac{1}{2}$  per cent. would be as follows:—

In 10 years	...	...	...	...	...	...	£115,734 per annum.
In 15 years	...	...	...	...	...	...	£ 70,361 „
In 20 years	...	...	...	...	...	...	£ 48,009 „

The outlay of an amount such as this, judiciously applied, would, I consider, prove to be true economy, inasmuch as not only would it ensure the rolling-stock being rapidly restored to a thoroughly sound and efficient condition for working the constantly increasing traffic of the Government railways, but it would enable large and immediate economies to be effected in the amounts hitherto spent in the mere maintenance of the rolling-stock, amounts which, if the stock had been properly renewed from time to time—instead of being allowed to be overworked as it has been—would have more than sufficed to have both maintained and renewed the stock, so that at the present moment it would have been in a thoroughly sound and efficient condition.

I have, &c.,

R. PRICE-WILLIAMS.

## APPENDIX.

TABLE No. 1.—ROLLING STOCK ON N.S.W. GOVERNMENT RAILWAYS.  
 TOTAL Stock.—Average price paid.—Vehicles renewed or replaced out of revenue.

Year.	Total Stock.			Average price paid.			* Renewals out of Revenue.		
	Locomotives.	Passenger Vehicles.	Goods Stock.	Locomotives.	Passenger Vehicles.	Goods Stock.	Locomotives.	Passenger Vehicles.	Goods Stock.
1855 .....	4	37	55	£ 3,075	£ 385	£ 98	Nil.	Nil.	Nil.
1856 .....	8	61	91	2,394	289	93	"	"	"
1857 .....	11	61	106	3,055	289	97	"	"	"
1858 .....	12	76	123	2,926	356	150	"	"	"
1859 .....	13	76	136	2,926	356	111	"	"	"
1860 .....	13	76	151	2,926	356	165	"	"	"
1861 .....	16	152	257	2,885	325	144	"	"	"
1862 .....	16	176	319	2,885	428	179	"	"	"
1863 .....	19	176	319	3,032	428	179	"	"	"
1864 .....	25	177	345	1,678	605	108	"	"	"
1865 .....	36	180	411	3,056	254	184	"	"	"
1866 .....	40	180	429	2,889	254	186	"	"	"
1867 .....	47	185	467	3,010	424	162	"	"	"
1868 .....	47	198	613	3,010	828	120	"	"	"
1869 .....	47	204	720	3,010	1,055	114	"	"	"
1870 .....	57	232	909	3,273	257	125	"	"	"
1871 .....	66	259	1,121	3,475	362	138	"	"	"
1872 .....	67	290	1,312	1,750	403	150	"	1	28
1873 .....	69	316	1,405	3,600	418	168	"	2	6
1874 .....	81	336	1,513	4,235	462	198	"	2	11
1875 .....	100	344	1,610	3,771	760	122	"	2	16
1876 .....	101	344	2,217	4,897	760	125	1	1	8
1877 .....	138	352	2,806	3,078	676	130	4	Nil.	4
1878 .....	154	378	3,413	2,800	757	126	Nil.	"	14
1879 .....	177	444	3,866	2,631	708	127	2	1	34
1880 .....	215	490	4,443	2,395	812	130	Nil.	1	33
1881 .....	233	530	4,849	2,472	1,005	133	"	Nil.	6
1882 .....	268	564	5,445	2,856	956	126	"	"	Nil.
1883 .....	296	695	6,386	2,914	653	141	"	"	10
1884 .....	336	776	6,938	2,762	1,187	174	6	6	115
1885 .....	390	852	7,972	2,848	759	170	Nil.	Nil.	20
1886 .....	406	940	8,364	2,827	822	143	3	2	31
1887 .....	426	1,007	8,798	2,600	682	146	Nil.	1	78
Half year ending June 30, 1888	426	1,038	8,832	2,710	1,045	148	"	8	28
							16	27	442

\* The figures in these columns show only vehicles that have been built to replace others worn out or destroyed, and vehicles rebuilt in the workshops of the Department.





## RAILWAYS: LOCOMOTIVE EXPENSES.

Repairs and Renewals.									Total Locomotive Expenses.			Year.
Wages.			Material.			Total.			—	Per train mile.	Per engine.	
—	Per train mile.	Per engine.	—	Per train mile.	Per engine.	—	Per train mile.	Per engine.				
£	d	£	£	d	£	d	£	£	d	£		
23,241.7	...	.....	7,894.8	...	.....	31,136.5	...	...	136,982.4	...	.....	1878. Southern Lines. Northern Lines.
8,956.4	...	.....	8,799.3	...	.....	17,755.7	...	...	48,507.4	...	.....	
32,198.1	2.90	209.0	16,694.1	1.50	108.5	48,892.2	4.40	317.5	135,489.8	16.70	1,204.0	
24,855.9	...	.....	12,327.6	...	.....	37,183.5	...	...	167,286.9	...	.....	1879. Southern Lines. Northern Lines.
9,101.1	...	.....	4,809.3	...	.....	13,910.4	...	...	48,534.2	...	.....	
33,957.0	2.80	191.8	17,136.9	1.40	96.8	51,093.2	4.20	288.0	215,821.1	17.60	288.6	
27,336.7	...	.....	8,325.4	...	.....	35,562.1	...	...	170,712.7	...	.....	1880. Southern Lines. Northern Lines.
8,365.7	...	.....	3,868.2	...	.....	12,228.9	...	...	46,825.3	...	.....	
35,602.4	2.64	165.59	12,188.6	0.90	56.69	47,791.0	3.54	222.80	217,533.0	16.12	1,011.81	
30,092.0	...	.....	7,528.7	...	.....	37,620.7	...	...	195,545.0	...	.....	1881. Southern Lines. Northern Lines.
8,684.1	...	.....	3,895.0	...	.....	12,579.1	...	...	47,942.1	...	.....	
38,776.1	2.37	165.42	11,423.7	0.70	40.3	50,199.8	3.07	215.45	213,487.1	14.89	1,045.03	
34,026.5	...	.....	8,952.2	...	.....	42,978.7	...	...	255,525.3	...	.....	1882. Southern Lines. Northern Lines.
8,848.5	...	.....	4,021.3	...	.....	12,869.8	...	...	58,013.5	...	.....	
42,875.0	2.12	159.98	12,973.5	0.64	48.41	55,848.5	2.76	208.33	313,538.8	15.51	1,169.98	
43,114.9	...	.....	10,859.9	...	.....	53,974.8	...	...	311,197.1	...	.....	1883. Southern Lines. Northern Lines.
9,504.8	...	.....	3,177.8	...	.....	12,682.6	...	...	69,748.2	...	.....	
52,619.1	2.13	177.77	14,037.7	0.57	47.43	66,657.4	2.69	225.18	330,945.3	15.40	1,286.98	
48,457.1	...	.....	26,212.2	...	.....	74,669.4	...	...	347,923.5	...	.....	1884. Southern Lines. Northern Lines.
10,975.3	...	.....	4,538.8	...	.....	15,514.1	...	...	79,730.5	...	.....	
59,432.4	2.28	176.88	30,751.0	1.15	91.52	90,183.5	3.88	268.70	427,654.0	16.03	1,272.77	
58,903.6	...	.....	16,468.2	...	.....	75,371.8	...	...	350,447.4	...	.....	1885. Southern Lines. Northern Lines.
8,441.1	...	.....	6,381.2	...	.....	14,822.3	...	...	81,702.8	...	.....	
67,344.7	2.43	172.68	22,849.4	0.83	58.59	90,194.1	3.26	231.27	432,150.2	15.62	1,108.08	
65,998.0	...	.....	13,814.4	...	.....	79,812.4	...	...	306,497.3	...	.....	1886. Southern Lines. Northern Lines.
11,325.4	...	.....	12,021.1	...	.....	23,346.5	...	...	90,764.4	...	.....	
77,323.4	2.86	190.45	25,835.5	0.96	68.64	103,158.9	3.82	254.09	457,261.7	16.94	1,126.26	
75,185.2	...	.....	7,410.6	...	.....	82,595.9	...	236.6	362,612.3	...	.....	1887. Southern Lines. Northern Lines.
11,396.9	...	.....	3,628.1	...	.....	15,025.0	...	195.1	80,795.6	...	.....	
86,552.1	3.21	203.25	11,038.7	0.41	25.91	97,620.9	3.62	229.16	443,407.9	16.44	1,040.84	
526,710.9	...	.....	174,920.1	...	.....	701,640.2	...	...	.....	...	.....	

TABLE NO. 3.—N.S.W. GOVERNMENT RAILWAYS: CARRIAGE AND

Year.	Miles.		Train miles.		Train miles. Per mile.	No. of engines.		No. of train miles per engine.	Engines per mile.	Carriages.		
	Open.	Increase.	—	Increase.		—	Increase.			No.	Increase.	No. per mile.
1878.												
Southern Lines ...	.....	.....	2,095,820	.....	.....	118	.....	17,761	...	262	.....	.....
Northern Lines ...	.....	.....	559,366	.....	.....	36	.....	15,538	...	116	.....	.....
	688½	.....	2,655,186	.....	3,852	154	.....	17,241	0·22	378	.....	0·55
1879.												
Southern Lines ...	.....	.....	2,291,228	195,408	.....	138	20	16,603	...	305	43	.....
Northern Lines ...	.....	.....	641,225	81,859	.....	39	3	16,442	...	139	23	.....
	734½	46	2,932,453	277,267	3,994	177	23	16,567	0·24	444	66	0·60
1880.												
Southern Lines ...	.....	.....	2,571,545	280,317	.....	164	26	15,680	...	344	39	.....
Northern Lines ...	.....	.....	667,927½	26,702½	.....	51	12	13,097	...	146	7	.....
	849½	115	3,239,472½	307,019½	3,813	215	38	15,067	0·25	490	46	0·58
1881.												
Southern Lines ...	.....	.....	3,185,487	613,892	.....	182	18	17,502	...	376	32	.....
Northern Lines ...	.....	.....	738,492	70,565	.....	51	.....	14,480	...	154	8	.....
	995½	146	3,923,929	684,456½	3,942	233	18	16,841	0·234	530	40	0·53
1882.												
Southern Lines ...	.....	.....	3,914,626	729,189	.....	213	31	18,379	...	403	27	.....
Northern Lines ...	.....	.....	936,501	198,009	.....	55	4	17,027	...	161	7	.....
	1,268½	273	4,851,127	927,198	3,825	268	35	18,064	0·21	564	34	0·44
1883.												
Southern Lines ...	.....	.....	4,787,142	872,516	.....	228	15	20,996	...	500	97	.....
Northern Lines ...	.....	.....	1,150,119	213,618	.....	68	13	16,913	...	195	34	.....
	1,320½	52	5,937,261	1,086,134	4,496	296	28	20,058	0·224	695	131	0·60
1884.												
Southern Lines ...	.....	.....	5,130,174	343,032	.....	268	40	19,142	...	557	57	.....
Northern Lines ...	.....	.....	1,272,867	122,748	.....	68	.....	18,718	...	219	24	.....
	1,618½	298	6,403,041	465,780	3,956	336	40	19,057	0·208	776	81	0·48
1885.												
Southern Lines ...	.....	.....	5,326,598	196,424	.....	313	45	17,012	...	617	60	.....
Northern Lines ...	.....	.....	1,311,801	38,934	.....	77	9	17,036	...	239	20	.....
	1,732½	114	6,638,399	235,358	3,832	390	54	17,021	0·225	856	80	0·49
1886.												
Southern Lines ...	.....	.....	5,238,078	- 88,520	.....	329	16	15,925	...	682	65	.....
Northern Lines ...	.....	.....	1,241,187	- 70,614	.....	77	.....	16,119	...	258	19	.....
	1,889½	157	6,479,265	- 159,134	3,429	406	16	15,959	0·215	940	84	0·50
1887.												
Southern Lines ...	.....	.....	5,239,638	+ 1,560	.....	349	20	15,010	...	741	59	.....
Northern Lines ...	.....	.....	1,232,469	- 8,718	.....	77	.....	16,006	...	285	27	.....
	2,086	146½	6,472,107	7,158	3,179	426	20	15,193	0·20	1,026	86	0·50
1887..... Total	2,086	.....	6,472,107	+ 3,983,213	.....	426	.....	.....	.....	1,026	.....	.....
1878..... Total	-688½	.....	- 2,655,186	- 166,292	.....	159	.....	.....	.....	378	.....	.....
Increase .....	1,347½	1,347½	3,816,921	3,816,921	+ 2,833	272	272	*14,033	*0·20	648	648	*0·48

\* Number on increase mileage.

## WAGGON STOCK, AND EXPENSES, AND TRAIN MILEAGE, &amp;c.

Waggons.			Carriages.				Waggons.				Year.
No.	Increase.	No. per mile.	Wages.	Material.	Total.	Cost per carriage.	Wages.	Material.	Total.	Cost per waggon.	
			£	£	£		£	£	£		1878.
2,617	.....	.....	6,490·6	3,069·3	9,559·9	.....	7,278·9	3,132·4	10,411·3	...	Southern Lines. Northern Lines.
796	.....	.....	3,076·8	2,696·5	5,773·3	.....	2,566·5	1,276·6	3,843·1	...	
3,413	.....	4·96	9,587·4	5,765·8	15,333·2	40·5	9,845·4	4,409·0	14,254·4	4·2	
											1879.
2,951	334	.....	6,750·9	4,262·2	11,013·1	.....	5,754·7	4,584·1	10,338·8	...	Southern Lines. Northern Lines.
915	119	.....	2,645·6	515·3	3,160·9	.....	2,845·1	1,559·8	4,404·9	...	
3,866	453	5·26	9,396·5	4,777·5	14,174·0	31·9	8,599·8	6,143·9	14,743·7	3·8	
											1880.
3,439	488	.....	7,212·0	3,231·3	10,443·3	.....	6,703·3	4,327·6	11,030·9	...	Southern Lines. Northern Lines.
1,004	89	.....	2,957·8	1,221·8	4,179·6	.....	2,653·7	1,290·9	3,944·6	...	
4,443	577	5·23	10,169·8	4,453·1	14,622·9	29·8	9,357·0	5,618·5	14,975·5	3·3	
											1881.
3,757	318	.....	8,204·3	3,466·9	11,671·2	.....	9,535·9	5,198·7	14,734·6	...	Southern Lines. Northern Lines.
1,092	88	.....	2,925·2	1,884·0	4,809·2	.....	3,272·2	1,457·3	4,729·5	...	
4,849	406	4·87	11,129·5	5,350·9	16,480·4	31·1	12,808·1	6,656·0	19,464·1	4·0	
											1882.
4,194	437	.....	9,333·2	4,691·4	14,024·6	.....	9,945·2	6,239·7	16,184·9	...	Southern Lines. Northern Lines.
1,251	159	.....	3,388·1	1,619·3	5,007·4	.....	3,337·0	2,096·9	5,433·9	...	
5,445	596	4·21	12,721·3	6,310·7	19,032·0	33·7	13,282·2	8,336·6	21,618·8	3·9	
											1883.
4,822	628	.....	10,686·7	5,959·4	16,646·1	.....	10,761·9	9,232·9	19,994·8	...	Southern Lines. Northern Lines.
1,564	313	.....	3,983·0	2,105·8	6,088·8	.....	3,940·5	2,176·3	6,116·8	...	
6,386	941	4·83	14,669·7	8,065·2	22,734·9	32·8	14,702·4	11,409·2	26,111·6	4·1	
											1884.
5,275	453	.....	14,293·7	8,896·2	23,189·9	.....	16,288·3	18,562·9	34,851·2	...	Southern Lines. Northern Lines.
1,668	99	.....	4,600·3	1,912·5	6,512·8	.....	3,981·4	1,970·8	5,952·2	...	
6,938	552	4·23	18,894·0	10,808·7	29,702·7	38·3	20,269·7	20,533·7	40,803·4	5·9	
											1885.
6,104	829	.....	18,669·3	11,581·7	30,251·0	.....	17,676·1	12,181·9	29,858·0	...	Southern Lines. Northern Lines.
1,864	201	.....	4,290·9	2,281·2	6,572·1	.....	4,151·1	2,451·6	6,602·7	...	
7,968	1,030	4·60	22,960·2	13,862·9	36,823·1	43·0	21,827·2	14,633·5	36,460·7	4·6	
											1886.
6,391	287	.....	22,695·0	9,614·3	32,309·3	.....	22,379·9	16,470·9	38,850·8	...	Southern Lines. Northern Lines.
1,973	109	.....	5,664·5	2,063·6	7,728·2	.....	5,876·2	2,327·8	8,204·0	...	
8,364	396	4·43	28,359·5	11,677·9	40,037·5	42·6	28,256·1	18,798·7	47,054·8	5·6	
											1887.
6,664	273	.....	27,827·6	4,469·2	31,796·8	.....	28,914·6	9,836·3	38,750·9	...	Southern Lines. Northern Lines.
2,121	148	.....	4,870·1	1,822·6	6,692·7	.....	4,703·9	1,693·0	6,896·9	...	
8,785	421	4·31	32,197·7	6,291·8	38,489·5	37·5	33,618·5	11,529·3	45,147·8	5·1	
											1887.
8,785	.....	.....	170,065·6	77,364·5	247,430·2	.....	172,566·4	108,086·4	280,634·8	...	1887.
3,413	.....	.....	.....	.....	.....	.....	.....	.....	.....	...	1888.
5,372	5,372	*3·999	.....	.....	.....	.....	.....	.....	.....	...	Increase.

TABLE NO. 4.

RETURN showing the total mileages of each engine from 1st January, 1862, to 31st May, 1880.

No.	Date put on Line.	Number of miles run.		No.	Date put on Line.	Number of miles run.	
			Over.				Over.
	Over 600,000.			20	January, 1867.....		483,660
391	March, 1856 .....	609,141		21	" .....		412,768
				22	" .....		468,431
				24	February, 1867 .....		464,997
	500,000 to 600,000.			25	April, 1867 .....		419,137
26	October, 1866 .....	554,872		28	March, 1867 .....		498,655
27	November, 1867 .....	511,706		31	December, 1870 .....		412,794
388	March, 1857 .....	537,061		35	" .....		441,458
390	" .....	547,338		40	" .....		411,931
396	July, 1865 .....	561,153		41	January, 1871 .....		418,363
398	" .....	512,450		46	March, 1871 .....		421,093
Total.....6 engines.				389	" 1857 .....		473,406
	400,000 to 500,000.			392	" 1863 .....		438,760
14	November, 1865 .....	437,375		393	" 1863 .....		422,222
15	January, 1865 .....	488,005		395	September, 1864 .....		422,611
16	December, 1866 .....	465,433		397	July, 1865 .....		494,845
17	May, 1866 .....	473,188		399	September, 1865 .....		450,916
18	September, 1866 .....	459,389		400	" 1865 .....		447,641
19	" .....	472,637		401	" 1865 .....		471,043
				402	May, 1871 .....		467,857
				403	" .....		463,298
				Total...27 engines.			

(Mileages, 300,000 to 400,000.)

No.	Date put on Line.	Number of miles run.	No.	Date put on Line.	Number of miles run.	No.	Date put on Line.	Number of miles run.
47	March, 1871 .....	398,194	414	August, 1877 .....	345,572	89	June, 1877 .....	316,501
406	November, 1873.....	393,097	45	February, 1871 .....	343,564	76	April, 1877 .....	314,881
394	June, 1864 .....	390,037	79	May, 1877 .....	333,472	63	December, 1874 .....	314,623
416	October, 1877 .....	387,997	418	October, 1877 .....	331,580	29	March, 1864 .....	314,135
38	December, 1870.....	386,580	415	October, 1877 .....	331,473	420	September, 1877 .....	312,999
33	November, 1870.....	382,273	83	June, 1877 .....	330,889	94	August, 1877 .....	312,663
44	December, 1870.....	376,847	50	December, 1874.....	329,947	407	July, 1874 .....	312,306
32	November, 1870.....	376,243	419	September, 1877 .....	328,970	90	June, 1877 .....	311,305
43	March, 1870 .....	364,785	58	August, 1875 .....	328,804	5	November, 1856 .....	310,626
36	September, 1870.....	364,131	100	July, 1877 .....	328,734	101	November, 1877 .....	309,428
39	February, 1871 .....	363,688	404	June, 1872 .....	327,280	421	February, 1879 .....	306,985
413	August, 1877 .....	358,426	410	June, 1875 .....	326,002	54	May, 1874 .....	305,739
42	March, 1871 .....	354,773	417	October, 1877 .....	321,921	23	April, 1867 .....	304,978
31	August, 1864 .....	352,133	412	August, 1877 .....	320,475	60	October, 1875 .....	304,039
405	November, 1873.....	350,723	93	August, 1877 .....	317,963	64	December, 1874 .....	301,938
30	August, 1864 .....	350,010	408	August, 1875 .....	317,753	104	November, 1877 .....	300,222
37	November, 1870.....	346,342	411	July, 1877 .....	317,401	109	August, 1878 .....	300,095
				Total ... ..		51 engines.		

(Mileages, 250,000 to 300,000.)

No.	Date put on Line.	Number of miles run.	No.	Date put on line.	Number of miles run.	No.	Date put on Line.	Number of miles run.
62	December, 1874.....	299,422	111	August, 1878 .....	284,554	70	July, 1875 .....	266,740
107	August, 1878 .....	298,581	87	June, 1877 .....	284,168	115	December, 1878.....	262,972
85	June, 1877 .....	296,706	56	August, 1874 .....	282,931	71	July, 1875 .....	262,701
55	May, 1874 .....	296,202	119	September, 1878.....	282,360	160	August, 1880 .....	261,981
422	February, 1879 .....	295,526	57	July, 1875 .....	282,146	164	September, 1880 .....	261,120
99	February, 1877 .....	295,200	97	July, 1877 .....	281,592	82	April, 1880.....	260,734
13	January, 1868 .....	295,176	102	November, 1877.....	280,945	431	December, 1880.....	259,658
84	June, 1877 .....	294,856	423	February, 1879 .....	278,965	435	February, 1881 .....	255,524
98	July, 1877 .....	294,625	59	August, 1875 .....	277,057	429	June, 1880 .....	254,995
65	January, 1875 .....	291,510	122	September, 1877 .....	276,499	118	September, 1878 .....	254,779
95	August, 1877 .....	290,557	86	June, 1877 .....	274,492	134	September, 1879 .....	254,129
48	December, 1874 .....	290,445	96	August, 1877 .....	273,996	106	August, 1878 .....	253,953
409	June, 1875 .....	289,917	53	February, 1874 .....	273,625	425	February, 1880 .....	253,331
116	December, 1878 .....	289,248	80	May, 1877 .....	273,122	112	December, 1878.....	253,570
49	December, 1874 .....	289,032	427	May, 1880 .....	272,841	113	December, 1878.....	251,443
81	May, 1877 .....	287,602	75	August, 1876 .....	270,801	110	August, 1878 .....	250,285
51	December, 1874.....	286,039	120	September, 1878 .....	269,049			
				Total ... ..		15 engines.		



Mileages under 150,000—continued.

No.	Date put on the Line.	Number of miles run.	No.	Date put on the Line.	Number of miles run.	No.	Date put on the Line.	Number of miles run.
248	July, 1884	114,083	268	January, 1884	101,645	287	May, 1884	68,837
314	June, 1885	114,036	317	June, 1885	101,136	348	February, 1886	67,677
247	July, 1884	113,751	298	February, 1885	100,837	349	March, 1886	66,267
241	May, 1884	113,716	299	February, 1885	100,537	385	April, 1887	65,125
308	April, 1885	113,487	372	January, 1886	100,295	374	June, 1887	64,784
332	August, 1885	113,278	325	October, 1885	100,243	375	June, 1887	64,489
200	April, 1884	113,275	318	July, 1885	100,085	356	December, 1885	62,664
251	August, 1884	112,869	307	March, 1885	99,318	376	June, 1887	58,599
331	August, 1885	111,990	297	February, 1885	99,047	380	July, 1887	57,684
333	August, 1885	111,778	326	October, 1885	96,823	377	July, 1887	57,686
329	September, 1885	111,711	294	March, 1885	96,598	357	February, 1886	54,206
328	October, 1885	111,574	340	February, 1886	95,765	382	August, 1887	53,661
283	April, 1884	110,749	313	March, 1885	95,475	354	November, 1885	53,144
253	August, 1884	110,692	370	February, 1886	93,992	359	March, 1886	52,710
316	June, 1885	110,647	371	February, 1886	93,752	378	July, 1887	52,623
254	August, 1884	109,479	369	February, 1886	93,221	381	August, 1887	52,481
319	July, 1885	108,492	286	April, 1884	92,906	379	July, 1887	50,743
306	August, 1885	108,450	304	July, 1885	91,698	362	March, 1886	50,414
312	July, 1885	107,758	323	September, 1885	91,958	355	December, 1885	48,508
250	August, 1884	106,965	322	September, 1885	90,827	360	February, 1886	48,333
202	September, 1884	106,792	301	March, 1885	89,778	384	September, 1887	47,991
338	January, 1886	106,724	337	October, 1885	88,092	373	May, 1887	47,159
350	February, 1886	106,712	311	March, 1885	85,037	366	June, 1886	45,633
346	January, 1886	106,549	302	February, 1885	82,675	347	March, 1886	43,984
245	July, 1884	106,002	300	March, 1885	82,306	351	December, 1885	43,173
310	April, 1885	105,883	289	May, 1884	82,306	365	May, 1886	41,338
327	October, 1885	105,642	303	February, 1884	81,599	361	January, 1886	40,353
295	March, 1885	105,600	296	April, 1884	81,515	383	September, 1887	39,785
321	July, 1885	105,387	324	October, 1885	80,973	386	November, 1887	37,036
345	February, 1886	104,746	353	November, 1885	79,320	364	April, 1886	36,250
334	October, 1885	104,434	339	February, 1886	79,168	358	March, 1886	35,955
315	June, 1885	102,671	352	November, 1885	78,568	368	June, 1886	32,703
320	July, 1885	102,531	292	July, 1884	73,118	363	April, 1886	28,903
309	September, 1885	102,333	290	May, 1884	71,153	367	June, 1886	25,687
305	July, 1885	101,758	293	July, 1884	70,459	387	November, 1888	17,229
					Total...	159	Engines.	

SUMMARY OF TABLE NO. 4.

No. of Engines	Mileages run.
1	over 600,000.
6	500,000 to 600,000
27	400,000 " 500,000
51	300,000 " 400,000
50	250,000 " 300,000
58	200,000 " 250,000
77	150,000 " 200,000
159	under 150,000
Total 429	

TABLE NO. 5.—STANDARD TYPES of Engines—Miles run from 1st January, 1862, to 31 May, 1889.

Date when put on line.	Number.	Number of miles run.	Date when put on line.	Number.	Number of miles run.	Date when put on line.	Number.	Number of miles run.
Class No. 205—Six-wheeled coupled engines for heavy mail and express stock and ordinary goods trains.			Sept., 1863	227	159,451	Aug., 1884	253	110,692
			" 1863	228	144,979	" 1884	254	109,479
			" 1863	229	165,821	June, 1885	314	114,036
			" 1863	230	136,391	" 1885	315	102,671
Jan., 1882	205	203,103	Oct., 1883	231N	146,611	" 1885	316	110,647
" 1882	206	199,611	" 1883	232N	146,972	" 1885	317	101,136
" 1882	207	204,264	" 1883	233N	136,871	July, 1885	318	100,085
" 1882	208	195,012	" 1883	234N	147,836	" 1885	319	108,492
" 1882	209	194,848	Nov., 1883	235N	141,234	" 1885	320	102,531
" 1882	210	186,340	" 1883	236N	137,318	" 1885	321	105,387
" 1882	211	197,534	Dec., 1883	237N	146,876	Sept., 1885	322	90,827
" 1882	212	184,213	" 1883	238N	144,036	" 1885	323	91,958
" 1882	213	195,421	May, 1884	239	116,318	Oct., 1885	324	80,973
" 1882	214	196,798	" 1884	240	124,142	" 1885	325	100,243
" 1882	215	195,392	" 1884	241	113,716	" 1885	326	96,823
" 1882	216	197,037	" 1884	242	146,801	" 1885	327	105,642
" 1882	217	188,377	July, 1884	243	125,639	" 1885	328	111,574
" 1882	218	182,199	" 1884	244	120,243	Sept., 1885	329N	111,711
" 1882	219	199,201	" 1884	245	106,002	Aug., 1885	330N	117,823
" 1882	220	183,671	" 1884	246	131,107	" 1885	331N	111,990
" 1882	221N	185,209	" 1884	247	113,751	" 1885	332N	113,278
" 1882	222N	190,134	" 1884	248	114,083	" 1885	333N	11,177
" 1882	223N	186,351	Aug., 1884	249	132,569			
" 1882	224N	190,278	" 1884	250	106,965	Total	70	Engines.
Sept., 1883	225	154,562	" 1884	251	112,869			
" 1883	226	142,745	" 1884	252	133,289			

TABLE No. 5.—continued.

Date when put on.	Number.	Number of miles run.	Date when put on.	Number.	Number of miles run.	Date when put on.	Number.	Number of miles run.
<b>SUBURBAN TRAFFIC.</b>								
Class No. 158—Four-wheel coupled tank engine, inside cylinders.			Oct., 1885	..... 336N	123,213	Oct., 1877	31N 415	331,473
Sept., 1880	..... 158	173,279	"  1885	..... 337N	88,092	"  1877	32N 416	387,997
Aug., 1880	..... 159	191,589	Jan., 1886	..... 338	106,724	"  1887	33N 417	321,921
"  1880	..... 160	261,981	Feb., 1886	..... 339	79,168	"  1887	34N 418	331,580
Sept., 1880	..... 161	186,175	"  1886	..... 340	95,765	Sept., 1877	35N 419	328,970
"  1880	..... 162	225,818	Nov., 1885	..... 341	119,711	"  1877	36N 420	312,999
July, 1880	..... 163	205,690	"  1885	..... 342	117,095	Dec., 1870	..... 40	411,981
		<b>Total 6 Engines.</b>	Oct., 1885	..... 343	121,748	Jan., 1871	..... 41	418,363
			Dec., 1885	..... 344	115,129	Mar., 1871	..... 42	354,773
			Feb., 1886	..... 345	107,746	"  1871	..... 43	364,785
			Jan., 1886	..... 346	106,540	Dec., 1870	..... 44	376,847
			Mar., 1886	..... 347	43,984	Feb., 1871	..... 45	343,564
			Feb., 1886	..... 348	67,677	Mar., 1871	..... 46	421,093
			Mar., 1886	..... 349	66,264	Aug., 1877	..... 93	317,963
			Feb., 1886	..... 350	106,712	"  1877	..... 94	312,663
		<b>Total ...47 Engines.</b>				"  1877	..... 95	290,557
						"  1877	..... 96	273,996
						July, 1877	..... 97	281,592
						"  1877	..... 98	294,625
						July, 1877	..... 99	295,200
						"  1877	..... 100	328,734
						Nov., 1877	..... 101	309,428
						"  1877	..... 102	280,945
						"  1877	..... 104	300,222
						"  1878	..... 106	253,953
						Aug., 1878	..... 107	298,581
						"  1878	..... 108	239,071
						"  1878	..... 109	300,095
						"  1878	..... 110	250,285
						"  1878	..... 111	284,554
						Dec., 1878	..... 112	253,570
						"  1878	..... 113	251,443
						"  1878	..... 114	239,961
						"  1878	..... 115	262,972
						"  1878	..... 116	289,248
						"  1878	..... 117	241,904
						Dec., 1879	..... 142	228,306
						Sept., 1880	..... 164	261,120
						Oct., 1881	..... 183	177,218
						"  1881	..... 184	182,121
						"  1881	..... 185	204,319
						"  1881	..... 186	198,642
						"  1881	..... 187	165,984
						"  1881	..... 188	187,717
		<b>Total... 72 Engines.</b>						

\* Bought from Contractors.

TABLE No. 6.—Types of Engines.

Not to be renewed, dates when added to the stock, and the mileages run by each engine, from 1st January, 1862, to 31st May, 1889.

Date when put on.	Number.	Number of miles run.	Date when put on.	Number.	Number of miles run.	Date when put on.	Number.	Number of miles run.
<b>Type No. 17—Six-wheel coupled, inside cylinders.</b>			<b>Type No. 23—Four-wheel coupled, outside cylinders.</b>			<b>Type No. 29—Six-wheel coupled tank, inside cylinders.</b>		
	Old Nos.			Old Nos.			Old Nos.	
June, 1865	11N 396	561,153	Sept., 1865	14N 399	450,916	June, 1864	9N 394	390,037
"  1865	12N 397	494,845	"  1865	15N 400	447,641	Mar., 1864	..... 29	314,135
"  1865	13N 398	512,450	"  1865	16N 401	471,043	Aug., 1864	..... 30	350,010
May, 1871	18N 402	467,857	April, 1867	..... 23	304,978	"  1864	..... 31	352,134
"  1871	19N 403	463,298	Feb., 1867	..... 24	464,997			
Nov., 1873	21N 405	350,723	April, 1867	..... 25	419,137			
"  1873	22N 406	393,097	Oct., 1866	..... 26	554,872			
May, 1866	..... 17	473,188	Nov., 1866	..... 27	511,706			
Sept., 1866	..... 18	459,389	Mar., 1867	..... 28	498,655			
"  1866	..... 19	472,637	Nov., 1870	..... 32	376,243			
Jan., 1867	..... 20	483,660	"  1870	..... 33	382,273			
"  1867	..... 21	412,708	Dec., 1870	..... 34	412,794			
"  1867	..... 22	468,431	"  1870	..... 35	441,458			
Dec., 1870	..... 40	411,931			<b>Total 13 Engines.</b>			
Jan., 1871	..... 41	418,363				<b>Type No. 36—Four-wheel coupled, inside cylinders.</b>		
Mar., 1871	..... 42	354,773				Feb., 1871	..... 39	363,638
"  1871	..... 43	364,785				Aug., 1875	..... 75	270,801
Dec., 1870	..... 44	376,847				April, 1877	..... 76	314,881
Feb., 1871	..... 45	343,564				Sept., 1877	..... 77	224,675
Mar., 1871	..... 46	421,093				Dec., 1877	..... 78	221,943
"  1871	..... 47	398,194				Sept., 1870	..... 36	364,131
July, 1879	..... 52	200,844				Nov., 1870	..... 37	346,342
"  1879	..... 103	208,382				Dec., 1870	..... 38	386,580
		<b>Total 23 Engines.</b>						<b>Total 8 Engines.</b>





TABLE No. 6—continued.

Date when put on.	Number.	Number of miles run.	Date when put on.	Number.	Number of miles run.	Date when put on.	Number.	Number of miles run.
Type No. 5—Four-wheel coupled, with inside cylinders.			Type No. 14—Pair driving wheels, with inside cylinders.			Class 351—continued		
Old Nos.			Old Nos.			Old Nos.		
Mar., 1856	4 N 391	609,141	Nov., 1865	..... 14	437,375	Jan., 1886	..... 361	40,358
Nov., 1856	..... 5	310,626	Jan., 1866	..... 15	438,005	Mar., 1886	..... 362	50,414
Total		2 Engines.	Dec., 1865	..... 16	465,433	April, 1886	..... 363	28,998
			Total		3 Engines.	..... 1886	..... 364	36,250
Type No. 6 N—Four-wheel coupled tank engine, outside cylinders.			Type No. 20 N—Six-wheel coupled tank engine, with inside cylinders.			May, 1886	..... 365	41,338
Mar., 1863	6 N 392	438,760	June, 1872	20 N 404	527,280	June, 1886	..... 366	45,633
„ 1863	7 N 393	422,222	Total		1 Engine.	„ 1886	..... 367	25,687
Total		2 Engines.				„ 1886	..... 368	32,703
Type No. 10—Four-wheel coupled, with inside cylinders.			Class 351.—Suburban tank engine.			Total		
June, 1872	..... 10	239,682	Dec., 1885	..... 351	43,173	Total		18 Engines.
Total		1 Engine.	Nov., 1885	..... 352	78,568			
Type No. 13—Four-wheel coupled, with inside cylinders.			„ 1885	..... 353	79,320	Class 373.—Four-wheel coupled engines; outside cylinders.		
Sept., 1864	10 N 395	422,611	„ 1885	..... 354	53,144	May, 1887	..... 373	47,150
Jan., 1863	..... 13	295,176	Dec., 1885	..... 355	48,508	June, 1887	..... 374	64,784
Total		2 Engines.	„ 1885	..... 356	62,664	„ 1887	..... 375	64,489
			Feb., 1886	..... 357	54,206	„ 1887	..... 376	58,599
			Mar., 1886	..... 358	35,955	„ 1887	..... 377	57,686
			„ 1886	..... 359	52,717	„ 1887	..... 378	52,628
			Feb., 1886	..... 360	48,333	„ 1887	..... 379	50,743
						„ 1887	..... 380	57,684
						Aug., 1887	..... 381	52,481
						„ 1887	..... 382	53,661
						Sept., 1887	..... 383	39,785
						„ 1887	..... 384	47,991
						Total		12 Engines.

TABLE No. 7.

STATEMENT of Locomotives which have received New Boilers—Southern and Western Lines.

Locomotive.	Mileage run to 31st May, 1889.	Date commenced running.	Date Boiler renewed.	Life.	Remarks.
Type.	No.			Years.	
17	17*	473,188	May, 1866... {	June, 1874	8
17	18	459,389	Sept., 1866	October, 1882	8
17	19*	472,637	Sept., 1866... {	August, 1885	19
17	20	483,660	July, 1867	July, 1875	9
17	21	412,768	January, 1867	May, 1885	10
17	22	468,431	„ 1867	April, 1882	15
23	26	554,872	October, 1866	July, 1884	17
23	28	498,655	March, 1867	„ 1884	17
29	29	314,135	March, 1864	Nov., 1881	15
29	31	352,133	August, 1864	October, 1882	15
17	41	418,363	January, 1871	October, 1878	14
17	43	364,785	March, 1871	August, 1879	8
17	47	398,194	„ 1871	January, 1880	9
17	52	200,844	July, 1879	December, 1877	6
48	53	273,625	February, 1874	„ 1883	4
60	62	299,422	Dec., 1874	February, 1889	15
127	66	148,814	February, 1866	June, 1888	22
79	80	273,122	May, 1877	March, 1889	22
93	113	251,443	December, 1878	December, 1887	10
93	115	262,972	„ 1878	March, 1886	8
131	131†	248,591	April, 1879	June, 1886	8
131	132	216,229	„ 1879	Sept., 1884	5
131	133	211,634	Sept., 1879	Nov., 1886	7
131	133†	237,435	„ 1879	June, 1886	7
205	208	195,012	January, 1882	January, 1884	5
			Sept., 1882	Sept., 1889	6
Total...	27		Mean age.....	11.5	

\* These engines have been re-boilered twice. † Note.—These engines were renewed with steel fire-boxes. The other six engines of this class have either received new fire-boxes, or are being fitted with new fire-boxes at present.

TABLE, No. 8.

STATEMENT showing Locomotives on the Northern Line which received new boilers up to 1885.

Type.	Nos. of Engines.		Mileage run to 31st May, 1889.	Date engine commenced running.	Date boiler renewed.	Life of old boiler.	Remarks.
	Old No.	New No.					
1N	1N	388	597,061	March, 1857	Nov., 1876	19	
1N	2N	389	473,406	" 1857	March, 1876	19	
1N	3N	390	547,338	" 1857	" 1879	22	
5	4N	391	609,141	" 1856	Jan., 1877	21	
.....	.....	.....	.....	.....	June, 1880	.....	No. 5N written off; total mileage, 452,709.
6N	6N	392	438,760	March, 1863	Sept., 1877	14	
6N	7N	393	422,222	" 1863	" 1879	16	
.....	.....	.....	.....	.....	March, 1879	.....	No. 8N written off; total mileage, 475,155.
29	9N	394	390,037	June, 1864	Feb., 1883	19	
13	10N	395	422,611	Sept., 1864	Nov., 1881	17	
17	11N	396	561,153	June, 1865	July, 1880	15	
17	12N	397	494,845	" 1865	June, 1878	13	
17	13N	398	512,450	" 1865	" 1881	16	
23	14N	399	450,916	Sept., 1865	Dec., 1879	14	
23	16N	401	471,043	" 1865	Sept., 1878	13	
.....	.....	.....	.....	.....	July, 1881	.....	No. 17N written off; total mileage, 453,810.
17	18N	402	467,857	May, 1871	Sept., 1882	11	
17	21N	405	350,723	Nov., 1873	Aug., 1881	8	
17	22N	406	393,097	" 1873	Feb., 1878	5	
23N	23N	407	312,306	July, 1874	June, 1883	9	
23N	24N	408	317,753	Aug., 1874	Nov., 1885	11	
23N	26N	410	326,002	June, 1875	March, 1884	9	
Total average ...	19				Mean age	14.26	

AGE and MILEAGE of ENGINES which have run over 250,000 Miles, and are still running with old boilers.

Type No.	Old No.	Present No.	Mileage run to 31st May, 1889.	Date commenced running.	Age, years.	Present Working Pressure.	Remarks.
5	.....	5	310,626	Nov., 1856	33	110	
13	.....	13	295,176	Jan., 1883	26	120	
14	.....	14	437,375	Nov., 1865	24	120	New copper fire-box, October, 1882.*
14	.....	15	488,005	Jan., 1866	23	120	" November, 1879.*
14	.....	16	465,433	Dec., 1865	24	120	" September, 1880.*
23	.....	23	304,978	April, 1867	22	125	
23	.....	24	464,997	Feb., 1867	22	125	
23	.....	25	419,137	April, 1867	22	125	½ copper box, 1878*
23	.....	27	511,706	Nov., 1866	23	125	
29	.....	30	350,010	Aug., 1864	25	120	New copper fire-box, March, 1880*
23	.....	32	376,243	Nov., 1870	19	130	
23	.....	33	382,273	" 1870	19	130	
23	.....	34	412,794	Dec., 1870	19	130	½ copper box, Sept., 1878*
23	.....	35	441,453	" 1870	19	130	
36	.....	36	364,131	Sept., 1870	19	120	
36	.....	37	346,342	Nov., 1870	19	120	
36	.....	38	336,580	Dec., 1870	19	120	
36	.....	39	363,988	Feb., 1871	18	120	
17	.....	40	411,931	Dec., 1870	19	125	
17	.....	42	354,773	March, 1871	18	125	
17	.....	44	376,347	Dec., 1870	19	125	½ copper box, July, 1883.*
17	.....	45	343,564	Feb., 1871	18	125	½ copper box, October, 1880.
17	.....	46	421,093	March, 1871	18	125	½ copper box, April, 1880.*
48	.....	48	290,445	Dec., 1874	15	120	
48	.....	49	289,032	" 1874	15	120	
48	.....	50	329,947	" 1874	15	120	
48	.....	51	286,039	" 1874	15	120	
48	.....	54	335,739	May, 1874	15	120	
48	.....	55	296,202	" 1874	15	120	
48	.....	56	282,931	Aug., 1874	15	120	
48	.....	57	282,146	July, 1875	14	120	
48	.....	58	328,804	Aug., 1875	14	120	

Those marked \* have run over 350,000 miles.

AGE and MILEAGE of ENGINES, &c.—continued.

Type No.	Old No.	Present No.	Mileage run to 31st May, 1889.	Date commenced running.	Age, years.	Present Working Pressure.	Remarks.	
48	.....	59	277,057	Aug., 1875	14	120		
60	.....	60	304,039	Oct., 1875	14	120		
60	.....	63	314,623	Dec., 1874	15	120		
60	.....	64	301,938	" 1874	15	120		
60	.....	65	291,510	Jan., 1875	14	120		
.....	.....	70	266,740	July, 1875	14	120		
.....	.....	71	262,701	" 1875	14	120		
.....	.....	75	270,801	Aug., 1876	13	120		
.....	.....	76	314,881	April, 1877	12	120		
79	.....	81	287,602	May, 1877	12	130		
79	.....	82	260,734	April, 1877	12	130	‡ copper box, December, 1884.	
79	.....	83	330,889	June, 1877	12	130		
79	.....	84	294,856	" 1877	12	130		
79	.....	85	296,706	" 1877	12	130		
79	.....	86	274,492	" 1877	12	130		
79	.....	87	234,168	" 1877	12	130		
79	.....	89	316,501	" 1877	12	130		
79	.....	90	311,305	" 1877	12	130		
93	.....	93	317,963	Aug., 1877	12	130		
93	.....	94	312,663	" 1877	12	130		
93	.....	95	290,557	" 1877	12	130		
93	.....	96	273,996	" 1877	12	130		
93	.....	97	281,592	July, 1877	12	130		
93	.....	98	294,625	" 1877	12	130		
93	.....	99	295,200	" 1877	12	130		
93	.....	100	328,734	" 1877	12	130		
93	.....	101	309,423	Nov., 1877	12	130		
93	.....	102	280,945	" 1877	12	130		
93	.....	104	300,222	" 1877	12	130		
93	.....	106	253,953	Aug., 1878	11	130		
93	.....	107	298,581	" 1878	11	130		
93	.....	109	300,095	" 1878	11	130		
93	.....	110	250,285	" 1878	11	130		
93	.....	111	284,554	" 1878	11	130		
93	.....	112	253,570	Dec., 1878	11	130		
93	.....	116	289,243	" 1878	11	130		
79	.....	118	254,779	Sept., 1878	11	130		
79	.....	119	282,360	" 1878	11	130		
79	.....	120	269,049	" 1878	11	130		
79	.....	122	276,499	" 1878	11	130		
131	.....	134	254,129	" 1879	10	130		
158	.....	160	261,981	Aug., 1880	9	125		
93	.....	164	261,120	Sept., 1880	9	130		
		15N	400	447,641	" 1865	24	115	Space between crown and bars incrustated solid.*
		25N	409	289,917	June, 1875	14	120	[seven months.†
79		27N	411	317,401	July, 1877	12	130	Not been examined internally for eleven years
79		28N	412	320,475	Aug., 1877	12	130	Copper tube plate bulged fully ¼ in.*
79		29N	413	358,426	" 1877	12	130	
79		30N	414	345,572	" 1877	12	130	Copper tube plate bulged ¼ in.
93		31N	415	331,473	Oct., 1877	12	130	Copper bottom fire-hole burnt.
93		32N	416	387,997	" 1877	12	130	Copper tube plate bulged ½ in.*
93		33N	417	321,921	" 1877	12	130	Copper bottom fire-hole burnt.
		34N	418	331,580	" 1877	12	130	Copper tube plate bulged fully ½ in.
		35N	419	328,970	Sept., 1877	12	130	Copper tube plate bulged fully ⅓ in.
		36N	420	312,999	" 1877	12	130	" " " "
79		37N	421	306,985	Feb., 1879	10	120	Examined internally recently. "
79		38N	422	295,526	" 1879	10	130	" " " "
79		39N	423	278,965	" 1879	10	130	Copper tube plate bulged ¼ in.‡
93		41N	425	253,931	Feb., 1880	9	130	} Boilers of this class reported in bad state, and } found to be seriously corroded and pitted.*
93		43N	427	272,841	May, 1880	9	130	
93		45N	429	254,995	June, 1880	9	130	Copper tube plate bulged fully ½ in.
79		47N	431	259,638	Dec., 1880	9	130	" " " "
79		51N	435	255,524	Feb., 1881	8	130	Copper tube plate bulged ½ in.
Total and average		95	319,209	.....	14.37	124		

NOTES.—No less than 21 of the above engines have run over 350,000 miles, and 33 of them have run for 15 years or more.

† Boiler of engine No. 426, of the same class, which has run 241,068 miles, was, when examined internally, found pitted and corroded, one of the plates being grooved nearly through. The copper tube plate was bulged fully ¼ in. ‡ The crown plate of the copper fire-box of this engine cracked whilst standing under steam, March 7, 1889. § The boiler of this engine had not (February 7, 1889) been examined internally for 11 years. On February 1, 1889, there were 31 boilers in the Northern District, which had not been examined internally for periods varying from 5 to 11 years, as follows:—

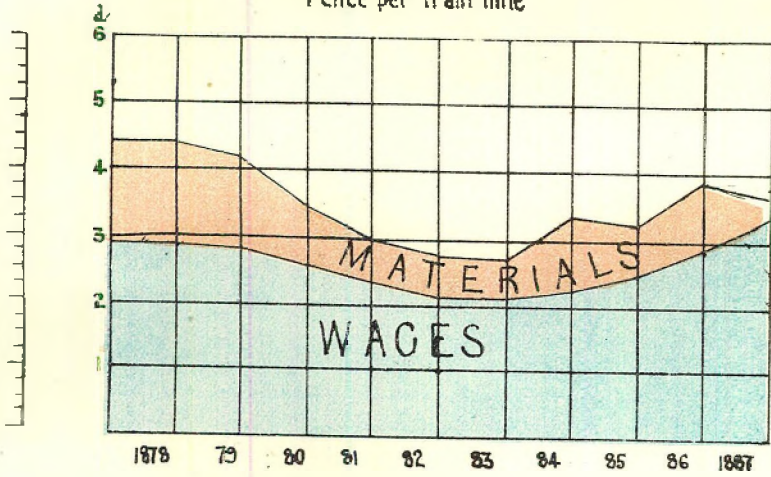
5 engines—boilers not examined internally for 11 years. 6 engines—boilers not examined internally for 7 years.

Boiler of engine No. 234 from this district, which was put on line October, 1883, and has only run 147,234 miles, was found to be badly pitted in barrel, April 1, 1889. ¶ The boiler of 400, though 23 years old, had not been examined internally for 9 years.

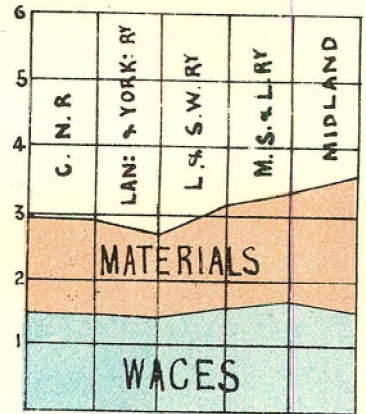
[Two plans.]



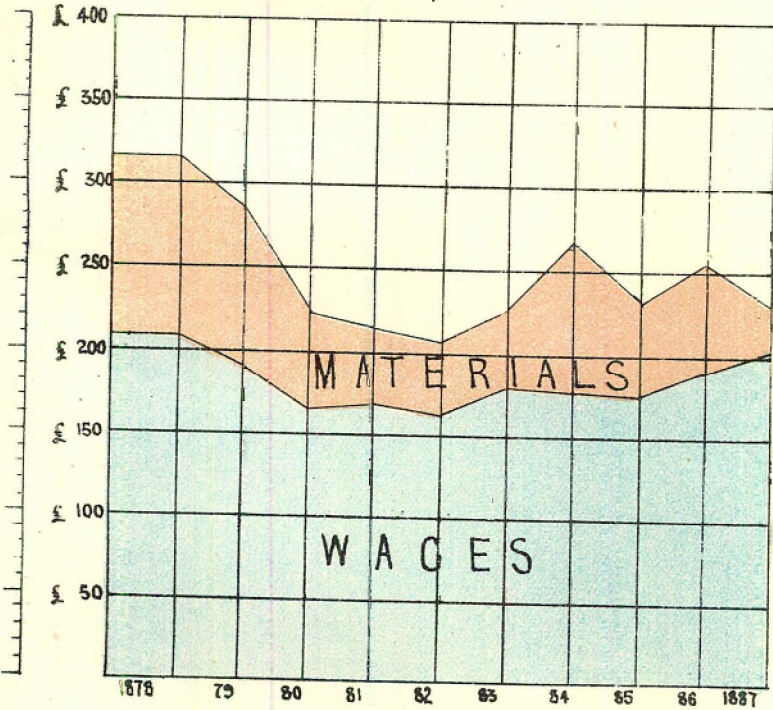
N. S. W. GOVT RYS  
LOCOMOTIVE REPAIRS AND RENEWALS  
Pence per Train mile



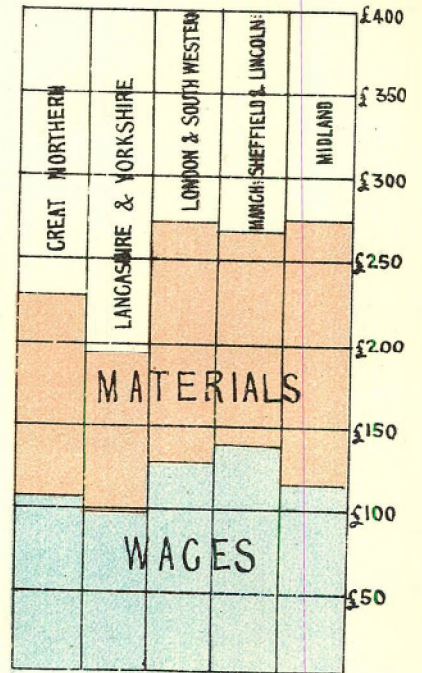
ENGLISH RAILWAYS  
LOCO: REPAIRS & RENEWALS  
Average of 18 to 20 years



£ per Engine per annum

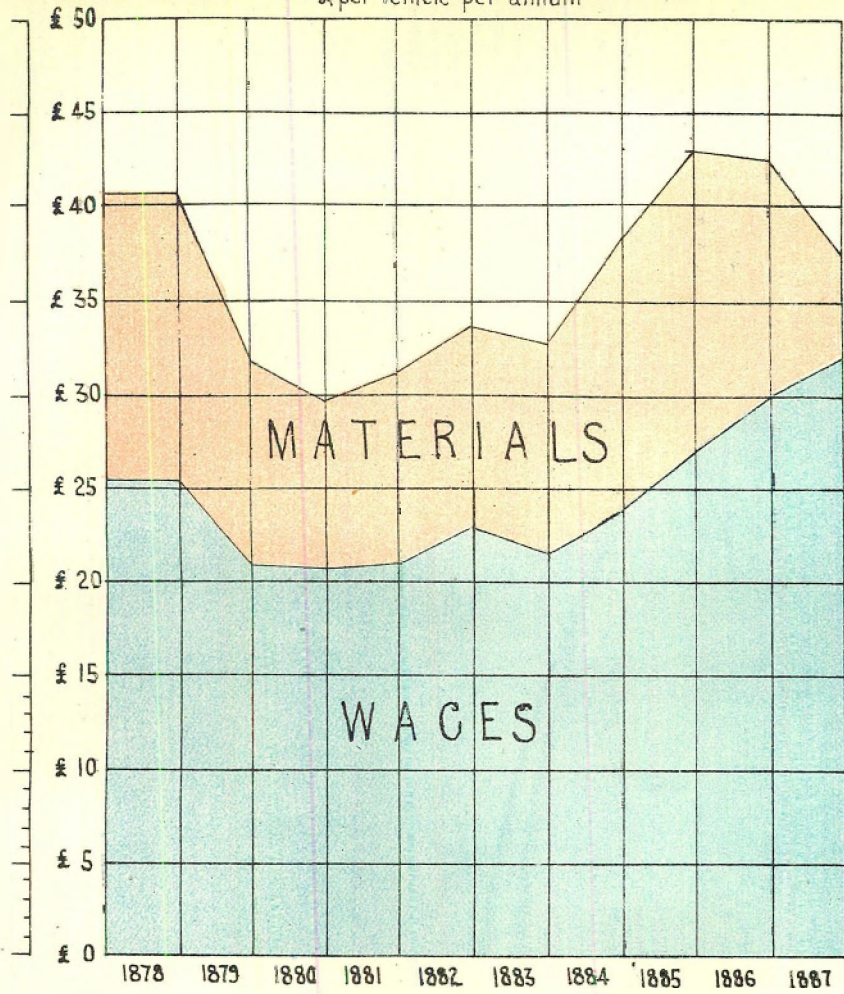


(Sig. 509)

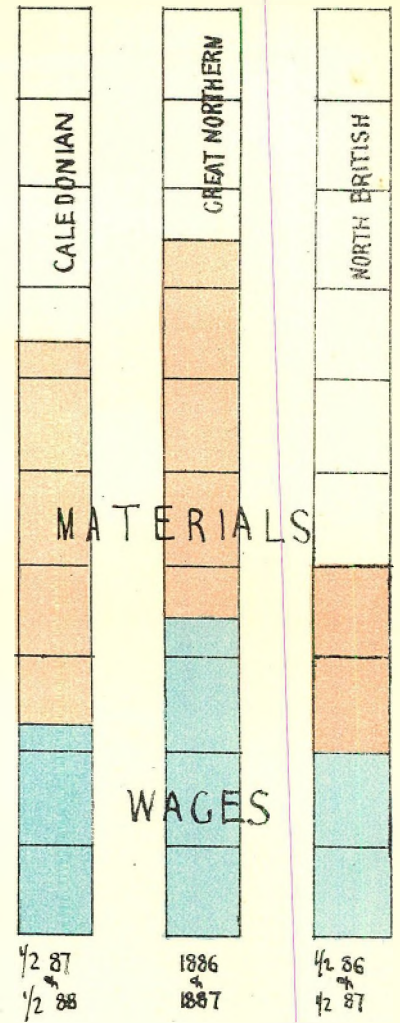


LOCOMOTIVE REPAIRS AND RENEWALS

N. S. W. GOVT RY<sup>S</sup>. — REPAIRS AND RENEWALS OF CARRIAGES  
£ per vehicle per annum

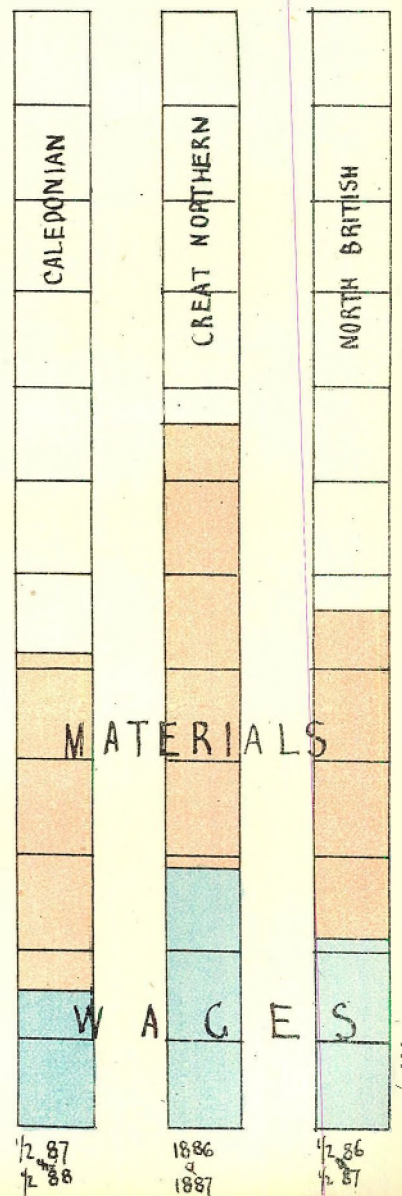
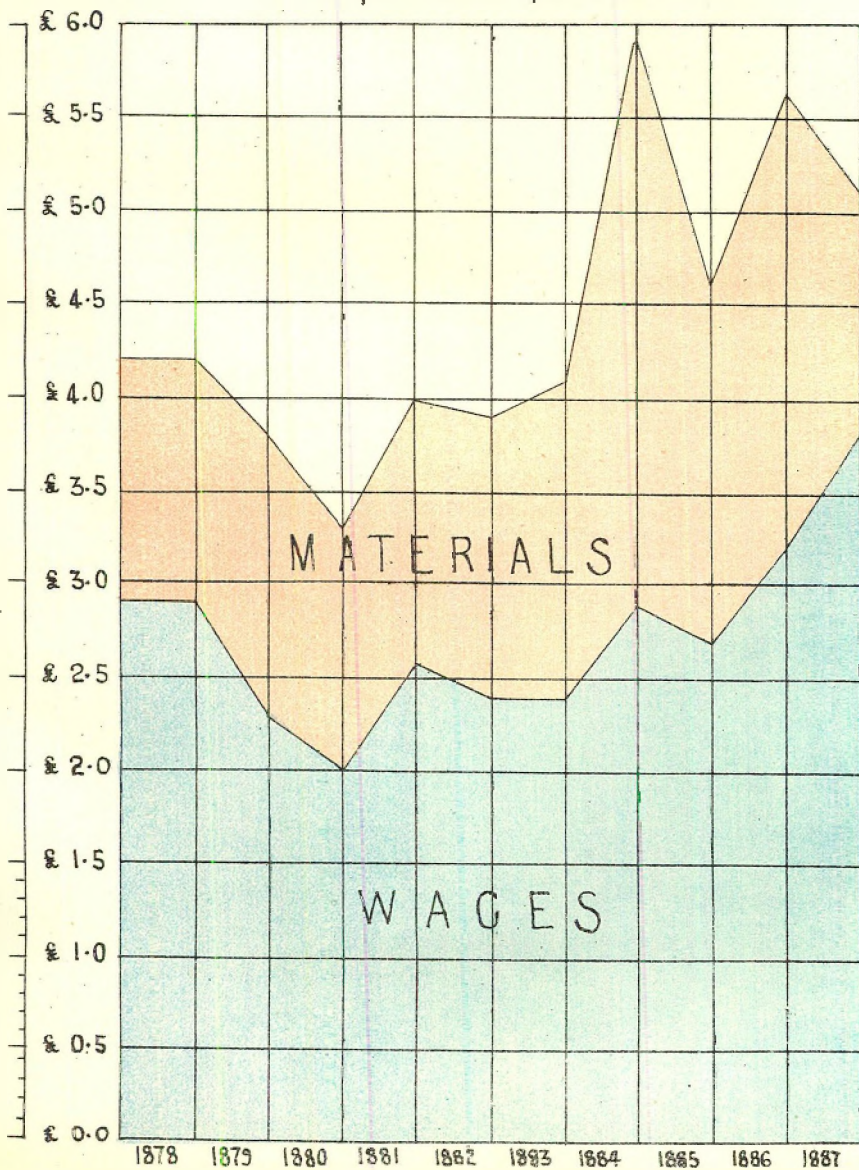


ENGLISH RAILWAYS



REPAIRS AND RENEWALS OF WAGONS

£ per vehicle per annum



(503)

1889.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

**RAILWAYS.**

(REPORT OF MR. R. PRICE-WILLIAMS, C.E., ON THE CONDITION OF THE PERMANENT WAY AND WORKS.)

*Ordered by the Legislative Assembly to be printed, 13 August, 1889.*

Sydney, 10th August, 1889.

To the Commissioners for Railways of New South Wales, Sydney.

Gentlemen,

In reporting on the present condition of the permanent way of the New South Wales Railways, I have, for the reasons already given in regard to the Rolling Stock, confined myself to a careful examination of those portions of the different lines which are at present in the least satisfactory state.

Granville Junction to Goulburn.

\*STEEL RAILS.

Road relaid with Steel Rails.		Mileage relaid.
M. chs.	M. chs.	M. chs.
From 13 53	to 21 67	8 14
" 23 80	" 24 38	0 58
" 26 48	" 26 68	0 20
" 29 53	" 31 66	1 66
" 33 76	" 34 35	0 39
" 49 00	" 52 40	3 40
" 53 00	" 54 40	2 40
		17 37

IRON RAILS.

	Miles.
Sydney to Granville Junction:	
23 years	2
19 years	10
	12

†GRANVILLE TO GOULBURN (see details, Appendix, Table No. 1.)

AGE OF IRON RAILS.

	No. of Miles.
30 years and upwards	10½
26 "	14½
25 "	2¼
22 "	18½
21 "	8
20 "	28
19 "	20
	102

I regret to say I have found the main line between Granville Junction and Goulburn in a very bad state, more especially on the gradients between Picton and Mittagong, where there are nearly 3 continuous miles of 1 in 30, and had it not been for the ironbark sleepers—which, notwithstanding the severe punishment they have received, are generally in a sound condition, it would not in my judgment be safe to continue to work the express traffic at the present speeds.

Except a few isolated portions of the line where about 17½ miles\* have been rerailed with steel rails, that is to say, new rails put into the old chairs or laid upon the old sleepers in the case of the T rail, the whole of the line between Granville Junction and Goulburn is still laid with iron rails.

Of these iron rails, 10½ miles have been in the road thirty years and upwards, 16¾ miles for between twenty-five and twenty-six years, and 74¾ miles for periods varying from nineteen to twenty-two years. Altogether, at the end of last year, there were 102 miles of line between these two places where the iron rails have been in the road for periods exceeding nineteen years†; there were also 12 miles of iron rails of the same date still in the road on the suburban lines between Sydney and Parramatta.†

The condition of these rails is generally very bad, more especially on the gradients in the numerous rock cuttings, where I frequently observed little or no ballast under the sleepers; so that with the great speed



EXTRACTS from note-book, July, 1889:—

Noticed in cutting at about the 49th mile sleepers lying practically on the rock formation.

Noticed at 58 miles that there was not more than 1½ inch of ballast under sleepers. The ganger told me the chairs are always breaking here.

speed attained in descending these gradients both the rails and sleepers are being actually pounded to pieces on a rock formation. The formation in the cuttings is only 15 feet, which does not allow sufficient width for the side discharge necessary to keep the ballast in proper condition, a most important point in properly maintaining the permanent way.

The ballast, consisting chiefly of large pieces of broken sandstone, is of an inferior and unsuitable description. In packing the sleepers it becomes rapidly disintegrated, rendering it very difficult to maintain a good top to the road, and the fine sand produced gets into the machinery of the engines and does a great amount of mischief. The frequent records in my note-book, such as "rail ends badly crushed," "road very much out of line," "flat place in middle of rail," "outer rail in curve very much down," "bad ballast," "insufficient ballast," "no bottom ballast," "bad top," &c., sufficiently indicate the general condition of this portion of the main line over which, at great speeds, the express service between Sydney and Melbourne is carried.

The thick dark lines of axle-box grease, which I frequently noticed, trailed along the ballast for miles together without a break, not only testifies to the bad and neglected state of the permanent way and to the ballast not having for a length of time been opened out to lift and repair the road, but it also bears testimony to the bad and neglected state of the axle-boxes and rolling stock to which I have already drawn attention.

The whole of the iron rail permanent way between Granville Junction and Goulburn requires to be entirely renewed and as speedily as possible; the material from the small portions already laid with steel rails being taken up and utilized for the purpose of future repairs.

The practice of "rerailing" or putting new steel rails into the old chairs with the old sleepers and fastenings is at all times objectionable, but especially so where, as in this case, the ballast as a rule is insufficient and of an inferior quality.

In repairing the permanent way I notice what is still more objectionable, and that is, replacing a worn out iron rail with a new steel one, the effect of a mixed road of this kind on the running of the trains being very marked and injurious alike to the road and rolling stock.

Wherever the line has to be renewed the whole of the materials in the road should be taken out and replaced with new, and such as are still serviceable should be utilized for sidings or where iron rails continue in use. The ballast, if not too bad to admit of its being left in the road, should serve as the formation of the renewed road, and there should at least be 5 inches of good blue rock bottom ballast for the sleepers.

The total mileage of permanent way between Granville Junction and Goulburn is—

	mils.	chns.
Laid with steel rails in detached pieces	17	37
Laid with iron rails	103	41
	120	78

With the 80 lb. steel rails and 40 lb. chairs, which I am glad to learn the Commissioners have decided to adopt for the future, and the splendid material this Colony possesses in its ironbark sleepers, with plenty of the hard blue rock ballast, the permanent way of this portion of the Southern main line would be in a condition to meet the immediate and future requirements of the increasing traffic.

### Goulburn to Cootamundra.

Of the 119 miles of line on this section, 60 miles, or just half, has been in the road from fourteen to fifteen years, and the remainder from twelve to thirteen years. Only 9½ miles, situated on the graded portions of the line which were laid with iron rails fourteen years since (1875-1876) have been renewed with steel rails in detached pieces.

Locality.	Date of Opening.	Miles.
Goulburn to Gunning .....	Mar., 1875	30.20
Gunning to Bowring .....	July, 1876	29.28
Bowring to Binalong .....	Nov., 1876	14.42
Binalong to Murrumburrah .....	Mar., 1877	19.48
Murrumburrah to Cootamundra .....	Nov., 1877	25.13
Total miles.....		118.69

RENEWED WITH STEEL RAILS.		
M. chs.	M. chs.	M. chs.
134 20 to 137 40 .....		3 20
154 20 to 157 20 .....		3 0
164 60 to 168 20 .....		3 40
		9 60

The condition of this part of the main line is not so bad as that between Granville Junction and Goulburn, but having regard to the exceptional character and speed of the traffic between the two Colonies, it ought to be entirely renewed as soon as it can conveniently

be

\*

Locality.	When Opened.	Miles.
Miles.		
141 to 143 .....	Nov., 1875	2
151½ to 154½ .....	Nov., 1875	3
204 to 205 .....	Nov., 1876	1
212 to 213 .....	March, 1877	1
231 to 232 .....	Nov., 1877	1
245½ to 246½ .....	Nov., 1877	1
Total .....		9

be done with steel rails, sleepers, and blue rock ballast, as in the case of the preceding section. About 9 miles of the permanent way however, on some of the 1 in 40 gradients, require immediate renewal.\*

### Cootamundra to Albury.

Locality.	Date of Opening.	Miles Open.
IRON RAILS.		
Cootamundra to Bethungra.	Apl., 1878	m. c. 15 10
Bethungra to Junee Junct.	July, 1878	18 25
Junee Junction to Bomin	Sept., 1878	17 38
Bomin to Wagga Wagga.	Sept., 1878	5 1
STEEL RAILS.		
Wagga Wagga to Gerogery	Sept., 1880	53 63
Gerogery to Albury .....	Feb., 1881	18 37
Albury to Wodonga .....	Jan., 1883	1 0
		134 17

I am surprised to find that the 55½ miles of railway between Cootamundra and Wagga Wagga were laid with iron rails so late as 1878 and 1879 at a time when the price of steel rails in England was very low and just about the same as that of iron rails, viz., £4 10s. per ton; only 3 miles situated on gradients of 1 in 40 and 1 in 45.5 between Little Stony Creek and Bethungra Station have been relaid with steel rails. There are 5 miles of the iron rails on the gradients just west of Cootamundra which should at once be renewed; and the remainder of the road between Cootamundra and Wagga Wagga laid with iron rails should, for the reasons already stated, be replaced with steel at the

earliest possible period; the serviceable materials being utilized, as already suggested, for repairs on other lines where iron rails continue to be used.

The line between Wagga Wagga and Albury opened in 1880 and 1881 is laid with steel rails, and when it has been properly ballasted here and there with good blue rock ballast, the annual cost of the maintenance will be very small as compared with what it is at present.

### Great Western Railway.—Granville Junction to Bathurst.

Locality.	Date of opening.	Miles open.	Age of Road.
Granville Junction to Blacktown Junction.	July, 1860	8.24	ys. 29
Blacktown Junct. to Rooty Hill	Dec., 1861	3.68	28
Rooty Hill to St. Mary's .....	May, 1862	3.75	27
St. Mary's to Penrith .....	May, 1862	4.66	27
Penrith to Wentworth Falls .....	July, 1867	27.70	22
Wentworth Falls to Mt. Victoria	May, 1868	14.70	21
Mount Victoria to Bowenfels .....	Oct., 1869	19.49	20
Bowenfels to Wallerawang Junction.	Mar., 1870	7.46	19
Wallerawang Junct. to Rydal .....	July, 1870	6.11	19
Rydal to Locksley .....	April, 1872	19.11	17
Locksley to Brewongle .....	July, 1872	5.31	17
Brewongle to Raglan .....	Mar., 1873	5.3	16
Raglan to Kelson .....	Mar., 1875	3.0	14
Kelson to Bathurst .....	April, 1876	1.35	13
		130.77	

With the exception of about a mile and three quarters of what is termed the "hydra-headed rails," the whole of the up line between the Junction and Penrith was relaid with steel rails in 1886. These hydra-headed rails, which were only laid down in 1886, should at once be taken out.

On the down line between these two places there are still about 12 miles of iron rails which, with the exception of occasional replacements, have been in the road for periods varying from twenty-two to twenty-nine years. Here and there in the 12 miles small portions of the road have been rerailed with steel rails. The whole of this mileage, however, should be entirely relaid with steel rails, resleepered, and ballasted with blue rock ballast, the few steel rails and sleepers removed being utilized for repairs.

From Penrith to Springwood, a distance of about 14 miles, the line has been rerailed with steel, M. ch. and between Springwood and Locksley, 82½ miles, 18½ miles\* has also been rerailed with steel. \*18 43 †78 62 On the remainder of the line to Bathurst, a distance of about 78½ miles,† the iron rails which were laid in 1868 and 1870, and between 1872 and 1876, are still in the road.

The age of 11¼ miles of the permanent way varies from twenty-five to twenty-eight years, 27 miles from eighteen and twenty-one years; while 28½ miles ranges between fifteen to sixteen years. Altogether there are 67½ miles of way which, with the exception of occasional replacements, has been in the road for over fifteen years. Many of the rails and sleepers are in a bad condition, and the 4½ miles‡

M. ch. of way on the gradients just beyond Mount Victoria, two short lengths of about a mile. †4 34 each on the Lithgow Zig Zag, and two other short pieces near Macquarie's Plains Station, should be entirely renewed as soon as possible.

On the line between Bathurst and Blayney Junction, opened in 1876, there are two short pieces of way of about three-quarters and half-a-mile length respectively, between Perth Platform and George's Plains Station, which require to be entirely renewed, the serviceable material being used for repairing other parts of the road.

Great

## Great Northern Line.

The double line between Newcastle and West Maitland, which I carefully examined, I found to be in a very defective condition, both as regards rails, sleepers, fastenings, &c., and maintenance. This portion of the line was opened in 1857-1858, thirty-one years since, and according to Mr. Cowdery's tabular statement showing the age of the permanent way,\* there are still  $11\frac{1}{2}$  miles of the original iron rails still in the road; the ironbark sleepers here, as elsewhere, have been its salvation. Although many of them were, I observed, rather crushed, there is still a good deal of life in some of them. Having regard to the heavy character of the traffic on this portion of the line, I would advise that the whole of the  $11\frac{1}{2}$  miles be entirely renewed. I gather from Mr. Cowdery's tabular statement that there are, in addition, 83 miles of the Great Northern Line where the age of the iron rails varies from twenty-four to twenty-eight years,† and 71 miles more from sixteen to nineteen years old, so that altogether there are  $115\frac{1}{2}$  miles of rails on the line whose age, at present, exceeds sixteen years. This mileage corresponds very closely with that between Newcastle and Murrurundi, 119 miles, which was opened to the latter place in April, 1872, just seventeen years since. Having regard to these facts, I consider that the immediate renewal of the 5 miles of this permanent way between Newcastle and West Maitland,  $2\frac{1}{2}$  miles between Branxton and Blandford, and 1 mile between Blandford and Wern's, laid down in 1872, is the least that should be done, with the view to restoring the permanent way on these portions of the main line as quickly as possible to a thoroughly sound condition.

## Cost of Maintenance and Renewals of Permanent Way.

The cost of the maintenance and renewals of the permanent way of the New South Wales Government Railways, including the whole of the staff and office charges, has averaged during the last ten years (1878 to 1887) £228 per mile. The cost of the materials, however, viz., £41 per mile, constitutes but a very small proportion of this amount, while the cost of the labour is as much as £187 per mile, clearly showing that little beyond the ordinary maintenance has been done;—and further, that a large portion of the maintenance is attributable to the new lines opened during these ten years, which has averaged  $144\frac{3}{4}$  miles per annum—the total mileage maintained having more than trebled during that period.

The relative cost of labour to materials on the Great Northern Railway of England during the period of transition from iron to steel rails (1866 to 1875), is shown graphically on the following diagram, from which it will be seen that the cost of the materials largely exceeded that of the labour—the exact converse of what has occurred in the case of the New South Wales Railways, as shown on the uppermost diagram. (See Appendix Table No. 4.)

I would particularly draw attention to the fact that now that the whole of the main lines of the Great Northern and other English Railways have been renewed with steel rails of the best and heaviest

\* NOTE.—The average life of an iron rail on the most heavily worked portions of some of the principal English railways is  $17\frac{1}{2}$  millions tons of traffic. The average life of a steel rail on the same railways is about 161 million tons. Vide "Economy of Railway Working," Proceedings Inst. Mechanical Engineers, 1879:—

$$\frac{161,000,000}{17,500,000} = 9.2 \text{ times.}$$

class, the cost of the maintenance and renewals has not only been very largely reduced, but—as might have been expected—the cost of the materials is now very much less than that of the labour, and when the main lines of the New South Wales Railways have been similarly renewed with steel rails whose average life under like conditions of traffic is more than *nine* times that of an average iron rail,\* the cost of the maintenance and renewals of the permanent way will be very considerably and permanently reduced, more especially as regards the materials.

## GREAT Northern Railway (England) 1887. Maintenance and renewal of Permanent Way.

	Amount.	Cost per mile of railway.	Cost per mile of single line.
Wages ... ..	£91,874	£135.6	£76.9
Materials ... ..	54,317	80.1	45.5
Engine hire ... ..	5,055	7.5	4.2
	£151,246	223.2	126.6
Staff and office charges ...	11,910	17.5	10.0
	£163,156	240.7	136.6

Mean mileage of railway 477.75, equivalent to 1,194.3 miles of single line.

\*Appendix. Table No. 1.

Table No. 1.

£227 7s. 3d. See Table No. 2. £40 8s. 8d. in Table No. 2. Appendix.

New Mileage opened 1,363 = 1444.77 9 years.

The annual cost of the maintenance and renewals of permanent way on the Great Northern of England, has, owing to the large reduction in the price of steel rails, and the much greater durability of this material, been reduced since 1875 from £374 per mile of railway (for the most part double line), and £210 per mile of single line, to £241 per mile of railway, and £137 per mile of single line in 1887, a reduction of over 34 $\frac{3}{4}$  per cent. per mile of single line, whilst the cost on the New South Wales Railways, during the latter year, has been as much as £167 per mile for what has amounted to little more than mere maintenance.

The cost of entirely renewing the main line between Granville Junction and Cootamundra with 80-lb. steel rails, sleepers, &c., lifting and reballasting, after making full allowance for the value of both the old and serviceable materials, would be £1,584 per mile, and this for the 240 miles (239 miles 65 chains) between these two places would amount to £380,160. The whole of this work could be done in the course of the next three and a half to four years, the worst portions being taken first, two relaying gangs being employed simultaneously on the different portions of the railway to be renewed. The renewals of the 55 $\frac{3}{4}$  miles of iron rails between Cootamundra and Wagga Wagga, laid with iron rails, in 1878 and 1879, together with the necessary renewals, on the Great Western and Great Northern Lines might well be done out of revenue.

I would, in conclusion, draw attention to the fact that I observed on the line scarcely any materials for repairs in case of sudden failures or breakages in the permanent way.

I have the honor to be,  
Gentlemen,  
Your obedient servant,  
R. PRICE-WILLIAMS.

## APPENDIX TABLE NO. 1.

## DEPARTMENT OF RAILWAYS.

STATEMENT showing the Age of Permanent Way Rails, Iron and Steel respectively.

Age.	Great Southern Line and Branches.														Illawarra Line.	Great Western Line and Branches.										Great Northern and North-Western Lines.										Total.						
	Sydney to Granville.		Granville to Goulburn.		Goulburn to River Murray.		Junees to Hay and Jerilderie.		Cootamundra to Gundagai.		Murrumbidgee to Blayney.		Joppa to Michelago.			Granville to Bathurst.		Bathurst to Bourke.		Wallera to Mudgee.		Orange to Molong.		Blacktown to Richmond.		Homebush-Waratah Line.		Newcastle to Murrumbidgee, including Morpeth and Bullock Island Branches.		Murrumbidgee to Tamworth.		Tamworth to Queensland Border.		Werris Creek to Narrabri.								
Years.	Iron.	Steel.	Iron.	Steel.	Iron.	Steel.	Iron.	Steel.	Iron.	Steel.	Iron.	Steel.	Iron.	Steel.	Iron.	Steel.	Iron.	Steel.	Iron.	Steel.	Iron.	Steel.	Iron.	Steel.	Iron.	Steel.	Iron.	Steel.	Iron.	Steel.	Iron.	Steel.	Iron.	Steel.								
	30 and over .....			10½																						11½									22							
29.....																																										
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4.....	1½	8	1½	1½																																						
3.....	1	1½	1½	3																																						
2.....	1	1½	1½	3½																																						
1 and under .....	2½		1½	4½																																						
Total.....	20½	7½	107	14	122½	135½			232½		33½			110½		87½			79½	77	59½	6½	353			85½		23½	11½	5½		88½	115½	33	53	9		209	40	57	553½	1,623½

(Signed) G.C.

TABLE NO. 2.—APPENDIX.

NEW SOUTH WALES RAILWAYS.

MAINTENANCE and Renewal of Permanent Way and Works during ten years—31st December, 1878, to 1887, and the year 30th June, 1887, to 1888.

Year.	Average number miles open.	Increased mileage.	Superintendence.	Per mile.	Permanent Way.									Works of Line.						Station Works.						Sundries.						Total.								
					Wages.			Material.			Total.			Wages.			Material.			Total.			Wages.			Material.			Total.			Wages.			Material.			Total.		
					Per mile.			Per mile.			Per mile.			Per mile.			Per mile.			Per mile.			Per mile.			Per mile.			Per mile.			Per mile.			Per mile.					
					£	dec.	£	£	dec.	£	£	dec.	£	£	dec.	£	£	dec.	£	£	dec.	£	£	dec.	£	£	dec.	£	£	dec.	£	£	dec.	£	£	dec.	£	£	dec.	£
1878	632	76	6,907	11.05	75,958	10,155	86,113	120.00	16.04	136.04	12,228	5,009	17,237	19.41	7.91	27.32	6,390	2,125	8,515	10.09	3.36	13.45	3,643	1,234	4,877	5.76	1.95	7.71	106,276	18,522	124,798	166.31	29.26	195.57						
1879	709	78	9,649	13.61	84,222	13,224	97,446	118.79	18.65	137.44	17,623	7,302	24,925	24.86	10.30	35.16	6,122	3,034	9,156	8.63	4.23	12.91	1,460	1,027	2,487	2.06	1.46	3.52	119,076	24,597	143,673	167.95	34.69	202.64						
1880	797	169	10,451	13.23	93,437	14,813	108,250	118.72	18.82	137.54	14,710	6,543	21,253	18.70	8.31	27.01	9,082	3,103	12,185	11.54	3.94	15.48	557	1,155	1,712	0.70	1.47	2.17	128,337	25,614	153,951	162.94	32.54	195.48						
1881	956	168	8,660	9.06	111,888	17,476	129,364	117.03	18.28	135.31	22,914	7,676	30,590	23.97	8.03	32.00	12,961	4,453	17,414	13.52	4.66	18.17	834	1,990	2,824	0.87	2.08	2.95	157,327	31,594	188,921	164.45	33.04	197.49						
1882	1,119	183	12,678	11.33	141,905	23,149	170,054	126.82	25.16	151.98	30,505	12,090	42,595	27.25	10.80	38.05	21,238	8,743	29,981	18.98	7.81	26.79	2,908	3,773	6,681	2.40	3.37	5.77	209,234	52,755	261,989	186.98	47.14	234.13						
1883	1,302	130	17,849	13.71	180,493	34,335	214,828	138.62	26.37	164.99	37,625	18,063	55,688	28.00	14.57	42.57	23,486	16,801	40,287	22.64	12.90	35.54	5,258	2,528	7,786	4.03	1.94	5.97	270,695	72,627	343,322	207.90	55.78	263.68						
1884	1,432	231	21,791	15.22	199,193	52,289	251,482	139.09	36.52	175.61	43,439	13,060	56,499	30.63	9.12	39.75	23,923	6,555	30,478	16.71	4.58	21.29	5,528	1,549	7,077	3.86	1.08	4.94	293,864	73,453	367,317	205.21	51.30	256.51						
1885	1,603	137	34,151	20.53	239,580	61,055	301,241	144.07	37.07	181.14	48,169	15,445	63,614	25.92	9.29	35.21	28,555	10,175	38,730	17.17	6.12	23.29	9,922	6,297	16,219	5.97	3.79	9.76	355,323	93,572	448,895	213.66	56.27	269.93						
1886	1,790	146	38,940	21.75	285,581	42,040	327,621	131.61	23.49	155.10	75,358	13,180	88,538	42.09	6.20	48.29	21,313	6,053	27,366	12.19	3.37	15.56	7,362	5,720	13,082	4.12	3.20	7.32	379,054	65,973	445,027	211.76	36.86	248.62						
1887	1,936	..	37,662	19.47	243,016	44,782	287,798	125.50	23.14	148.73	38,146	6,718	44,864	19.71	3.47	23.18	22,457	4,945	27,402	11.00	2.56	14.16	10,688	4,285	14,973	5.52	2.21	7.73	351,969	60,730	412,699	181.89	31.33	213.27						
	1,303	198,828	149.01	1,605,259	318,915	1,924,177	1280.30	243.54	1523.88	..	..	..	261.14	88.60	349.74	..	..	..	143.07	53.57	196.64	..	..	..	35.49	22.55	58.04	..	..	..	1869.05	408.26	2277.31							
Average per mile per annum	..	..	..	14.90	..	..	..	128.03	24.36	152.39	..	..	..	26.11	8.86	34.97	..	..	..	14.31	5.36	19.67	..	..	..	3.55	2.26	5.80	..	..	..	186.90	40.83	227.73						
Year ending 30th June, 1888	2,032	..	36,629	18.03	246,911	52,378	299,789	121.51	26.02	147.73	35,117	9,142	44,259	17.28	4.60	21.73	21,650	5,285	26,935	10.95	2.60	13.25	12,702	3,941	16,643	6.25	1.93	8.18	353,009	71,246	424,255	173.72	35.05	208.77						

## APPENDIX TABLE NO. 3.

## DEPARTMENT OF ENGINEER FOR EXISTING LINES.

STATEMENT showing Mileage of Line relaid during the ten years ending 31 December, 1887.

	With Steel Rails.		With Rerolled Iron Rails.		Total.	
	miles.	chains.	miles.	chains.	miles.	chains.
1878 .....	4	71	.....	.....	4	71
1879 .....	5	11	.....	.....	5	11
1880 .....	6	22	.....	.....	6	22
1881 .....	14	59	.....	.....	14	59
1882 .....	13	53	.....	.....	13	53
1883 .....	5	67	2	16	8	3
1884 .....	27	59	4	32	32	11
1885 .....	21	61	3	66	25	47
1886 .....	16	79	.....	.....	16	79
1887 .....	16	73	7	63	24*	56
<b>Total .....</b>	<b>133</b>	<b>75</b>	<b>18</b>	<b>17</b>	<b>152</b>	<b>12</b>

NOTE.—This total does not include 58,222 rails, which were renewed at various places, but not continuously, during the period in question.

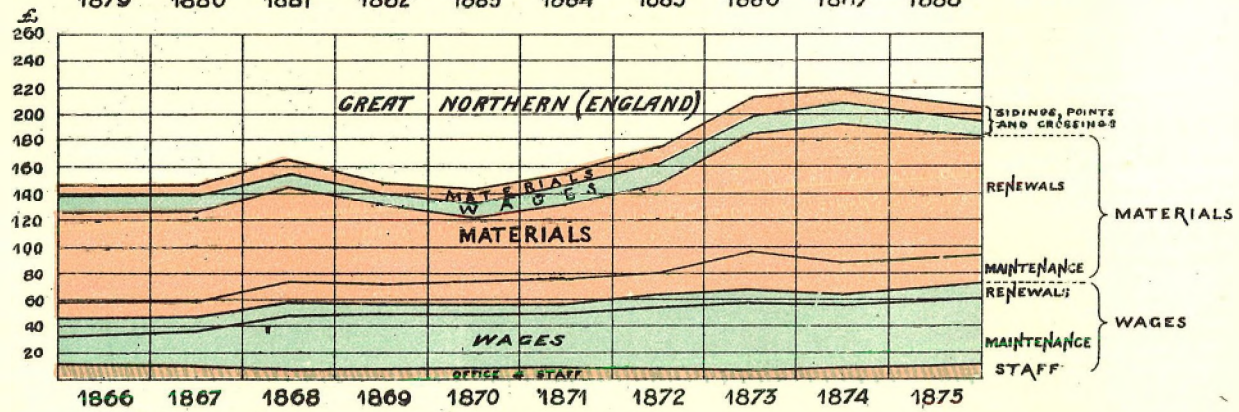
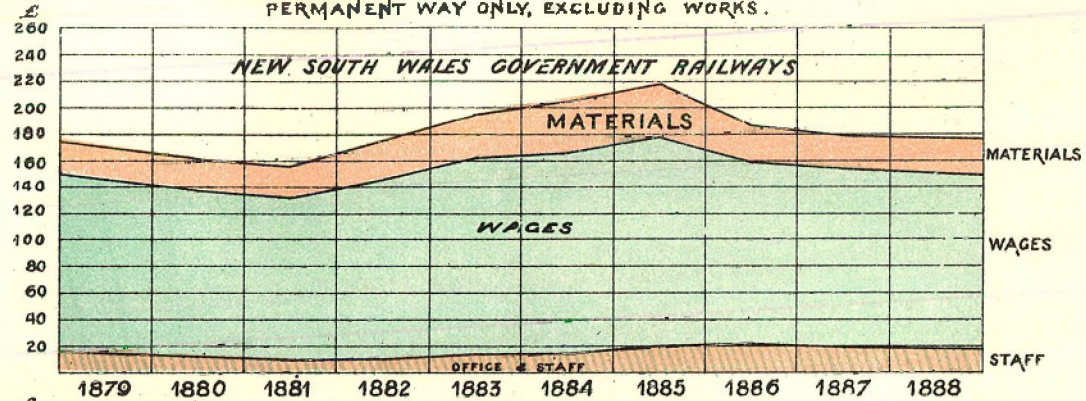
\* Only 14 miles 56 chains paid for; remainder left to be paid off in subsequent years.

(Signed) G.C., 30/10/88.

[One plan.]

[3d.]

COST PER MILE PER ANNUM, MAINTENANCE AND RENEWALS  
PERMANENT WAY ONLY, EXCLUDING WORKS.



(S/2.530.)



1889.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

## RAILWAYS.

(SCHEDULE OF PRICES AT WHICH INTERLOCKING MATERIAL IS SUPPLIED BY CONTRACTORS.)

*Ordered by the Legislative Assembly to be printed, 22 May, 1889.*

[Laid upon the Table of the House, in accordance with promise made by the Honorable the Colonial Treasurer, in answer to Question No. 1 on Votes and Proceedings of 21st May, 1889.]

### NEW SOUTH WALES GOVERNMENT RAILWAYS.

SCHEDULES of Prices at which Interlocking Material is being supplied by Messrs. M'Kenzie and Holland, England, and Messrs. Ball & Co., Goulburn.

Material.	Unit.	M'Kenzie and Holland, England.	Ball & Co., Goulburn.
		£ s. d.	£ s. d.
Patent junction locking apparatus, with all levers so arranged as to be governed and locked, thereby preventing the possibility of points and signals being antagonistic or in conflict with each other ... ..	per lever	4 5 7	.....
Additional or spare levers in apparatus... ..	"	3 9 4	.....
Patent ratchet arrangement in apparatus for working distant and repeating signals at a very long distance ... ..	each	3 14 0	.....
Wrought-iron back-tail levers ... ..	"	0 11 1	.....
Small pattern self-contained patent locking apparatus, suitable for sidings... ..	per lever	3 18 8	5 2 0
Extra balance weights for back-tail levers, &c... ..	per cwt.	0 13 10½	.....
Additional levers in small pattern apparatus without locking... ..	per lever	3 0 1	.....
Cast-iron end frames, including set screws and boring... ..	each	0 19 5	1 5 2
Cast-iron intermediate frames, including set screws and boring ... ..	"	0 17 2	1 5 2
Angle-iron, including labour, drilling, &c. ... ..	per ft.	0 2 6½	.....
Cast-iron floor-plates (end and intermediate) ... ..	each	0 8 4	0 10 10
Wrought-iron cams ... ..	"	0 16 8	1 1 7
Cast-iron cams for interlocked signals ... ..	"	0 11 7	0 15 0
Locks of any sort ... ..	"	0 6 11½	0 9 0
Lock-rods, 2' long ... ..	"	0 6 0	.....
Lock-rods, extra length ... ..	per ft.	0 0 11	.....
Slot-rods ... ..	per slot	0 3 8½	.....
Wrought-iron 1½" rocking-shafts, with turned bearings ... ..	per ft.	0 2 6	.....
Lever-shafts, lock-shafts, turned and grooved ... ..	"	0 7 10½	.....
Rocking-shaft brackets, up to six bearings ... ..	each	0 12 5½	0 16 2
Rocking-shaft brackets, extra per bearing ... ..	"	0 1 10	.....
Malleable soldiers, with and without piers ... ..	"	0 3 3	0 4 2
Lock-studs and bolts, short and long ... ..	"	0 1 5	0 1 10
Cam-studs and nuts ... ..	"	0 2 0	0 2 7
Wrought-iron levers, fitted complete, with catch-box... ..	"	1 14 8½	.....
Spring-handles and springs ... ..	"	0 8 4	.....
Brass number plates (plain) ... ..	"	0 1 11	.....
<b>DETAILS FOR SMALL GROUND PATTERN APPARATUS.</b>			
End frames, bored for shafts and with set screws ... ..	each	0 17 9	1 10 0
Floor-plates with bolts, any kind ... ..	"	0 8 4	0 10 10
Levers, fitted with spring catch-box, and catch and spring-handle complete, and oval brass plate ... ..	"	1 13 3	2 15 10
Lever-shaft, turned and grooved ... ..	per ft.	0 7 9½	.....
Cam and lock-shaft, turned and grooved ... ..	"	0 7 9½	.....
Rocking-shafts ... ..	"	0 2 6	.....
Rocking-shaft brackets, up to three bearings ... ..	each	0 6 9	.....

Material.	Unit.	M'Kenzie and Holland, England.	Ball & Co. Goulburn.
		£ s. d.	£ s. d.
Rocking-shaft brackets, extra, per bearing	each	0 1 6	.....
Wrought-iron cams	"	0 15 3	1 1 7
Cast-iron locks, any sort	"	0 6 9	0 9 0
Cast-iron releasing cams	"	0 11 3	0 15 0
Cast-iron interlocking cams	"	0 11 3	0 15 0
<b>SIGNAL DETAILS.</b>			
Ironwork fittings and lamp complete (except ladder and stays), for a single timber signal-post, 20' high	per set	5 13 4	.....
Ironwork fittings complete, with lamp, for a medium-sized double-arm bracket timber signal, 25' high (except ladder and stays)	"	16 3 9	.....
Ironwork fittings complete, with lamp, for a treble-arm bracket signal 25' high	"	22 4 0	.....
Ironwork fittings and lamp complete, for an additional arm in either a double or treble bracket signal	"	6 0 3	.....
Wrought-iron lattice signal-post, with all fittings and lamps complete (20' high)	each	16 10 0	.....
Extra height up to 40'	per foot	0 12 6	.....
Wrought-iron lattice double-arm home signal post, and all fittings and lamp complete (25' high)	each	26 15 0	.....
Extra height up to 40'	per foot	0 12 6	.....
Winding gear for signal lamps, including windlass chain, pulley, &c., complete, for a 20' signal	per set	3 0 1½	.....
Controlling apparatus for two men	each	2 15 6	.....
Controlling apparatus for three men	"	4 17 1	.....
Ratchet pullover lever for distant signals	"	3 9 4	.....
Improved adjusting pullover lever for distant signals	"	2 15 6	.....
Adjusting chains and hooks	"	0 2 4	.....
Signal chains for connections	per foot	0 0 3½	.....
Wire adjusting screws with brass nuts	each	0 5 1	.....
Single 8" pulleys in cast-iron frames	"	0 3 3	.....
Single 10" pulleys in cast-iron frames	"	0 3 8½	.....
Single 12" pulleys in cast-iron frames	"	0 5 6½	.....
Single 14" pulleys in cast-iron frames	"	0 8 1	.....
Double 8" pulleys in cast-iron frames	"	0 6 6	.....
Double 10" pulleys in cast-iron frames	"	0 7 6	0 9 7
Double 12" pulleys in cast-iron frames	"	0 10 8	0 13 10
Double 14" pulleys in cast-iron frames	"	0 12 6	.....
Single swivel pulley	"	0 5 6½	.....
Double swivel pulley	"	0 10 2	0 13 2
10" draft pulleys	"	0 4 7½	.....
Wrought-iron 6" side crank, on stud plate, with 1" joints for signal	"	0 7 10½	.....
Wrought-iron 6" side crank, 10" by 8", with 1" joints for signal	"	0 11 1	.....
Wrought-iron 1" extra joints for cranks	"	0 1 10	.....
Ground disc signal, with lamp complete, with 1" adjusting screw and swan neck to points	"	4 12 6	.....
Ground disc signal, with lamp complete, with 1" adjusting screw and swan neck to points, to work independent	"	4 12 6	.....
Gun-metal 6" gongs for fixing inside signal-box	"	2 6 3	.....
Gun-metal 12" gongs, cast-iron plate	"	3 14 0	.....
Repeating arm inside signal-box	"	3 4 9	.....
Disc on plate for inside signal-box	"	3 14 0	.....
Indicators for inside signal-box	"	2 15 6	.....
Lamps with lenses for station signals	"	1 12 10	.....
Lamps with lenses for distant signals	"	1 10 1	.....
Lamps with lenses for disc signal	"	1 12 10	.....
Signal wire (steel), 7 strand, 16 gauge, including pulleys and screws for fixing	per 100 yds.	0 18 6	.....
Signal wire (steel), 7 strand, of 16 gauge, with a breaking strain of not less than 20 cwt.	each	0 11 7	0 15 0
Galvanized 2" angle pulley	each	0 0 5½	0 0 7
Galvanized 2" side pulley	"	0 0 3½	0 0 5
Great Northern pattern wire adjustors	"	2 6 3	.....
Galvanized thimbles	per gross	0 12 0	.....
Split links	per doz.	0 2 0	.....
<b>POINT CONNECTIONS.</b>			
Wrought-iron down rod, with one joint	per foot	0 0 9½	.....
Vertical adjusting cranks, with one joint	each	0 13 10½	0 18 0
Accommodating cranks, with two joints	"	0 12 2	.....
Ordinary 10" cranks, with two joints	"	0 11 7	.....
Adjusting cranks, with two joints	"	0 13 0	0 16 10
15" x 10" cranks, with two joints	"	0 12 2	.....
Relieving cranks, with two joints	"	0 11 9	.....
1¼" point adjusting screws, wrought-iron	"	0 6 6	0 8 5
1¼" swan necks	"	0 3 8½	.....
1¼" ordinary joints	"	0 1 10	.....
1¼" wide joints	"	0 1 10	.....
1¼" point rod with screwed couplings, without roller boxes	per yard	0 1 5½	0 1 11
1¼" point rod with couplings and roller boxes complete	"	0 2 2	.....
Cast-iron roller boxes (single)	each	0 2 4	0 3 0
Larger sizes of single, extra per roller	.....	0 1 5½	0 1 11
Bolt-lock for points (wire)	each	3 4 9	.....
Bolt-lock for points (rod)	"	2 4 0	.....
Locking quadrant for controlling lever from signal-box	"	3 18 8	.....
Facing point lock complete, with 27-foot bar for double head or T rail	per set	6 0 3	.....
Wrought-iron T bar, 27 feet long	per foot	0 1 2	.....
Wrought-iron angle bar, 27 feet long	"	0 1 0	.....

Material.	Unit.	M'Kenzie and Holland, England.	Ball & Co., Goulburn.
		£ s. d.	£ s. d.
Cast-iron clips, with half crank, fitted with pins and bolts complete, D-H rail ...	each	0 14 6	.....
Cast-iron brackets, with half crank, fitted with pins and bolts for T rail, complete..	"	0 12 6	.....
Cast-iron plunger, casting fitted with plunger, having joint and adjusting screws...	"	0 18 9	.....
Stretcher bar ... ..	"	0 10 0	.....
Cast-iron stud and eye joints ... ..	"	0 5 0	.....
T crank, with three joints, complete ... ..	"	0 16 0	.....
Compensating lever, continuing and joints ... ..	"	0 15 2	0 19 8
Compensating lever, straight and joints... ..	"	0 11 7	.....
Detector lock for facing points, as used in the Great Northern Railway, with two plungers ... ..	"	5 2 6	.....
Shaft cranks, 3' long, with two joints ... ..	"	1 3 4	.....
Shaft crank, extra length ... ..	per foot	0 3 3	.....
LEVEL CROSSING GATES.			
Set of ironwork complete for four 14' gates, with columns and all connections between same, except brick and timber work ... ..	per set	97 2 6	.....
Gate stops, new pattern, with all connections between same ... ..	per set of four	25 0 0	.....
Gate stops, Dutton's patent ... ..	each	4 3 3	.....
Wicket locks ... ..	"	2 1 8	.....
Ironwork for two wickets, complete ... ..	per set	4 7 10	.....
Strong chain for gates ... ..	per foot	0 0 11	.....
Strong pulleys for gates ... ..	each	1 0 10	.....
$\frac{3}{4}$ " wrought-iron rod, with rollers ... ..	per foot	0 0 8 $\frac{1}{2}$	.....
Adjusting screws, strong pattern ... ..	each	0 8 4	.....
Cast-iron 4" piping for connections, with rollers and single rod connections for gate stops and wicket locks ... ..	per foot	0 2 4	.....
Cast-iron 4" piping for connections, with rollers and double-rod connections ... ..	"	0 4 7 $\frac{1}{2}$	.....
Gate lamp and socket ... ..	each	3 9 5	.....
Lever and set of double-purchase wheel gear for apparatus to work gates (exclusive of locking) ... ..	per set	9 5 0	.....
Set of 4 patent gate-stops, new pattern, including all connections within the crossing for gates as above ... ..	"	25 0 0	.....
Ground disc signal (Wood's patent) with lamp, 1" adjusting screw and joint to work with points ... ..	each	4 0 0	.....
Ground independent disc signal (Wood's patent), with lever, balance-weight, and shackle ... ..	"	4 5 0	.....

The above prices include packing and delivery f.o.b., London or Liverpool.



1889.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

RAILWAYS.

(CORRESPONDENCE, &c., IN CONNECTION WITH CANCELLATION OF CONTRACTS FOR RE-ROLLING RAILS.)

Ordered by the Legislative Assembly to be printed, 18 June, 1889.

[Laid upon the Table of the Honorable the Legislative Assembly of New South Wales, copies of papers in connection with the cancellation of contract for re-rolling rails in compliance with the promise made by the Honorable the Colonial Treasurer in reply to Question No. 4 of the 14th June, 1889.]

The Secretary, Eskbank Iron Company, to The Railway Commissioners.

Sirs,

The Eskbank Iron Works, Lithgow, 20 April, 1889.

Referring to our letter of 5th March from our Managing Director, with reference to our contract with the Railway Department for re-rolling 5,000 tons per annum for five years of worn-out iron rails, up to this time we have not been supplied with the quantity according to the contract, and you are now about 4,000 tons behind with deliveries, although not half the contract quantity has been delivered.

This entails on us a much greater expense in working than if the rails had been delivered as contracted for.

We regret again having to urge your delivery of the full quantity.

I am, &c.,

G. T. TAYLOR,

Secretary, Eskbank Iron Company.

For full report from Mr. Cowdery, as to time contract has to run, how many tons we are deficient to date, and what probability there is of supplying the quantity we are behindhand.—W.M.F., 25/4/89. Engineer for Existing Lines.

The contract will expire on 15th March, 1891. In accordance with the contract, the quantity of old rails supplied to the Company for re-rolling up to the end of last week, 20th instant, should have

	tons	cwt.	qr.	lb.	tons	cwt.	qr.	lb.	tons	cwt.	qr.	lb.
been	...	...	...	...	...	...	...	...	15,480	15	1	15
but the quantity supplied to that date was only	...	...	...	...	10,374	6	2	23				
Less used for rolling guards	...	84	4	3	18							
Old boilers sold to Company	...	106	9	0	12							
Returned to Department	...	20	13	0	0							
					211	7	0	2				
Net quantity	...								10,162	19	2	21
Deficiency	...								5,317	15	2	22

I do not think the Department will be able to supply the full quantity in the time.—G.C., 27/4/89. Secretary. Have instructions issued for all old rails on hand to be sent in for re-rolling as soon as possible.—W.M.F., 29/4/89. Engineer for Existing Lines. Noted, and all District Engineers instructed.—G.C., 30/4/89. Secretary. Seen.—W.V.R., 2/5/89.

The Secretary, Eskbank Iron Company, to The Commissioners for Railways.

Sirs,

The Eskbank Iron Works, Lithgow, 7 May, 1889.

Referring to the conversation with Mr. Sandford the other day, Mr. J. Rutherford, the Managing Director of the Eskbank Iron Company, will be seeing the Commissioners about other business during the week, when the subject of the conversation may be brought up with him.

I have, &c.,

G. F. TAYLOR,

Secretary, Eskbank Iron Company.

## Notes of Interview.

Office of the Railway Commissioners of New South Wales, Sydney, 9 May, 1889.

Notes of interview *re* the termination of contract with Eskbank Iron Company for re-rolling rails.*Present* :—The Chief Commissioner; Mr. J. Rutherford.

THE question of the terms upon which the Eskbank Iron Company should terminate the existing contract for re-rolling rails was discussed, and it was agreed without prejudice that the following proposal should be considered by both parties, *viz.*, that a sum of £7,500 in cash should be paid to the Company, the Company undertaking to purchase 10,000 tons of old iron rails within the next three years, at the price of £2 5s. per ton. A meeting to be held on the 15th instant to determine matter.

## Notes of Interview.

Office of the Railway Commissioners of New South Wales, Sydney, 10 May, 1889.

Notes of interview relative to contract with Eskbank Iron Company for re-rolling rails. *Present* :—The Chief Commissioner; Mr. A. Richardson, Comptroller of Stores.

It was intimated that the contract with the Eskbank Iron Company was for 25,000 tons, and that up to date 10,000 tons of old rails had been supplied, leaving 15,000 tons to be supplied, or 12,750 tons of re-rolled to be turned out by the Company.

The contract had two years to run, and we were unable to supply the quantity of old rails under the contract.

The saving that would be effected by cancellation of contract would be—

Inspection costs	... ..	£640 (2 years)
12,750 tons of rails, to be handled at 9d. per ton	... ..	478
Loss of weight in re-rolling process, at £2 5s. per ton	... ..	5,062
		£6,180

## Contract with the Esk Bank Company for re-rolling Iron Rails.

Original contract.

REFERRING to the enclosed form of agreement and our conversation on 11th instant, I shall be glad if you will let me know if, in your opinion, the Railway Commissioners have power to cancel this agreement by mutual consent, on terms to be agreed, and also to receive form of agreement to be executed by the Eskbank Iron Company on the one part and the Railway Commissioners on the other, cancelling the agreement on the following terms:—

£7,500 to be paid by the Railway Commissioners, and an undertaking to be given on their part to supply the Eskbank Company with 10,000 tons of iron rails during the next three years at £2 5s. per ton.

Crown Solicitor, 13th May, 1889.

E.M.G.E.

## The Crown Solicitor to The Railway Commissioners.

Gentlemen,

Crown Solicitor's Office, Sydney, 15 May, 1889.

I have the honor to state, with reference to your minute of date 13th May instant, referring to the proposed arrangement with the Eskbank Iron Company for the re-rolling of iron rails, that it is quite within your power to arrange with the Company for the cancellation of that agreement upon such terms as you may consider to be advisable, and that there is no objection to your entering into a written agreement to that effect, as to the form of which agreement I will forward draft for your approval in the course of the day.

I have, &amp;c.,

JOHN WILLIAMS,  
Crown Solicitor.

## Notes of Interview.

Office of the Railway Commissioners of New South Wales, Sydney, 15 May, 1889.

Notes of interview *re* the termination of contract with Eskbank Iron Company for re-rolling rails.*Present* :—The Commissioners; Mr. J. Rutherford.

THE proposal made at the meeting on the 9th instant was discussed, and it was determined that the contract should be terminated on the conditions then discussed, the Crown Solicitor to prepare the necessary agreement.

## Memorandum by The Railway Commissioners.

## Re-rolled Iron Rails Contract.

RE-ROLLED iron rails, such as have been turned out by the Eskbank Company, without the introduction of fresh material, are so soft that their life is exceedingly short, practically only a tenth of that of steel rails.

There are in stock about 11,700 tons of re-rolled rails, and they have been accumulating for nine years, in consequence of it having been considered unwise to put them into the main lines with the certainty of having to very soon incur the expense of replacing them.

New steel rails can now be obtained delivered in Sydney for about £6 per ton, and every ton of re-rolled rails, when putting together the value of the rails, cost of re-rolling, the loss of 15 per cent. of weight in the process of re-rolling, cost of inspection, handling, &c., has cost less than £7 11s.

Under

Under the contract, 12,750 tons of rails had still to be delivered for re-rolling, and we were unable to supply the requisite quantity. By the termination of the contract, the country will be saved in actual money, after purchasing steel rails of the same weight, about £19,760, besides which the steel rails will last quite ten times as long, and the cost of frequent relaying will also be saved.

The railway companies of the Old Country have for the last twelve or fifteen years abandoned the use of iron rails in consequence of the greater durability of steel rails, and this was done when steel rails were more than twice the price they are to-day.

### Memorandum of Agreement.

MEMORANDUM of agreement, made this 30th day of May, 1889, between James Rutherford, of Bathurst, in the Colony of New South Wales, grazier, and the Honorable William Forrest, of Brisbane, in the Colony of Queensland, gentleman, carrying on business together under the name, style, or firm of the Eskbank Iron Company, of the one part, and the Railway Commissioners, a corporation created by and under the Government Railways Act of 1888, of the other part. Whereas by an advertisement, of date the 22nd day of January, 1886, published in the New South Wales Government Gazette, the Commissioner for Railways for the said Colony advertised for tenders for the performance of the work for re-rolling rails upon the terms and conditions of a specification therein referred to, and whereas by a letter, dated 5th March, 1886, signed by William Sandford, on behalf of the Fitzroy Iron Company, and William Miller, on behalf of the Eskbank Iron Company, the said several Companies tendered to take delivery, re-roll, and deliver half the quantity each of the rails required to be re-rolled by the Railway Department, the minimum quantity to be 2,500 for each firm per annum for five years, the price to be £3 19s. per ton on unfinished rails, and to deliver 85 per cent. of new rails for every 100 tons of old rails delivered to the Companies, which tender was accepted by the Commissioner for Railways, the said tender, the specification therein referred to, and the acceptance of the said tender forming the contract between the parties. And whereas by a bond or writing, obligatory under seal bearing date 30th May, 1887, after reciting the advertisement for the said tender, the said tender and its acceptance by the Commissioner for Railways, James Rutherford, of Bathurst aforesaid, and the Honorable William Forrest, of Brisbane, carrying on business as the Eskbank Iron Company, and William Franklin Whitney, of Carcoar, and Robert Kelly, of Newtown, became bound to the Commissioner for Railways and his successors in the penal sum of £500, with a condition in the said bond in which, after reciting that the Eskbank Iron Company and the Fitzroy Iron Company, by the letter dated the 4th day of March last, jointly made the said tender thereunto annexed to re-roll and deliver a quantity of worn-out iron rails, that is to say, about 5,000 tons of rails per annum for the period of five years from the date of the acceptance of the tender, and to roll and deliver 85 tons of new rails for every 100 tons of old rails received by them, and to re-roll such rails at the rate of £3 19s. per ton, in accordance with the said specification which was annexed to the said bond, and reciting the acceptance of the said tender by the Commissioner for Railways, and reciting also that since the acceptance of the said tender the said Fitzroy Iron Company had requested to be allowed to withdraw from the said contract, and that the said James Rutherford and William Forrest, as the Eskbank Iron Company, should be permitted to enter into and carry out singly the whole of the said works, to which the said James Rutherford and William Forrest had agreed and the Commissioner for Railways had assented. The said bond was conditioned that if the said James Rutherford and William Forrest should perform the said tender and the contract entered into as aforesaid the said bond should be void, otherwise to remain in full force and virtue: And whereas the said James Rutherford and William Forrest entered upon the performance of the works in the said bond mentioned by them to be done and performed, and have acted in the performance thereof, and have received all payments due or payable to them in respect of the said works at the rate as abovementioned and agreed to this date: And whereas by the Government Railways Act of 1888 the Corporation known as the Commissioner for Railways was abolished, and a Corporation to be known as the Railway Commissioners of New South Wales was created, and by the said Act all contracts and agreements with the said Commissioner for Railways were thereby transferred to and vested in the said Railway Commissioners: And whereas the Railway Commissioners aforesaid and the said James Rutherford and William Forrest, trading as the Eskbank Iron Company, have agreed to terminate the said-recited agreement upon the terms following, that is to say:—That the Railway Commissioners shall pay to the said James Rutherford and William Forrest £7,500 of lawful British money, and shall sell to them within three years from the date hereof 10,000 tons of worn-out iron rails at or for the price or sum of £2 5s. per ton; the said rails to be delivered at Eskbank by the Railway Commissioners in about equal proportions during each year of the said term of three years, at or for the price of £2 5s. per ton, as and when such rails shall be delivered to them the said James Rutherford and William Forrest, and that the Railway Commissioners and the said James Rutherford and William Forrest shall execute mutual releases in respect of all claims, right of action or demands, causes of action or demand, which either of the said parties have or at any time hereafter would or might have against the other or others of them under the said contract: Now these presents witness, that in consideration of the premises and of the payment by the Railway Commissioners to the said James Rutherford and William Forrest of the sum of £7,500 of lawful British money at the time of the execution hereof (the receipt whereof is hereby acknowledged), and of the covenant on the part of the Railway Commissioners here and after contained, for the sale to the said James Rutherford and William Forrest of about 10,000 tons of worn-out iron rails, at the price and on the terms hereinafter mentioned, the said James Rutherford and William Forrest do hereby, for themselves, their executors and administrators, remise, release, and for ever quit claim unto the Railway Commissioners all and all manner of actions, suits, causes of action and suit, debts, sum or sums of money, claims, and demands whatsoever which they the said James Rutherford and William Forrest now have, or at any time hereafter might have, against the Railway Commissioners, for, by reason, or on account of the said-recited contract or agreement with the Commissioner for Railways or in respect thereof against the Railway Commissioners. And in consideration of the premises, the Railway Commissioners do hereby remise, release, and for ever quit claim unto the said James Rutherford and William Forrest, their executors and administrators, all and all manner of actions, suits, cause or causes of action or suits, accounts, sum or sums of money, claims, and demands whatsoever which the Railway Commissioners now have, or at any

time might have, against the said James Rutherford and William Forrest, for, by reason, or on account of the said-recited contract or agreement with the Commissioner for Railways, it being the intention of the parties hereto that the said contract shall be cancelled and put an end to as fully and completely as if the said contract had never been entered into. And there being at this time certain quantities of old rails at the works of the said parties hereto of the first part which have not been finally dealt with under the said agreement, it is agreed between the parties hereto as a substantive agreement, and not as a renewal or continuance of the said contract hereinbefore released, that the Railway Commissioners shall take over and pay the said parties hereto of the first part for all rails re-rolled to the date hereof at the price of £3 19s. per ton; that the said parties hereto of the first part shall take over all old rails at the works not commenced to be re-rolled, and pay the Railway Commissioners for same at the rate of £2 5s. per ton, unmanufactured; and also, all rails that are partially manufactured, at the same rate. And these presents also witness that for the consideration aforesaid the Railway Commissioners hereby covenant with and to said James Rutherford and William Forrest, their executors and administrators, that the Railway Commissioners shall and will sell and deliver at Eskbank to the said James Rutherford and William Forrest, within three years from this date, 10,000 tons, more or less, of worn-out iron rails at or for the price or sum of £2 5s. per ton, such rails to be delivered by the Railway Commissioners at Eskbank Iron Works in about equal proportions each year, and to be paid for from time to time, as delivered, at the said price or sum of £2 5s. per ton. In witness whereof, the said James Rutherford and William Forrest have hereunto set their hands and seals, and the Railway Commissioners aforesaid their Common Seal, the day and year first above written.

Signed, sealed, and delivered by the said James Rutherford }  
and by the said William Forrest, in the presence of,— }  
EDW. A. GADEN, Solicitor, O'Connell-street, Sydney.

J. RUTHERFORD.  
WILLIAM FORREST.

The Common Seal of the Railway Commissioners aforesaid }  
was affixed hereto in the presence of,— }  
W. V. READ.

E. M. G. EDDY,  
Chief Commissioner.  
CHARLES OLIVER,  
Commissioner.

We acknowledge to have received of the Railway Commissioners aforesaid the sum of £7,500, being the consideration money within mentioned to be paid by them to us.

J. RUTHERFORD.  
WILLIAM FORREST.

Witness—E. A. GADEN.

### Questions and Answers.

LEGISLATIVE ASSEMBLY, No. 40, WEDNESDAY, 12TH JUNE, 1889.

- (3.) Contracts with Mittagong Iron Works and Lithgow Iron Works:—Mr. Nicoll asked the Colonial Treasurer,—
- (1.) Have any arrangements been made for cancelling the contract with the Mittagong Iron Works and the Lithgow Iron Works for re-rolling iron rails?
  - (2.) If so, what compensation is to be given to these companies?
  - (3.) What is the intention of the Railway Commissioners *re* the disposal of old iron rails in the future?

Mr. McMillan answered,—

- (1.) Yes.
- (2.) £7,500. About £6,200 of this amount will be absolutely saved by avoiding the expense of keeping an Inspector at the works, and in avoiding a loss of 15 tons of rails on every 100 tons put in for re-rolling. A contract has also been made with the firm to take 10,000 tons of old iron rails at £2 5s. per ton, delivered within three years.
- (3.) To sell them to the best advantage.



1889.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

RAILWAYS.

(FURTHER CORRESPONDENCE RESPECTING EVANS' PATENT COMBINATION TRUCK.)

Ordered by the Legislative Assembly to be printed, 4 July, 1889.

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(Mr. McMillan.)

No. 1.

Memorandum of Interview between The Commissioners and Mr. Evans.

Office of the Railway Commissioners of New South Wales,  
Sydney, 7 November, 1888.

THE Commissioners intimated to Mr. Evans that it was necessary for them to come to a decision at once as to increasing the stock of vehicles for carrying live stock traffic in the Colony. Before doing so, however, they were anxious to ascertain whether he would be willing to give the Commissioners the use of his combination truck on payment of a fixed sum per vehicle as royalty.

The Chief Commissioner pointed out that, although theoretically, there were a good many advantages in the combination truck, yet, practically, in the every day working of railways the advantages were far less than appeared on the surface, and a reasonable royalty would have to be fixed.

Mr. Evans stated that he feared that if he agreed to follow the course suggested by the Commissioners it would prejudice his position with the Government in regard to his claim for the absolute purchase of the patent rights in connection with his truck.

The Commissioners intimated that they could not enter in any way into the merits of this claim; neither did they wish to prejudice him in any way regarding it, but that as the general trade of the Colony was suffering from the present state of affairs it was necessary a decision should at once be come to in regard to constructing additional vehicles for live stock traffic, and unless an arrangement of the kind suggested was come to within a few days the Commissioners would have no alternative but to make other arrangements to meet the necessities of the case.

Mr. Evans promised to consider the whole question on behalf of himself and copartners, and give the Commissioners an answer in a few days.

It was clearly understood on both sides that whatever settlement may be come to it would not prejudice the existing question between Mr. Evans and the Government, but should the Government ultimately make any allowance to Mr. Evans on account of his claim, any royalty paid by the Commissioners under this arrangement would be accepted by him as in part liquidation of such allowance.

No. 2.

G. T. Evans, Esq., to The Railway Commissioners.

Gentlemen, "Verona," 10 November, 1888.

During the conversation which took place at our interview on the 7th instant, you requested me to state within a few days at what royalty the Commissioners might have the use in this Colony of the patented invention known as the Evans' combination truck. You will remember that at the interview I informed you that the Government had agreed to purchase the patent rights for this Colony for the sum of £16,000. You will find conclusive evidence of this in the Parliamentary papers on the subject, which the Legislative Assembly ordered to be printed on 5th October, 1887. Such

Such reference will at once convince you that it is out of the question for the patentees, who await the tender by the Government of the formal transfer of the patent rights (which they are ready to execute at any moment), to negotiate on the subject of sale or royalty. The purchase was made by the Government after they had been using fourteen of these trucks, built to their own order, for a period of two and a half years, and after they had themselves offered £15,000 for the patent rights, the original price asked for which was £17,000.

Personally I have no desire to do anything which might embarrass the Department, having regard to the admitted necessity for adequate provision being made without delay for the accommodation of the live stock traffic; but the patentees cannot, in justice to themselves, take up any other position than that which the Government, by its deliberate purchase, assigned to them.

I have, &c.,  
G. T. EVANS.

No. 3.

G. T. Evans, Esq., to The Colonial Treasurer.

Sir,

"Verona," 209 Cleveland-street, Sydney, 5 April, 1889.

I have the honor to invite your immediate attention to the papers connected with the claim of the Evans' combination truck proprietors for £16,000—sale to the Government of the patent rights of the invention entitled the Evans' combination truck.

These papers will show that everything has been done on the part of the proprietors to obtain a settlement of this matter without having recourse to legal proceedings, and, as it does not appear now to be possible to furnish further information to the Government, I shall be glad if you will have the whole subject looked into and settled.

That for a very long time the proprietors have been entitled to receive the sum of money mentioned, the letter of the late Commissioner for Railways to Mr. H. Halloran of 8th September, 1887, and the minute of Mr. Richardson to the Crown Solicitor of 12th idem, will clearly show.

No reasons have ever been assigned by the Government for the delay in paying the money, and in appealing to your experience as a man of business and your appreciation of what is fair, I am confident that you will give this letter an immediate and favourable reply.

I have, &c.,

GEORGE T. EVANS,  
(Pro Proprietors of E.C. Truck.)

[Enclosures.]

RAILWAYS.

(FURTHER CORRESPONDENCE RESPECTING EVANS' PATENT COMBINATION TRUCK.)

Ordered by the Legislative Assembly to be printed, 5 October, 1887.

No. 1.

The Locomotive Engineer to The Commissioner for Railways.

Centre-bar of Combination Truck No. 15—broken.

I HAVE to report, for your information, that combination truck No. 15 arrived at Dubbo by No. 68 up, on the 16th instant, loaded with sheep. When examining the train, it was discovered that the centre-bar, which hold the flaps of top deck, was broken, which allowed the flaps and top sheep to fall to the bottom.

The truck was taken to the cattle-yards, and the sheep unloaded, when it was found that twelve sheep were dead. The remaining sheep were loaded into sheep-van No. 220, and went on by No. 70 up on the same day.

W. SCOTT, 18/11/86.

Do nothing to the van till it is returned to Sydney.—CHAS. A.G., 18/11/86. I wish a searching investigation to be made into the cause of this failure.—CHAS. A.G. Loco. Engineer.—D.C.M'L., 19/11/86.

Accident—Combination Car 15.

THIS car arrived at Dubbo from Bourke at 7:30 p.m. on the 16th instant, loaded with sheep, and it was observed that the main support of the top deck had broken in two, and the flooring resting on the sheep below, which were released as quickly as possible, but twelve of them were dead. The remainder were reloaded into a spare sheep-van and forwarded to destination.

I shall be glad to be informed when the inquiries are completed what caused the breakage.

There were sixty sheep on each deck when despatched from Bourke.

This is the vehicle that was a cattle-truck and was altered under Mr. Evans' supervision into a combination truck.

W. V. READ,  
(Per D.K.), 18/11/86.

Loco. Engineer.—D.C.M'L., 19/11/86.

MEMO.—This is the truck that was altered under Mr. Evans' supervision, at a cost of £95.—W.S. (per R.J.S.), 18/11/86.

Minute of Secretary for Works.—Should like a thorough examination to be made of this truck by some disinterested person outside the Department.—W.J.L., 20/11/86. Who can be recommended?—21/11/86. Locomotive Engineer.—CHAS. A.G., 29/11/86.

Two gentlemen occur to me as qualified, viz., Mr. Ritchie and Mr. Brodie, both of whom have had experience of rolling-stock work, but at present have nothing to do with the Department in any way.—W. SCOTT, 23/11/86. The Commissioner.

Mr. Ritchie is, I think, managing for Hudson Brothers—the rival firm. To appoint him would be out of the question. Ask Mr. Brodie to see me.—CHAS. A.G., 25/11/86. Mr. Ritchie is not now managing for Hudson Brothers. He severed his connection with the firm some time ago.—D.C.M'L., 25/11/86.

I have seen Mr. Brodie. He used to manage for P. N. Russell & Co., and built for us the first railway carriages made in the Colony. Mr. Brodie afterwards, on his own account, constructed a large number of D trucks for the Department. He is not now engaged in the business, but has taken to bricks and mortar. He is well qualified to conduct this inquiry.—CHAS. A.G., 29/11/86.

Minute of Secretary for Public Works.—Approved.—W.J.L., 29/11/86.

Letter to Mr. Brodie. Send copy, with these papers, to Mr. Scott, and ask him to give Mr. Brodie every facility for the examination of the car.—CHAS. A.G., 30/11/86. Attended to. Locomotive Engineer.—D.C.M'L., 1/12/86. Assistant Locomotive Engineer.—W. SCOTT, 3/12/86. Arrangements made and every facility was rendered Mr. Brodie.—G.D., 4/12/86.

## The Commissioner for Railways to Mr. D. Brodie.

Sir,

Department of Railways, Sydney, 30 November, 1886.  
 With reference to your recent interview with me, I have the honor to request that you will be good enough, at your earliest convenience, to make an examination of a truck known as combination truck No. 13, now standing in the Redfern yard, and to report thereon.

The following statement of facts is necessary to enable you to comprehend fully the nature of the duty which I ask you to perform, and the direction which your inspection will have to take.

There is in existence, as you are doubtless aware, a patented truck, styled the "Evans Combination Truck." The proprietors of this truck have been pressing the Department to purchase the patent, and with a view to show the adaptability of the design to our present stock, and how easily and cheaply the stock could be converted, they some time ago obtained permission to alter one of our cattle-vans to the combination type, the understanding necessarily being that it should be made in all respects like a combination truck. The alteration was carried out by Mr. Wearne, under the supervision of Mr. Evans; and it is the altered truck which I now ask you to report upon.

The truck in question made its first journey, laden with sheep, on the 16th instant; and, on being examined on arrival at Dubbo, it was discovered that the centre-bar, which supports the upper deck, was broken in two, causing that deck, with the sheep upon it, to fall down upon the sheep beneath, no less than twelve of which were killed.

It is highly important that the real cause of the accident should be discovered, and it is in this view that I have asked you to inspect the truck.

I shall be glad if you will subject it to a searching examination, and let me have your independent and unbiassed opinion as to the origin of the accident. In the event of your requiring any evidence, Mr. Scott, the Locomotive Engineer, will no doubt furnish it. Mr. Wearne, who made the alterations in the truck, Mr. Evans, who superintended the work, and Mr. Braid, who inspected the truck when completed, might perhaps be called; but in this you will of course exercise your own judgment.

I have, &amp;c.,

CHAS. A. GOODCHAP,  
 Commissioner for Railways.

Mr. D. Brodie to The Commissioner for Railways.

Sir,

Annandale, 8 December, 1886.

In accordance with your instructions of 30th ultimo, I went to Redfern Railway Station and examined the truck known as "Combination Truck No. 15," and find the centre-bar, which was broken, the cause of the accident. This bar, being 17 feet 4 inches in length, and only 4 in. x 4 in. square of Oregon pine, without any supports between the ends, was, in my opinion, too weak for the purpose. Added to this, I find a flaw in this centre-bar which may have escaped the notice of Mr. Wearne or his men, but which tended to make it still weaker. I may state, in company with Mr. Scott, I saw the combination truck No. 13, and find, had No. 15 truck, when being altered, have had a partition similar to the one in No. 13 combination truck which acts as a support of the longitudinal bar, the accident would not have occurred. I may, in conclusion, state that I consider No. 13 combination truck, in certain details as to flats, hinges, &c., a superior truck, and that the workmanship in No. 15 truck was badly done.

I have, &amp;c.,

DAVID BRODIE.

For the Minister's information.—CHAS. A. G., 17/12/86. Seen.—W. J. L., 18/12/86. What is to be done with this waggon? It is useless in its present form. I propose that it be strengthened, so as to answer the purpose for which it was constructed.—CHAS. A. G., 20/12/86.

Minute of Secretary for Works.—Yes; let it be repaired and strengthened.—W. J. L., 24/12/86.

Locomotive Engineer.—D. C. M. L., 29/12/86. To Assistant Locomotive Engineer.—W. Scott, 30/12/86. Instructions given for the work to be done. Locomotive Engineer.—GEO. DOWNE, 5/1/87.

## No. 2.

## Minute by The Commissioner for Railways.

THE Minister is desirous of having an independent investigation into the merits of the various stock-cars that have been submitted for adoption on our railways. They are—

1. The Evans' car.
2. The Wilkinson car.
3. The Perry car.

The Minister considers that if a good traffic man, an experienced waggon builder and designer, and a practical stock agent were appointed a Board to investigate the question and report upon the designs of car under offer, the real merits of the case would be ascertained.

For this purpose, as regards two of the three members of the Board, he wishes telegrams sent to the Commissioner for Railways, Queensland, asking for the services of Mr. Thallon, Traffic Manager, and to the Board of Commission, Melbourne, for the services of their Chief Designer of Rolling Stock.

Please send telegrams accordingly.

Telegrams sent.—D. C. M. L., 7/12/86.

CHAS. A. G., 7/12/86.

## Combination Stock and Goods Trucks.

ON 7th December, 1886, the Commissioner directed that an independent inquiry should be made respecting the relative merits of the various trucks of the above design submitted to the Department—

1. Evans.
2. Wilkinson.
3. Perry.

And to this end suggested the appointment of the following gentlemen:—

- Mr. Thallon, Traffic Manager, Queensland Railways.  
 Mr. Badgery, Stock and Station Proprietor.  
 Mr. Gill, Foreman of Waggon Shops, Victorian Railways.

The services of these gentlemen have been secured, and arrangements have been made for their first sitting on the 20th instant, of which the parties interested are to-day being duly advised.

A. RICHARDSON, 11/1/87.

For Minister's information.—CHAS. A. G., 11/1/87.

Minute of Secretary for Works.—Approved.—W. J. L., 11/1/87.

## Combination Car Commission.—Report of Board, Friday, 28th January, 1887.

THE Board held nine meetings from the 19th to the 28th January inclusive. Fifteen witnesses were examined, comprising the inventors, men experienced in loading and unloading and travelling with stock, as well as officers of the Railway Department skilled in the construction of rolling-stock.

The Board visited the unloading station at the saleyards, Flemington, on the 19th instant, to witness unloading of stock and examination of Evans' truck, which is the only combination truck in use.

On the 22nd instant the Board visited the works of Messrs. Hudson Brothers, at Clyde, to inspect a truck in course of construction, the invention of Mr. W. B. Wilkinson, of Dubbo; and on 27th instant the same truck was again inspected at Flemington.

The instructions to the Board by the Commissioner for Railways were:—To inquire into the relative merits of three designs of combined-stock and goods-trucks for use on the Railways of this Colony, to take evidence thereon, and to make a report and a recommendation; but the Board, believing the great object in view was to recommend the truck most suitable

suitable for the conveyance of all classes of stock, as well as merchandise, permitted a number of persons who had models or plans of new inventions pertaining to combination trucks to exhibit them, and explain the mode of working and advantages they claim for their inventions. The great difficulty in providing a truck suitable for sheep and cattle lies in the fact that for sheep in upper and lower decks there must be abundant ventilation, and for cattle, as near as possible, a perfectly smooth surface inside to avoid injury, and to prevent cattle from seeing out.

The Board desires to express an opinion that it will not be possible to adopt a combined truck to thoroughly answer all the requirements of a stock truck, and at the same time possess the advantages of a merchandise waggon to such an extent as to supersede the present D trucks; but the models submitted prove that it is possible to construct a waggon suitable for both sheep and cattle, and, to some extent, for merchandise as well, thus enabling the Department to utilize it for up-country loading, instead of returning it empty, as has been the practice hitherto with the ordinary sheep-trucks.

The trucks and models submitted may be briefly described as follow:—

No. 1.—*Mr. George T. Evans* submitted two combination trucks, both of which he claimed were suitable for sheep, cattle, or merchandise. In one truck there is a division in the centre, thus forming four compartments for sheep, or two for cattle, and the other having no division; otherwise the chief features in these trucks are the same, viz., that the top deck necessary for the sheep-van is formed of several parts, and supported by a beam lowered from the roof, and by hinges at the sides of the truck which admit of the top deck, when not required for sheep, being lowered so as to form the sides of a cattle or merchandise waggon.

The weights of the trucks are—with the division, 7 tons 7 cwt. 1 qr.; without the division, 6 tons 12 cwt. 3 qrs.

No. 2.—*Mr. Thomas Perry* submitted a model of a combination truck, the principal of which was that the upper deck required for sheep was balanced by weights on the outside of each end, and lowered to the middle of the truck, or raised to the roof as required, for sheep or cattle; no alteration being made in the sides of the truck in either case. *Mr. Perry* claimed certain advantages in the under-frame of his truck which would reduce its weight, but it appeared that this did not affect the combination principle, as the same, if considered an advantage by the Department, was equally applicable to all classes of waggons. It was impossible to arrive at the weight of the truck from the model submitted; but we are of opinion the movable floor and balance-weights could not be less than 16 cwt., which would have to be added to the weight of the cattle-truck. It appeared also that as the truck was necessarily close for cattle sufficient provision could not be made for ventilation in the case of sheep. A commendable feature in this truck is that provision is made for draining the top deck, and also the rapidity with which the top deck can be raised or lowered.

No. 3.—*Mr. W. B. Wilkinson* submitted a combination truck, the chief feature of which was its adaptability to the system of end as well as side loading. Although the bulk of the evidence taken goes to show that end-loading is not the great advantage its advocates claim for it, we desire to point out that the witnesses examined have had only a very limited experience, and even that has been confined to trucks of the present pattern with fixed floors. In *Mr. Wilkinson's* truck provision has been made for the loader to walk from end to end of the train in an upright position on both floors, thus giving him control of the sheep, and a better opportunity of regulating the number in each truck. On the other hand, he has not overcome the difficulty of providing ample ventilation for sheep, or a smooth surface for cattle, and we consider his invention defective in these respects.

The weight of this truck is 7 tons 15 cwt. 2 qrs.; the floor area is 270 feet, or 65 lb. per square foot for sheep, and 135 feet for cattle.

*Mr. Wilkinson* stated in his evidence that the weight could be greatly reduced, but making every allowance for the alterations he mentioned, the truck must still remain very considerably heavier than the present sheep van. It is impossible to say what the expense of this truck, if adopted, would amount to; but the Board is of opinion, judging from the number of parts, that the cost must be excessive compared with the present design of sheep-van or cattle-truck, and considerably higher than either of the other two combination designs.

The Board was desirous of testing *Mr. Wilkinson's* truck as to end-loading, and arrangements were made with the Department, stockowners, and others to have the end-loading trucks now in use and a sufficient number of sheep at Homebush on Wednesday, 26th instant, but in consequence of *Mr. Wilkinson's* truck not being sufficiently advanced this had to be abandoned.

No. 4.—*Mr. Mulholland* submitted an imperfect model of a combination truck, available for sheep and cattle, embodying an ingenious system of end-loading, but inasmuch as he had made no provision for the smooth inside surface required for cattle, we considered his design defective.

A number of other models and plans were submitted, but none of them possessed such improvements as would warrant the Board in suggesting the adoption of their principles.

The Board intimated to the principal stock and station agents in the city the purpose for which it was sitting, and invited them to come forward with any suggestions they had to offer, but no one took advantage of the opportunity.

After inspecting the trucks, models, and plans submitted, and after carefully considering all the evidence, the Board is unanimously of opinion that the converted truck, without division, submitted by *Mr. Evans*, combines more advantages than any of the others. As a sheep-truck it gives more head room than the present pattern, while the ventilation at the sides and ends is all that could be desired. Compared with the sheep-trucks now in use, it gives a floor area of 280 feet for 6 tons 12½ cwt., or 1 square foot for every 53 lb.; whereas the sheep-truck has a floor area of 241 feet for 6 tons 17 cwt., or 1 square foot for every 63½ lb.

As a cattle-truck it gives considerably more head room, which is a decided advantage, as can be seen by the marks of the cattle's horns on the roof of the present trucks; on the other hand, it is 8½ cwt. heavier than the cattle-truck now in use.

As a merchandise truck it certainly is much heavier than the ordinary goods-waggon; but the evidence of the Department goes to prove that it has been largely used for the conveyance of all classes of goods to stations beyond Dubbo, and gives every satisfaction.

Another special advantage this truck possesses over other trucks is the fact that the floor of the upper deck, instead of being raised to the roof, thereby increasing oscillation, and straining the frame of the truck by unnecessarily adding to the top weight when the waggon is used for merchandise or cattle, is lowered, and forms a smooth side for cattle or merchandise. None of the parts, with the exception of the beam for supporting the top deck, are out of use at any time in the conveyance of sheep, cattle, or merchandise.

It is a question with the Board whether the flaps forming the top deck would be strong enough to withstand the tear and wear they would be subjected to if largely used for cattle; but in any case instructions should be given to all concerned, in the event of this truck being adopted, to lower them steadily, instead of allowing them to fall, when converting from a sheep to a cattle waggon.

The Board is also of opinion that the longitudinal beam should be supported by a prop fitted into a socket in the bottom floor when the truck is used for sheep, and which, when not required, could be carried up by the beam, to which it should be attached by hinge and loop.

A drawback to this design is the position of the doors for sheep, one being directly above the other, which necessitates the two decks being loaded or unloaded separately; but this would be overcome by inserting a door for sheep in the centre of the top deck.

Another disadvantage mentioned by several witnesses is that the floor of the top deck is higher than the present sheep-races, but this could easily be met by a movable board in the race.

To place the relative merits of the three best designs of combination cars more clearly before the Department the Board submits the following table:—

	Points considered separately.	Evans' Truck without division.	Perry.	Wilkinson.
Compared with the trucks now in use in the Department, and assuming their value at 10 points each.	Cattle-truck .....	9	7	5
	Sheep-van .....	12	4	8
	Goods-van .....	7	4	6
	Cost of combination parts .....	4	5	3
Considerations of secondary importance, assuming 5 points as the maximum.	Simplicity and strength of combination parts .....	4	5	4
	Weight per foot of floor area .....	5	4	3
	Facility for converting .....	4	5	4
	For end-loading .....	.....	.....	5
		45	34	38

The Board desires to express its opinion that the division inserted in Evans' Combination Truck is a decided disadvantage in the case of cattle or merchandise; while in the case of sheep, the advantage, if any, is very questionable, and causes great inconvenience and loss of time in loading and unloading. The workmanship upon the truck without division is certainly inferior in some respects, but that could be remedied without materially adding to the weight or cost, and in no way affects the design.

The question of cost of the different models could not be accurately ascertained; but Mr. Evans' Combination Truck without division is, in the opinion of the Board, the most economical and suitable in every way for the conveyance of sheep, cattle, and merchandise, and we recommend accordingly.

HENRY S. BADGERY.  
J. F. THALLON.  
J. GILL.

The Hon. John Sutherland, Minister for Public Works, Sydney.

No. 3.

H. Halloran, Esq., to The Commissioner for Railways.

Sir,

I have the honor, on behalf of the proprietors of the patent for Evans' Australian Combination Trucks, and with reference to my letter of the 18th December last, to request to be favoured, at your earliest convenience, with a settlement of the important matter therein involved.

As I understand that the Board appointed by the late Government reported in favour of the Australian Combination Truck to which I refer, I would suggest that a decision may be speedily arrived at.

I have, &c.,

HENRY HALLORAN.

Minute of the Commissioner for Railways.—There is some considerable doubt as to what the Board did recommend. I think it would be well to send a copy of the Board's report to the press in the first instance before any final action is taken.—CHAS. A.G., 8/3/87.

No. 4.

H. Halloran, Esq., to The Commissioner for Railways.

Sir,

I do myself the honor to invite your attention to my letter of the 3rd ultimo, in the matter of Evans' Australian Combination Truck, and the purchase by the Government of the right of patent for the same, and to say that the gentlemen whom I represent in the matter are very desirous of a settlement of the important question now before you.

I have, &c.,

HENRY HALLORAN.

No. 5.

H. Halloran, Esq., to The Secretary for Public Works.

Sir,

On behalf of the proprietors of the patent for Evans' Combination Truck, and with reference to the correspondence which has taken place, extending over a great many months, to the personal interview with which you favoured me, and the decision which I had hoped it might have been possible for you thereafter to arrive at, the report of a Board appointed and continuing at a very considerable cost, absolutely in favour of the Evans' Combination Truck over the other inventions of a similar character, I have now the honor to express a hope that you may be in a position soon to come to a decision in the matter.

Knowing how strongly interested you have shown yourself to be in matters of progress and public prosperity, and that the adoption of the offer of the patent belonging to the gentlemen whom I represent herein will be to the advantage of the public, and a saving to the revenue and a great general convenience—a matter in which I personally feel no small interest as a colonist and a citizen—and knowing, further, that the gentlemen concerned in the patent, though they have stated a price, are quite open to meet the Crown by the acceptance of such a price, equitable and considerate, as may be offered to them, for the great advantage which the legal use of their patent will secure to the Department, the revenue, and the public, I beg to express a hope that the question may be soon decided in such a way as may appear to you fair to all interests involved under the circumstances.

I have, &c.,

HENRY HALLORAN.

Minute of the Secretary for Public Works.—I require all the papers on this subject, with a *précis* of the whole case, by Monday next, that the Commissioner and I consult on what is best to be done in this important matter.—J.S., 17/8/87.

REPORT of the Committee appointed to inquire into the relative merits of certain designs of combined Goods and Live Stock Trucks.

WHEN the Live Stock Board was sitting in 1884, the Evans Combination Truck was brought under the notice of the Board, and in their report they referred to it in terms of commendation, and recommended that four of the trucks should be built for trial.

The Commissioner had already formed a favourable opinion of the truck, and he, with a view to a perfect trial being made recommended that fourteen trucks should be obtained, which Mr. Secretary Wright approved.

In due course the fourteen trucks were put into use, and after trial were reported upon by the Traffic Manager in terms which, on the whole, were favourable.

In March, 1886, Mr. Halloran, on behalf of the patentee, offered the entire patent of the truck to the Government for the sum of £17,000.

The merits of the truck, however, were not so well established as to warrant so large an expenditure at present, and moreover the enormous cost of introducing new stock, or altering the existing stock, was a point which required grave consideration.

Subsequently, Mr. Halloran intimated that the patentees were open to an offer.

Mr. Halloran made an offer to convert our existing stock of trucks to the Evans' pattern at the following prices:—For the old narrow trucks, £140 each; for the wide trucks, £130 each.

About this time, Mr. T. Perry and Mr. W. B. Wilkinson brought rival designs of combination trucks under the notice of the Commissioner, and on the 9th December, 1886, the Minister decided that a Board, consisting of a traffic expert, an experienced waggon builder, and a practical stock agent, should be appointed to inquire into and report upon the relative merits of the three designs; and Mr. Thallon, Traffic Manager of the Queensland Railways, Mr. Gill, of the Waggon Department, Victorian Railways, and Mr. H. S. Badgery were appointed accordingly.

It appears that the only one of the competing trucks the Board had an opportunity of seeing in actual use was the Evans' truck, and this was due to the circumstance of a number of them having been built by the Department.

After examining a large number of witnesses, the conclusion arrived at by the Board was that the Evans' improved truck was the most economical and the most suitable in every way, and they made their recommendation accordingly.

Mr. Thallon (being urgently required at home) quitted Sydney immediately after signing the report.

Mr. Halloran has written from time to time, pressing the Minister to come to a speedy decision with regard to the offers made on behalf of the patentees of the Evans' truck.

He now again writes, referring to the decision of the Board in favour of the Evans' truck, and to the offers made by the patentees to the Government. He says that although a definite sum has been asked for the patent, the persons interested are prepared to accept such a price, equitable and considerate, as may be offered them, and he (Mr. Halloran) hopes that a decision will be speedily arrived at.

Mr. Secretary Sutherland asks for the papers, with a *précis*, in order that he and the Commissioner may consult as to what is best to be done in this important case.

C.A.B., 19/8/87.

No. 6.

No. 6.

Mr. A. Wilson to The Secretary for Public Works.

Dear Sir,

7 Bent-street, 27 August, 1887.  
As I believe it will shortly be necessary to build a number of stock-waggons, and also probably to improve some of the old ones, I wish to bring under your notice the fact that on several occasions my firm have been requested to secure the use of those known as Evans' Combination Truck. On all sides I have heard the most encouraging reports as to their general convenience.

You have doubtless at your command a mass of information referring to various patents, but I feel sure the merits of that referred to speaks for itself.

I have, &c.,  
ALEX. WILSON.

No. 7.

Mr. A. Wilson to The Secretary for Public Works.

Sir,

I beg to address you on the Evans' Combination.

"Asche's Royal Hotel," Sydney, 29 August, 1887.  
I have been asked by many large and practical stockowners to bring under your notice the above mentioned truck, and ask you if there is any likelihood of its being adopted by your Department.

They know I am one of the shareholders, and advise me to push the matter, saying that the work done by the fourteen now in use (two years) speaks for itself. Mr. Samuel M'Caughy, one of our largest stockowners and a most practical man, was positive of its success the first day he saw it. He wrote several letters to this effect to the daily prints some time ago when the matter was before the Department, he being absolutely disinterested. His opinions should carry weight, as also will the fact that many stockowners instruct their agents to secure these trucks instead of the old ones. It is the only real combination truck before your Department.

I have, &c.,  
A. C. WILSON.

No. 8.

Phillip, Somer, &amp; Co., to The Commissioner for Railways.

Sir,

Nevertire, 4 September, 1887.  
We, the undersigned stock agents, seeing by the *Daily Telegraph* of the 3rd instant that there is a likelihood of the truck known as "Evans' Patent Combination" being accepted by the Department as the truck for carriage of live stock throughout the Colony, hereby enter a protest, upon the grounds that we have used the truck for both sheep and cattle, and find the patent inconvenient and impracticable, and not so good as the present sheep or cattle trucks now in use.

PHILLIP, SOMER, & CO.,  
Agents for Nevertire.

No. 9.

Railways.—Particulars of Service of Combination Trucks.

A RETURN of the Earnings and Mileage of the Combination Trucks now in use, from the 1st January to 30th June, 1886, distinguishing goods freight and live stock freight as compared with ordinary trucks.

EARNINGS and Mileage of the Combination Trucks as compared with other Live Stock Trucks during the period ended 30th June, 1886.

I ATTACH a return giving the information in as complete a form as it is possible to give it, without entailing a very great amount of extra time and labour to render it more complete.

The particulars supplied in regard to the combination cars, of which there are only fourteen, took a considerable time to compile, but it can readily be seen what labour was involved to get less complete information in regard to 272 sheep-vans and 300 cattle-waggons, while it must be apparent that the separation of the mileage run by these vehicles with live stock and goods traffic means an enormous amount of additional work.

W. V. READ, 24/8/87.

For the six months ended the 30th June, 1886.

No. of Trucks in use.	Live Stock.		Goods Traffic.		Totals.		Loaded Mileage. Per Mile.
	Loaded Mileage.	Earnings.	Loaded Mileage.	Earnings.	Loaded Mileage.	Earnings.	
Combination cars..... 14	55,232	£ 1,131 1 11	63,227	£ 4,203 10 4	118,459	£ 5,334 12 3	10½d.
Sheep-vans ..... 272	.....	39,767 7 0	.....	.....	1,764,491	39,767 7 0	5½d.
Cattle-waggons ..... 300	.....	36,311 11 4	.....	2,949 0 3	1,560,238	39,260 11 7	6½d.
	.....	77,210 0 3	.....	7,152 10 7	3,443,188	84,362 10 10	

Empty mileage run by combination cars ... .. 24,629, making gross 143,088 miles.  
" " sheep-vans ... .. 1,400,911 " 3,165,402 "  
" " cattle-waggons... .. 1,250,794 " 2,811,032 "

2,676,334 " 6,119,522 "

It is impossible to give the separate mileage run by cattle-waggons and sheep-vans with live stock and goods traffic without entailing a very large amount of labour and time to do so.

The information was asked for in a question. No resolution was passed. Will Commissioner please say whether it is to be laid upon the Table?—D.C.M'L., 26/8/87.

I do not know whether it is necessary to lay it upon the Table, but the document itself tells a significant story in favour of the combination trucks. For empty and full running mileage they have earned nearly 9d. a mile, while the cattle and sheep trucks have earned only something less than 3½d. per mile for six months' running. The empty running with the combination trucks was 19 per cent. of the full running, while the empty running was 44 per cent. in the case of the other live stock waggons. If the ordinary live stock waggons had earned as much as the combined waggons per mile travelled, the revenue would have been, instead of £79,027, no less than £224,116, or £145,089 more. It is not likely, of course, that the traffic would have been so adjusted as to admit of this large extra amount being earned, but I think 20 per cent. of it would have been; and that is a very low estimate. Even this would show a profit of £29,018 in six months.—CHAS. A. G., 26/8/87.

NOTE.—The above was submitted to Mr. Secretary Sutherland, together with all the papers bearing upon the offer of the patentees of the truck to confer their rights upon the Government, in consideration of the payment of the sum of £17,000. In view of the highly satisfactory results disclosed in this statement, in respect of economy from working the traffic with this truck, the Minister intimated to ask the patentees if they were prepared to accept the sum of £15,000.

The Commissioner for Railways to Henry Halloran, Esq., C.M.G.

Sir,

Department of Railways, Sydney, 3 September, 1887.  
With reference to your letter of the 16th ultimo and previous communications, offering, on behalf of the proprietors of the patent of "Evans' Australian Combination Truck," to sell to this Department the legal right to such invention, I have the honor, by direction of the Honorable the Minister for Works, to inquire whether the proprietors will accept the sum of £15,000 for the right to use their patent and all improvements effected therein.

I have, &c.,  
CHAS. A. GOODCHAP,  
Commissioner for Railways.

Henry

Henry Halloran, Esq., C.M.G., to The Commissioner for Railways.

Sir,

I have the honor to acknowledge the receipt of your letter of the 3rd instant, inquiring, with reference to previous correspondence, whether the proprietors of the patent of Evans' Australian Combination Truck are willing to accept the sum of £15,000 for the right to use their patent and all improvements effected therein; and in reply I am directed to submit, for the consideration of the Honorable the Minister for Public Works, that considering the great superiority of this invention over any other of the like sort, as unanimously reported by the Board appointed by the Government to investigate, and who strongly recommends its adoption, and the great financial saving which its adoption will secure—considering also the time that has elapsed since the patent was put under offer to the Government, and that the loss thereby occasioned to the proprietors—the offer of £15,000 appears an inadequate one; but that, as the Government bore all the cost of the Board appointed to test its superiority, they are willing to split the difference, and to accept the sum of £16,000, a sum which it is hoped, in the interests of the public, may be allowed to them, and which sum I am authorized to accept, and do hereby formally accept on their behalf, if the Government concur therein without further delay, for the legal right of patent and all improvements hereafter made therein in the Colony of New South Wales.

I have, &c.,

HENRY HALLORAN,

Agent for the Proprietors of Evans' Australian Combination Truck.

If the Minister approves of this amount being paid for the patent, I would recommend that no time should be lost in having our present live stock vans converted into combination trucks, and that tenders for this service be invited.—CHAS. A. G., 6/9/87.

Approved. I understand there are some eighty trucks lying at Wallerawang sidings, and others which have been condemned which require reconstruction. Let these first be taken in hand, if they can be reconstructed. There are documents in the Department to show which trucks require to be done, but whether new or old trucks are taken in hand they must be made according to the model now in the contractor's yard (Mr. Glasson). This truck should now be taken out and placed in the railway yard as a sample.—J.S.

The Crown Solicitor to draw up agreement for use of patent for New South Wales Railways; the consideration money, £16,000.—CHAS. A. G., 7/9/87. The Crown Solicitor.—A.R. (for Commissioner for Railways).

The Commissioner for Railways to H. Halloran, Esq.

Department of Railways, Sydney, 8 September, 1887.

With reference to your letter of the 5th instant, stating that the proprietors of the Evans' Australian Combination Truck design will accept the sum of £16,000 for their legal right therein, I have the honor to inform you that the Secretary for Public Works has approved of the acceptance of the terms named in your communication; but, before final settlement is made, it is necessary that an agreement should be drawn up and executed, conferring upon the Government patent rights for the use of the invention.

Instructions will be at once given to the Crown Solicitor for the preparation of the necessary document.

I have, &c.,

CHAS. A. GOODCHAP,

Commissioner for Railways.

Mr. A. Richardson to The Crown Solicitor.

The Honorable the Minister for Public Works having decided to accept a proposal made to him by the proprietors of the Evans' Australian Combination Truck to purchase the patent for New South Wales of that vehicle for the sum of £16,000, I have to request that the Crown Solicitor will be so good as to prepare, at his early convenience, the necessary deed of assignment of the patent.

The proprietors are to assign to the Government the patent right in the truck and any improvements which may hereafter be made in it.

I enclose the Letters of Registration in favour of Henry, William, and Thomas Hudson and Ambrose Thornley; assignment by Thornley of his right in the patent to the Messrs. Hudson; and final assignment of the patent by the Messrs. Hudson to G. T. Evans and A. Thornley, the present proprietors; also, letter of 5/9/87 from Mr. Halloran.

A. RICHARDSON, 12/9/87.

The Crown Solicitor to The Commissioner for Railways.

Crown Solicitor's Office, Sydney, 21 September, 1887.

In compliance with your verbal request, I have the honor to return herewith Mr. Halloran's letter to you of date 5th September instant (87-3,757 D-59) with reference to the proposed assignment to the Government of the invention entitled "Evans' Australian Combination Truck."

I have, &c.,

JOHN WILLIAMS,

Crown Solicitor.

The Crown Solicitor to The Commissioner for Railways.

Crown Solicitor's Office, 23 September, 1887.

I am directed by the Honorable the Attorney-General to return the papers referring to the purchase from Messrs. Evans and Thornley of the "Evans' Australian Combination Truck" to you, as it is understood that they are to be laid before the Cabinet for further consideration.

I therefore return the papers herewith.

I have, &c.,

JOHN WILLIAMS,

Crown Solicitor.

#### No. 4.

The Crown Solicitor to The Railway Commissioners.

Gentlemen,

Crown Solicitor's Office, Sydney, 3 May, 1889.

I have the honor to inform you that I have this morning been served with the statement of claim in the suit, Evans and another v. The Railway Commissioners, which I forward herewith.

Will you please instruct me as soon as possible as to the nature of the defence, if any, you intend to set up, and also forward the papers in the matter to me.

I have, &c.,

JOHN WILLIAMS,

Crown Solicitor.

I return papers herewith. The Commissioners desire me to say, that the paper enclosed by you, viz., statement of claim and also copy of Mr. Salomons first advising, has been left by them with the Hon. the Minister for Railways.—H.M'L. (pro Secretary), 29/5/89. Crown Solicitor.

#### No. 5.

The Crown Solicitor to The Railway Commissioners.

Evans and another v. The Railway Commissioners.

Gentlemen,

Crown Solicitor's Office, Sydney, 27 May, 1889.

I have the honor to inform you that it being necessary to prepare a statement of defence in this matter, I delivered brief to Mr. Salomons, Q.C., and Mr. A. H. Simpson for a consultation thereon.

It will be seen by the papers, that on 13th September, 1888, Mr. Salomons advised after a careful consideration of the high authorities noted at the foot of his opinion, that there had not been any final agreement binding upon the Government, and for reasons therein stated, he advised "that apart from the defence of no contract" the plaintiff be by the usual pleas put to proof of the validity of the alleged patent."

It

It was upon this advising of Mr. Salomons that the Department has proceeded to defend this suit. I now forward a copy of Counsel's joint advising from which it will be seen that Mr. Salomons has apparently altered his opinion, and it will be seen by the joint opinion of Mr. Salomons and Mr. A. H. Simpson, it is now advised that the plaintiff's claim shall be recognized and the action settled.

Will you please instruct me what action I am to take in this matter.

I may suggest that it is desirable that the Honorable the Minister should be referred to in this matter, and that if, as I suppose, under Counsel's advice the action has been settled, this should be considered as a confidential communication and not be discussed in the Department until an attempt has been made to settle the action.

I think I should mention that the case upon which Mr. Salomons' opinion was chiefly founded, *Rossiter v. Miller*, 5 Chancery Division, 648, which was a unanimous decision by the Court of Appeal, he informs me has been subsequently reversed by the House of Lords.

Will you please consider the matter as very urgent as the extended term for lodging the statement of defence expires on Wednesday next.

I have, &c.,

JOHN WILLIAMS,

Crown Solicitor.

Inform Crown Solicitor to stay proceedings. Government will pay claim.—W.M., 30/5/89. Mr. Ross.—G.E., 30/5/89. Crown Solicitor.—M.R., 30.

[Enclosures.]

A.

COPY OF OPINION.

I HAVE perused and considered all the papers bearing upon the case.

The first question "whether this correspondence creates a binding contract in respect of which the Commissioner is liable to pay the patentees the sum of £16,000." I answer in the negative, and I consequently advise in answer to the second question that the claim should be resisted. The matter depends in point of law on the legal effect of the following words (read in connection with Mr. Halloran's letter of September 5th), contained in the Commissioners' reply of September 8th. "I have the honor to inform you that the Secretary for Public Works has approved of the acceptance of the terms named in your communication, but before final settlement is made, it is necessary that an agreement should be drawn up and executed conferring upon the Government patent rights for the use of the invention. Instructions will be at once given to the Crown Solicitor for the preparation of the necessary document."

I am of opinion, after a careful consideration of the high authorities noted beneath my signature, that there was here no final agreement binding upon the Government, and that on the true construction of the Commissioner's said letter (particularly having regard to the words I have underlined), it will be held that an agreement as to the terms of, and the signing of a formal contract are considerations precedent to the Government being bound (note the words, "before final settlement is made," and the form of the preceding words—"the Secretary for Public Works has approved of the acceptance of the terms named," &c.) There is not here "a simple acceptance of an offer to purchase, accompanied by a statement that the acceptor desires that the arrangement should be put into some more formal terms" (see per Jessel M.R. in *Crossley v. Maycock*, page 181). The language of the same distinguished Judge (in *Winn v. Bull*, page 32), is in my opinion properly applicable in this case, *i.e.*, "where you have a proposal or agreement made in writing expressed to be subject to a formal contract being prepared, it means what it says: It is subject to, and dependent upon formal contract being prepared."

Here the Commissioner would be entitled to proof that the patent was a valid patent. It may be had on many grounds, and I advise that (apart from the defence of "no contract") the plaintiffs be by the usual pleas put to proof of the validity of the alleged patent.

For cases see margin.

13th September, 1888.

JULIAN E. SALOMONS.

B.

COPY.—JOINT OPINION.

WE have carefully considered the facts in this case. Since Mr. Salomons advised in this matter the case has assumed a different aspect, by Messrs. Evans and Thornley commencing proceedings in Equity, in which they can have alternative relief, *i.e.*,—specific performance of the contract, if there is a binding contract; or an inquiry as to damages for the wrongful user of their patent, if there is no contract. Looking at the evidence given by the Government officers themselves as to the saving effected by the new truck, it would be difficult to escape the payment of damages exceeding the amount claimed for purchase money of the patent. We advise, therefore, that the suit should be settled by payment of the £16,000 claimed, and that the patent should be assigned to the Government.

27th May, 1889.

JULIAN E. SALOMONS.

ARCH. H. SIMPSON.

No. 6.

The Under Secretary for Finance and Trade to The Crown Solicitor.

Sir,

The Treasury, New South Wales, Sydney, 30 May, 1889.

I have the honor, by direction of the Colonial Treasurer, to inform you that the Railway Commissioners have forwarded to the Colonial Treasurer your letter No. 89-538, of 27th instant, enclosing the joint opinion of Messrs. Salomons and Simpson on the claim of Evans and another *v.* the Railway Commissioners. In view of that opinion, which advises that the suit should be settled by the payment of the £16,000 claimed, and that the patent should be assigned to the Government, I am directed by Mr. McMillan to state that the Government will make the payment referred to; and I am to request that this may be notified to the concerned, and all legal proceedings immediately withdrawn.

I have, &c.,

G. EAGAR.

No. 7.

The Crown Solicitor to The Railway Commissioners.

Evans and others to The Railway Commissioners.

Gentlemen,

Crown Solicitor's Office, Sydney, 13 June, 1889.

This matter having been completed, I now return all the papers in connection therewith.

I have, &c.,

JOHN WILLIAMS,

Crown Solicitor.



1889.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

**RAILWAYS.**

(INDENT FOR LOCOMOTIVE BOILERS.)

*Ordered by the Legislative Assembly to be printed, 30 July, 1889.*

**Indent for Locomotive Boilers.**

- A. Ten locomotive boilers for passenger engines, to maker's No. 2,060.
- B. Six locomotive boilers for goods engines, to maker's No. 2,064.
- C. Two locomotive boilers for tank suburban engines, to maker's No. 1,910.
- D. Twelve locomotive boilers for goods engines, to maker's No. 2,560.
- E. Six locomotive boilers for passenger engines, to maker's No. 2,150.
- F. Four locomotive boilers for passenger engines, to maker's No. 1,780.

ITEMS A and C to be obtained from Messrs. Beyer, Peacock, & Co. They are to be duplicates of the boilers supplied to engines with the numbers given, except that the heating surface must be increased as much as possible by using tubes  $1\frac{1}{2}$  inch external diameter, pitched for  $\frac{1}{4}$  spaces.

Item B to be obtained from Messrs. Beyer, Peacock, & Co. They are to be duplicate with the boiler in their engine 2,064, except that the distance from the longitudinal centre line to the roof of the fire-box inside may be increased to 9 inches, so as to admit a greater number of tubes. The tubes to be  $1\frac{1}{2}$  inch external diameter, with not less than  $\frac{1}{4}$  spaces between them.

Item D is to be obtained from Messrs. Beyer, Peacock, & Co., and to be duplicate with the boiler supplied in their engine 2,560, except the heating surface. This is to be increased as much as possible by using tubes  $1\frac{1}{2}$  inch outside diameter, pitched for  $\frac{1}{4}$  spaces. The roofs of the fire-boxes in these boilers are to be strengthened by cross midfeathers placed about the centre of the box. They are to be 13 inches deep in the middle, and curved to 15 inches deep at the sides where they are riveted to the sides of the box. These midfeathers to be  $5\frac{1}{2}$  inches wide outside, and stayed by hollow copper stays, 1 inch bore and  $\frac{1}{8}$  inch thick, in a manner similar to the midfeathers supplied by Messrs. Dübs & Co. and Beyer, Peacock, & Co. in boilers furnished by them to the South Australian Government.

Items E and F to be obtained from Messrs. Dübs & Co., and to be duplicates with the boilers in their engines Nos. 2,150 and 1,780, except that the heating surface must be increased by using tubes  $1\frac{1}{2}$  inch external diameter, pitched for  $\frac{1}{4}$  spaces. The roof of the fire-box to be strengthened by a cross midfeather of the kind specified for item D.

*Generally.*—In all the boilers the fire-hole rings are to be circular in form, 14 inches inside diameter of hole. Each ring to be faced in a lathe, and formed with a lip to check closely over the copper plate which is to be bored out to receive it. The tubes are to be ferruled at the fire-box end only, and the copper stays throughout are to be bored from each end with central holes  $\frac{1}{8}$  inch diameter. These holes are to approach each other within  $1\frac{1}{4}$  inch at the centre of the stay. Each top corner stay in the sides and backs of fire-boxes is to be of iron, not copper.



1889.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

**RAILWAYS.**

(REPORTS RESPECTING WILKIN AND COTTON'S SIGNAL WIRE-TIGHTENERS.)

*Ordered by the Legislative Assembly to be printed, 3 September, 1889.*

Copies of Reports *re* Signal Wires, Railway Department.

Wilkins' Patent Wire-tighteners.

I HAVE had these in work now for several months and find them work very well. The prices, however, are, in my opinion, too high, and should be considerably reduced before an order could be given.

J. PARRY.

IN cases where the distant signal is a long way from the signal-box these wire-tighteners are necessary, and this is the best we have had yet. We are now testing another "Cotton's Patent," which, so far, acts well.

GEO. COWDERY.

I HAVE fixed Cotton's patent wire-adjuster to the up distant signal at Summer Hill signal-box, and found it work very well in working the signal, and will report further on this patent.

W. MURPHY.

Cotton's Patent Wire-adjuster.

THE signalmen report that the above works very satisfactory, and is a very decided improvement on the old screw adjuster.

H. LUDFORD.

BOTH Wilkins and Cotton's machines answer the purpose of keeping the signal wires taut, but neither of them can be termed a compensator. Of the two I prefer Wilkins'. The prices asked for them are as follows :—

	Machine complete, including Royalty.	Royalty only.
	£ s. d.	£ s. d.
Wilkins' ... ..	5 15 0	1 0 0
Cotton's ... ..	4 17 4	0 16 0

I recommend we order as required from either, and pay royalty asked, the machines to be made in the shops.

J. PARRY.

I HAVE seen Mr. Parry, who considers Wilkins' the best, and recommends its adoption. Fifty would cover all present requirements.

H. M'L.

MESSRS. FORWOOD, DOWN, & Co. written to and asked to reduce royalty charge, and reply received reducing same to 15s., which was accepted.



1889.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## RAILWAYS.

(RETURN SHOWING TRAVELLING EXPENSES OF, AND FREE PASSES ISSUED BY, COMMISSIONERS.)

*Ordered by the Legislative Assembly to be printed, 6 August, 1889.**[Laid upon the Table of the Legislative Assembly, in accordance with a promise made by the Colonial Treasurer on 2nd August, 1889, Votes Proof No. 70, Question No. 6.]*

THE Railway Commissioners entered upon their duties on the 22nd October, 1888. Shortly after taking office they proceeded upon a tour of inspection over all the existing railway lines, travelling a distance of 4,640 miles. They have also inspected the following new lines (besides others of a minor character) and visited the places mentioned:—Moss Vale to Robertson, Goulburn to Crookwell, Tarago to Braidwood, Galong to Burrowa, Corowa to Culcairn, St. Peters to Liverpool, Parkes to Forbes (visiting Molong, Parkes, Forbes, Eugowra, Cudal, and Orange), North Shore extension to Milson's Point (visiting Hornsby), Tempe to Longnose Point, Westmead to Dural, Narrabri to Moree, Narrabri to Walgett, Grafton to The Tweed (visiting Grafton, Casino, Lismore, Coraki, Ballina, Murwillumbah, and Tweed Heads, returning to Sydney *via* South Port and Brisbane), Bega to Eden (visiting Cooma, Nimitybelle, Bombala, Pambula, Eden, Tathra, Wolumlo, Candelo, and Colombo), Jerilderie to Deniliquin (visiting Moama, and returning *via* Melbourne), Cootamundra to Temora, Gundagai to Tumut, Adelong to Tumberumba, Tumberumba to Wagga Wagga, Kiama to Nowra, Cocma to Bombala, Byrock to Brewarrina, Nyngan, Cobar, Wilcannia, and Broken Hill (returning to Sydney *via* Adelaide and Melbourne), Cowra to Forbes and Parkes, Young to Forbes and Parkes, Parkes to Wellington, Parkes to Dubbo, Wellington to Gulgong, Mudgee to Gulgong; travelling by rail 9,800 miles, by vehicle 2,966 miles, by steamer 645, total, 13,411 miles, making the distance covered in inspecting existing and proposed lines 18,051 miles.

The Commissioners have only charged for their own personal out-of-pocket expenses in connection with their inspection of existing lines a sum of £17 15s. 10d. each since they took office. Had they charged according to the authorized scale they would have drawn £42 13s. 4d. each.

The sum of £522 15s. 3d. has been paid for expenses in connection with the inspection of proposed new lines. This sum includes over £300 paid for the hire of horses and conveyances, and to this amount must be added the cost of stabling and feed for horses in many instances, and in some the expenses of a District Officer accompanying the Commissioners. The exact personal expenses of the Commissioners cannot be stated; but it is obvious that a small portion only of the total expenditure can be debited to that account.

Twenty-two special trains have been used for the various tours of inspection, &c., which ran a distance of 7,240 miles. The cost of the specials to the Department was about £452. There is no specified rate for special trains for long distances. If the scale which is charged for ordinary distances was debited against this service the charge would be £2,854. A special train was never run where ordinary trains would meet the requirements of the duty to be performed.

Members of their families do not travel free on tram or train, although, according to universal railway practice, they are quite entitled to do so.

No travelling allowance was made to the Chief Commissioner, but a free passage was provided for the Chief Commissioner, his wife and daughter, according to the terms of his agreement with the Government. No payment whatever was made on account of Mr. Fehon.

The following list gives particulars of the free passes issued by the Commissioners:—  
RETURN of Free Passes issued from Head Office since October 23rd, 1888.

Date of Issue.	Names.	Remarks.
1888.		
23 Oct. ..	Mr. Thomas Roberts ... ..	Assistant Loco. Engineer, S.A. Railways.
27 " ..	Mr. Griffiths ... ..	Visitor, Queensland.
7 Nov. ..	Mr. J. E. Squire ... ..	Superintendent, Eastern Extension and China Telegraph Co.
13 " ..	Mr. Whittingham ... ..	Officer, Tasmanian Railways.
13 " ..	Mr. T. Murdoch ... ..	" " " " " "
17 " ..	Major King ... ..	On leave from his regiment in India.
20 " ..	Hon. John Hill ... ..	M.L.C., from Fiji.
21 " ..	Members of Victorian Rowing Club	Returning to Melbourne.
23 " ..	Mr. T. B. Merry ... ..	U.S. Commissioner to Exhibition.
23 " ..	Mr. J. B. Labatt... ..	Officer, Engineer-in-Chief's Office, Adelaide.
24 " ..	Mr. David T. Arnott ... ..	Press Representative (England).
12 " ..	Mr. V. Flugot ... ..	Representative of France at Exhibition.
3 Dec. ..	His Excellency the Governor of New Caledonia, Lady, and Secretary.	En route to Noumea.
10 " ..	Mr. Drew ... ..	Auditor-General for Queensland.
7 " ..	Sir Henry Bourke, Bart... ..	Deputy-Lieut., County Galway, Ireland.
13 " ..	Captain Ogilvey ... ..	A.D.C. to Governor of Victoria.
13 " ..	Mr. G. Verschaur ... ..	Scientist from Holland.
31 " ..	Mr. Chas. Mann, Q.C. ... ..	Crown Solicitor, Adelaide.
31 " ..	Mr. W. P. Street... ..	N.Z. Commissioner, Melbourne Exhibition.
31 " ..	Mr. A. Nisbet ... ..	English Railway Officer.
31 " ..	Mr. J. P. Morice... ..	Parliamentary Librarian, Adelaide.
1889.		
4 Jan. ..	Mrs. J. L. Drew ... ..	Wife, Victorian Minister, of the Crown.
4 " ..	Mr. J. Bennett (to Roschill) ... ..	Secretary, Rosehill Racing Club.
4 " ..	Officers H.M. ships on station ... ..	" " " " " "
7 " ..	Hon. F. M'Coppin ... ..	Executive Commissioner from U.S.A.
9 " ..	Miss Stanley ... ..	Daughter, Railway Engineer, Queensland.
10 " ..	Rev. W. H. Wilson ... ..	Consul, &c., Samoa.
10 " ..	Mrs. Robert Bland ... ..	Wife of M.P., Queensland.
11 " ..	Mr. J. P. Leserne ... ..	Consul-General, U.S. America.
11 " ..	Consul for France ... ..	On diplomatic service.
11 " ..	Consul for Chili ... ..	" " " " " "
12 " ..	Dr. Rennie ... ..	Commissioner from Adelaide to Exhibition.
14 " ..	Mr. Justice Mien... ..	Queensland Judge.
14 " ..	Mr. F. Allibon ... ..	Engineer, Deniliquin and Moama Railway.
16 " ..	Mr. P. R. Gordon ... ..	Commissioner from Brisbane, with wool exhibits.
17 " ..	Dr. Herbert Metcalfe ... ..	Visitor.
21 " ..	Captain Brantsen... ..	Distinguished officer, Dutch Navy.
22 " ..	Mr. and Mrs. Ferguson ... ..	Customs officer and wife, Wallangarra Station.
23 " ..	Mr. John Hughes ... ..	Visitor from England.
23 " ..	Lieut.-Col. Sheridan ... ..	Queensland Civil Service.
23 " ..	Mr. R. J. Creighton ... ..	Editor, "San Francisco Mail."
23 " ..	Mr. Henry Clarke ... ..	Member of N.Z. Government.
24 " ..	Mr. F. Want (to Loftus) ... ..	Trustee, National Park.
28 " ..	Bishop of Rochester ... ..	Visitor from England.
28 " ..	Mr. Parry ... ..	Private Secretary to Bishop.
29 " ..	Mr. A. Morton ... ..	Curator, Hobart Museum.
6 Feb. ..	Mrs. Aland ... ..	Wife, M.P., Queensland.
6 " ..	Mrs. Black ... ..	" " " " " "
11 " ..	Herr Pfaff... ..	Commissioner from Germany to Exhibition.
12 " ..	Mrs. Curnow ... ..	Wife, Queensland Railway Commissioner.
15 " ..	Chief Justice Fielding ... ..	On leave from Fiji.
19 " ..	Dr. Forster ... ..	Commissioner from U.S. to Exhibition.
23 " ..	Mr. Harbert ... ..	Officer, English Railways.
28 " ..	Hon. Mr. Yeo ... ..	Under Colonial Secretary, Queensland.
5 Mar. ..	Mr. K. R. Kirtaker ... ..	Indian Army Surgeon.
6 " ..	Mr. L. J. Byrne ... ..	Queensland Parliamentary Staff.
18 " ..	Lieut. Maux ... ..	United States Navy.
18 " ..	Sir Somers Vine ... ..	Visitor from England.
18 " ..	Mr. John Deasy, M.P. ... ..	English House of Commons.
18 " ..	Sir E. Strickland ... ..	President, Royal Geographical Society.
10 April	Lord Cranley ... ..	English House of Lords.
10 " ..	Mr. Garland ... ..	Secretary to Lord Cranley.
16 " ..	Mr. H. Bryan Moore ... ..	Secretary, Victorian Jockey Club.
16 " ..	Captain Mayne ... ..	Bombay Army.
26 " ..	Mr. J. Stark ... ..	Officer, Queensland Railways.
26 " ..	Mr. A. J. Vogan ... ..	Explorer, en route to Queensland.
26 " ..	Bishop of Brisbane ... ..	" " " " " "
26 " ..	Bishop of Melbourne ... ..	" " " " " "
26 " ..	Officers, Brazilian ... ..	Man-of-war "Almirante Barosso."

RETURN of Free Passes issued from Head Office since October 23rd, 1888.—*continued.*

Date of Issue.	Names.	Remarks.
1889.		
26 April	Mr. John Dillon, M.P. ... ..	English House of Commons.
26 "	Sir Thomas Esmonde, M.P. ... ..	"
2 May...	Professor Haddon ... ..	Royal College of Science, Dublin.
6 "	Hon. P. S. Solomon ... ..	Attorney General, Fiji.
8 "	Mr. Thomas Cornish ... ..	Mining Expert from England, reporting on mineral resources of Colony.
27 "	Captain Innes Ker ... ..	A.D.C. to Governor of South Australia.
31 "	Sir James Garrick, Bart... ..	Visitor from England.
5 June..	Mr. R. Price Williams, C.E. ... ..	Visitor and Railway Expert.
5 "	Hon. Geo. Morgan ... ..	M.L.C., Fiji.
10 "	Mr. M. Pechen ... ..	Superintendent Public Works, Tahiti.
10 "	Mr. M. Garnier ... ..	Comptroller
18 "	Mr. Hartley Williams ... ..	Judge of Victoria. " "
18 "	Brigadier-General Stewart ... ..	Visitor from England.
18 "	Hon. J. J. Casey ... ..	Judge of Victoria.
1 July..	Professor Wallace ... ..	Edinburgh University. Reporting on Agricultural resources of Colony.
1 "	Surgeon-Major Fulton ... ..	Indian Army.
3 "	Surgeon-Major Naza Navig ... ..	"
3 "	Colonel Eyre Williams ... ..	"
5 "	Principal Rainy ... ..	Visitor from England.
5 "	Dr. M'Gregor ... ..	"
5 "	Rev. Mr. Lynd ... ..	"
5 "	Messrs. Grierson (2) ... ..	Officers, English Railways.
5 "	Mr. Lawdor ... ..	Engineer, Indian Railways.
10 "	Captain Stanley Smith ... ..	Officer, Indian Army, on leave.
10 "	Surgeon-Major A. Harding ... ..	"
10 "	Mr. Theodore A. Bevan ... ..	Explorer.
11 "	Mr. George Morgan ... ..	M.L.C., Fiji.
11 "	Mr. F. W. Mitchell ... ..	Visitor from Tasmania on official business.
16 "	Officers Warship "Alexandrine" ... ..	Officers, German Navy.
12 "	Major-General Edwards... ..	Imperial Army.
12 "	Major Brownrigg... ..	"
23 "	Hon. J. B. Matthews ... ..	M.L.C., Fiji.
26 "	Dr. Ruhland ... ..	Bavarian Scientist. Issued on recommendation of Consul for Germany.
30 "	Major-General Keogh ... ..	Imperial Army.
26 "	Major M'Gregor ... ..	Bombay Army.





1889.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

**RAILWAY REFRESHMENT ROOMS.**  
(REPORT OF GOVERNMENT ANALYST ON QUALITY OF LIQUORS FOR SALE AT.)

*Ordered by the Legislative Assembly to be printed, 8 October, 1889.*

The Inspector-General of Police to The Under Secretary of Justice.

Sir, Police Department, Inspector-General's Office, Sydney, 26 September, 1889.

I have the honor to forward herewith, for the information of the Minister of Justice, a report of the Government Analyst on the quality and composition of the spirituous liquors sold at the Railway Refreshment Rooms throughout the Colony, samples of which were obtained by the police on the 16th July last, at the stations named, and to suggest that the same be forwarded to the Commissioners for Railways.

I have, &c.,  
**EDMUND FOSBERY,**  
Inspector-General of Police.

[Enclosure.]

REPORT of the Government Analyst on the quality and composition of the spirituous liquors, sold at the Railway Refreshment Rooms throughout New South Wales.

To the Honorable the Minister of Justice,—  
Sir,

I have again the honor to submit the following report on the quality, strength, and composition of the spirituous liquors or alcoholic drinks offered for sale to the public at the various railway refreshment rooms throughout the country.

The samples were collected by the police from the refreshment bars at the following railway stations, namely:—

Southern Lines:—

Mittagong, Goulburn, Yass, Harden, Junee,\* Albury.

Western Lines:—

Penrith, Mount Victoria, Bathurst, Wellington, Nyngan.

Northern Lines:—

Singleton, Werris Creek, Murrurundi, Armidale.

A sufficient quantity was in every case supplied to enable me to examine each sample for all the commonly-known noxious ingredients, including all of those enumerated in the Licensing Act, but the full and exhaustive chemical analysis of every sample has not been attempted, inasmuch as gallons of each liquor would have been required, and at least six months of my undivided time and attention would have been necessary for the detection, the isolation, and estimation of some of the minor constituents of these liquors, which exist only in the most minute proportions. This aspect of the question has not been overlooked, and a qualitative analysis of such an exhaustive nature was accomplished, the results of which will be found in its place further on.

However, the practical problem here presented resolves itself into a strict inquiry as to the deleterious ingredients enumerated in section 89 of the Licensing Act, as well as for those mentioned in the Act for the Prevention of Adulteration of Malt Liquors, section 3, and for any fusel oil that may be present in quantities injurious to health, according to section 8 of the Act to prevent the Adulteration of Food and Drink and Sale of Injurious Liquors, and generally in the words of section 89 of the Licensing Act, to continue the search for "any other ingredient injurious to health."

After the most careful examination of each sample, no traces whatever could be found of either *coccus Indicus*, copperas, opium, Indian hemp, strychnine, tobacco, darnel seeds, extract of logwood, salts of zinc, lead, alum, or any extract or compound of the same.

So far, then, negative results only having been obtained, the inquiry was then directed towards the investigation of the nature and quality of the spirit contained in these liquors, and incidentally the quantity or the alcoholic strength.

The average alcoholic strength was found to be as follows:—

PERCENTAGE of Alcohol.

Liquor.	No. of Samples examined.	Highest.	Lowest.	Mean.
Pale Brandy .....	16	45·14	37·89	41·13
Dark Brandy .....	16	44·05	35·90	42·04
Rum .....	13	66·26	38·06	44·76
Whisky .....	15	50·30	37·33	41·00
Schnapps .....	16	42·30	39·55	40·57
Old Tom Gin .....	16	47·91	37·94	40·64
Sherry Wine .....	12	19·58	15·50	17·74
Port Wine .....	15	18·62	16·08	16·80
Colonial Wine .....	8	15·50	7·60	11·98
Imported Beer .....	25	7·05	5·85	6·56
Imported Stout .....	18	7·12	5·20	5·85
Colonial Beer .....	14	5·67	4·81	5·01

\* No intoxicating liquors are sold at the Wagga refreshment rooms.

According to the existing law in Great Britain, alcoholic liquors of the following strength may be sold retail to the public:—Brandies, whiskies, and rum, at not less than 25 degrees under proof, schnapps and gin, sweetened or unsweetened, of not less than 35 degrees under proof, whereby the following comparisons may be drawn, standard proof spirit containing 49·24 per cent. of absolute alcohol by weight:—

Liquor.	Legal limit for the U.K., not less than	Strength of liquor sold at the Railway Refreshment Rooms.	Difference of excess, proof degrees.
Pale Brandy .....	25 U.P.	14·92 U.P.	10
Dark do. ....		13·16 „	11½
Rum .....		8·00 „	17
Whisky .....		15·15 „	10
Schnapps .....	35 U.P.	15·95 „	19
Gin .....		15·79 „	19

Inasmuch as negative results only have been obtained as to the existence of noxious ingredients, the question may be asked, what then do they contain? what is their composition?

From a very large number of analyses made, the general composition of the spirits mentioned was found to be as follows:—

	Per centum.
Water .....	56·51
Alcohol .....	41·54
The higher alcohols .....	·15
Acetal .....	traces.
Compound ethers .....	·06
Acetic and other acids .....	·03
Extract .....	·46
Colouring matter .....	·08
Tannin, from minute traces to .....	·15
Essential oils .....	traces.
Ash from the evaporated residue .....	·01 to ·05

99·03

All these substances are found to exist in genuine whisky, gin, rum, and brandy, and may therefore be considered as the normal constituents of all spirituous liquors whatsoever; amongst these, the group designated the higher alcohols, *i.e.*, alcohols having a proportion of carbon atoms greater than common alcohol, alone demand attention. These bodies are known as fusel oil; and, as I have already had occasion to point out, render fusel oil a liquid of complex composition.

Fusel oil was found in all the samples of spirits examined in different proportions; the highest was in a sample of whisky, which contained ·13 per cent.; the lowest was found in one of the whiskies from Wellington, which gave barely the one-hundredth of a per centum, quantities in both cases which cannot be considered injurious to health.

In making the complete qualitative analysis of these liquors, for the detection of every foreign ingredient, injurious or otherwise, the following bodies were discovered, which enables one to form an adequate idea of the complexity of composition of an ordinary alcoholic drink. The sample selected as a type was the brandy from the Wellington refreshment room, which I consider to be genuine unadulterated brandy, and in keeping with the rest of the liquors from Wellington, which were of uniform good quality.

Detailed qualitative analysis of brandy from Wellington:—

Ordinary alcohol.	
Acetate of ethyl.	
Olanthylate of ethyl.	
Acetal.	
Aldehyde.	
Acetic acid.	
Propionic acid.	
Tartaric acid.	
Higher alcohols	} Fusel oil.
Propylic	
Butylic	
Amylic	
Amides.	
Sugar.	
Tannin.	
Colouring matter.	
Ash (or mineral ingredients).	

In the course of the analysis of the samples of malt liquors, all the beers, including imported and colonial brewed, were found to contain traces of fusel oil, but not in sufficient quantity to prove injurious to health when taken in moderation.

As some interest was manifested in the quantity of salt in beers, the samples of colonial beer from the following places were specially examined for this substance, and it will be noticed that the Murrurundi, Mittagong, and Goulburn beers contain excessive quantities. Anything over 60 grains may be considered excessive.

THE amount of salt (sodium chloride) in different samples of beer.

Sample taken from the Railway Refreshment Room at—	Quantity of salt found per gallon.
Armidale .....	42
Penrith .....	85½
Mittagong .....	72½
Harden .....	23
Goulburn .....	109½
Mount Victoria .....	26½
Bathurst .....	52½
Wellington .....	29
Nyngan .....	9
Do (second sample) .....	26
Murrurundi .....	59½
Do (second sample) .....	65
Werris Creek .....	31½
Do (second sample) .....	31½
Do (third sample) .....	31½
Do (fourth sample) .....	31½
Juncie Junction .....	25

The foregoing results, taken as a whole, point most conclusively to the fact that these liquors are of fair average quality, and I am of opinion that the samples submitted to me for analysis, and which are enumerated and described in the Appendix, are quite free from all injurious additions and adulterations.

I have, &c.,

WILLIAM M. HAMLET, F.I.C., F.C.S.,

Government Analyst.

Sydney, 25th September, 1889.

### APPENDIX.

List of samples collected by the police from the Railway Refreshment Rooms during July and August, 1889 :—

- From Mittagong—  
One sample each of whisky, pale brandy, dark brandy, gin, rum, port wine, ale, beer.
- From Geulburn—  
Colonial ale, dark brandy, pale brandy, schnapps, gin, whisky, rum, port wine.
- From Yass—  
Gin, pale brandy, rum, Scotch whisky, Colonial beer, dark brandy, schnapps, Irish whisky, sherry, port, Colonial wine.
- From Harden—  
Colonial beer, rum, dark brandy, pale brandy, gin, Scotch whisky (in bulk), Scotch whisky (in bottle), Irish whisky, schnapps, sherry, port.
- From Junee—  
Colonial beer, English beer, pale brandy, port wine, whisky, gin, sherry, rum, dark brandy.
- From Albury—  
Schnapps, gin, sherry wine, rum, Irish whisky, Scotch whisky, pale brandy.
- From Penrith—  
Colonial ale, pale brandy, gin, dark brandy, rum, whisky, port wine, sherry wine.
- From Mount Victoria—  
Ale, pale brandy, Scotch whisky, port wine, gin, rum, sherry, gin (another brand), dark brandy, schnapps.
- From Bathurst—  
Sherry, whisky, dark brandy, rum, gin, port wine, pale brandy, ale, do. (second sample).
- From Wellington—  
Seven samples of wine, undescribed, two samples of ale, two samples of stout, rum, brandy, two ales, four samples of brandy, two samples of gin, two samples of rum, one sample of schnapps, six samples of whisky, two samples of ale.
- From Nyngan—  
Port wine, dark brandy, pale brandy, sherry, Scotch whisky, Irish whisky, schnapps, gin, Colonial wine, two kinds of ales.
- From Singleton—  
Pale brandy, dark brandy, whisky, rum, port wine, sherry wine.
- From Murrurundi—  
Pale brandy, dark brandy, port wine, sherry wine, beer, Colonial ale.
- From Werris Creek—  
Pale brandy, dark brandy, rum, whisky, gin, port wine, sherry wine, beer (four samples).
- From Armidale—  
Pale brandy, dark brandy, whisky, gin, rum, port wine, sherry wine, Colonial wine, two beers.



1889.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

**RAILWAYS.**

(RETURN SHOWING TRAFFIC AT NARRABRI STATION.)

*Ordered by the Legislative Assembly to be printed, 22 May, 1889.*

[Laid upon the Table of the House in accordance with promise made by the Honorable the Colonial Treasurer in answer to Question No. 12 on Votes and Proceedings of the 24th April, 1889.]

RETURN showing—

- (1.) The amount of tonnage received at and sent from Narrabri Railway Station from the 1st January to 31st December, 1888.
- (2.) A similar return of live stock sent and received.
- (3.) The number of bales of wool and weight thereof sent from Narrabri Railway Station during the same period.
- (4.) The quantity of goods indented to Narrabri for Walgett and intermediate stations for above period.

(*Mr. T. G. G. Dangar.*)

RETURN of Business at Narrabri Railway Station.

Question No.	Particulars.	Answer.	
1	Tonnage of goods ... { Inwards ... ..	11,140 tons.	
	... { Outwards ... ..	1,730 "	
	Total ... ..	12,870 "	
2	Number of live stock {	Inwards—cattle ... ..	390
		" sheep ... ..	3,586
		Outwards—cattle ... ..	2,979
		" sheep ... ..	86,792
	Total ... ..	93,747	
3	Number of bales of wool (outwards) ... ..	50,258 bales.	
	Weight of same ... ..	7,500 tons.	
4	Goods indented to Narrabri for Walgett, &c. ... ..	882 "	

1889.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

## RAILWAYS.

(RETURN SHOWING PASSENGER TRAFFIC BETWEEN SYDNEY AND NEWCASTLE)

*Ordered by the Legislative Assembly to be printed, 25 September, 1889.*

[Laid upon the Table of the Honorable the Legislative Assembly of New South Wales in information regarding the Railway traffic between Sydney and Newcastle, as promised in reply to Question No. 1 of Tuesday, the 24th September, 1889.]

### Questions.

1. MR. SEE asked THE COLONIAL TREASURER,—

(1.) The number of first and second class passengers who travelled by each of the trains from Sydney to Newcastle and from Newcastle to Sydney during each of the months of May, June, July, and August?

(2.) The earnings from each of the said trains for first and second class passengers respectively for each of the said months, distinguishing the passenger traffic north of Newcastle from the earnings for passenger traffic between Newcastle and Sydney?

(3.) The total earnings for first-class and second-class passenger traffic between Sydney and Newcastle and Newcastle and Sydney only for each of the said periods?

### Answer.

The exact number of passengers who travelled by each train cannot be shown, as tickets are not taken for specified trains, and a record has not been kept during the whole of the period named of the passengers holding return halves of tickets and through tickets who have used the trains.

A return showing the passengers booked by the trains to stations between Sydney and Newcastle inclusive and to stations beyond Newcastle and of the bookings to stations between Newcastle and Sydney during the months of May, June, July, and August last is enclosed.

#### TOTAL BOOKINGS PER MONTH.

Month.	First Class.			Second Class.		
	Single.	Return.	Amount.	Single.	Return.	Amount.
Between Sydney and Newcastle—			£ s. d.			£ s. d.
May.....	508	1,018	759 0 7	2,521	2,241	870 4 10
June.....	450	958	631 18 10	1,957	2,211	748 3 9
July.....	417	759	575 16 3	1,929	1,865	683 17 2
August.....	408	1,028	648 4 1	1,703	2,170	1,131 13 11
Between Newcastle and Sydney—						
May.....	501	429	657 0 3	1,549	1,172	765 18 0
June.....	382	613	640 12 6	1,633	1,235	768 19 7
July.....	421	633	746 5 0	1,721	1,157	741 1 0
August.....	400	610	621 15 1	1,806	1,229	754 14 0
From Sydney and Intermediate Stations to Newcastle to Stations beyond Newcastle—						
May.....	282	523	1,394 19 10	828	277	1,299 1 10
June.....	309	530	1,790 7 1	655	389	1,034 11 7
July.....	320	373	1,535 6 4	740	210	1,141 17 5
August.....	306	417	1,587 17 7	874	355	1,287 16 1

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1889.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

RAILWAYS.

(RETURN SHOWING COMPETITIVE RATES ON THE NORTHERN LINE.)

Ordered by the Legislative Assembly to be printed, 31 July, 1889.

[Laid upon the Table of the Legislative Assembly in accordance with the Colonial Treasurer's answer to Question No. 2, 31st July, 1889.]

NEW ENGLAND COMPETITIVE RATES.

Stations.		Distance.	Passenger Fares.						Goods Rates.					
From	To		Single.		Return.		Holiday Excursion.		Six-ton Truck Loads.		Maximum per ton.			
			1st.	2nd.	1st.	2nd.	1st.	2nd.	1st. 2nd. 3rd. and 4th Class.	Rice, Corrugated Iron, Fencing Wire.	1st Class.	2nd Class.	3rd Class.	4th Class.
Sydney	Newcastle	102	12/6	7/6	18/9	11/3	18/9	11/3	...	...	34/11	43/2	50/8	77/1
	Tamworth	281	47/5	30/8	71/3	46/3	65/3	42/3	...	...	78/10	98/1	136/6	175/11
	Armidale	358	62/3	40/8	84/9	55/6	84/9	55/6	...	...	94/3	117/4	163/6	210/7
	Guyra	385	66/3	43/6	90/6	59/3	90/6	59/3	...	...	...	...	...	...
	Ben Lomond	400	68/9	45/3	93/6	61/9	93/6	61/9	...	...	...	...	...	...
	Glencoe	408	70/-	46/3	95/3	63/-	95/3	63/-	...	...	...	...	...	...
	Glen Innes	422	72/3	47/9	98/3	65/-	98/3	65/-	...	...	...	...	...	...
	Dundee	436	74/3	49/3	101/-	67/-	101/-	67/-	£30	£24	£6	£6	£7	£7
	Deepwater	445	75/6	50/-	102/9	68/3	102/9	68/3	...	...	...	...	...	...
	Bolivia	459	77/9	51/9	105/6	70/3	105/6	70/3	...	...	...	...	...	...
Tenterfield	479	80/9	54/-	109/9	73/3	109/9	73/3	...	...	...	...	...	...	
Wallangara	490	82/6	55/-	123/6	82/9	111/9	74/9	...	...	...	...	...	...	
Newcastle	Tamworth	183	35/-	23/3	52/6	35/-	46/6	31/-	...	...	...	...	...	
	Armidale	260	49/9	33/3	74/6	50/-	66/-	44/3	...	...	...	...	...	
	Guyra	287	53/9	36/-	80/9	54/3	71/9	48/-	...	...	...	...	...	
	Ben Lomond	302	56/3	37/9	84/3	57/-	74/9	50/6	...	...	...	...	...	
	Glencoe	310	57/6	38/9	86/3	58/3	76/6	51/9	...	...	...	...	...	
	Glen Innes	324	59/9	40/3	89/6	60/6	79/6	53/9	£27	£21	105/-	105/-	120/-	120/-
	Dundee	338	61/9	41/9	92/6	62/9	82/3	55/9	...	...	...	...	...	
	Deepwater	347	63/-	42/6	94/6	64/-	84/-	57/-	...	...	...	...	...	
Bolivia	361	65/3	44/3	97/9	66/6	86/9	59/-	...	...	...	...	...		
Tenterfield	381	68/3	46/6	102/6	70/-	91/-	62/-	...	...	...	...	...		
Wallangara	392	70/-	47/6	104/9	71/6	93/-	63/6	...	...	...	...	...		





1889.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

RAILWAYS.

RETURN SHOWING GOODS TRAFFIC BETWEEN SYDNEY AND MUDGEE, HAY, JERILDERIE, AND BOURKE.)

[Laid upon the Table, in accordance with a promise made by the Colonial Treasurer in reply to Question No. 7  
25th July, 1889.]

NEW SOUTH WALES RAILWAYS.

STATEMENT showing the Tonnage of Goods, &c., to and from the undermentioned Stations during the year 1888.

Station to and from	Total Number of Tons of Goods carried by rail from Sydney.			Number of Tons of Goods, other than Wool, sent by rail to Sydney.			Number of Bales of Wool forwarded to Sydney.
	Tons	cwt.	qrs.	Tons	cwt.	qrs.	
Mudgee ... ..	4,377	13	0	4,266	6	1	10,453
Hay ... ..	4,233	7	3	136	8	2	6,121
Jerilderie ... ..	800	11	0	382	3	2	4,716
Bourke ... ..	9,241	16	3	337	0	0	44,681

The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that every entry should be supported by a valid receipt or invoice. This ensures transparency and allows for easy verification of the data.

In the second section, the author outlines the various methods used to collect and analyze the data. This includes both primary and secondary data collection techniques. The primary data was gathered through direct observation and interviews, while secondary data was obtained from existing reports and databases.

The third section details the statistical analysis performed on the collected data. This involves the use of descriptive statistics to summarize the data and inferential statistics to test hypotheses. The results of these analyses are presented in a clear and concise manner, highlighting the key findings of the study.

Finally, the document concludes with a discussion of the implications of the findings. It suggests that the results have significant implications for the field of study and provides recommendations for further research. The author also acknowledges the limitations of the study and offers suggestions for how these can be addressed in future work.

1889.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

RAILWAYS.

(CORRESPONDENCE, &c., RELATING TO THE COLLECTION AND DELIVERY OF GOODS, GREAT SOUTHERN, WESTERN, AND RICHMOND LINES.)

*Ordered by the Legislative Assembly to be printed, 3 September, 1889.*

[Laid upon the Table in accordance with the promise of the Colonial Treasurer, in reply to Question No. 4, of 7th August, 1889.]

J. M'Mahon & Co. to The Commissioner for Railways.

Sir,

Circular Quay, Sydney, 5 September, 1888.

I am reluctantly compelled, through the high price of fodder, and the demand of my workmen for higher wages or the alternative of a strike, to request that an increase of a  $\frac{1}{2}$ d. per bale may be allowed me in excess of the amount stipulated in my contract for the delivery of wool from the Railway sheds.

I have the honor to remind you that since 1884 I have been the successful tenderer for this contract, and I can confidently look back at the faithful discharge of my obligations to your Department in this regard.

As an additional reason for my demand of an increase in the price named for my contract, I would urge for your consideration that the Department requires the wool to be taken from the trucks onto my waggons, and in many instances the waggon has to pass over weigh-bridges several times. Further, I was confident that during the busiest portion of the season I hoped to be able to find assistance from other carriers in the work, but the heavy and constant lifts made that hope impossible, and I am constantly losing through the fulfilment of this portion of the contract, and here I may remind you that such was not stipulated in the bond of the Department. In fine, Sir, I beg to submit that I am at present paying an increase of 10 per cent. on fodder, 25 per cent. in wages, and yet I wish to assure you that I will by no means embarrass the Department; even at a loss, I shall continue to fulfil the contract until such time as you may finally arrange either to concede my request, or arrange for the cancellation of my bond.

I have, &c.,

J. M'MAHON & CO.

A rise of  $\frac{1}{2}$ d. per bale will probably represent £625 a year. It will be  $\frac{1}{2}$ d. per bale over West's tender, and also over M'Mahon's own tender. It will be remembered that while M'Mahon tendered at  $\frac{3}{4}$ d. he took over Denehey's tender at  $2\frac{1}{2}$ d. per bale. I do not understand the allusion made in Mr. M'Mahon's letter of 5th instant, *re* something required, not stipulated for in the contract. Will Traffic Manager report upon this. It would be a serious matter if Mr. M'Mahon were to cease doing the work during the height of the wool season, but he promises to meet the requirements of the Department for a time. To swap contractors in the midst of the wool season presents also great difficulty. Mr. M'Mahon has assured me personally that it would pay him better to forfeit £500, the amount of his bond, than to continue at present prices. Without saying one disparaging word of Mr. M'Mahon, who has done our work faithfully and well for many years, I cannot but feel that there is a "close borough" appearance in these transactions directly honest or hostile competition is removed a demand is made for increased price, and I am convinced that if we forfeited M'Mahon's £500 and invited fresh tenders, the Department would lose more than it will if it concedes the demand now made. At the same time the action of the Department is open to all manner of malinterpretations if a contract price is increased.—CH. A.G., 7/9/88. Traffic Manager. Mr. Harper.

Give me a full report on this matter first thing to-morrow morning. You will notice the paragraph marked. Give particulars of this extra work done by M'Mahon & Co., please.—J. HARPER. 10/9/88. Mr. Paull.

I beg to say that it is a matter of the very greatest importance that the wool should be delivered daily as it arrives, and more so than ever during the season we have just commenced, because from what I can gather from some of the largest shippers and brokers that the present season will far exceed all the past seasons by many thousands of bales, and this is being daily verified, because up to the date for the new clip, since the 1st August, we show an increase of 26,000 bales over the same period for 1887, and already the pressure for rolling stock is being keenly felt, as well as sheets for covering the wool, and this being the case when we have only just commenced the season, what will it be in the height of the season should there be the slightest delay to the trucks, &c. So that it is necessary all wool should be daily delivered as soon as it arrives direct from the trucks onto the teams, for by our doing that it saves the Department at the very least 50 per cent. in the handling, besides keeping down the complaints from consignees,

consignees, and risk of wet, fire, &c., &c. I am aware that the Department have the power to employ teams, &c., should the contractor fail to supply sufficient teams daily to cart the wool away, but I have no hesitation in saying that, should there ever be any need to revert to that, it would prove a failure, because we should have to employ all sorts, and the responsibility of correct deliveries, &c., would be very great, &c. Besides that, during the summer months, things are so busy it is most difficult to get teams at all, and they would not throw up their ordinary work to cart for only a short time. I have had to do with the wool now nearly twenty years, and I can say from my own knowledge that our present contractors, Messrs. M'Mahon & Co., make this work their special study. They have spared no time and expense, and I feel sure that should there be any change it would be for the worse, because the managing of so large an undertaking requires great experience. In fact, it requires a man of no ordinary stamp to keep all going when there is a great amount of work to be done in such a short time; and, while it does not matter to me one iota who does the work, so long as it is done well, but at the same time, I venture to say that we shall never get a man to come up to Mr. James M'Mahon in the carrying out of this work. I have always found him willing and agreeable to meet the Department in any way to get through the work. Last season, during the height of the season, he delivered over 160,000 in the months of October and November, and this was in addition to all other classes of traffic he delivered, and in the midst of it all we did not have a hitch. Respecting Messrs. M'Mahon & Co. stating that they were compelled to do work in connection with the delivery of the wool, which was not stipulated for in their contract, that is quite correct, and I think no greater proof can be seen than that they have always done what they could to work with the Department, when you consider that during the year 1887 they were compelled to weigh over our cart weigh-bridges over 4,000 loads of wool. This meant a deal of delay to their teams, because in numbers of cases, through our limited room here, and trying to keep the expenses down by delivering the wool out of the trucks direct on to the teams, in the case of mixed consignments (and there were thousands of them), teams would have to go on the bridges two and three times to make one load. This, of course, was owing to the wool coming from so many places where there was no weighing appliance, coupled with the regular testing of country weighings, which was kept up all the year round. And during the present year, to date, we have already weighed with his teams over 1,100 loads, and I do not see how this can be discontinued, without loss to the Department. If it was done away with I am sure it would never do for us to weigh each bale on the platform scales. We should be blocked in one day. Fancy doing such a thing when delivering over 80,000 bales in one month. Then, to supply weighing appliances to all the stations and platforms we get wool from where they have none, this would be a great expense, because so many would be lying idle after the wool season was over, and you cannot do this weighing on the truck weigh-bridges, there always being so many mixed consignments. Taking all these facts into consideration, coupled with the fact that the difference would only be some £600 odd a year, I see no reason whatever in attempting to touch the contract price of 2½d., but to allow them the ½d. per bale for the reasons I have honestly set forth. Our books can be examined to settle that point, and by this being done, it would put a stop to all misinterpretations, &c.—CHAS. PAULL, 11/9/88. Goods Superintendent.

Mr. Paull reports very fully on the subject, and I quite agree with him that it is highly desirable at this stage of the wool season, to retain the services of the present contractor. He has made the carriage of wool a speciality, and his plant is designed for the purpose, consisting almost entirely of waggons. I know of no other carrier, or half-a-dozen carriers, in Sydney who could provide so many suitable vehicles, and thus ensure such rapid delivery. As Mr. Paull says, we have to do a lot of weighing on the contractors' waggons, both for freight and testing purposes, and this involves serious detention to the carter, although of material importance to the Department. Then, as the Commissioner points out, were we compelled to call for fresh tenders in the present advanced state of the wool season, it is more than probable that the only competent carriers in the city would probably continue to demand a very high price, realizing that the necessities of the Department were their opportunities.—J. HARPER, 12/9/88. Traffic Manager.

I have to refer the Commissioner to Mr. Paull's minute of the 11th, and Mr. Harper's of the 12th instant. We are already pretty well in the thick of the wool season, and it would be a most serious matter if Mr. M'Mahon were to withdraw from the contract now, for there is not another contractor in the city who could take the work up with anything like satisfactory results. As the Commissioner points out, the increase of ½d. per bale means about £625 to the Department, but even if new tenders were called for it is highly probable that we would not get one for less than Mr. M'Mahon now asks; indeed if M'Mahon & Co. were to withdraw from the contract I feel confident that a new one would cost the Department, not only quite as much as £625 extra, but also the £500 which M'Mahon & Co. would forfeit, and I am sure the loss and inconvenience that would be caused to the Department through the unsatisfactory fulfilment of the contract would be very great. For these reasons I have no hesitation in recommending that the increased price asked for be conceded, but the contract should be reconsidered after the termination of the present wool season.—W. V. R., 15/9/88.

I recommend that an increased price of ½d. per bale be granted to M'Mahon & Co. during the wool season, ending the 30th March, 1889. It will then be time to consider whether fresh tenders shall be invited or the increased price be continued; if the former, I would make the penalty for non-fulfilment of contract such a figure as would make the contractor hesitate to offer the Department the alternative (in the height of the wool season) of an abandoned contract or an increased price.—CH. A. G., 17/9/88.

Approved.—J. S., 20/9/88.

### Memo. by The Acting Secretary for Railways.

M'Mahon's contract for delivery of Wool, &c., from Darling Harbour.

It will be seen from copy of letter written to M'Mahon & Co. on 21/9/88, that the late Minister agreed to pay an increase of a ½d. per bale on the contract price for delivering wool from the railway sheds, Darling Harbour, during the season, ending 31st March, 1889.

The Chief Traffic Manager will have a record of the contract price. Will he, therefore, be good enough to report upon the matter in view of the termination of the present arrangement on 31st instant. Should not fresh tenders be at once called for?

Chief Traffic Manager.

H. M. L.

(Pro Secretary), 4/3/89.

By

By the original tender the contract price was 2½d. per bale, but it was subsequently arranged to increase the price to 3¼d. per bale rather than run the risk of the successful tenderer throwing up the contract, because in that case we could not possibly have got the wool delivered for considerably more than 2½d. per bale plus the amount of the bond. It will be well to ascertain whether or not there is any doubt whatever about the present contract terminating on the 31st instant, and, if there is not, fresh tenders should, I think, be called for at once, so that tenderers may have every opportunity of considering the matter fully, and, if necessary, enabling them to obtain the plant before the next wool season. I enclose a draft specification, which I recommend for approval. The only alterations I have made in it are in clause 5, where I think it desirable to reserve the right of the Commissioners to charge a storage rate of 2d. per bale per day on all wool not taken delivery of on the day it arrives, and I have inserted a clause to that effect, as experience has shown us that such provision is very necessary. In clause 12 it is proposed to increase the amount of security from £500 to £1,500, the former amount being altogether insufficient. In clause 13 I propose that the amount to be deposited with the tender shall be £500 instead of £1,000. The reasons for these alterations are very strong. The contract is a very important one, and care should be taken to see that the bond is a thoroughly sound one in every respect. During the last wool season we delivered 350,000 bales of wool, and unless the contractor is a man who has a large number of drays with which to remove it, we would have been blocked over and over again, in fact, it would simply paralyze the traffic if the contractor were not equal to the demand made upon him.—D.K., 12/3/89.

In connection with the delivery of wool, &c., from Darling Harbour, the Commissioners are desirous of knowing whether M'Mahon & Co. would take up their contract after 31st March, 1889, at the rate of 2½d. per bale, or even at 3¼d. per bale. If so, would Mr. Kirkcaldie be prepared to recommend that the work be continued by M'Mahon & Co., or does he think it preferable to invite fresh tenders?—W. V. READ, 16/3/89. Chief Traffic Manager.

Mr. M'Mahon, of M'Mahon & Co., has had the specification read to him, and he agrees to accept the revised conditions, provided the contract is continued at the rate of 3¼d. per bale. The firm has always performed the work satisfactorily; and, judging from past experience, I do not think the Commissioners could do better than continue the contract, which will, I presume, be prepared by the Crown Solicitor as usual.—D.K., 23/3/89. Secretary.

Approved.—W.M.F., C.O., 27/3/89.

Sir,

Circular Quay, Sydney, 20 March, 1889.

I hereby offer to carry out, in accordance with specification read over to me by the Goods Superintendent (Mr. John Harper), and at the prices quoted below, the collection and delivery within the city boundary of goods, including wool, in connection with the Great Southern, Western and Richmond Railways, for a period of three years, terminating on 1st April, 1892.

		<i>Goods.</i>		£	s.	d.
Over 1 cwt. and up to 5 cwt. ...	...	...	...	0	1	1
" 5 " 10 " ...	...	...	...	0	1	4
" 10 " 15 " ...	...	...	...	0	1	9
" 15 " 20 " ...	...	...	...	0	2	2
		<i>Wool.</i>		£	s.	d.
From Darling Harbour Station, at per bale ...	...	...	...	0	0	3½
" " " " butt ...	...	...	...	0	0	1
From Redfern Station, at per bale ...	...	...	...	0	0	2½
" " " " butt ...	...	...	...	0	0	1
To Darling Harbour Station, at per bale ...	...	...	...	0	0	3
" " " " butt ...	...	...	...	0	0	1
To Redfern Station, at per bale ...	...	...	...	0	0	4
" " " " butt ...	...	...	...	0	0	1
		<i>Grain and Flour.</i>		£	s.	d.
From Darling Harbour Station, at per bag of wheat ...	...	...	...	0	0	2½
" " " " flour (200 lb.) ...	...	...	...	0	0	2
" " " " sacks of flour (100 lb.) ...	...	...	...	0	0	1½
" " " " ½-sacks " (50 lb.) ...	...	...	...	0	0	1
" " " " ¼-sacks " (25 lb.) ...	...	...	...	0	0	0½

I beg to submit as sureties herein the following:—Samuel Blue, lighterman, North Shore; Francis Buckle, Union-street, Pyrmont. I have, &c.,  
The Secretary of Railways. JAMES M'MAHON & CO.

Mr. Goods-Superintendent Harper to Mr. J. M'Mahon.

Sir,

Railway Station, Sydney, 30 March, 1889.

In reply to yours of the 20th instant, I beg to inform you that the Commissioners for Railways have decided to accept your offer for delivery of goods, &c. (wool at 3¼d. per bale) in terms of specification read to you. I will advise you when contract is ready.

I am, &c.,

J. HARPER,

Goods Superintendent.

Bond executed for contract to terminate on 1st April, 1892, on usual conditions, 3/6/89.



1889.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

RAILWAYS.

(RETURN SHOWING COST, OF CONSTRUCTION OF, FROM SYDNEY TO WARATAH, WARATAH TO  
ARMIDALE, AND ARMIDALE TO WALLANGARRA.)

*Ordered by the Legislative Assembly to be printed, 27 September, 1889.*

*[Laid upon the Table of the House in accordance with promise made by the Honorable the Colonial Treasurer,  
in answer to Question No. 1 on Votes and Proceedings of 31st July, 1889.]*

Question.

2. MR. SEE asked THE COLONIAL TREASURER,—

(1.) What is the total cost of each of the undermentioned lines of railway, including buildings, plant, and land resumed; also, the total cost of rolling-stock used thereon, and of the rolling-stock used on each of the said lines, and the mileage respectively, viz.:—Sydney to Waratah, Waratah to Armidale, and Armidale to Wallangarra?

Answer.

Information has not been kept separate for the particular sections asked for, but a return is submitted showing the cost of the line Homebush to Waratah and Newcastle to Wallangarra.

The rolling-stock is not allotted to any particular line but used generally over all sections, and the total cost is here given:—

			£	s.	d.
Cost of construction—Homebush to Waratah	...	...	2,224,209	3	3
Newcastle to Wallangarra	...	...	4,774,345	3	3
Rolling-stock—all lines	...	...	2,762,635	16	4





1889.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

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RAILWAYS.

(RETURN SHOWING THE TOTAL NUMBER OF MILES OPEN, IN COURSE OF CONSTRUCTION, AND COST OF SAME.)

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*Ordered by the Legislative Assembly to be printed, 1 October, 1889.*

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*[Laid upon the Table of the Legislative Assembly, in accordance with a promise made by the Colonial Treasurer, in reply to Question No. 1, 26th July, 1889.]*

Questions.

1. Cost of Railways in the Colony:—MR. SEE *asked* THE COLONIAL TREASURER,—
- (1.) The total number of miles of Railway open in the Colony for traffic?
  - (2.) The total cost of same, including rolling stock and plant?
  - (3.) The number of miles of railway in course of construction?
  - (4.) The probable cost of same?

Answers.

- MR. McMILLAN answered,—
- (1.) 2,170½ miles, to 30th June, 1889.
  - (2.) £29,839,167.
  - (3.) 10 miles 51 chains (North Shore to Pearce's Corner).
  - (4.) Probable cost, £203,000.



1889.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

THE HAWKESBURY RIVER.

(PETITION FROM RESIDENTS OF, AGAINST DREDGING, AND IN FAVOUR OF LIGHT LINE OF RAILWAY FROM WINDSOR TO SACKVILLE REACH.)

*Ordered by the Legislative Assembly to be printed, 29 August, 1889.*

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

The Petition of the undersigned freeholders, farmers, and residents of the Hawkesbury River in and below Windsor,—

HUMBLY SHOWETH:—

1. That a succession of floods dating back to the ever-memorable flood of June, 1867, have silted up the Hawkesbury River and rendered it unnavigable except for vessels of small tonnage and very light draught of water.

2. That your Petitioners learn that it is contemplated to expend a large sum of money in dredging operations on the said river, for the purpose of rendering it navigable.

3. That your Petitioners, well knowing the character of the said river, are decidedly of opinion that such expenditure would be wasteful in the extreme, and could not possibly have the effect intended owing to the immense deposits of sand and other obstructions to navigation, which are not only acted upon by floods and freshets, but also by tidal influence; therefore no permanent good could be achieved, as the work would be destroyed almost as soon if not before completion.

4. That your Petitioners respectfully show that, in order to effect a permanent work which would be a great benefit to the district at large, and greatly add to the revenue derivable from the Richmond and Windsor line of railway, and also to that portion of the Hawkesbury Line on the Great Northern Line, Sydney to Newcastle, having its terminus at Brooklyn, can be gained by the construction of a light line of railway or tramway similar to that in existence between Campbelltown and Camden.

5. That the construction of such a light railway would enable the two termini of Brooklyn and Sackville Reach to be bridged by steamers, which would greatly increase the passenger traffic on the existing lines of railway by giving increased facilities to tourists, who could then perform the road journey in a few hours at a trifling cost.

6. That the work would be of a permanent character and act as a feeder to existing lines; large quantities of fruit, maize, and other produce, timber, firewood, &c., could be procured for carriage, and the passenger traffic would be of a payable nature.

7. That a survey of such a line was made by E. M. Halligan, Esq., one of the Government railway surveyors, and he reported that there were no engineering difficulties in the construction of such a line to the deep waters of Sackville Reach, from Windsor Railway Station, a distance of 9 miles by land and 22 miles by water, and that the cost would not exceed £20,000.

Your Petitioners therefore humbly pray that you will take these premises into your earnest consideration, with the view of preventing the wasteful expenditure of public money contemplated.

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

[Here follow 115 signatures.]



1889.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

PURCHASE OF LAND KNOWN AS DARLING ISLAND.

(CORRESPONDENCE, &c., IN REFERENCE TO.)

*Ordered by the Legislative Assembly to be printed, 23 July, 1889.*

RETURN (*in part*) to an Order made by the Honorable the Legislative Assembly of New South Wales, dated the 8th May, 1889, That there be laid upon the Table of this House,—

“ Copies of all correspondence, minutes, reports, plans, papers, and documents, in reference to the purchase of the property known as Darling Island, Pymont.”

(*Mr. Garrard.*)

SCHEDULE.

NO.	PAGE.
1. Valuation by Richardson and Wrench. 1 October, 1888.....	1
2. Letter from Batt, Rodd and Purves offering the land for sale. 12 April, 1889 .....	2
3. Letter from H. Gorman to the Hon. Sir Henry Parkes, forwarding copy of conditional contract entered into for acquiring the property. 30 April, 1889 .....	2
4. Letter from the Railway Commissioners to Minister for Works, recommending the purchase. 2 May, 1889 .....	3
5. Telegram from George Pile to Minister for Works, <i>re</i> valuation of Long Nose Point. 3 May, 1889 .....	3
6. Letter—Colonial Secretary forwarding papers, relating to land known as Darling Island. 2 May, 1889 .....	3
7. Copy of Hardie and Gorman's usual conditions of sale .....	3
8. Letter from Hardie and Gorman, forwarding description of land, Pymont, to be resumed by the Government. 6 May, 1889 .....	4
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10. Notice of claim—Robt. Smith. 10 June, 1889 .....	5
11. Plan.	

No. 1.

Valuation by Richardson and Wrench.

Valuation of Freehold Wharf Property, Pymont, by order of E. C. Batt, Esq.

98, Pitt-street, Sydney, 1 October, 1888.

THE land comprises an area of about 8½ acres, peninsular in shape, having about the following frontages, viz. :—About 925 feet to Darling Harbour, also 316 feet to Darling Harbour (at end of land), and 932 feet to Jones' Bay on the west. There is also a frontage of 350 feet to John-street, and some frontage to Jones-street. The average width may be stated at about 350 feet.

The above figures are to the limit of reclamation almost all formed. The vendors have acquired from the Government the right to extend jetties in various positions of a length of 60 feet. Some of these they will erect almost at once, and leave the others for future work.

The situation is within the boundaries of the city of Sydney, and severed from the central part thereof by the harbour above named, the most active passenger and freight trades being carried on thereat.

The water is represented to be of a depth varying from 27 feet upwards.

While the size of the land would allow of its being parcelled out into various wharf frontages, it is preferable to treat it as a property of exceptional area, and in view of the great improvements now proceeding within 1,500 feet of it, under Government direction, as forming part of the railway scheme at Darling Harbour, together with the consideration as to whether the railway should not be carried round

491—A

as

[920 copies—Approximate Cost of Printing (labour and material), £12 13s. 0d.]

as far as the Sugar Company's and other extensive works, thereby passing through this property, and consequently giving it a readier means of get away for goods going to the country and elsewhere, when the completed scheme of city rail be established. It would develop into a magnificent asset by the erection of spacious bonded and free stores to work in conjunction with the wharf feature. The scope of land, the easy approach for vessels by reason of the handy position of the frontages, and the freeness of working the land, stamp it as a property of large prospective value. Seeing that it at present lacks the element of revenue returns as a quotation in the investment market, a difficulty is confessed in appraising the realizable value, and it can only be a question of time, when the great convenience of railway being connected to it, very large figures must represent the value of the property.

Our estimate of the value of the whole property is £150,000.

RICHARDSON AND WRENCH.

No. 2.

Messrs. Batt, Rodd, and Purves to The Colonial Secretary.

*Re* Pyrmont Wharfage property.

Sir,

88, Pitt-street, Sydney, 12 April, 1889.

Referring to negotiations between the Minister and the Commissioners for Railways and ourselves, we now offer to sell the property as it stands, *i.e.*, with the valuable store thereon (estimated by the architects, Messrs. McCredie Brothers, as worth £12,500) for the sum of £120,000. The title is leasehold, but a contract has been entered into with Mrs. Onslow for the reversion, so that on the death of Lady Macarthur, on payment of the sum of £20,000, the property can be converted into a freehold.

We have, &c.,

BATT, RODD, AND PURVES.

No. 3.

H. Gorman, Esq., to The Colonial Secretary.

My dear Sir Henry,

133, Pitt-street, Sydney, 30 April, 1889.

I enclose according to promise a copy of the conditional contract entered into for the acquiring of this property. The original, and which you signed to day, I hold with the plan.

To morrow I will send you a tracing of the plan.

Yours truly,

H. GORMAN.

[Enclosure.]

Tuesday 30th April, 1889—Private Contract.

Conditions and terms of sale of the undermentioned property sold by Hardie and Gorman, at Bell's Chambers, 133, Pitt-street, Sydney.

ON account of Robert Smith as mortgagee of property at Pyrmont, comprising 8 acres 1 rood and 37½ perches, or thereabouts, as per plan of Messrs. Achison and Schleicher marked A attached, being the parcels of land respectively coloured thereon pink, green, and yellow or brown, together with the parcels marked B and C respectively, and containing 1 rood and 37½ perches respectively, for the lump sum of £135,000.

1. The vendor will, within a reasonable time after the day of sale, prepare and deliver to the purchaser, or his solicitor, or the auctioneers an abstract of his title, and shall not be called upon to abstract, produce, or procure a covenant to produce any deeds, copies of deeds, or evidences of title, whatsoever in support of his title, or in verification of the abstract other than what are now in his possession, and no objections shall be made to any deed or deeds (if any) which shall appear to have been executed under a Power of Attorney, and the properties are sold subject to the existing tenancies or occupancies.
2. That all attested or other copies and evidences of title which the purchaser shall require, and which the vendor shall be able and willing to obtain, shall be procured at the purchaser's expense.
3. That all objections which under these conditions the purchaser can take to the title shall be made and delivered to the vendor's solicitor within seven days from the delivery of the abstract, and all objections not so taken shall be deemed to be waived, and within fourteen days from the delivery of the abstract, the purchaser shall, at his own expense, tender to the vendor or his solicitor a conveyance for execution.
4. That no error or misdescription of the property shall annul the sale, but a compensation shall be made or given, as the case may require, by the usual mode of arbitration.
5. That upon the completion of the purchase the vendor will deliver to the purchaser all deeds relating solely to the lot sold, but will retain such as relate to other lands sold by, or belonging to, the vendor, and from such completion the purchaser shall be entitled to the rents and profits of the lot or lots purchased by him.
6. If the purchaser shall fail to comply with these conditions or any of them, all money, bills, and promissory notes which he shall have paid to the auctioneers or vendor on account of his purchase, shall be absolutely forfeited to the vendor; and the vendor or auctioneers shall be at liberty to sue such purchaser for breach of contract; or at his option resell the property in any manner, and upon such terms and conditions as he may think proper; and all loss and expenses consequent upon such resale, and all damages which the vendor may sustain thereby, shall be recoverable by him from the purchaser as and for liquidated damages; and it shall not be necessary to give any notice of such resale.
7. That if the vendor shall be unable or unwilling to remove any objection which the purchaser shall be entitled to make under these conditions, the vendor shall be at liberty to rescind the contract, and upon returning to the purchaser all money, bills, and promissory notes given by him as aforesaid shall not be liable to any sum for damages, costs, charges, or expenses whatsoever incurred by the purchaser in and about the contract.

TERMS OF SALE.

The property is sold subject to the restriction and obligation embodied in a certain contract entered into with Mort's Dock Company by the mortgagor not to sell or lease any of the said property to anyone for the purpose of carrying on any slip, marine engineering, or ship building trade thereon for a period of ten years from the 1st day of November, 1887.

As to so much of the land as is held under the provisions of Torrens' Act, this contract shall be deemed to comprise the usual printed conditions of Messrs. Hardie and Gorman relating to land held under such Act, and the property is sold subject thereto.

Subject to the preceding terms and conditions of sale and subject to the approval of Parliament to this contract, which approval shall be asked for within seven days from the date hereof, I undertake, on behalf of the Government of New South Wales, immediately on such approval being obtained, to resume for public purposes the property hereinbefore described; and I hereby further agree to fix the compensation money at £135,000; and Hardie and Gorman, for mortgagee, agree to sell the same.

For vendor, mortgagee.—HARDIE AND GORMAN.

HENRY PARKES,

Colonial Secretary.

No. 4.

The Railway Commissioners to The Secretary for Public Works.

Proposed purchase of Pymont wharfage property (old A.S.N. Co.'s Works).

Office of the Railway Commissioners of New South Wales,

Sydney, 2 May, 1889.

Sir,

The Commissioners recommended the purchase of this property as it can now be obtained on favourable terms, and in consequence of its convenient position for the shipping trade of Sydney.

The Commissioners feel that this property is most conveniently situated, both for dealing with goods and coal traffic, whereas the Long Nose Point scheme, which has been under consideration, although admirably suited for coal, would be too far up the harbour for dealing with goods traffic.

We are considering a plan for approaching the property at a very much less cost than would be entailed by the Long Nose Point scheme. The owners of the land, when we declined to recommend the purchase of the property for £250,000, proposed that railway access should be afforded them, but as the scheme put before us would have materially curtailed the accommodation possessed by the department in the Darling Harbour Yard, we could not see our way to fall in with the proposal, as it would simply have had the effect of materially enhancing the value of private property to the inconvenience of the State. If however, the land becomes the property of the State, and avoids the necessity for making the Long Nose Point scheme, we recommend independent access being given to it, and our proposal for this shall be put forward at an early date.

I have, &c.,  
G. M. S. EDDY,  
Chief Commissioner.

No. 5.

Telegram from G. Pile, Esq., to The Secretary for Public Works.

3 May, 1889.

READ debate, re Darling Island. Have carefully estimated resumptions, Long Nose Point railway—one hundred and seventy thousand pounds.

GEO. PILE.

No. 6.

The Colonial Secretary to The Secretary for Public Works.

My dear Mr. Smith,

2 May, 1889.

I enclose copies of papers relating to the land known as Darling Island. In addition to the principal portions, coloured pink and green, which give an area of a little over 8 acres, with frontage to deep water of 2,700 feet, there are two small portions, which I have marked in pencil A and B,\* with the name "Batt" upon them. \* Vide Plan.

The documents consist of,—

- 1. Copy memorandum of agreement to sell.
- 2. Tracing of plan of property.

Yours, &c.,  
HENRY PARKES.

No. 7.

Conditions and Terms of Sale.

CONDITIONS and Terms of Sale for sundry Properties to be sold by auction, on \_\_\_\_\_ by Hardie and Gorman, at Bell's Chambers, 133, Pitt street, Sydney, on account of the parties whose respective names are attached to the same.

- 1. That the highest bidder shall be the purchaser, and in case of any dispute, the lot or lots shall be put up again at any former bidding, and no bidder shall retract his or her bidding.
- 2. The vendor shall be at liberty to bid once for each lot.
- 3. Upon the fall of the hammer the purchaser shall pay down to the auctioneers a cash deposit of twenty-five pounds per cent. of the whole amount of the purchase money, and the residue of the purchase money as in terms hereinafter mentioned.
- 4. The vendor will, within a reasonable time after the day of sale, deliver to the purchaser or auctioneers sufficient particulars so as to enable him to prepare his transfer, and the purchaser shall, within seven days from receipt of such particulars, at his own expense, tender to the vendor or his solicitor, for execution, a memorandum of transfer in conformity with the provisions of the Real Property Act, and shall complete his purchase within fourteen days after receipt of particulars of title, and from such completion of the purchase, the purchaser shall be entitled to rent and profit of the lot or lots purchased by him, and the properties are sold subject to the existing tenancies or occupancies (if any).
- 5. That no error or misdescription of the property shall annul the sale, but a compensation shall be made or given as the case may require, by the usual mode of arbitration.
- 6. If the purchaser shall fail to comply with these conditions, or any of them, all money, bills, and promissory notes which he shall have paid to the auctioneers or vendor on account of his purchase, shall be absolutely forfeited to the vendor, and the vendor or auctioneers shall be at liberty to sue such purchaser for breach of contract, or at his option resell the property in any manner, and upon such terms and conditions as he may think proper, and all loss and expenses consequent upon such resale, and all damages which the vendor may sustain thereby, shall be recoverable by him from the purchaser as and for liquidated damages, and it shall not be necessary to give any notice of such resale.
- 7. That, if the vendor shall be unable or unwilling to remove any objection which the purchaser shall be entitled to make under these conditions, the vendor shall be at liberty to rescind the contract, and upon



upon returning to the purchaser all money, bills, and promissory notes given by him as aforesaid, shall not be liable to any sum for damages, costs, charges, or expenses whatsoever incurred by the purchaser in and about the contract.

8. The vendor shall not be bound to pay for the proportion of any dividing fence or fences between the lots sold and unsold.

TERMS OF SALE.

That, upon the fall of the hammer, the purchaser shall pay into the hands of the auctioneers a cash deposit equal to twenty-five per cent. of the whole amount of the purchase money, and the balance in cash on execution of memorandum of transfer.

No. 8.

Hardie and Gorman to The Secretary for Public Works.

Sir,

133, Pitt-street, Sydney, 6 May, 1889.

By the direction of Mr. G. C. Westgarth, we have now the pleasure to hand you the surveyor's description of the Pymont property to be resumed by the Government.

We have, &c.,

HARDIE AND GORMAN.

[Enclosure.]

ALL that piece or parcel of land situated at Pymont, in the parish of St. Andrew, county of Cumberland, and Colony of New South Wales, be the hereinafter mentioned several dimensions, a little more or less, containing by admeasurement 8 acres 1 rood 37½ perches, more or less, and comprising parts of Thomas Jones' 55-acre grant and approved reclamations adjacent thereto.

Commencing at a point on the north-western side of John-street, Pymont, distant north 54 degrees 21 minutes east 200 links from its intersection with the north-eastern side of Mill-street; and bounded thence towards part of the south-west by a fenced line dividing it from original lot 5 of the Pymont Estate as occupied, bearing north 35 degrees 25 minutes west 251.15 links; thence again towards the south-west by a fenced line bearing north 54 degrees 16 minutes west 64.65 links to the southern extremity of the eastern termination of a lane called Jones-street leading from Mill-street; thence towards the west by that eastern termination of Jones-street, being a fenced line bearing north 3 minutes west 34.9 links; thence again on the south-west by a north-eastern side of Jones-street, being a fenced line bearing north 54 degrees 28½ minutes, west 173.66 links, to a north-eastern angle thereof; thence towards part of the north-west by a fenced line bearing north 18 degrees 45 minutes east 284.3 links, to a point on the limit of reclamation of Jones' Bay; thence again towards the north-west by the said limit of recreation, being lines bearing successively north 59 degrees 12 minutes east 90 links, north 59 degrees 25 minutes east 89 links, north 61 degrees 47 minutes east 45 links, north 63 degrees 56 minutes east 186.9 links, north 12 degrees 36 minutes east 50.75 links, north 11 degrees 20 minutes east 175.3 links, north 22 degrees 43 minutes east 290 links, south 71 degrees 4 minutes east 24.1 links, south 71 degrees 39 minutes east 29.8 links, and south 29 degrees 30 minutes east 38 links, to a point on the original high-water mark of Jones' Bay; thence by that high-water mark northern to a point thereon, distant in a direct line north 21 degrees 27 minutes east 213.9 links from the last-mentioned point; thence again towards the north-west, north, north-east, and south-east by the limit of reclamation of Jones' Bay, Johnstone's Bay, and Darling Harbour, being lines bearing, successively, north 56 minutes east 43.4 links, north 12 degrees 42 minutes east 40.2 links, north 40 degrees 37 minutes east 31.3 links, north 50 degrees 45 minutes east 40.5 links, north 58 degrees 49 minutes east 42.1 links, north 69 degrees 42 minutes east 12.4 links, south 76 degrees 56 minutes east 67 links, north 89 degrees 11 minutes east 63 links, south 75 degrees 7 minutes east 19.7 links, south 67 degrees 28 minutes east 43.6 links, south 53 degrees 25 minutes east 34.9 links, south 25 degrees 6 minutes east 35.7 links, south 67 degrees 25 minutes west 11.5 links, south 23 degrees 47 minutes east 19.6 links, south 7 degrees 20 minutes east 22.5 links, south 5 degrees 53 minutes west 165.4 links, south 11 degrees 50 minutes west 160.6 links, south 78 degrees 40 minutes east 14.6 links, south 25 minutes west 45.5 links, south 10 degrees 3 minutes west 37.6 links, south 18 degrees 33 minutes west 79.6 links, south 22 degrees 6 minutes west 338.2 links, south 19 degrees 18 minutes east 49.8 links, south 3 degrees 13 minutes east 51.4 links, and south 31 degrees 18 minutes west 398.2 links, to a point on the limit of reclamation of Darling Harbour at the northern extremity of the north-western side of John-street aforesaid; and thence towards the remainder of the south-east by part of the north-western side of John-street, bearing south 54 degrees 21 minutes west 462.95 links, to the point of commencement.

Please prepare description for resumption as quickly as possible.—J.B., 7/5/89.

No. 9.

Notification of Resumption.

NOTIFICATION OF RESUMPTION OF LAND UNDER 44 VICTORIA No. 16.

NEW SOUTH WALES, } By His Excellency the Right Honourable CHARLES ROBERT, BARON CARRINGTON,  
to wit. } a Member of Her Majesty's Most Honourable Privy Council. Knight Grand  
(L.S.) } Cross of the Most Distinguished Order of Saint Michael and Saint George,  
CARRINGTON, } Governor and Commander-in-Chief of the Colony of New South Wales and its  
Governor. } Dependencies.

WHEREAS I, the Governor aforesaid, with the advice of the Executive Council of the said Colony, have duly sanctioned the carrying out of certain works for and in connection with wharf accommodation and approaches thereto at Darling Island, in the City of Sydney, in the said Colony, for and towards the completion of which said works public funds are available; and whereas the land hereinafter described is required for the construction of the said works: Now I, the Governor of the said Colony, with the advice of the Executive Council of the said Colony, in pursuance of the powers in this behalf given to or vested in me by the "Lands for Public Purposes Acquisition Act," do, by this notification published in the *Gazette* and in a newspaper, that is to say, in the *Sydney Morning Herald*, circulated in the Police District wherein the said land is situated, declare that the land hereinafter described has been resumed for the public purposes hereinafter mentioned, that is to say, for and in connection with the providing of wharfage accommodation for the berthing, loading, and discharging of vessels to the intent that, upon the publication of this notification in the *Gazette*, the legal estate in the said land shall forthwith be vested in the Minister for Public Works and his successors, on behalf of Her Majesty, for the purpose of the said last-mentioned Act, for an estate of inheritance in fee simple in possession, freed and discharged from all trusts, obligations, estate, interests, contracts, charges, rates, rights-of-way, or other easements whatsoever; and to the intent

intent further that the legal estate therein, together with all powers incident thereto or conferred by the said Act, shall be vested in the said Minister as a trustee, with the powers stated in the last-mentioned Act: And I declare that the following is the description of the land hereinbefore referred to, that is to say—

All that piece or parcel of land situated at Pymont, in the parish of St. Andrew, county of Cumberland, and Colony of New South Wales, be the hereinafter mentioned several dimensions a little more or less, containing by admeasurement 8 acres 1 rood  $37\frac{3}{4}$  perches more or less, and comprising parts of Thomas Jones' 55-acre grant and approved reclamations adjacent thereto: Commencing at a point on the north-western side of John-street, Pymont, distant north 54 degrees 21 minutes east 200 links from its intersection with the north-eastern side of Mill-street; and bounded thence towards part of the south-west by a fenced line dividing it from original lot 5 of the Pymont Estate, as occupied, bearing north 35 degrees 25 minutes west 251.15 links; thence again towards the south-west by a fenced lane bearing north 54 degrees 16 minutes west 64.65 links to the southern extremity of the eastern termination of a lane called Jones-street leading from Mill-street; thence towards the west by that eastern termination of Jones-street, being a fenced line bearing north 3 minutes west 34.9 links; thence again on the south-west by a north-eastern side of Jones-street, being a fenced line bearing north 54 degrees 28½ minutes west 173.66 links, to a north-eastern angle thereof; thence towards part of the north-west by a fenced line bearing north 18 degrees 45 minutes east 284.3 links to a point on the limit of reclamation of Jones' Bay; thence again towards the north-west by the said limit of reclamation, being lines bearing successively north 59 degrees 12 minutes east 90 links, north 59 degrees 25 minutes east 89 links, north 61 degrees 47 minutes east 45 links, north 63 degrees 56 minutes east 186.9 links, north 12 degrees 36 minutes east 50.75 links, north 11 degrees 20 minutes east 175.3 links, north 22 degrees 43 minutes east 290 links, south 71 degrees 4 minutes east 24.1 links, south 71 degrees 39 minutes east 29.8 links, and south 29 degrees 30 minutes east 38 links, to a point on the original high-water mark of Jones' Bay; thence by that high-water mark northerly to a point thereon distant in a direct line north 21 degrees 27 minutes east 213.9 links from the last-mentioned point; thence again towards the north-west, north, north-east, and south-east by the limit of reclamation of Jones' Bay, Johnson's Bay, and Darling Harbour, being lines bearing successively north 56 minutes east 43.4 links, north 12 degrees 42 minutes east 40.2 links, north 40 degrees 37 minutes east 31.3 links, north 50 degrees 45 minutes east 40.5 links, north 58 degrees 49 minutes east 42.1 links, north 69 degrees 42 minutes east 12.4 links, south 76 degrees 56 minutes east 67 links, north 89 degrees 11 minutes east 63 links, south 75 degrees 7 minutes east 19.7 links, south 67 degrees 28 minutes east 43.6 links, south 53 degrees 25 minutes east 34.9 links, south 25 degrees 6 minutes east 35.7 links, south 67 degrees 25 minutes west 11.5 links, south 23 degrees 47 minutes east 19.6 links, south 7 degrees 20 minutes east 22.5 links, south 5 degrees 53 minutes west 165.4 links, south 11 degrees 50 minutes west 160.6 links, south 78 degrees 40 minutes east 14.6 links, south 25 minutes west 45.5 links, south 10 degrees 3 minutes west 37.6 links, south 18 degrees 33 minutes west 79.6 links, south 22 degrees 6 minutes west 338.2 links, south 19 degrees 18 minutes east 49.8 links, south 3 degrees 13 minutes east 51.4 links, and south 31 degrees 18 minutes west 398.2 links, to a point on the limit of reclamation of Darling Harbour at the northern extremity of the north-western side of John-street aforesaid; and thence towards the remainder of the south-east by part of the north-western side of John-street bearing south 54 degrees 21 minutes west 462.95 links, to the point of commencement.

In witness whereof, I have hereunto set my hand and caused the Great Seal of the Colony to be hereto affixed, at Government House, Sydney, this fourth day of June, in the year of our Lord one thousand eight hundred and eighty-nine, and in the fifty second year of Her Majesty's Reign.

By His Excellency's Command,

BRUCE SMITH.

GOD SAVE THE QUEEN!

#### No. 10.

#### Notice of Claim.

Lands for Public Purposes Acquisition Act, 44 Vic. No. 16.—First Schedule.—Notice of Claim and Abstract.

To the Minister for Works—

In pursuance of the "Lands for Public Purposes Acquisition Act," and of the enactments therewith incorporated, I hereby give you notice that I claim compensation in respect of the land hereunder described, which has been resumed under the said Act. The amount of such claim, and other the particulars required by the said Act, are stated in the subjoined Abstract.

#### ABSTRACT.

Robert Smith, of 2, O'Connell-street, Sydney, solicitor, as mortgagee in fee. See description embodied in notification of resumption, published in *Government Gazette*, 4th June, 1889, No. 290, page 3910. No quit rent payable. The property is believed to be unoccupied. The amount claimed for compensation is £135,000, as fixed by contract, dated 30th April, 1889, and made between Hardie and Gorman, as the vendor's agents, and the Honorable Sir Henry Parkes, for and on behalf of the Government. See Abstract of Title sent to Crown Solicitor 10th June, 1889. Norton, Smith, Westgarth and Co., of 2, O'Connell-street, Sydney.

ROBERT SMITH

(By his Attorney—G. C. WESTGARTH),

2, O'Connell-street.

10th June, 1889.

[One plan.]

[1s.]

Sydney: Charles Potter, Government Printer.—1889.



"A"

Nº II.

PLAN

Shewing 8 acres of Land being part of the Macarthur Estate Pyrmont as held under Original Leases, Reclamations and Occupation

P<sup>H</sup> OF ST ANDREW C<sup>O</sup> OF CUMBERLAND

NOTE

Parts included in Original Leases, of 1853 are tinted Green.  
Parts included in Approved Reclamations are tinted Pink.  
Parts not included in Leases or Reclamations are tinted Brown.

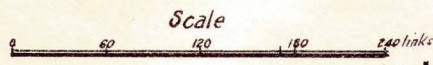


PHOTO-LITHOGRAPHED AT THE GOVT. PRINTING OFFICE, SYDNEY, NEW SOUTH WALES.

JONES

BAY

JOHNSTONES

BAY

WATER

DARLING ISLAND

Edward Macarthur to Australasian Steam Navigation Co (L<sup>d</sup>)

3. 0. 25  
Trustees of late Edward Macarthur (owners)

Lease for 99 years from 1<sup>st</sup> January 1853. 935 30

HARBOUR

DARLING

LOT 10

APPROVED RECLAMATION

E. C. Batt (owner)

10. 0. 37 1/4

Cat. S 455 888 Lands Office

B

E. C. Batt (owner)

0. 1. 0

LOT 8

LOT 6

Edward Macarthur to Tho<sup>s</sup> Cooper Makinson

Lease for 99 years from 15<sup>th</sup> June 1853.

LOT 5

LOT 7

Edward Macarthur to George Green. Lease for 99 years from 1<sup>st</sup> July 1853.

1. 0. 28.  
Trustees of the late Edward Macarthur (owner)

Cat. S 476 888 Lands Office

2. 1. 6

JOHN

ST

JETTY

1889.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

**RAILWAYS.**

(PAPERS IN REFERENCE TO CONSTRUCTION OF, TO LONGNOSE POINT.)

*Ordered by the Legislative Assembly to be printed, 23 July, 1889.*

EXTRACT from the Votes and Proceedings, Legislative Assembly, Wednesday, 26th June, 1889. No. 48.

- (4.) Railway to Longnose Point, Balmain:—Mr. Clubb asked the Secretary for Public Works,—
- (1.) Have the Commissioners for Railways reported to the Government in reference to the construction of a railway to Longnose Point, Balmain?
  - (2.) If so, has the Government considered such report; and what decision has been arrived at with regard to the said railway proposal?

Mr. Bruce Smith answered,—

- (1.) The Commissioners have reported.
- (2.) The report has not yet been considered, inasmuch as the lately acquired purchase at Darling Harbour promises to afford all the accommodation required for the present.

Sir,

Colonial Secretary's Office, Sydney, 9 May, 1889.

I am directed by the Colonial Secretary to transmit to you herewith a copy of an order of the Legislative Assembly for certain information respecting the "proposed railway to Longnose Point," and to request that you will bring the same under the notice of the Secretary for Public Works.

I have, &c.,

CRITCHETT WALKER,

Principal Under Secretary.

The Under Secretary for Public Works.

11. PROPOSED RAILWAY TO LONGNOSE POINT (*Formal Motion*):—Mr. Garrard moved, pursuant to Notice, That there be laid upon the Table of this House, copies of all minutes, reports, estimates, plans, and papers in reference to the proposed railway to Longnose Point, Balmain.  
Question put and passed.

Proposed line of railway from Tempe to Longnose Point, Balmain—6 miles 66 chains.  
In accordance with section 13 of the Public Works Act of 1888, we beg to report as follows:—

Cost of construction.

	£	s.	d.
The Engineer-in-Chief estimates the cost of construction of the line (exclusive of land and compensation) at ... ..	250,000	0	0
Annual cost.			
Capital expenditure at 3½ per cent. ... ..	8,750	0	0
The estimated expenses of working would be:—			
Locomotive ... ..	3,529	0	0
Permanent-way ... ..	2,000	0	0
Traffic and shipping charges ... ..	9,000	0	0
	£14,529	0	0

The Metropolitan Coal Company estimate that they will be able to send away 300,000 tons per annum if proper facilities are provided. There are eight other collieries along the Illawarra line, and although no reliable information can be obtained as to the tonnage of coal that would be sent over the new extension, if constructed, yet in all probability they would ship amongst them at least another 100,000 tons per annum.

The amount of revenue from this traffic appertaining to the new section of line would be £19,139.

We

We consider that this scheme should not be looked upon altogether as to whether it will pay in itself but as a necessary part of the Illawarra line scheme, as the coal properties cannot properly be developed without ample and expeditious means being provided for shipment at the deep waters of Port Jackson. It is not possible to make suitable arrangements at Darling Harbour for the shipment of large quantities of coal, and even assuming sufficient space and facilities existed at that point it would be very undesirable to take a heavy coal traffic amongst the numerous passenger trains running to and from Sydney.

In addition to the scheme as laid down in the plan, we recommend the putting in of a curve from off the Suburban line on to the new line so as to admit of traffic from the west and north to run direct to Longnose Point. It would also be a great advantage to put in a connection on the Sydney side with the Suburban line so as to admit of traffic being passed direct from Sydney to Longnose Point.

E. M. G. EDDY, Chief Commissioner.

W. M. FEHON, Commissioner.

CHARLES OLIVER, Commissioner.

The seal of the Railway Commissioners of New South Wales was hereto affixed, this nineteenth day of March, in the presence of,—

HUGH M'LACHLAN.

Proposed purchase of Pyrmont wharfage property (old A.S.N. Co's. Works.)

Sir,

Office of the Commissioners of New South Wales, Sydney, 2 May, 1889.

The Commissioners recommended the purchase of this property as it can now be obtained on favourable terms, and in consequence of its convenient position for the shipping trade of Sydney.

The Commissioners feel that this property is most conveniently situated, both for dealing with goods and coal traffic, whereas the Longnose Point scheme, which has been under consideration, although admirably suited for coal, would be too far up the harbour for dealing with goods traffic.

We are considering a plan for approaching the property at a very much less cost than would be entailed by the Longnose Point scheme. The owners of the land, when we declined to recommend the purchase of the property for £250,000, proposed that railway access should be afforded them; but, as the scheme put before us would have materially curtailed the accommodation possessed by the Department in the Darling Harbour yard, we could not see our way to fall in with the proposal, as it would simply have had the effect of materially enhancing the value of private property to the inconvenience of the State. If, however, the land becomes the property of the State, and avoids the necessity for making the Longnose Point scheme, we recommend independent access being given to it, and our proposal for this shall be put forward at an early date.

I have, &c.,

E. M. G. EDDY,

Chief Commissioner.

The Honorable the Minister for Public Works.

Dear Sir,

Landscape Villa, Darling-street, Balmain, 30 March, 1889.

I should be glad of any information *re* the proposed line of railway to the deep waters of Longnose Point, Balmain. I understand your Commissioners have recently gone over the route, and, as this line has been very favourably endorsed by the general public, I shall be glad to hear that you have decided to recommend it, at the earliest opportunity, to the Works Committee, with a view to an early commencement of this great national undertaking.

I am, &c.,

GEORGE CLUBB, M.P.

E. Eddy, Esq., Commissioner, Railways.

Acknowledged, 1/4/89.

Dear Sir,

Metropolitan Coal Company of Sydney, 27 March, 1889.

I have to acknowledge receipt of your letter of 26th instant, and in reply have to state that I will wait upon the Commissioners at the time appointed—Thursday, 28th instant, at 11 a.m.

I am, &c.,

GRESLEY LUKIN.

The Chief Clerk, Railway Department, Sydney.

Dear Sir,

Metropolitan Coal Co., Queensland Agency,

Sydney, 25 March, 1889.

I have to thank you for your note, with enclosure, of 21st instant. I find that though I had never seen or been advised of your reply to my letter of 26th ultimo, it was duly received in this office.

I much regret that I led you to suppose the contrary upon the occasion of our recent meeting.

May I ask you to fix a time when I may wait upon the Railway Commissioners for the purpose of representing the traffic requirements of this Company.

I am, &c.,

GRESLEY LUKIN.

A. Richardson, Railway Department, Sydney.

Appoint Thursday at 11 o'clock a.m.—A.R., 26/3/89. Informed, 26/3/89.

Dear Sir,

26 March, 1889.

In reply to your letter of 25th instant, I am requested to inform you that, if convenient to yourself, the Commissioners will be able to see you on Thursday next at 11 a.m.

Yours, &c.,

H. M'LACHLAN,

Chief Clerk.

Gresley Lukin, Esq., Queensland Agency, George-street.

Gentlemen,

## The Metropolitan Coal Company of Sydney (Limited),

Gentlemen,

Sydney, 25 February, 1889.

I am requested by my Directors to ask you what provision you propose to make for the haulage and delivery of the coal of this Company to ocean-going ships.

As I have advised you in previous correspondence, the output of this colliery from the beginning of next year can be made equal to 1,000 tons per day, while before the expiration of many weeks 500 tons may be brought daily to the surface; but it would now seem that the enterprise and expenditure of the Company will, for an unknown period, be comparatively fruitless, consequent upon the inaction, if not apathy, of those who control the railways of the country.

Mr. Goodchap refused to allow the Company to construct and employ its own rolling-stock; but agreed that the department would fit each truck with two properly constructed boxes for shipping the coal.

Under the present system of transport it is obvious that the Company is absolutely debarred from the only outlet which can make the colliery a profitable undertaking.

The creation of the Company, and the adherence of the English shareholders (who represent a large amount of contributory capital) were influenced by the known intentions of the Government to provide ample facilities for transport and loading of the product of the Illawarra coal-measures to the largest ocean steamers.

As a matter of fact, such intention was formally intimated to a deputation of the directors of this Company by the late Minister for Works in June last; but to-day we find ourselves, by default of the Government—after the expenditure of a great sum of money and successfully subduing the most extraordinary natural obstacles to a great development of our property known in the history of coal-mining in Australia—absolutely, without even the near prospect of the legitimate reward of our enterprise.

This Company is represented in London by an influential board, of which Sir James Fergusson, Bart., M.P., Under Secretary for State for the Colonies, is chairman. You will readily understand the influence these gentlemen might properly exercise with the managers of the great Australian ocean steamers, to consume our coal; but of what avail would it be under existing circumstances? If we had shipping facilities we could send 1,000 tons of coal a day over 28 miles of your line, support a population of 1,500 persons, and give you a revenue of £39,125 per annum.

For your information I cover copy of letters I addressed to you in December last, which contain some important facts which I need not here iterate.

That letter (15th December) deals with the question of the proposed deviation to Longnose Point, Herewith. and I may say here that you replied on 9th January (No. 88-7,828) that it had been referred to the Minister for Works, which was the last I heard of the subject.

I do not now wish to indicate to you any particular route or shipping place, but to emphasize the fact that we have no outlet for the coal.

My Directors rely upon ascertainable evidence in support of our case, as establishing a clear right to the intervention of the State, whether represented by the Commissioners or the Government, and as I am in some doubt whether I am right in addressing you on this subject, I will avoid possible delay by forwarding a copy of this letter to the Minister for Works.

Our position is most unsatisfactory. The department, through Mr. Goodchap, has refused to permit the employment of our own rolling-stock, and is not apparently providing the facilities to take its place. We have a great mine, rapidly approaching a costly and extraordinary development, that will admit of an output of 1,000 tons per day, and the railway monopoly of the country, that has already a perfect road system to within a few chains of deep water, does not make any effort to carry out a work that would alike largely augment its revenue and materially assist in developing one of the greatest industries of the territory.

I have, &amp;c.,

GRESLEY LUKIN,

Manager.

The Railway Commissioners, Railway Department, Sydney.

The Secretary, Metropolitan Coal Company,—

With reference to your letter of yesterday's date, relative to the proposed provision for the delivery of coal from the Metropolitan Company's mine, I am directed by the Commissioners to inform you that their position in the matter is explained in my letter to you, under date of the 9th ultimo; but I am instructed to add, for the information of your Directors, that since that date the Government has referred the proposed extension from Tempe to Longnose Point to the Commissioners, the route has been inspected, and the Government will be in a position shortly to decide what action to take in the matter.

## The Metropolitan Coal Company of Sydney (Limited),

Gentlemen,

Sydney, 15 December, 1888.

I am requested by my Directors to place before you the following material facts in respect to the operations of this Company as bearing upon the question of the proposed construction of a line of railway from Tempe to Longnose Point, Balmain, and the revenue that may be derived therefrom.

This Company has a nominal capital of £300,000, with a contributory capital of £200,000. Contributing shares, amounting to £100,000, have been already issued, and of this sum £60,000 has already been expended, while it is estimated that a further sum of £15,000 will be necessary to put the works now in progress in full working order.

The works already completed comprise a main circular shaft of 16 feet diameter, sunk to 1,150 feet, and finished with due regard in every particular to the requirements of the Mines Department. The cost of this work was £13,000. A railway siding from the 27-mile peg of the Illawarra line to the pit mouth, with all necessary accommodation for the truck traffic of the colliery. The cost of this work was £12,000. Pit-head frame, and motive power equal to an output of 1,500 tons per day, now on the ground, and in course of erection. Estimated cost, £15,000. Air-shaft now being sunk with all possible speed; present depth, 250 feet; estimated depth, 1,100 feet; diameter, 15 feet; estimated cost, £8,500.

So soon as the permanent machinery is in position, which should be in May next, the output of this mine can be made equal to 500 tons per day, and upon completion of the air-shaft, about April, 1890, the output can be doubled, or made equal to 1,000 tons daily.

Under

Under the existing railway system, the operations of this Company must be limited by the Sydney market, and the inadequate facilities offered by the Darling Harbour wharf, which is only accessible to vessels of light draught and small tonnage; but given a railway to Longnose Point, and the business of the Company can be at once expanded indefinitely, and the capacity of the present workings of the colliery would be at once taxed to their utmost limit. It would thus appear that if the projected line to Balmain be carried out, 1,000 tons of coal would daily pass over it. This would give 313,000 tons per annum, which at, say, 2s. 6d. per ton, would make the annual contribution of this one colliery £39,125, an income which, I venture to suggest, would of itself justify the construction of the line. But our case does not end here, for once this colliery is in touch with the great ocean shipping at Port Jackson we may fairly calculate upon an indefinite expansion of the trade, and, in anticipation of that demand upon the resources of the Company, my Directors have formulated plans for the duplication of the existing works, when an output of 2,000 tons per day will be easily attainable.

Of the vast nature, and the extraordinary value of the coal-measures lying along this part of the Illawarra line I need hardly speak; but it is relevant to the subject of this letter to say that the proved seam of coal in this mine is 13 feet in thickness without a flaw, that it is admitted to be the best steaming coal in Australia, while the area of land held by the Company comprises 18,000 acres.

I should add that my Directors will be pleased and desire to wait upon you at any time you may appoint, for the purpose of affording you any further information you may wish upon a subject that they are assured is alike of very great moment to the interests of your department as also to the shareholders of this Company.

Under separate cover I forward you a copy of the prospectus and articles of association of the Company.

The Railway Commissioners, &c., Railway Department, Sydney.

I have, &c.,  
GRESLEY LUKIN,  
Manager.

The Metropolitan Coal Company of Sydney (Limited),  
Sydney, 17 December, 1888.

Gentlemen,

Referring to my letter of 15th instant, with regard to the future traffic from the works of this Company over a possible railway from Tempe to Longnose Point, Balmain, permit me to add a further reason in support of such a work.

The terms upon which this Company hold the land comprised in the lease from the Crown include an annual rental and a royalty of 6d. per ton for every ton of coal raised. Thus the delivery of 1,000 tons of coal daily at Longnose Point would mean a revenue of £7,800 per annum to the Treasury from royalty alone.

The Railway Commissioners, &c., Sydney.

I have, &c.,  
GRESLEY LUKIN,  
Manager.

Sir,

27 February, 1889.

With reference to your letter of yesterday's date, relative to the proposed provision for the delivery of coal from the Metropolitan Company's mine, I am directed by the Commissioners to inform you that their position in the matter is explained in my letter to you under date of the 9th ultimo, but I am instructed to add, for the information of your Directors, that, since that date, the Government has referred the proposed extension from Tempe to Longnose Point to the Commissioners. The route has been inspected, and the Government will be in a position shortly to decide what action to take in the matter.

The Secretary, Metropolitan Coal Company, Sydney.

I have, &c.,  
D. VERNON,  
Secretary for Railways.

Sir,

9 January, 1889.

With reference to the application which has been made by the Metropolitan Coal Company for the construction of a line of railway from Tempe to Longnose Point, I am desired by the Commissioners to inform you that this being a work of railway construction, it would appear to be outside the scope of the functions devolving upon them under the Railway Act, and the matter has therefore been referred to the Honorable the Minister for Railways for such action as he may deem necessary.

Gresley Lukin, Esq., Metropolitan Coal Company, Sydney.

I have, &c.,  
D. VERNON,  
Secretary for Railways.

Sir,

Department of Railways, Sydney, 27 December, 1888.

I have the honor, by the direction of the Railway Commissioners, to submit herewith letters (2) from the Manager of the Metropolitan Coal Company, of Sydney, urging the construction of a line from Tempe to Longnose Point, and pointing out the benefits which would accrue both to the department and to the trade from the execution of that work.

Being a work of railway construction, it would appear to be outside the scope of the functions devolving upon the Commissioners under the Act, and I have, therefore the honor to forward the papers for such action as the Honorable the Minister may deem necessary.

The Under Secretary for Finance and Trade, Sydney.

I have, &c.,  
D. VERNON,  
Secretary for Railways.

Forward to the Cabinet.—J.F.B., 9/1/89. The Principal Under Secretary.—G.E., B.C., 9/1/89. Please find out if this proposed line has been submitted to the Commissioners.—J.B., 25/1/89. Yes.

[Enclosures.]



[Enclosures.]

Gentlemen, The Metropolitan Coal Company of Sydney (Limited), Sydney, 17 December, 1888.  
Referring to my letter of the 15th instant, with regard to the future traffic from the works of this Company over a possible railway from Tempe to Longnose Point, Balmain, permit me to add a further reason in support of such a work.

The terms upon which this Company hold the land comprised in the lease from the Crown, include an annual rental, and a royalty of 6d. per ton for every ton of coal raised. Thus the delivery of 1,000 tons of coal daily at Longnose Point would mean a revenue of £7,800 per annum to the Treasury from royalty alone.

I have, &amp;c.,

GRESLEY LUKIN,

Manager.

The Railway Commissioners, &amp;c., &amp;c., Railway Department, Sydney.

Gentlemen,

Sydney, 15 December, 1888.

I am requested by my Directors to place before you the following material facts in respect to the operations of this Company, as bearing upon the question of the proposed construction of a line of railway from Tempe to Longnose Point, Balmain, and the revenue that may be derived therefrom.

This Company has a nominal capital of £300,000, with a contributing capital of £200,000. Contributing shares amounting to £100,000 have been already issued, and of this sum £60,000 has already been expended, while it is estimated that a further sum of £15,000 will be necessary to put the works now in progress in full working order.

The works already completed, comprise a main circular shaft, of 16 feet diameter, sunk to 1,150 feet, and finished with due regard in every particular to the requirements of the Mines Department. The cost of this work was £13,000. A railway siding, from the 27-mile peg of Illawarra line to the pit mouth, with all necessary accommodation for the truck traffic of the colliery. The cost of this work was £12,000. Pit-head frame and motive power, equal to an output of 1,500 tons per day, now on the ground and in course of erection; estimated cost, £15,000. Air-shaft now being sunk with all possible speed; present depth, 250 feet; estimated depth, 1,100 feet; diameter, 15 feet; estimated cost, £8,500.

So soon as the permanent machinery is in position, which should be in March next, the output of this mine can be made equal to 500 tons per day, and upon completion of the air-shaft, about April, 1890, the output can be doubled, or made equal to 1,000 tons daily.

Under the existing railway system, the operations of this Company must be limited by the Sydney market, and the inadequate facilities offered by the Darling Harbour wharf, which is only accessible to vessels of light draught and small tonnage; but, given a railway to Longnose Point, and the business of the Company can be at once expanded indefinitely, and the capacity of the present workings of the colliery would be at once taxed to their utmost limit. It would thus appear that, if the projected line to Balmain be carried out, 1,000 tons of coal would daily pass over it. This would give 313,000 tons per annum, which at (say) 2s. 6d. per ton freight, would make the annual contribution of this one colliery £39,125, an income which, I venture to suggest, would of itself justify the construction of the line. But our case does not end here; for once this colliery is in touch with the great ocean shipping at Port Jackson, we may fairly calculate upon an indefinite expansion of the trade, and in anticipation of that demand upon the resources of the Company, my Directors have formulated plans for the duplication of the existing works, when an output of 2,000 tons per day will be easily attainable.

Of the vast nature and extraordinary value of the coal-measures lying along this part of the Illawarra line I need hardly speak, but it is relevant to the subject of this letter to say that the proved seam of coal in this mine is 13 feet in thickness, without a flaw, that it is admitted to be the best steaming coal in Australia, while the area of land held by the Company comprises 18,000 acres.

I should add that my Directors will be pleased, and desire to wait upon you at any time you may appoint, for the purpose of affording you any further information you may wish upon a subject that they are assured is alike of very great moment to the interests of your department, as also to the shareholders of this Company.

Under separate cover I forward you a copy of the prospectus and articles of association of the Company.

I have, &amp;c.,

GRESLEY LUKIN,

Manager.

The Railway Commissioners, &amp;c., &amp;c., Railway Department, Sydney.

The Under Secretary for Finance and Trade, 27/12/88.

Sir,

Railway Department, Sydney, 26 February, 1889.

Will you kindly let us have by bearer papers referring to railway carriage of coal from Metropolitan Company's mine (Railways, 88-21,676) sent to you on 28th December last.

Yours, &amp;c.,

H. M'LACHLAN.

Under Secretary.

The required paper was forwarded to Works Department on 24th ultimo.—G.E., 26/2/89. H. M'Lachlan, Esq.—These papers were returned by the Treasury under cover to Works Department, with a number of papers having reference to railway matters, and I am informed, on inquiry at Works Department, that the papers were returned to the Railway Department. The papers have not been received in the records up to the present.—J.P., 26/2/89. The Chief Clerk.

Minute Paper.

Subject:—Proposed new Railway Lines.

Department of Public Works, Sydney, 7 December, 1888.

WITH respect to the list of railway lines which are ready for submission for the reports of the Board of Railway Commissioners, I have to submit for the consideration of my colleagues a further list of lines which are in such an advanced stage that they can be dealt with at once by the Commissioners, as in the case of those mentioned in the list already forwarded. The lines referred to are as under:—

Narrabri to Moree.

Westmead to Dural.

Narrabri to Walgett.

Tempe to Balmain.

JOHN SUTHERLAND.

Forward to Sir Henry Parkes.—JOHN SUTHERLAND, 20/12/88. Principal Under Secretary.—  
J.B., 20/12/88. Submitted, 22/12/88. Seen by Commissioners. Resubmit on Monday next.—  
A.R., 15/1/89. Resubmitted, 21/1/89. 88-16,268. Narrabri to Moree, Westmead to Dural,  
Narrabri to Walgett, Tempe to Balmain.—Principal Under Secretary, B.C., 20/12/88. 88-14,121.  
Under Secretary for Works, B.C., 20/12/88. (16,268) Proposed new railway lines. Submitted, 22/12/88.  
The Minister of Railways.—Mr. Burns will be good enough to forward these with necessary papers to  
Commissioners for report.—H.P., 2/1/89. The Under Secretary for Finance and Trade.—C.W., B.C.,  
3/1/89. Forward to the Commissioners.—J.F.B., 11/1/89. The Secretary for Railways.—G.E., B.C.,  
11/1/89. Received, 14/1/89.

Tempe

## Tempe to Balmain (Longnose Point).

LENGTH, 6 miles 66 chains; estimated cost, including 1,350 feet wharf and five steam cranes, £250,000 (exclusive of land).

We have no detailed report as to traffic likely to arise, but general report is herewith.

Mr. Inspector H. Richardson would perhaps be best officer to obtain information in advance of Commissioners. H. M.L., 11/2/89.

## Proposed line for goods traffic from Tempe to Balmain.

THE following is a copy of the report made by the Coaching Superintendent (Mr. H. Richardson) with regard to the probable traffic to be expected upon this line. Mr. Richardson says, under date 20th December, 1888:—

"I have gone through this line, and do not anticipate much local traffic. The Metropolitan Coal Company, at Helensburgh (28 miles from Sydney), will, in about three or four months, be in a position to put out a large quantity of coal, and we are certain to get all their shipping traffic; but I am not so sure of the other companies south of Helensburgh, as they have all got their private jetties, and are increasing them. During rough weather we should get the shipping traffic.

A. P., 11/2/89.

Extract from *The Sydney Morning Herald*, Wednesday, 4th July, 1888.

## RAILWAY STATIONS.

(To the Editor of the *Herald*.)

Sir,—I noticed in your Saturday's issue a paragraph on the opening of the Metropolitan Coal Company's works at Camp Creek. It appears that in a few months coal from this and other southern mines will come by rail to Sydney, and it is supposed that every facility will be afforded for placing the coal on ships which may convey it to all parts of the world. Now, Sir, will any man in reason presume that this can be at Darling Harbour with the present accommodation at the railway station? Why, it is not adequate for the requirements of the moment. It will be absolutely necessary to erect a few more sheds at Darling Harbour anyhow. But does it not seem more expedient to relieve the congested traffic at Darling Harbour or Redfern, which is now carried on with danger to limb and life of both men and horses?

This could easily be done by constructing a cheap railway line from (say) St. Peters to Longnose Point, Balmain. Sir Henry Parkes has no doubt not rushed into making proposals in connection with the railway to and from Balmain, which already has a population of over 30,000 people. It is to be hoped that Carlyle's witty words with regard to his countrymen do not apply with equal truth to the Balmaniacs; but there is no doubt they are either very good-natured or rather dormant.

I am, &c.,

THOS. WM. FLINN.

July 3, 1888.

A.R., 6/7/88, Mis. 89-1,158. 88-21,676 to Treasury with letter.—A.R., 28/12/88.

Extract from the *Balmain Leader*, Wednesday, 4 July, 1888.

## THE LONGNOSE RAILWAY QUESTION.—MONSTER MEETING.

A MEETING was held at the Town Hall last evening, called by requisition to the Mayor, to consider the advisability of agitating for having the proposed railway terminus in Glebe Island instead of Longnose Point. It became evident from the first that the Town Hall was useless for the holding of the meeting, and, at the suggestion of the Mayor, the immense audience, numbering some thousand, adjourned to the green fronting the Mayor's parlor. His Worship the Mayor occupied the chair, and most of the members of the Borough Council, and all the influential residents of the district put in an appearance.

The Mayor apologized for keeping the meeting—first the gas went out, and then he had to wait for resolutions. His Worship then read the requisition, as appeared in the *Leader* of Saturday, and then an apology from Alderman Burns, who was suffering from a sore throat. The Mayor spoke of the great importance of the meeting and the want of a suitable place for holding it, especially in taking the show of hands; he asked for the truth on the part of the speakers in advocating their pet route. He would not express any personal views on either route. Either one or the other would be for the benefit of Balmain. He regretted in the requisition mud had been thrown on the advocates of the Longnose routes. He asked a fair and respectful hearing for both sides.

Captain McClemens was called upon to move the first resolution. He said he had signed the requisition without reading it; his sight is not good. He wished well for Glebe Island, but thought the best route for the railway was Longnose Point. It was better for coaling and many other resources. He thought something ought to have been done for Glebe Island. It was a grand site, and with a railway there would be of the greatest benefit—for the fruit market. A loop-line to Glebe Island would cost £3,000, and Johnson's Bay could be available for much good. Such a line would pay itself in three years. It would give employment to many at present in want. He urged energy in trying to get the flat drained over Glebe Island. Moved: "That we highly approve of the railway proposed by the Government to Longnose Point (great cheers and laughter), as we consider it the best position for shipping coal in Port Jackson; but we would recommend a loop-line to Glebe Island for fruit and hay markets." This he thought was what was wanted; the Glebe Island market would improve Balmain far more than the railway at Longnose Point.

Mr. William Flood seconded. He did not go as far as advocating Longnose Point, but he found by opposing it would be giving room to Government to dissolve the motion of having the line at all. He would like the coal-staiths there or any other point, but it was nothing compared to Glebe Island for a market for produce; and repairing shops could also be placed there. The water could be deepened at a small expense. The spot was central. It would do away with the nuisance of Glebe Island Abattoirs. It would be cheaper and better for the Government to have made the terminus at Glebe Island, but he did not want to capsize the work already done. The speaker referred to promises by his minister when a child, that if he was satisfied with his lot he would go to heaven; well, he, through life, had not been satisfied with things as they were. Ever since he had been in Balmain candidates for election had promised

promised to get Johnson's Bay reclaimed, and something done for Glebe Island. In seconding the resolution he represented what he said. His sympathies were wholly with the Glebe Island; but, rather than make a division among the people, he gave way, and hoped that with the Longnose terminus Glebe Island loop-line would also be considered. The loop-line to the abattoirs would be of great advantage in stopping the driving of cattle in the streets.

Mr. Gow asked the ruling of the Mayor in the resolution whether it was in order. It being different from the requisition.

The Mayor said his ruling was quite free from personal feeling in the matter. He owned no property on either route; but the requisition clearly said "to urge upon the Government the advisability of carrying the railway to Glebe Island, in lieu of along to Longnose Point. We desire to urge upon the Ministry the reasons why the above route should be adopted, being better situated and far less expensive than that which means heavy outlay in buying up a lot of private property." The speakers had departed altogether from the requisition, and the mover and seconder were not in order; but, as so many citizens were present, he thought the matter might be met by slightly amending the resolution.

Alderman G. Clubb moved, as an amendment: "That this meeting is of opinion that, in view of the advanced state of the Government plans for railway to Longnose Point, it would be unwise to in any way interfere with the said Government plans." Alderman Clubb showed what, in his opinion, were the advantages of the deep water, and other conveniences of Longnose Point, which rendered this spot desirable. He also showed the time and expense the Glebe Island scheme would involve, and he compared the present action of the Glebe Island scheme to the fable of the dog crossing the stream with a piece of meat in his mouth, and seeing his shadow in the water thought to secure two pieces of meat instead of one, and so let go the one in his mouth, and thus lost substance and shadow. That was what would be done if we fought among ourselves—we should lose both. The present movement was only called to censure the Government. He thought Balmain would, by a large majority, endorse the action of the present Government. He did not think that any action of the present meeting would alter the views of Sir Henry Parkes, but still the attempt had been made to censure him.

Mr. Alderman Neale (Leichhardt) seeing the requisition advertised for this meeting, which would effect the proposed railway through part of Leichhardt, represented by him, came as a member of that Council to oppose the change being made to Glebe Island. He considered the Longnose scheme would enrich Balmain and also Leichhardt; it would increase the manufactories, and, as Sir Henry Parkes said, he believed the line to Longnose Point would be one of the best paying lines in the Colony. The speaker showed the many advantages, in his opinion, which would accrue from this route. He considered that this immense meeting fully endorsed the views of Sir Henry Parkes, and a copy of the resolution should be sent to him. He spoke of Leichhardt Park, and invited all present (immense laughter) to visit it when the railway took them there.

Alderman Punch spoke of the enormous shipping at present in the port of Newcastle, principally for coaling, and urged this as a necessity for having a large coaling station in Port Jackson, and the best place for this was Longnose Point. This was important, in view of Cockatoo and other large works; but, referring to the present war scare, urged that should a gun-boat be brought against Newcastle all traffic would be stopped, while at Longnose Point no great obstruction to trade could follow.

The Mayor read the resolution and called for a show of hands. He declared the Longnose Point resolution carried, almost unanimously. (Cheers.)

Mr. Reid moved: "That copy of resolution be forwarded to Sir H. Parkes."

Captain Punch seconded.

Mr. Flood considered that, in fairness to the meeting and West End residents, the original resolution should, at least, be moved as an amendment.

The Mayor ruled Mr. Flood out of order, and put the resolution, which was carried.

Mr. Flood tried to speak, but the audience, or the noisy portion, would hear no more.

A vote of thanks to the Mayor was passed, amid cheers.

The Mayor returned thanks, and then gave, what he would not do before, his opinion that Longnose Point would bring great advantage for coal or minerals throughout the Colony. He did not think the Government had so much to do with the matter as the railway authorities, who always considered this the best spot in the Colony for the intended purpose. The Mayor thought that those advocating the change had not sufficiently thought the subject out for the general benefit of the Colony. They only thought of Balmain. He thanked the meeting for its orderly conduct, and he felt sure all would go away in favour of the route, which it had been decided by Government to adopt.

Mr. Eathorne asked the Mayor, who had sent him the requisition.

Mr. Flood said he and other gentlemen had handed the requisition to the Mayor. He would not give the names of any others, as he was fully prepared to take all responsibility on himself. He still believed that in the course proposed in the requisition, the best interests of the borough would have been served. Such was his firm conviction, and those who knew him would give him credit for at all times showing that he had the courage of his opinions. (Cheers.)

The Mayor called for cheers for the Queen, which were rendered, and cheers for the Mayor brought the meeting to a close.

[Our report of the above is curtailed, in order not to have to delay it till our Saturday's issue.]

The meeting of last night showed that the general public of Balmain want the railway, and (whilst opinions differ as to the route) are inclined to do all in their power to further their scheme, and leave time to show that fair play shall be meted out to both sides of Balmain.

Extract from *The Echo*, Wednesday, 4 July, 1888.

#### RAILWAY MEETING AT BALMAIN.

A LARGE public meeting was held outside the Balmain Town Hall last night. There were about 800 present. The Mayor (Alderman E. H. Buchanan) presided. He called upon Captain M'Clemens to move the first resolution, as follows:—"That we highly approve of the railway now proposed by the Government to Longnose Point. We consider it the best position for shipping coal in Port Jackson, and we would recommend a loop-line to Glebe Island, as the most suitable place for a fruit and produce market, as it would be almost in the centre of the city." As this resolution was at variance with the requisition

to

to the Mayor, after Captain M'Clemens had proposed, and Mr. W. Flood had seconded the resolution, both speaking at considerable length, amidst considerable uproar and interruption, Mr. Alexander Gow, J.P., asked the ruling of the Mayor as to whether this resolution was in order, being the reverse of the objects set out in the requisition. The Mayor ruled that it was out of order, when the following was put as the original resolution, which was intended to be an amendment, by Alderman George Clubb:—"That this meeting is of opinion that, in view of the advanced Government proposal to construct a railway to Longnose Point, and considering the vast benefit such a line would be to Balmain and the Colony generally, it is injudicious at present to agitate for a railway to Glebe Island, and that any further action in the matter be postponed, pending the result of the Government proposal, which this meeting heartily endorses." Alderman Clubb spoke to the point, and was heartily applauded, and it was ably seconded by Alderman Neal, of Leichhardt. It was put to the meeting, and carried almost unanimously. It was moved by Mr. J. Reid, and seconded, that the Mayor convey the result of the resolution to the Premier, which was carried. Three cheers for the Queen and Sir Henry Parkes, and a vote of thanks to the Chairman, concluded the meeting.

Extract from *The Daily Telegraph*, 4 July, 1888.

PROPOSED RAILWAY TO LONGNOSE POINT.

Public Meeting at Balmain.

AN enthusiastic public meeting, numbering between 800 and 900 persons, was held at the rear of the Town Hall, Balmain, last night. The meeting was called by the Mayor, in answer to a requisition signed by a few persons who favoured the Glebe Island route for the railway, in lieu of the Longnose Point line. The Mayor (Alderman Buchanan) presided.

Captain M'Clemens moved the first resolution, which, to the amazement of the majority of his hearers, read as follows:—

That we highly approve of the railway now proposed by the Government to Longnose Point, as we consider it the best position for shipping coals in Port Jackson, but we would recommend a loop-line to Glebe Island, as the most suitable place for the fruit and produce market, as it would be almost in the centre of the city.

The tenor of the speaker's remarks was also in favour of Longnose Point, with a loop-line to Glebe Island, and he advocated the former terminus, as being the most suitable, on account of its depth of water. He confessed that when he signed the requisition he had not read its contents.

Mr. Wm. Flood seconded the resolution. He was not prepared to go as far as the last speaker in his assertion that the Longnose Point railway was the better of the two, but was acting in a large measure on advice in supporting a route that he had every reason to believe would receive the hearty concurrence of the Government.

Mr. Alexander Gow asked for the ruling of the Chairman as to whether it was practicable to put the resolution as read, considering the fact that it differed so materially with the wording of the requisition.

The Mayor ruled that the resolution was out of order, as being directly opposed to the requisition, which read as follows:—

We, the undersigned, respectfully request that you will call a public meeting to urge upon the Government the advisability of carrying the railway to Glebe Island in lieu of to Longnose Point.

We desire to urge upon the Ministry the reasons why the above route should be adopted, being better situated and far less expensive than that which means heavy outlay in buying up a lot of private property.

Alderman George Clubb, as one of those opposed to the object of the requisitionists, moved the following as a resolution:—

That this meeting is of opinion that, in view of the advanced stage of the Government proposal to construct a railway to Longnose Point, and considering the vast benefit such a line would be to Balmain and the Colony generally, it is injudicious at present to agitate for a railway to Glebe Island, and that any further action in the matter be postponed, pending the result of the Government proposal, which this meeting heartily endorses.

He said they had for many years past been awaiting connection by railway, and he believed that the resolution he now proposed would go far towards attaining that object, being as it was in strict accordance with the views of the Government surveyors and railway officials. Should this line of route be adopted it would prove not only of incalculable benefit to Balmain, but to the community generally of the Colony. He was in no way averse to a line of railway to Glebe Island, but considered it premature until the present line had been made, and had no doubt whatever that the Glebe Island line would be made hereafter. It was inadvisable, however that, like the dog with the meat, they should let go the substance for the shadow.

Alderman N. C. Neal, of Leichhardt, warmly seconded the motion. He considered the result of the meeting after the requisition to the Mayor would conclusively prove to Sir Henry Parkes that the residents of Balmain were with him almost to a man as regards the steps he had already taken in connection with the Longnose Point railway. He had much pleasure in seconding the resolution.

Alderman Punch supported the resolution, which was then put, and carried almost unanimously, only two voting against it.

Mr. J. H. Reid moved that a copy of the resolution be forwarded to Sir Henry Parkes, which was seconded by Alderman Punch, and carried unanimously.

Cheers were given for Sir Henry Parkes.

Minute Paper.

Subject:—Shipment of coal, Sydney Harbour.

Department of Public Works, Sydney, 7 June, 1888.

MESSERS. Fletcher and McMillan, Ms.P., waited upon me this morning with reference to the shipment of coal in Sydney taken from the Metropolitan Coal Company's mine.

Mr. McMillan stated that they represented the directorate of the Metropolitan Coal Company of Sydney, and they expected the mine to be in full working operation by the end of the year. They were getting

getting out the most approved machinery from England. It would be the best of its kind ever introduced into the Colony, and when the mine was in working order they would have an output of from 1,000 to 1,500 tons per day, or say a shipping output of 300,000 tons per year. Taking the railway haulage at 3s. per ton would give an annual revenue to the Railway Department of £45,000 a year, which would be equal to 5 per cent. on £900,000, and consequently when the mine was in working order it would be a valuable feeder to that railway. He represented that, from the limit of suburban settlement to a distance from 40 to 60 miles, the only prospect of the line paying would be from the haulage of minerals and timber, as otherwise the district was a barren one for the purpose of settlement, and practically the only traffic would be in the connection with the industries named. Mining operations had been adopted in this district on a sort of tacit understanding with the various Governments of the day, that Sydney would sooner or later be a shipping port, and he thought the Government was justified in providing shipping appliances for the coal traffic in view of the large interests involved. Another point which should be brought under notice was that they were tenants of the Crown, that they were developing Crown property, and in addition to the estimated £45,000 railway revenue they would pay at the rate of 6d. per ton royalty on the coal raised. Their operations, however, would be absolutely nullified unless the Government provided facilities for the shipment of their coal. They could not depend altogether upon local consumption. A large amount of capital—about £100,000—a large portion of it English capital, was invested in their mine, and of course it was their wish, as early as possible, to make it reproductive. He would urge upon the Government the necessity, as soon as possible, to connect the railway line with the portion of the port which would be set apart, and simultaneously with it to provide the necessary cranes, &c., in order to give Sydney the same facilities for the shipment of coal as has been given at Newcastle.

Mr. Fletcher supported the request for the connection to be made in view of the benefit that the Colony and the Railway Department would secure from it. As Mr. McMillan pointed out it would be necessary to provide the shipping appliances and at the same time consideration would have to be given to the design of vehicles to be used for the traffic. The Commissioner, he thought rightly, was adverse to the Company being allowed to use their own vehicles, as it would probably interfere with the ordinary passenger traffic.

In reply, I stated that so far as we are concerned it had been decided that the department should carry out the service, and that we would have to have the best class and suitable trucks for the coal traffic alone. Of course that arrangement might be altered, but I did not think so, as I thought we could provide a splendid design of trucks for this trade. It was proposed to bring in the Illawarra coal trade to Longnose Point, and there to provide proper and suitable shipping appliances, and this was a matter that would be considered by the Government. The plans had all been drawn up and were ready for submission.

JOHN SUTHERLAND.

Put by till asked for by Minister.—H.M'L., 14/6/88. Comr: 88-12,490.

The Metropolitan Coal Company of Sydney (Limited),

Sir,

Sydney, 6 June, 1888.

I have the honor, on behalf of the directors of the Company, to ask that an appointment may be made with the Honorable the Minister for Works to receive them at his office for the purpose of representing the necessity of facilities for the shipping of coal being provided from the shores of Port Jackson.

I have, &c.,

GRESLEY LUKIN,

Manager.

The Under Secretary for Public Works, Sydney.

Arrange for Wednesday morning at 11 a.m.—D.C.M'L., 11/6/88. Urgent. Gresley Lukin, Esq.,  
11/6/88. Railways.—D.C.M'L., 11/6/88. Very Urgent. Have waited on Minister previously.—  
H.M'L. With Comrs., 88-11,040.

Extract from *The Daily Telegraph*, Thursday, July 12, 1888.

At the last meeting of the Leichhardt Council it was resolved that letters be sent to Sir Henry Parkes and Mr. Sutherland urging them to seek the approval of Parliament for the Tempe to Longnose Point railway, as such, in the opinion of the council, would be the means of utilizing a very large extent of deep water frontage, and would provide immense and required facilities for coal and other mineral loading, as well as give increased accommodation to manufacturing industries now restricted to comparatively limited areas.

Connection between Illawarra Line, near St. Peters Station, and the deep waters of the harbour at Longnose Point.

I HAVE gone through this line, but do not anticipate much local traffic. The Metropolitan Coal Company at Helensburgh, 28 miles from Sydney, will, in about three or four months, be in a position to put out a large quantity of coal, and we are certain to get all their shipping traffic, but I am not so sure of the other companies south of Helensburgh, as they have all got their private jetties and are increasing them. During rough weather we should get the shipping traffic.

Manager.

H. RICHARDSON,

20/12/88.

Secretary.—D. KIRKCALDIE (*per* W.W.), 20/12/88.  
Resubmitted, 4/1/89.

Resubmit in a week, 28/12/88.

## Proposed line to Longnose Point.

Traffic Manager's Office, Sydney, 27 August, 1888.

PAPERS and plan herewith. Please look into the matter and furnish me with a report.

Coaching Superintendent.

W. V. READ  
(Per A.B.)

## Proposed line to Longnose Point.

Coaching Superintendent's Office, Granville, 20 August, 1888.

BEFORE reporting on the probable traffic over the proposed lines, I shall be glad to see the plans, or a map of the country with the routes marked thereon.

Traffic Manager.

H. RICHARDSON  
(Per M.A.H.)Secretary.—Will the Secretary please furnish this?—W. V. READ (*per* W.W.), 22/8/88. Mr. Quodling (*per* Secretary).—J.E., 23/8/88. Plan herewith.—W.H.Q., 24/8/88. Mr. Vernon. Traffic Manager.—H.M'L., 24/8/88.

## Proposed line to Longnose Point.

17 August, 1888.

REFERRING to the enclosed papers, please make the necessary inquiries into this matter, and let me have the required information as early as possible.

Coaching Superintendent.

W. V. READ  
(Per J.D.W.)

## Memorandum to the Engineer-in-Chief.

Department of Public Works, Railway Branch, Engineer-in-Chief's Office,  
Sydney, 21 April, 1888.

I FORWARD herewith six drawings, showing proposed double lines of railway, viz., a branch line from Homebush on the Great Southern Railway to Longnose Point, Balmain, also from Tempe on the Illawarra line, to a point, marked A, on the plan of the former line of railway, viz. :—

- No. 1. Diagram plan.
- „ 2. Plan, Homebush to Balmain.
- „ 3. Section, Homebush to Balmain.
- „ 4. Enlarged plan of wharf arrangements at Longnose Point.
- „ 5. Plan, Tempe to point A, Balmain.
- „ 6. Section, Tempe to point A, Balmain.

## DESCRIPTION OF LINES.

*Homebush to Longnose Point, Balmain.*

Branching off to the left from the Great Southern Railway, at about 8 miles 35 chains from Sydney on the eastern side of the Homebush Cattle Sale-yards, the proposed line runs in a north-easterly direction through Concord, crossing over the Parramatta Road on the level, and thence over Powell's Creek and the Great Northern Railway, which line it is connected with by a loop about a quarter of a mile further on; thence crossing Brunswick Road and turning to the right the line passes over Flavelle and Wellbank Streets, and Major-bay Road; from thence across Broughton and Wharf Streets, over the mud flats in Hen and Chickens Bay, through Five Dock, across the Great Northern Road; thence over Iron Cove Creek Road, passing through Five Dock Park and the Barnstable Manor grounds, the property of B. C. Rodd, Esq.; thence over the Iron Cove Creek to the point A, where the proposed line from Tempe has its junction; from this point the line skirts the shore of Long Cove and the Parramatta River, passing through the left of Callan Park Asylum grounds, and to the right of Fig-tree and White Horse Points to Longnose Point, Balmain, where a wharf for loading coal is proposed. This line is 7 miles 30 chains in length.

Drawing No. 4 shows the general arrangements of the wharf and feeding lines, standage and marshalling sidings in connection with the main line to an enlarged scale of 1 chain to an inch.

In this plan it is proposed to have nine hydraulic cranes, with a loading power of 14,000 tons of coal per diem, discharging into ships or colliers alongside the wharf. Each of the above cranes should lift 10 tons, and dump about twenty-six 10-ton hopper waggons per hour, or 1,560 tons per working day of six hours, the remaining two hours being occupied in berthing the ships, trimming coal in the holds, &c., which will give an aggregate of 14,040 tons, or approximately 14,000 tons of coal per working day of eight hours. The wharf will follow the natural configuration of the land, and at the same time will give 25 feet in depth at low water, probably without dredging or cutting the bottom.

The length of the wharf as now proposed will be about 2,500 feet, the end nearest to Longnose Point will be on a curve of 28 chains radius, the remainder will be in straight portions of 300, 200, and 800 feet in length.

Should future requirements necessitate an extension of the wharf it can be made by continuing it in the direction of White Horse Point, as shown on the plan by the dotted red lines, which would give room for six extra loading-cranes.

The sidings for loading the feeding and standage lines will hold 650 loaded trucks, and the marshalling lines will hold 600 empty trucks. The switches and crossings are arranged so as to give through communication with all the lines.

*Tempe to point A, Balmain.*

This line, branching off to the left in a northerly direction from Tempe Station on the Illawarra Railway, at 3 miles 78 chains from Sydney, crosses Meek's road, and turns sharply to the left passing through Marrickville, over the Illawarra and Livingstone Roads; thence across Wardell, New Canterbury, and Constitution Roads, turning to the right through Petersham, and following the course of Long Cove Creek, which is upon its left for a distance of 1 mile; thence across the Old Canterbury Road, and under

under the northern end of the Petersham viaduct, on the Great Southern Railway, over the Great Western Road to the head of Long Cove, skirting its right bank; thence over Walter and Water Streets, and through Leichhardt Park to point A, where it has its junction with the line from Homebush. The length of this line being 4 miles 60 chains.

J. W. DREWETT.

Forwarded for the Minister's information, with memo. 88 of 23 April, 1888.

The Minister wishes the fullest statistics collected with regard to the probable traffic to be obtained from the projected lines to Longnose Point. He would be glad to have the information on an early date.—D.C.M.L., 15/8/88.

Traffic Manager.—H.M.L., 16/8/88.

Minute Paper.

*Subject*:—Proposed coal lines to Balmain.

Department of Public Works, Railway Branch,

Engineer-in-Chief's Office, Sydney, 23 April, 1888.

I FORWARD for the information of the Minister, six plans and sections of the proposed coal lines from the Southern, Western, Northern, and Illawarra Railways to the suggested shipping staiths at Longnose Point, Balmain.

A general description of the course of the various lines is appended: (No. 88-1,087).

The estimated cost of these lines, including coal staiths, is now being prepared, and will be forwarded as early as practicable.

The Honorable the Minister for Works.

JOHN WHITTON.

Railways.—J.B., B.C., 26/4/88. On the sketch map, the loop to connect the Homebush and Waratah line with the line to Longnose Point is not shown; please have it put on.—CH.A.G., 3/5/88.

Submitted for Minister's information. I would draw attention to the number of junctions involved by the proposal:—(No. 1) Junction on main suburban line, Parramatta side of the Strathfield Junction; (No. 2) Junction on the Northern line, Ryde side of the Strathfield Junction; (No. 3) Junction on line to Longnose Point, to admit trains from Northern line; besides which the Northern line is crossed on the level by the branch line from Homebush to Longnose Point. It is of course possible to avoid this inconvenience and expense to the working, but it may be done at too great a cost.—CH.A.G., 8/5/88.

Mr. Drewett has now filled in the loop. It was almost impossible to show it correctly on the sketch.—A.R., 9/5/88. Minister would be glad to see Commissioner, with all the plans, on Monday, 11/5/88.

Refer to Engineer-in-Chief.—Can this line be taken without great disadvantage by a route which will avoid the junctions referred to, which must involve considerable expense in working?—J.S., B.C., 17/5/88.

Proposed coal lines to Balmain.

There are four junctions, viz.:—

No. 1.—With the main Southern line on the Parramatta side of Homebush.

No. 2.—With the Homebush-Waratah line, before reaching the Strathfield Junction.

No. 3.—With the Illawarra line near Marrickville.

No. 4.—The junction of the line from the Illawarra Railway with the line from Homebush at Long Cove.

If the Southern, Western, and Northern coal traffic be all carried on the main Southern line to the Sydney side of the Strathfield Junction, the junction on the Northern line could be dispensed with, but the Northern coal traffic would be brought on to the Southern line, which in my opinion would be objectionable.

Besides, if a junction were formed on the Sydney side of Strathfield, the line would have to pass through very valuable property to reach Longnose Point—this I endeavoured to avoid.

The junction where the Homebush line joins the line from Marrickville, might be avoided, either by laying down four lines of rails to Longnose Point, or by working the double lines from this junction to Longnose Point as single lines, one for the Southern, Western, and Northern Railways, and the other for the Illawarra Railway. This would be objectionable, but it could be done.

The junction at Marrickville cannot be avoided.

The branch line from near Homebush passes over the Northern line, and does not cross on the level as stated.

JOHN WHITTON.

The Hon. the Minister, B.C., 23/5/88. P.W.O., 25/5/88. The Commissioner for Railways.—J.B., B.C., 25/5/88. Estimate not yet completed, supposed to be £400,000, including nine curves, the whole of which would not be required at once.—CH.A.G.

Sir,

Railways, 27 December, 1888.

I have the honor, by direction of the Railway Commissioners, to submit herewith two letters from the Manager of the Metropolitan Coal Company of Sydney, urging the construction of a line from Tempe to Longnose Point, and pointing out the benefits which would accrue both to the department and to the trade from the execution of that work.

Being a work of railway construction, it would appear to be outside the scope of the functions devolving upon the Commissioners under the Act, and I have therefore the honor to forward the papers for such action as the Honorable the Minister may deem necessary.

I have, &c.,

D. VERNON,

Secretary for Railways.

The Under Secretary for Finance and Trade, Sydney.

Inform

Inform Mr. Gresley Lukin of the action taken, 9/1/89. Done, 9/1/89. Mr. O'Brien.—The Secretary wants these papers looked through to see if all the papers attached are properly attached, or if anything remains to be done.—J.P., 9/1/89. Nothing requires to be done pending the action to be taken by the Minister for Railways.—M.C.B., 10/1/89. In a week, 11/1/89. Resubmitted, 5/2/89. In a month, 5/2/89. Copy of Mr. H. Richardson's report of 20 December, 1888, made for the information of the Commissioners.—A.P., 11/2/89. Misc. 89-1,158.

Minute Paper.

*Subject* :—Arrangements for shipping coal at Darling Harbour.

I BEG to refer the Commissioner to my minute of 6th April, 1888, *re* the above.

I think that until the scheme for the wharves at Longnose Point should be made for the shipping of coal by carrying a temporary wooden jetty out into deep water, so that the ship could lay alongside it, and the coal be dumped from the dump cars into a shoot to lead into the hold of the ship.

W.V.R., 12/5/88.

To Commissioner.

Commissioner, 88-7,828. Engineer-in-Chief, forwarding six plans of proposed coal lines, &c. Mr. Cowdery, 3/5/88. Mr. Cowdery.—J.P. (*pro Secty.*), 16/5/88. Previous papers with sketch plan were returned to the Commissioner on the 8th instant.—G.C., 17/5/88. Secretary. Mr. Quodling.—J.P. (for Secretary), 18/5/88. Papers, *re* coal lines to Balmain are forwarded herewith.—W.H.Q., 23/5/88.

*Subject* :—Arrangements for shipping coal at Darling Harbour.

I HAVE again to draw the Commissioner's attention to the necessity for something being done at Darling Harbour to facilitate the shipment of coal. Now that a shaft has been sunk on a large seam of coal near Waterfall, within 30 miles of Darling Harbour, a large traffic may shortly be expected to the port, for which special additional accommodation will have to be provided.

W. V. READ

(*Per* W.W.), 6/4/88.

Will Mr. Quodling be so good as to return the papers?—A.R., B.C., 10/4/88. Papers returned herewith.—W.H.Q., 10/4/88. Mr. Richardson. Traffic Manager to see.—J.P. (*pro Secretary*), 12/4/88. Seen.—W.V.R., 14/4/88. Commissioner. Will Mr. Quodling kindly say whether plans are now ready.—A. RICHARDSON. J.P., B.C., 17/4/88. Mr. Quodling. Not yet.—W.H.Q., 19/4/88. In a fortnight, 20/4/88. Commissioner, 88-7,828. Survey to Longnose Point.—How does matter stand?—J.S., 25/2/84. Where are the papers?—D.C.M.L., 28/2/88. Please return as early as possible.—A.R., B.C., 29/2/88. Traffic Manager. Returned yesterday.—W. V. READ (*per* W.W.), 1/3/88. Secretary. Mr. Quodling.—A.R., B.C., 3/3/88. Commissioner, 88-6,526.

Minute Paper.

*Subject* :—Coal Shipping Arrangements.

THE Traffic Manager has asked for these papers.—A.R., B.C., 24/2/88. Seen.—D.K., 29/2/88. Secretary. Put by. A minute, written by the Minister, requesting to see these papers, was forwarded to the Traffic Manager, urging their return. It has not been returned, so papers are now submitted.—A.R., 1/3/88. Urgent. Submitted for Minister's consideration. I would strongly urge that this matter be expedited. The selection of a place for shipping coal from Port Jackson is a pressing matter, in view of the early completion of the Northern and Illawarra Coast lines.—CH.A.G., 2/3/88. I have been pressing for survey, and Cabinet is anxious to have it. I would like to know when I will receive it.—J.S., 2/3/88. Engineer-in-Chief, B.C., 3/3/88.

Several lines have been surveyed, and everything possible has been done to get this work completed, but as it is a question requiring careful consideration it could not be hurried. The plans and sections will probably be ready in the course of a few days.—J.W., 10/4/88. The Hon. the Minister. Commissioner, 88-4,130.

Minute Paper.

*Subject* :—Coal Shipping Arrangements.

THE question of making adequate arrangements for the shipment of coal in Sydney Harbour has been on the *tapis* for a number of years.

For some years efforts appear to have been made to accomplish this at Darling Harbour, but in January, 1886, Commissioner minuted that he knew it would be impracticable to do a coal shipping business there; that he had proposed to Mr. Secretary Wright and Mr. Secretary Lyne to form a coal shipping wharf, &c., at Longnose Point, which might be done for a comparatively small outlay; and that both Ministers were favourable to the scheme.

In July, 1886, Mr. Moriarty minuted on this subject, that the whole question of wharfage accommodation had been remitted to Sir John Coode, and that he was then obtaining further information for Sir John.

This minute may have been written in view of a question which was asked on the 24th August, 1886, as to the intention of the Government in regard to provision for the shipment of coal in Sydney Harbour, in anticipation of the opening of the Illawarra and Homebush-Waratah Railway.

Thereon Commissioner minuted that for years he had submitted to the several Ministers for Public Works a scheme of railway extension which would provide in a comprehensive and comparatively inexpensive way for the shipment of coal and heavy goods at Longnose Point, Balmain. The whole expenditure would not exceed £350,000; would probably be much less; and an outlay of £250,000 would suffice for present requirements. There would be comparatively nothing to pay for land, and very little for compensation. Mr. Cowdery had prepared estimate in rough. Recommended that a survey should be made, and an estimate prepared.

The



The Minister approved, and the Engineer-in-Chief was instructed.—1/11/86.

Engineer-in-Chief minuted that as soon as the surveyors returned they should make surveys from the Illawarra Railway and Strathfield to Longnose Point, Balmain.—7/4/87.

In the same month Mr. Secretary Sutherland stated in the House that steps would be taken to provide temporary accommodation at Darling Harbour, and Mr. Cowdery reported that the arrangements were in the hands of Harbours and Rivers, and suggested that the two departments should act in concert, which the Minister approved, but the papers do not show what steps, if any, were taken.

A few days before this a deputation had waited on the Minister to represent the urgency of making provision for the coal traffic of the metropolis, and the Minister informed them that he had foreseen that the facilities at Darling Harbour would be inadequate for the requirements, but they could be made available temporarily, pending the completion of a larger scheme. The best plan was that proposed by the Commissioner for Railways, for which surveys were being made. The matter should be pressed on as much as possible.

Mr. Secretary Sutherland minuted that he presumed the survey was in progress. It was a most urgent matter, and should be brought speedily to a final decision.—30/5/87.

Commissioner minuted that Mr. Deering had, at his request, furnished the Engineer-in-Chief with plans of the localities through which the line was to pass, and this should expedite the survey.—7/6/87. Appendix A.

Traffic Manager asked for papers relative to resumption of land at Darling Harbour in connection with the coal-shipping arrangements, and pointed out the urgency of the case.—30/11/87.

In accordance with suggestion of the Assistant Secretary, I have made this amended *précis* to include the additional papers which came to light after the first *précis* was completed, but it is now the reverse of satisfactory. I am sure there must be more papers, and I think the two matters, viz., Darling Harbour and Longnose Point should be submitted separately. C.A.B.,

3/2/88.

Make one more thorough search for these papers.—A.R., 3/2/88. A careful search has been made, but no further papers could be found.—J.P., 13/2/88. Mr. Iredale. Mr. Badham.—L.P.L., 13/2/88.

The foregoing is a statement of the case so far as it is represented by these papers, but I would direct the Assistant Secretary's attention to Traffic Manager's minute of 30/11/87. There must have been some previous papers about resumption of land at Darling Harbour.—C.A.B., 13/2/88.

On further consideration, and after consulting Mr. M'Lachlan, I am inclined to think there are no further papers on the subject of land resumption for shipping purposes at Darling Harbour.—A.R., 22/2/88.

Seen.—CH.A.G., 23/2/88.

#### Minute Paper.

*Subject*:—Proposed Branch Line to Longnose Point, Balmain.

PLEASE see Engineer-in-Chief's report of 7th April, 1887. Before dealing with the question, the Commissioner asked to see the paper upon which the Engineer-in-Chief suggested Glebe Island as the place of shipment for coal from the south and west lines. The paper required was connected with the papers respecting the Pearce's Corner and North Shore Railway.

No action was taken with regard to the suggestion *re* Glebe Island.

D.C.M'L., 23/5/87.

#### Minute Paper.

*Subject*:—Shipment of coal, Sydney.

Department of Public Works, Sydney, 1 April, 1887.

MESSRS. McMillan, Garrett, M's.P., Lukin, and Dodimeade waited upon me to-day with reference to the shipment of coal in Port Jackson. They represented that the Illawarra Railway would soon open up the coal mines of that district, and that there would be a large coal traffic brought to Sydney. The facilities at Darling Harbour would be quite inadequate for the traffic that would come, and they urged that some comprehensive scheme should be matured to provide for the business that would be done.

I informed them that I had not been idle in this matter, and I had foreseen that the facilities at Darling Harbour would be quite inadequate for the business we might anticipate, and that Darling Harbour did not offer advantages for the extension of the facilities, although it could be made available, temporarily, for receiving coal, until a larger and better scheme had been matured.

The best site it seemed to me was that on plan submitted by the Commissioner for Railways, and surveys were now being carried out for bringing the railway on to Longnose Point, and I promised to press the matter on as far as possible.

JOHN SUTHERLAND.

Forwarded to the Engineer-in-Chief, who has previous papers on the subject.—A.R., (for Commissioner for Railways), B.C., 7/4/87. See memo. 87-479 of 7th April, 1887.—W.H.Q. Commissioner, 87-7,782.

Extract from *The Sydney Morning Herald*, 2 April, 1887.

#### THE FACILITIES FOR THE SHIPMENT OF COAL AT PORT JACKSON.

A DEPUTATION from the Cumberland Coal-mining Company, consisting of the Honorable T. Garrett, Minister for Lands, Mr. McMillan, M.L.A., Mr. Dodimeade, and Mr. Gresley Lukin, Secretary, waited upon the Minister for Works yesterday with the view to urging upon the Government the necessity for making provision for the shipment of coal in ocean-going steamers in Port Jackson.

Mr. McMillan pointed out that the matter was not merely important to the Company which the deputation represented, but was almost of national importance. It certainly was of great importance to the City of Sydney and the surrounding district. It was well known that two or three years ago coal was discovered on the southern coal-fields much nearer Sydney than it had ever before been found, the coal being tapped within a distance of 28 or 24 miles from Sydney, alongside the Illawarra railway line.

It was known, also, that the freights for the carriage of the coal along the suburban lines right down from Wollongong were to be charged at a minimum rate, in order that the coal might be brought into the market

market. He need not point out the advantages which would accrue from having the coal brought over lines at a cheap rate, but in order to realize the full benefit of opening up the coal mines in the district, it was absolutely necessary that at the port of Sydney there should be some facilities for the shipment of coal on the large ocean-going steamers—just such facilities as they had at Newcastle. The members of the deputation felt that no partial scheme would be of any benefit in a case of this kind—that the coal trade in this district should be localized in Port Jackson. The object of the deputation to-day was not particularly to point out any scheme that might be adopted, for that was almost beyond their province. They believed that the Government had had under consideration a scheme for turning the upper part of the harbour into an *entrepôt* for the coal trade. It seemed to possess all the facilities required—a large water frontage, deep water sufficient to enable large ocean-going steamers to go alongside the wharves. They could not expect the coal trade to be thrust into Darling Harbour. Before going further into the matter, he might refer to another point of some importance. The Minister was aware that from the 24-mile peg on the Illawarra Railway, some important engineering difficulties would have to be encountered, and some time would elapse before the line would be opened further than that terminus. It would be a matter of great loss to the public revenue and a great loss to the Cumberland Coal-mining Company and the country generally if, when the railway was open to the 28th mile, where their mine was situated, they found after they had been waiting for a year or two that the shipping arrangements at Port Jackson were not complete—that when they were ready to put the coal into Sydney market there was no provision for its output. He hoped that the works required to give complete facilities for the shipment of coal would be finished simultaneously with the opening of the railway.

Mr. Dodimeade and Mr. Gresley Lukin having spoken in support of the object in view,

Mr. Sutherland said that when he took office he made personal inquiries into the condition of the wharves at Darling Harbour. He approved of the widening of the part of the harbour spanned by the Pyrmont Bridge for the purpose of allowing vessels of larger size to go through into Darling Harbour. But that harbour could never be the coal dipper for the quantity of coal that would have to be shipped. They must look to some other place for that. They had the report of an officer who went carefully through the plans of Darling Harbour and the wharves that would be erected there, and there might be temporary room given for the shipment of coal until a larger or better scheme was brought in, but without any intention of reopening the coal trade in Darling Harbour at all. He was afraid that the larger scheme to which he had alluded would not be ready in time for the shippers of coal by the time the railway was opened. He gave orders that the Engineer-in-Chief should have a survey prepared as soon as possible. Round about Longnose Point, Cockatoo, and Spectacle Islands there was deep water and excellent natural advantages for the purposes required. A survey would be made at the earliest possible date, and in the meantime he would see what arrangements could be made for the shipment of coal at Darling Harbour.

Extract from *The Daily Telegraph*, Saturday, 2nd April, 1887.

#### SHIPPING COAL IN PORT JACKSON.

Messrs. Garrett and McMillan, M.S.P., and Gresley Lukin and Dodimeade, directors of the Cumberland Coal-mining Company, waited on the Minister for Works yesterday to ask that greater facilities should be given in Port Jackson for the shipping of coal into large steamers and vessels. It was pointed out that the same facilities should be granted in the waters of Port Jackson as existed at Newcastle for shipping coal, and it was understood that the Government had under consideration a scheme for turning that part of the harbour known as the abattoirs into a coal depôt. It could not be expected that Darling Harbour could be set apart, and if the water in the locality of the abattoirs was deep enough for large steamers to come alongside that was all that was required.

Mr. Sutherland said when he came into his position he made inquiries at once with reference to the wharfage at Darling Harbour, and he approved of widening the entrance to Pyrmont Bridge, for the purpose of allowing vessels to get there. But Darling Harbour could never be a coal depôt, for the quantity of coal that would be wanted in a few years, and therefore he had to look to some other place for it. A temporary place would be made at Darling Harbour for shipping coal until a better scheme was completed, but there would be no intention of keeping the coaling-place at Darling Harbour. He gave orders to the engineer to make a survey of the waters at Longnose, opposite Cockatoo and Spectacle Islands, for coaling purposes. An Act would be brought into Parliament to prevent the land about there being taken up. In this place there was deep water, and it would form a natural coaling depôt.

Sir, The South Cumberland Coal-mining Company (Limited), Sydney, 17 March, 1887.

I have the honor, on behalf of the directors of this Company, to apply to you for an appointment with the Honorable the Minister for Works at his office for Thursday next, 24th instant, at 10 a.m., to receive a deputation from the Company for the purpose of representing the necessity of making provision for the shipping of coal from the shores of Port Jackson. Awaiting your reply,

I have, &c.,

GRESLEY LUKIN,

Manager.

The Under Secretary for Public Works, Sydney.

Friday, 1st April, at 11:30.—J.R., 19/3/87. Inform. The Manager, the South Cumberland Coal-mining Company (Limited), 21/3/87. Harbours and Rivers.—J.R., B.C., 21/3/87.

I think this is a case when the gentlemen forming the deputation might be asked to express their views of what is required. This is too large a matter to deal with lightly or in a hurried manner, so it may be that some suggestions may be made by the deputation, which would be of considerable value and assistance in preparing a scheme for providing for the large coal-shipping trade, which, in all probability will grow up; but as this growth will probably be a work of time, immediate requirements may be met by an extension of Darling Harbour wharf. This position is, however, not a desirable one to locate the coal trade permanently, nor indeed would there be room enough there to do so.—C. W. DARLEY (*per* E. O. MOBIARTY), 31/3/87.

B.C., Under Secretary, Public Works.

Sir,

Sir,  
The South Cumberland Coal-mining Company (Limited), Sydney, 25 March, 1887.  
I beg to acknowledge receipt of your letter of the 21st instant, appointing Friday, the 1st proximo, at 11.30 a.m., for the deputation from this Company to the Minister for Works, on the subject of shipping coal in Port Jackson.  
I have, &c.,  
GRESLEY LUKIN,  
Manager.

The Under Secretary, Department of Works, Sydney.

Harbours and Rivers.—J.R., B.C., 28/3/87.

Department of Railways, Sydney, 22 March, 1887.

THE Minister would like to see papers with reference to the Commissioner's scheme for coal traffic at Balmain, &c.  
H.M.L.

Papers herewith.—D.C.M.L., 24/3/87. A.R., 24/3/87. How is survey progressing? I should like it completed early.—J.S., 24/3/87. The Engineer-in-Chief, B.C.

Legislative Assembly, No. 115—Tuesday, 24 August, 1886.

(14.) Export of Coals from Sydney Harbour:—Mr. Kethel asked the Secretary for Public Works,—In view of the expected completion of the Illawarra and Homebush-Waratah Railways, and the increase in the traffic in coals and other minerals that it is alleged will result therefrom, is it the intention of the Government to provide facilities for the export and shipment of coals in and from Sydney Harbour?

Mr. Lyne answered,—Yes.

Is anything further to be done in this matter?—D.C.M.L., 27/8/86.

I have submitted to the several Ministers for Public Works for the last two years, or certainly Appendix B. eighteen months, a scheme of railway extension which will provide in a comprehensive and comparatively inexpensive way for the shipment of coal and other bulky traffic at Longnose Point, Balmain. It is unnecessary to dilate upon the advantages of this line of railway and wharf accommodation. They are admitted by all who have seen the proposal. I recommend that a detailed survey be made, and an estimate prepared. It is a scheme the whole of which (as it provides for the future as well as the present) need not be carried out at once, but in parts, as required. Map showing route, and photograph of site of wharf herewith.—CH. A.G., 28/8/86.

The whole expenditure for line, wharves, cranes, and other appliances, will not exceed £350,000—will probably be much less; but an expenditure of £250,000 will meet the requirements of the immediate future. Mr. Cowdery has prepared rough estimate. There will be comparatively nothing to pay for land, and very little for compensation under the new Bill.—CH. A.G.

As the Railway Bill has been shelved for the present, will the Minister approve of this survey being made?—CH. A.G., 26/10/86. Yes.—W.J.L., 30/10/86. Forward to Engineer-in-Chief.—CH. A.G., B.C., 1/11/86. Memo. to Minister, dated 7th April, 1887, herewith.—W.H.Q.

Extract from *The Sydney Morning Herald*, Monday, 23 August, 1886.

THE Minister for Works is to be questioned to-morrow concerning the facilities which exist at Darling Harbour for shipping coal. It is to be feared that he will not be able to give a satisfactory reply. There are substantial wharves at Darling Harbour, and the railway runs alongside those wharves, but there are no appliances worthy of the name for transferring coal from the railway trucks to the steamers. This work, it seems, is performed by means of ordinary wheelbarrows, a method of loading cargo which most people had supposed had become obsolete in cities a quarter of a century ago. The consequence of the neglect of the Government to provide proper shipping facilities at Darling Harbour is that the western coal companies, who have spent large sums of money in opening up their mines, are prevented from exporting their produce except in small quantities, and a great deal of business which should be secured by the metropolis is diverted to Newcastle. The time occupied in loading one of the intercolonial steamers at Darling Harbour is about three days. Now a similar work can be performed at Newcastle in about ten hours; and naturally the owners of steamers engaged in the coal trade send their vessels to the port where the loading is done expeditiously. In the course of a few months other mines besides those in the Blue Mountains will be connected with Darling Harbour. The Coal Cliff colliery is one of these. This mine has been in operation for several years. The coal extracted therefrom is now brought to Sydney by sea; but, as the shipping place is only an open roadstead, in which large vessels would not anchor, there can be no doubt that land carriage will be substituted for sea carriage as soon as the Illawarra Railway has been extended to the property. According to a cablegram published two or three days ago, a company has been formed in England to work the coal seam discovered last year near the National Park. It is expected that this Company will be ready to ship coal before the end of next year. They have no shipping place, and they must necessarily send their coal to Sydney by rail. These things should stimulate the Government to action. Arrangements should be made for constructing jetties and erecting loading staiths or hydraulic cranes. All that is needful to make Sydney a great coal-shipping port is enterprise on the part of the Government, and it may be hoped they will not be found deficient in that quality.

Extract from *The Sydney Morning Herald*, Friday, 27 August, 1886.

SHIPPING COAL AT DARLING HARBOUR.

(To the Editor of the *Herald*.)

Sir,—In your issue of the 23rd instant there appeared a paragraph in reference to a deputation waiting upon the Minister for Works concerning the facilities which exist at Darling Harbour for shipping coal. Allow me to offer my feeble assistance in the advocacy of one of the most important facilities that is required in the metropolis for the benefit of the western and southern districts. For years I may say the

the coal proprietors (and also the miners) of the western district have been depending upon the "Government contract" and a few private firms for the consumption of the whole of their trade, whereas if such facilities as those which are at Newcastle had been erected at Darling Harbour, I maintain that the western district would, in the course of a few years, be able to compete with her sister the northern district. It is surprising that proper facilities have not before now been erected at Darling Harbour, considering the large sums of money spent on the Blue Mountains by different mining speculators. Other collieries are getting ready to ship coal both in the southern and the western districts. Are all these collieries going to depend upon the "Government contract" to consume all their vast wealth of coal? Had the Government given the west district the same facilities as they have for Newcastle, instead of there being hundreds of miners in Lithgow there would be thousands. I hope that the *Sydney Morning Herald* will not let this important subject be lost sight of, as the growth of not only Lithgow, but every town on the west, will depend a great deal upon the Government erecting proper shipping facilities at Darling Harbour. There are now ten collieries in working order in the western district, all of which depend upon the Government Locomotive Department and a few private firms to consume their coal, and in those ten collieries there are only about 300 miners; whereas, if the proprietors could only export their coal, as Newcastle and Wollongong do, they could employ 3,000 miners. Would not the Government derive some benefit from such increase? I maintain that they would, and I think the only thing to do now is for the masters and miners to put heads together and urge upon the Government to erect proper shipping facilities at Darling Harbour. Many a thousand pounds has been spent by the Government in works not half so important as this, and which do not return half the revenue to the Treasury as this would. I hope for the sake of mining in the western and southern districts that someone more able to deal with this important subject than I am will take the matter up, and see that proper facilities are given us for the export of our coal and other materials.

I have, &c.,  
JOHN OWENS.

Lithgow, 25 August.

Extract from *Daily Telegraph*, Wednesday, 6th April, 1887.

SHIPMENT OF COAL FROM PORT JACKSON.

(To the Editor of the *Daily Telegraph*.)

Sir,—The deputation which Mr. McMillan introduced to Honorable the Minister for Public Works on Friday last had charge of a matter of more than usual deputation importance. As a general rule these deputations ask for some local work not required at all, except for the purpose of procuring work for local tradesmen, perhaps for a road to be made which will never be used when made, or for a court-house in which no cases will ever be tried. The dirty work in this direction which M.S.P. have to do to keep sweet with their constituents is often a subject of indignant private protest by those members who have to do the said dirty work.

But the deputation who, under the guidance of Mr. McMillan, interviewed the Minister for Works, interviewed him upon a matter really of national importance. It was upon the matter of the shipment of our southern coal from Sydney harbour, a line of commerce which, if well established, will largely increase the commerce of our port and employment for our people; and in view of the above the answer of the Minister, who fully appreciated the importance of the subject, is of equal importance to the subject itself. The Minister said he had made inquiries. He did not say, or rather, it is not reported, the nature of the inquiries, &c., &c. But he approved of the widening of the bridge. Well, all that goes for nothing, for any sensible man must do that. But he thought that the harbour could never be the coal depôt for the quantity of coal that would have to be shipped from Sydney. Then he spoke of a larger scheme, and for a survey to be made for a coal shipping place at Longnose Point, Balmain, necessitating the wasting of another quarter of a million of money after so much has already been wasted by the department.

Mr. Editor, that scheme might have been well enough had Mr. James Manning's original project of the Illawarra Railway been carried out in its entirety, for by that scheme the Illawarra line joined the old line at Petersham, and the coal railway proceeded to the harbour along the western shores of Balmain. But now, as the Illawarra Railway joins the main line at Eveleigh, "the officer's" scheme would necessitate the coal traffic encumbering the main line between Eveleigh and Petersham, and it must be borne in mind that the main line has now already as much traffic as it possibly can carry.

In sober truth, the wharf frontage to Darling Harbour, owned by the Government, which is at present lying idle, is ample for the requirements of a coal traffic far in advance of what can be expected for at least another quarter of a century. The Government have length of wharfage space for at least a dozen large ocean-going steamships of 2,000 tons and upwards. What should be at once done is to build wharves suitable for present requirements along that frontage from the present "failure of a wharf" at the head of Darling Harbour to below the bridge, and to use the land at the back of the brewery to Murray-street for wharf purposes, and also (for without this all the rest will be useless) to construct a proper bridge with enlarged openings at a level of at least 15 feet above the present bridge from Sussex-street, opposite Market-street, parallel to the present bridge, to a point in Murray-street of equal elevation. The underneath portion of the bridge could also be utilized in increasing the wharfage accommodation, while the railway traffic could pass underneath such bridge to below Union-street.

I feel assured that by such a scheme the shipment of southern coal from Sydney harbour could be amply provided for at a very small relative cost, far better as well as far cheaper than by the Longnose Point scheme, and, at the same time, as there is ample space for both, the immense traffic from the northern districts of the Colony, to be expected on the completion of the Homebush-Waratah line, would also be provided for permanently, and that concentration, which is essential to economical administration, will likewise be secured.

Sydney, 5 April.

Yours, &c.,

GEORGE PILE.

It is proposed to bring the Illawarra line through Petersham viaduct, or near there, to join on to Longnose Point line. Mr. G. Pile does not know the project apparently.—CH.A.G., 8/4/87.

Department of Public Works, Sydney, 18 November, 1887.

I SHALL be glad to know how the survey of the line from the suburban system, &c., to Longnose Point is proceeding.

The Engineer-in-Chief, B.C.

J.S.

Mr. Thomas.—W.H.Q., 22/11/87. The surveys have been completed, and the plans and sections are being plotted.—E.R.T., 22/11/87. Under Secretary.—J.W. (*pro* W.H.Q.), B.C., 23/11/87.

Railways, B.C., 24/11/87. A.R., 28/11/87. For Minister's information.—Ch.A.G., 28/11/87. Seen.—J.S., 5/12/87. Mr. Stephenson.—D.C.M.L., 6/12/87. Noted.—G.A.S. Put by with 87-7,882.

#### Resumption of Land at Darling Harbour.

WILL the Secretary kindly favour me with a sight of the Commissioner's papers respecting the land to be resumed at Darling Harbour in connection with the shipping of coal.

30/11/87.

W. V. READ  
(*Per* W.W.)

Perhaps Mr. Quodling can oblige with these.—A.R., B.C., 3/12/87. Papers herewith.—J.W. (*pro* W.H.Q.), 6/12/87. Railways, B.C. Traffic Manager, Redfern.—J.P. (*pro* Secretary), 7/12/87.

Commissioner,—I would impress upon the Commissioner that this matter is one which now requires immediate attention. In a short time we shall have the Illawarra coal traffic coming in, and nothing has been done to provide accommodation for taking delivery of it.—W.V.R., 12/12/87.

Now herewith.—A.R., B.C., 16/12/87. Traffic Manager. Secretary. Seen. I shall be glad to know what is being done in the matter.—W.V.R. (*per* W.W.), 19/12/87. Brief statement please, Mr. Badham.—A.R., 20/12/87.

PLAN of wharf arrangements, Darling Harbour, to meet requirements of general merchandise traffic and produce.

Commissioner, 87-7,265.

Ch.A.G.

#### Minute Paper.

*Subject* :—Proposed Arrangement for Shipping Coal at Balmain.

Department of Public Works, Railway Branch,

Engineer-in-Chief's Office, Sydney, 7 April, 1887.

A PROPOSAL was made by me in 1873 to use Longnose Point for shipping coal from the Illawarra District, and the surveys for this purpose were made as forming part of the Illawarra Railway.

This survey commenced at about 7 chains south-west of the Chemical Works at Balmain, passing under the Petersham viaduct, and over Cook's River, with a fork for the passenger traffic joining the main Southern line at Petersham.

The survey from Strathfield, to join this line in the neighbourhood of Long Cove, is the only portion of the scheme with which the Commissioner can be credited, and this would have come as a matter of course.

The plans of this line, I believe, were burnt in the Garden Palace fire; but Mr. Stephen's report, dated 20th January, 1874, an extract from which I subjoin, gives sufficient information to fully bear out my statement :—

\* \* \* \* \*  
 "Terminus.—The terminus, or rather the starting point, is situated about 7 chains south-west of the Chemical Works, Balmain, and is, I consider, admirably suited to the purpose intended; there being comparatively deep water close in to the shore, and the bottom being of mud and sand, admits of being still further deepened, should it be found necessary. The general situation, also, is excellent, being close to the main part of the city, and yet in no wise interfering with the principal shipping.

"I have made the plan of the terminus on a large scale, and this I will submit to you on my next visit to Sydney.

"I have kept the formation level 20 feet above high-water mark, so as to allow the coal to be shot into the ship's hold.

"Line between Sydney and George's River.

"On examining the accompanying tracing, you will find that I have sketched thereon several projected lines. The full red line denotes the route as now adopted by me. The dotted red lines represent rough trial lines which I have examined, but which I have abandoned.

"The line as now adopted by me, after leaving Balmain, passes underneath the Burke Town Ferry Road (the level of which remains unaltered), crosses two narrow arms of the harbour, which are dry at low water, and then, as a rule, skirts the shores of Long Cove until it reaches Petersham. The Parramatta Road I cross by an under-road bridge, and do not alter the level thereof more than 2 feet. I then pass under the first arch of the Petersham viaduct, which arch allows of ample room for a double line of railway.

"From this, with an average gradient of about 1 in 90, I reach the new Canterbury Road, which I cross at its lowest point with about 25 feet of cutting, so that the level thereof need not be affected.

"About midway on this incline I purpose to branch off with a nearly level line to Petersham Station, so as to connect this line with the existing line."

\* \* \* \* \*  
 As soon as the surveyors, who are under instructions to return to head-quarters, arrive in town, I will instruct them to make surveys from the Illawarra Railway and Strathfield to Longnose Point, Balmain.

The Hon. the Minister for Works.

JOHN WHITTON.

Railways.—J.R., B.C., 16/4/87. A.R., 19/4/87.

I presume by this time that the surveyors are at work on this survey. I should like to know what progress has been made. The matter is an urgent one, as we have now no place at which any large quantity of coal can be shipped, and the trade will be upon us before we are ready to meet it unless this matter is brought early to a final decision.—J.S., 30/5/87.

Engineer-in-Chief, B.C. The survey was commenced at the beginning of last month, but owing to the rainy weather, only little progress has been made.—J.W. (*pro* W.H.Q.), 2/6/87. Railways.—A.R., B.C., 4/6/87.

I understand that the Metropolitan District Surveyor (Mr. Deering) has furnished the Engineer-in-Chief with surveys of the localities through which the proposed lines will pass, which should expedite the completion of the survey of this route; in fact it was at my request that Mr. Deering furnished the Engineer-in-Chief with these plans.—CH.A.G., 7/6/87.

J.W., 23/6/87. I wish to have this survey completed as soon as possible.—J.S., 14/6/87. Engineer-in-Chief, B.C.

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Minute Paper.

I BEG to forward herein report of the Railway Commissioners on the proposed lines from Tempe to Longnose Point; Westmead to Dural.

H.M'L.  
(*Pro* Secretary), 21/3/89.

To the Under Secretary, Public Works.

Reports handed to Under Secretary.—D.C.M'L., 22/3/89.

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Line from Tempe to Longnose Point, Balmain.

Length, 6 miles 66 chains.

The estimated cost of constructing a double line from Tempe, on the Illawarra Railway, to Longnose Point, Balmain, including 1,350 feet of wharf, and five steam cranes for shipping coal, is £250,100, exclusive of land and compensation. The heavy section of rail, viz., 71 lb. per yard, has been provided for.

COMMENCING at 3 miles 69 chains 45 links on the Illawarra Railway, near Tempe Platform, and passing through the Municipalities of Marrickville, Petersham, and Balmain, to the end of Longnose Point in the latter suburb, being a distance of 6 miles 66 chains. Leaving the Illawarra line it proceeds in a north-westerly direction to the permanently staked line, St. Peters to Liverpool, which it will cross on an over-bridge in the vicinity of Livingstone Road; thence in a north-easterly direction along the south-east side of Long Cove Creek to the Great Southern Railway, which it passes under at the Petersham viaduct; thence to the Parramatta Road, which it intersects at 2 miles 65.50 chains (mileage on railway trial survey) near to where the road crosses the Long Cove Creek; thence in a northerly direction along the creek to Weston-street, which it cuts at 5 miles 17 chains, near to where it forms the approach to the Long Cove Bridge; thence along the south-eastern side of the Parramatta River, passes Fig-tree and White Horse Points to Longnose Point, where it terminates at 6 miles 66 chains.

The estimate provides for 1,350 feet of wharf at Longnose Point, and five steam cranes, with ample siding accommodation. Further, there is room for increasing the length of the wharf to 2,500 feet, and the number of steam cranes to nine, should the traffic require it in the future.  
January, 1889.

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Memorandum to Engineer-in-Chief,

Department of Public Works, Railway Branch,  
Engineer-in-Chief's Office, Sydney, 1 March, 1889.

I BEG to forward a tracing of the coal-loading wharves and sidings proposed for Longnose Point, on the proposed line from Tempe to Balmain. This tracing has been made by your direction for the use of the Railway Commissioners.

STANLEY ALEXANDER.

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Memo. to Mr. Quodling.

Department of Public Works, Railway Branch,  
Engineer-in-Chief's Office, Sydney, 17 November, 1888.

I WOULD ask if the plan of siding arrangements at Longnose Point, on Tempe to Balmain line, is available. Mr. Quodling may remember that this drawing was supposed to be in the Minister's hands. Mr. Drewett has none.

STANLEY ALEXANDER.

Telephonic message sent to Traffic Manager, Redfern—W.H.Q., 17/11/88. Plan herewith.—W.H.Q., 19/11/88. Mr. Alexander. This small scale plan does not show sidings at Longnose Point. If Mr. Drewett could send me the original drawing, I might arrange for the estimate from it.—S.H.A., 19/11/88. Mr. Drewett.—W.H.Q., 19/11/88. Mr. Alexander has, I understand, received the plan referred to.—J.W.D., 21/11/88. The plans were found in the Minister's room yesterday.—W.H.Q., 21/11/88. Mr. Alexander. Plans received.—S.H.A., 22/11/88. Plans and sections sent to Commissioners, 20/2/89. Memo. to Under Secretary.

## Minute Paper.

*Subject*:—Proposed extension, Tempe to Longnose Point.

Department of Public Works, Railway Branch,  
Engineer-in-Chief's Office, Sydney, 20 February, 1889.

I HAVE the honor to inform you that the Parliamentary plan, section, and book of reference of the proposed line from Tempe to Longnose Point, have this day been handed to Mr. Hugh M'Lachlan for the Minister.

W. H. QUODLING  
(For the Engineer-in-Chief).

The Under Secretary for Works.

Trial survey, Tempe to Balmain.

Sir,

Railway Survey Office, 3 February, 1888.

I have the honor herewith to transmit you plan and sections (2) of, and my report on the above trial survey.

The survey commences at 3 miles 78.32 chains on the Illawarra Railway, *i.e.*, a short distance on the Sydney side of Tempe Station, and joins the permanently stated line to Liverpool at 3 miles 71.55½ chains mileage on that line, and then deviates from said line at 4 miles 24½ chains, crossing the new Canterbury Road to the southward of Dulwich Hill; thence to head of Long Cove Creek, running down the east side of that creek (under Petersham viaduct) and Long Cove, crossing Weston-street, Balmain, a few chains from Long Cove Bridge; then keeping between the coast and Terry-street, striking the coast of the Parramatta River at White Horse Reserve; skirting said river, and across private wharves to the west side of Longnose Point.

The total distance of this line is 7 miles.

I have also run several alternative lines between White Horse Point and Longnose Point, keeping more to the westward of the coast line, as also a short deviation to the Snail's Bay side of Longnose.

Between Marrickville and Petersham viaduct I have lately run a deviation commencing at 45.19 chains from the junction of the first trial line with the Illawarra Railway. This deviation runs in nearly a direct line to Petersham viaduct, and is 34 chains shorter than line No. 1. This line, though shorter, goes through more valuable property, and grade and curves are more severe in the descent from the New Canterbury Road to the viaduct.

Several of the streets on No. 1 line to Petersham viaduct can be closed, and the cottages taken can be averaged at £300.

Between viaduct and Leichhardt Park several streets also can be closed.

I have staked the trial line in the most feasible place to minimise damage, but I can doubtless further improve the same.

Between White Horse Point and Cove-street the coast line runs along the edge of cliffs, and then skirting and on to private wharves to Longnose Point.

Very deep water is attainable off these private wharves, but their alienation, and the consequent damage to the residences, will be a heavy item.

The heaviest cutting on the line shows 34 feet in sandstone, *i.e.*, in the ascent from Callen Bay to Elliott's Chemical Works, Balmain, and the steepest grade (which is at the same locality) is 1 in 48; the other cuttings in Balmain will be in sandstone.

I found it necessary to put in several 8-chain curves to enable me to keep the greatest distance from the private dwellings.

I have taken several cross sections along the Balmain end, which are shown in red figures on plan.

I have, &c.,

HENRY HARDY.

E.R.T., 3/2/88. Plan and sections herewith.—W.H.Q., 5/3/88. Mr. Drewett. A plan showing fresh trial line in blue, with mem. D. 88-18, to Engineer-in-Chief. Original plans are still in my possession.—J.W.D., 22/3/88. The Engineer-in-Chief. See memo. 88-325 of 23rd April.

Memorandum to Mr. E. R. Thomas, Survey Branch.

Balmain survey.

Department of Public Works, Railway Branch,  
Engineer-in-Chief's Office, Sydney, 20 January, 1888.

PLEASE say when the plan and section of Mr. H. Hardy's survey to Balmain will be ready. They are urgently required.

W. H. QUODLING.

Mr. Hardy is now engaged plotting plan and section, and will complete them about the end of first week in February.—E.R.T., 23/1/88. Plan and sections forwarded this day with report.—E.R.T., 3/2/88.

Memorandum to Mr. Hardy, Railway Survey Office, Pitt-street.

Survey to Longnose Point.

Department of Public Works, Railway Branch,  
Engineer-in-Chief's Office, Sydney, 22 June, 1887.

BE good enough to report when you expect to complete your portion of the above survey.

W.H.Q.

It is impossible to give a definite answer to this query. The survey of the above line has to be done with great care, and on account of obstructions in the way of staking, the centre line and curves take some time to mark, and a good deal of detail survey has to be done. The work will be executed with as quick despatch as accuracy will allow, and probably will be concluded in the course of August next.—H. HARDY, 24/6/87. The Engineer-in-Chief for Railways.

Is

Is a permanent or a trial survey being made by Mr. Hardy?—W.H.Q., 25/6/87. Mr. Thomas. Mr. Hardy is making a trial survey, but the route is through populous districts and property of great value, which latter he will avoid passing through wherever possible.—E.R.T., 27/6/87. The Engineer-in-Chief.—J.W., 4/7/87.

The late rainy weather has retarded the field-work considerably, but good progress has been made taking this into account. A great amount of cross levelling and sounding to deep water will be necessary on the line along the shore to Longnose Point.—E.R.T., 2/9/87. The Engineer-in-Chief.

J.W., 5/9/87. When will the plan and section be ready?—W.H.Q., 1/12/87. Mr. Thomas. In about three weeks; they are sufficiently forward for inspection.—E.R.T., 2/12/87. The Engineer-in-Chief. End of year, 3/12/87. Mr. Thomas.—W.H.Q., 30/12/87. Plan and section will be completed about end of first week in February.—E.R.T., 23/1/88.

#### Survey—Strathfield to Longnose Point.

Sir,

Camp, Croydon Road, Ashfield, 23 June, 1887.

In reply to your memo. of the 22nd instant, No. 87-777, requesting to know when my portion of the above survey will be completed, I have the honor to inform you that I have sections of two separate trial lines almost completed. They will be forwarded with rough plan for approval at once. I received by same post as your letter a tracing from Mr. Thomas, directing me to try another line round Iron Creek. This line will probably take a fortnight, and it will depend very much upon which line is approved how long the detail survey will take. The approved line will have to be cross-levelled, and with the detail, which is close from end to end, embracing 10 chains, *i.e.*, 5 chains on each side, will probably take six or seven weeks in addition to the survey just ordered.

If the second line I levelled, starting from 7 miles 50 chains on the Northern Railway, is approved, a connection will have to be made with the main line from somewhere between Strathfield and Homebush. This connection will be in addition to the above, but will probably be only three or four days' work. It is more than probable that the detail at this place will have to be surveyed and plan plotted before this connecting line can be set out.

I explained the above to Mr. Thomas on Saturday last.

I have, &c.,

GEORGE MELROSE.

The Engineer-in-Chief for Railways, Sydney.

J.W., 24/6/87. Mr. Thomas. Forwarded are two field sections sent in by Mr. Melrose this morning. On the plan (tracing) the two routes are shown in red and blue lines.—E.R.T., 27/6/87. The Engineer-in-Chief. Mr. Melrose may try the line marked by him in pencil, starting from the Southern line at the bridge near Burwood. The other line, in red, from Strathfield, passes through very valuable property, and would require expensive bridges and works.—J.W., 4/7/87. Mr. Thomas. Plan and sections returned herewith. Instructions forwarded to Mr. Melrose.—E.R.T., 5/7/87.

#### Memorandum to Mr. Melrose.

Department of Public Works, Railway Branch,

Engineer-in-Chief's Office, Sydney, 4 June, 1887.

In dealing with the Dobroyde Estate in connection with the proposed coal line, it should be borne in mind that there is a reservation of 100 feet in the grant. Thus:—

N. Bayley, 480 acres, granted 9th August, 1803, as "Sunny Hill Farm." . . . "On the north-west side by Iron Cove Creek, and on the east by Long Cove Creek. Reserving a road of 100 feet as near the high-water mark as convenient."

Advantage should be taken of this reservation, if practicable, in laying out the proposed railway. Please note and return.

W. H. QUODLING.

Noted and returned.—GEORGE MELROSE, 6/6/87. Mr. Thomas.—W.H.Q., 7/6/87. Noted.—E.R.T., 8/6/87.

Mr. Deering has kindly furnished the following information, *viz.*:—The Minister for Lands has, at his suggestion, stopped all reclamation and rescission cases along east side of Long Cove to Longnose Point. There is no reservation through the 550 acres granted to Dr. Balmain. It is doubtful if there are reservations in the grants between Dobroyde and Balmain.—W.H.Q., 9/6/87. Mr. Thomas.

Noted, and copy sent for Mr. Hardy's information.—E.R.T., 10/6/87. Put by.

#### Memorandum from Mr. J. W. Deering to Mr. W. H. Quodling.

Dear Quodling,—

2 June, 1887.

Mr. Whitton desired to have the survey of east side of Long Cove, where the trial line is now being surveyed. Nearly all my stations were on rock, and can be picked up on the railway traverse, and this will give you the H.W.M. precisely, also the L.W.M. Sheets 6, 7, 8, 9, 11, and 12 herewith. Return when you have done with them. Excuse haste.

J.W.D.

Will you please have the accompanying plans copied for the information of the surveyor, and returned as early as practicable?—W.H.Q., 2/6/87. Mr. Thomas. Copies made, and the sheets Nos. 6, 7, 8, 9, 11, and 12 returned herewith.—E.R.T., 11/6/87. Plans returned to Mr. Deering, with memo. 87-734.—W.H.Q., 11/6/87.

Memorandum



Memorandum to Mr. E. R. Thomas.

Department of Public Works, Railway Branch, Engineer-in-Chief's Office,  
Sydney 27th April, 1887.

THE Engineer-in-Chief wishes a trial survey to be made from the Illawarra Railway, near Marrickville, to Longnose Point, Balmain. The line would have to pass under the Petersham viaduct, and follow down the east side of Long Cove. Also a branch from this line to Strathfield, joining the Illawarra branch near Long Cove.

W. H. QUODLING.

Messrs. Melrose and Hardy have been instructed to proceed with trial surveys as soon as the necessary tracings have been prepared, and camps ready.—E.R.T., 28/4/87. Messrs. Hardy and Melrose are engaged on trial surveys, Marrickville to Longnose Point, Balmain, and branch line to Strathfield respectively. See journals for May, 1887.—E.R.T., 1/6/87.

27 April, 1887.

A TRIAL survey to be made from the Illawarra Railway, near to Marrickville, to Longnose Point, Balmain. The line would have to pass under the Petersham viaduct and follow down the east side of Long Cove. Also a branch from this line to Strathfield, joining the Illawarra branch, near Long Cove.

Instructions to Mr. Thomas, memo. 87-537, to have this survey made.

Coal Line.—Homebush to Balmain.

Sir,

Railway Survey Office, 17 January, 1888.

In accordance with your instructions of the 18th January, 84-267, I beg to report upon the general character of the country through which this survey has been made, and also give a description of the route.

To insure getting the best possible route, I have surveyed four separate lines,—No. 1, green; No. 2, red; No. 3, blue; No. 4, brown—of which I propose to recommend No. 4. This commences at a point on the southern railway, about 8 miles 35 chains from Sydney, on the eastern side of the cattle sale-yards, near Homebush, and is, as stated, coloured brown on plan and section. Several deviations have been surveyed and levelled here, in order to, if possible, reduce the bank over Powell's Creek, shown by deviation No. 1, dotted brown, on plan and section. The line, shown in firm brown, on a grade of  $\frac{1}{4}$  reduces the above bank, and, I think, is as near the best result as possible. The line here passes over the southern and northern junction railway, where there is a cutting of about 14 feet, hence the cause of the long and high bank (23 feet) spoken of above.

In this neighbourhood there is abundance of clay for bricks, but very little timber. A few iron-bark trees are still standing in the late Thomas Walker's estate, through which the line passes, which, possibly, might be made available for railway purposes. The line here passes near Mr. Bray's residence, which it was impossible to avoid, on account of being compelled to cross the southern and northern junction railway over the highest point of a cutting already made. There is nothing of any consequence to report from this point to Hen and Chickens Bay, which the line crosses at 2 miles 40 chains and 2 miles 70 chains. At 2 miles 40 chains the line passes over mud at low water, and at 2 miles 70 chains there is about 18 inches of water at low tide, bottom mud. At 2 miles 48·97 chains a deviation begins, which deviation, I think, is the best line as regards section, and will avoid a grade of 1 in 40 by West's Quarry. This deviation passes through some private property on the eastern side of Hen and Chickens Bay, which, at the present time I should say, is not of much value; and it is a question whether it would not be cheaper to make this line than the brown dotted one which shows 10 feet more cutting through the same hill.

The dotted brown line from same point, viz., 2 miles 48·97 chains, passes over a reclamation by Mr. Friend, and across another mud-flat of Hen and Chickens Bay, thence across the Great Northern Road, through Hemming's, Judge Fawcett's, Burton Bradley's, and Mr. Rodd's valuable properties. The firm brown line passes through a corner of Judge Fawcett's property and through a few sub-divisions of Mr. Suttor's; thence across the Five Dock Park, through Mrs. Bradley's Bush, and on through B. C. Rodd's property to Long Cove, and junctions in Leichhardt Park with the line surveyed from Tempe by Mr. Hardy.

I think an 8-foot culvert would be sufficient to carry off the surplus water at Powel's Creek. Two 8-foot culverts at Hen and Chickens Bay and about 500 feet of timber openings at Long Cove are about the main works required on this length.

Ample stone can be obtained for culverts or bridges anywhere from the North Road to Rodd's Point.

The three other lines that were set out and levelled are shown in plan and section on the same paper. They are all very fair lines as regards section; but, I presume, it would not be desirable to make either of them, on account of the valuable property they pass through, and also probably because they do not leave the suburban line soon enough, i.e., they would interfere with the suburban traffic.

I have not made detail surveys on these lines; but transfers from municipal plans have been given, to indicate the locality and a general idea of the routes traversed.

The Engineer-in-Chief for Railways.

I have, &c.,

GEORGE MELROSE.

Plan and section handed to Mr. Drewett by Engineer-in-Chief, who gave him the necessary instructions about laying down gradients, &c.—W.H.Q., 20/1/88. End of month. Mr. Drewett.—W.H.Q., 1/2/88.

Diagram

Diagram plan, plan and section of line of railway, Homebush to Longnose Point, together with plan of wharf at Balmain, also plan and section of line from Tempe to Balmain, sent to Engineer-in-Chief this day, 23 April, 1888.—J. W. DREWETT. The Engineer-in-Chief.

Plans, sections, and description of the proposed lines forwarded to the Minister, with memo. 88- , of 23rd April.

Mr. George Melrose to The Engineer-in-Chief for Railways.

Sir,

Camp, Ashfield, 16 October, 1887.

I have the honor to inform you that the trial survey of the line from Homebush to Longnose Point will be completed about Wednesday, the 26th instant. The sections are completed, and the plan is partly plotted.

I have, &c.,

GEORGE MELROSE.

Mr. Thomas.—W.H.Q., 17/10/87. Mr. Melrose will be instructed to return to the office when his survey is completed.—E.R.T., 18/10/87. The Engineer-in-Chief. When will the plan and section be ready?—W.H.Q., 1/12/87. Mr. Thomas. In about three weeks they will be completed. They are in a sufficiently forward state for inspection.—E.R.T., 2/12/87. The Engineer-in-Chief. End of month, 5/12/87. Mr. Thomas.—W.H.Q., 30/12/87. The plan and section are finished, and the report has been forwarded to the Head Office.—E.R.T. (*per* G.J.B.), 17/1/88. To the Engineer-in-Chief.

Mr. George Melrose to The Engineer-in-Chief for Railways.

Report on Coal Line to Balmain.

Sir,

Railway Survey Camp, Ashfield, 29 July, 1887.

In accordance with your instructions of the 23rd instant, No. 87-878, I have the honor to report upon a route indicated by you in red on the accompanying plan.

I have examined the country between the Homebush sale-yards for cattle and the point on Long Cove, opposite to Leichhardt Park, with a view to the above purpose, keeping in mind your instructions with regard to Government reserves and land between high and low water. The blue dotted line shown on plan seems to me to be the best, having that object in view, between the points A and B the line would be below high-water mark, and of course would not have to be paid for. Between the points B and C the land is rather valuable, as it passes through ornamental grounds, the property of Mrs. Bradley. The land is very high here, and would necessitate a deep cutting, the stuff from which would no doubt be required for filling along high-water mark.

The red line commences at the Southern Railway, about 8 miles 35 chains from Sydney, and on the eastern side of the cattle sale-yards, running in a north-easterly direction to a 14-ft. cutting on the Great Northern Railway at about 8 miles 25 chains from Sydney, at which place there is an over-bridge. From this point to D on plan this line is practically the same as the blue line, except that it passes through a little more valuable property. From D to Rodd's Point, Long Cove, the property is all more or less valuable. As regards section and grades, I am of opinion the red line is the best, on account of rising from high-water mark to the summit at E more gradually than the blue line; but certainly a tolerably good railway could be constructed over either line.

I have, &c.,

GEORGE MELROSE.

A section may be taken over the red line from the Southern Railway across the Waratah line, and then follow generally the blue line to Rodd's Point, as it appears the land along this route is less valuable than on the red line. If the dotted red line would be outside Mrs. Bradley's ornamental grounds that line might probably be adopted. After crossing Long Cove the line must be connected with Mr. Hardy's survey to Longnose Point.—J.W., 30/7/87. Mr. Thomas.

Noted and forwarded to Mr. Melrose.—E.R.T., 2/8/87. Mr. Melrose. Noted and returned.—GEO. MELROSE, 3/8/87. The Engineer-in-Chief. The dotted red line is outside of Mrs. Bradley's, but it passes through Mr. Burton's ornamental grounds, and is much higher land.—G.M. Survey the line that will be the best and do least damage to property.—J.W., 4/8/87. Mr. Thomas. Mr. Melrose informed.—E.R.T., 4/8/87.

Minute Paper.

*Subject*:—Proposed Coal Lines to Balmain.

Department of Public Works, Railway Branch, Engineer-in-Chief's Office,

Sydney, 28 May, 1888.

I HAVE the honor to inform the Minister that the estimated cost of the proposed coal lines from Tempe and Homebush to Longnose Point, including cranes, wharf, sidings, &c., is £500,000.

The Hon. the Minister for Works.

JOHN WHITTON.

Does this include land. I require a detailed estimate to enable me to determine how much of the work will be required at once.—JOHN SUTHERLAND, B.C., 28/5/88. Details of estimate herewith. The cost of land and compensation is not included.—J.W., 28/5/88. The Honorable the Minister. I enclose an estimate of the cost of the proposed double line branch railway from Tempe to Longnose Point, Balmain, with coal-sidings, wharves, cranes, &c. (£250,000).—J.W., 2/6/88. The Hon. the Minister. Received from Works Department, 18/1/89. Mr. Alexander to see.—W.H.Q., 18/1/89. Seen.—S.H.A., 19/1/89.

PROPOSED

PROPOSED BRANCH LINE OF RAILWAY FROM TEMPE TO LONGNOSE POINT, BALMAIN.  
 APPROXIMATE Estimate of quantities and cost of works for a double line of railway. Length, 6 miles 25 chains. (Exclusive of land and compensation.)

Approximate Quantities.	Description of Work.	Price.	Amount.
		£ s. d.	£ s. d.
275,000 cubic yards .....	Excavation to embankment, per cubic yard .....	0 3 0	41,250 0 0
4,000 cubic yards .....	Excavation from side ditches, per cubic yard .....	0 1 6	300 0 0
20,000 tons .....	Excavation dredging for wharf wall, per ton .....	0 0 9	750 0 0
800 cubic yards .....	Brickwork in culverts, per cubic yard .....	3 0 0	2,400 0 0
3,000 superficial yards .....	Levelling foundations for brickwork in culverts, per superficial yard .....	1 0 0	3,000 0 0
20,000 cubic yards .....	Portland cement concrete in wharf wall, per cubic yard .....	4 0 0	80,000 0 0
No. 5 .....	Brickwork in public road bridges for double line, each .....	900 0 0	4,500 0 0
100 lineal feet .....	Timber viaducts, 26-foot openings, per lineal foot .....	18 0 0	1,800 0 0
50 lineal feet .....	Hardwood in 10-foot openings, per lineal foot .....	10 0 0	500 0 0
2,000 lb. ....	Wrought iron in bolts, straps, plates, &c., per lb. ....	0 0 6	50 0 0
3,000 rods .....	Fencing (three-rail), per rod .....	0 8 0	1,200 0 0
200 rods .....	Fencing (close paling), per rod .....	1 5 0	250 0 0
6½ miles .....	Permanent way (double line), including sidings laid and ballasted, per mile .....	5,000 0 0	32,500 0 0
1½ miles .....	Sidings and cross-over roads, per mile .....	5,000 0 0	7,500 0 0
No. 14 .....	Level crossings and gate-houses, each .....	700 0 0	9,800 0 0
No. 25 .....	Occupation crossings, each .....	85 0 0	2,125 0 0
.....	Station buildings .....	.....	15,000 0 0
No. 5 .....	Steam cranes, each .....	1,500 0 0	7,500 0 0
.....	Add for engineering and supervision .....	5 per cent.	210,425 0 0
.....	Add for contingencies .....	10 per cent.	10,521 5 0
.....	Total .....	.....	220,946 5 0
.....	.....	.....	22,094 12 6
.....	.....	.....	*243,040 17 6

\*Say £250,000.

1 June, 1888.

J.W.

Received from Colonial Secretary's Department, 17/1/89.

## GREAT SOUTHERN RAILWAY.

## Proposed Branch Line of Railway—Homebush to Longnose Point, Balmain.

APPROXIMATE Estimate of quantities and cost of works on the above double line of railway, including Wharf at Longnose Point; length, 7 miles 30 chains. (Exclusive of land and compensation.)

Approximate quantities.	Description of work.	Price.	Amount.
		£ s. d.	£ s. d.
400,000 cubic yards .....	Excavation to embankment, per cubic yard .....	0 3 0	60,000 0 0
4,800 cubic yards .....	Excavation from side ditches, per cubic yard .....	0 1 6	360 0 0
24,000 tons .....	Excavation dredging for wharf wall, per ton .....	0 0 9	900 0 0
	<i>Brickwork.</i>		
1,000 cubic yards .....	Brickwork in culverts, per cubic yard .....	3 0 0	3,000 0 0
No. 8 .....	Brickwork in public road bridges for double line, each .....	900 0 0	7,200 0 0
40,000 cubic yards .....	Portland cement blocks in wharf wall, per cubic yard .....	4 0 0	160,000 0 0
5,000 superficial yards .....	Levelling foundations for wharf wall, per superficial yard .....	1 0 0	5,000 0 0
350 lineal feet .....	Timber viaducts, double line, per lineal foot .....	18 0 0	6,300 0 0
150 lineal feet .....	Timber viaducts, 10-foot openings, per lineal foot .....	10 0 0	1,500 0 0
30,000 lb. ....	Wrought iron in bolts, straps, &c., per lb. ....	0 0 6	750 0 0
350 cwt. ....	Cast-iron in bollards, &c., per cwt. ....	1 0 0	350 0 0
3,000 rods .....	Fencing (three-rail), per rod .....	0 8 0	350 0 0
100 rods .....	Fencing (close paling), per rod .....	1 5 0	125 0 0
7½ miles .....	Permanent Way double line, per mile .....	5,000 0 0	37,500 0 0
2½ miles .....	Sidings and cross-over roads line, per mile .....	5,000 0 0	12,500 0 0
No. 8 .....	Level-crossings and gate-houses, each .....	700 0 0	5,600 0 0
No. 25 .....	Occupation crossings, each .....	85 0 0	2,125 0 0
.....	Station buildings .....	.....	20,000 0 0
No. 9 .....	Steam cranes for wharf .....	1,500 0 0	13,500 0 0
.....	Add for engineering supervision, &c. ....	5 per cent.	337,910 0 0
.....	Add for contingencies .....	10 per cent.	16,895 10 0
.....	Add line from Tempe to Balmain (Point A.) .....	.....	354,805 10 0
.....	.....	.....	390,286 1 0
.....	.....	.....	100,000 19 0
.....	.....	.....	£ 490,287 0 0

\*Say £500,000.

28th May, 1888.

PROPOSED

## PROPOSED BRANCH LINE OF RAILWAY FROM TEMPE TO BALMAIN (TO POINT A).

APPROXIMATE estimate of quantities, and cost of works for a double line of railway. Length, 4 miles 60 chains. Exclusive of land and compensation.

Approximate quantities.	Description of work.	Price.	Amount.
		£ s. d.	£ s. d.
147,000 cubic yards .....	Excavation to embankment, per cubic yard .....	0 3 0	22,050 0 0
3,000 cubic yards .....	Excavation to embankment from side ditchers, per cubic yard ...	0 1 6	225 0 0
700 cubic yards .....	Brickwork in culverts, per cubic yard .....	3 0 0	2,100 0 0
No. 4 .....	Brickwork in public road bridges for double line, each .....	900 0 0	3,600 0 0
100 lineal feet .....	Timber viaducts, 26-foot openings, per lineal foot ...	18 0 0	1,800 0 0
50 lineal feet .....	Hardwood in 10-foot openings, per lineal foot .....	10 0 0	500 0 0
2,000 lb. ....	Wrought iron in bolts, straps, plates, &c., per lb. ....	0 0 6	50 0 0
2,600 rods .....	Fencing (three-rail), per rod .....	0 8 0	1,040 0 0
100 rods .....	Fencing (close paling), per rod .....	1 5 0	125 0 0
5½ miles .....	Permanent-way, double line, including sidings, laid and ballasted, per mile.	5,000 0 0	27,500 0 0
No. 10 .....	Level crossings and gate-houses, each .....	700 0 0	7,000 0 0
No. 20 .....	Occupation crossings, each .....	85 0 0	1,700 0 0
.....	Station buildings .....	.....	15,000 0 0
.....	Add for engineering and supervision .....	5 per cent.	82,690 0 0
.....	Add for contingencies .....	10 per cent.	4,134 10 0
.....	Total .....	.....	86,824 10 0
.....	.....	.....	8,682 9 0
.....	.....	.....	*95,506 19 0

\*Say, £100,000 (included in £500,000.)

28th May, 1888.

## Trial Survey—Tempe to Longnose Point, Balmain.

Borings—Dated 4th June to 29th August, 1888; received 1st November, 1888.

From Mr. E. M. Hixson (Surveyor).

Subject:—Batty and Sheehy's account for hire and towage of punts, viz., twelve and a half weeks, at £3 10s. = £43 15s.

NOTE.—D. Morland was engaged from 1/4/88 to 28/8/88 at 11s. per diem for self and boats, in addition to this he was paid £14 for hire of extra boat. The men boring were engaged from 1st June to 28th August. Account for £43 15s. now submitted. H.C., 12/11/88.

Approved.—J.W., 12/11/88. W.C., 12/11/88. W.H.Q. Put by. Voucher herewith.—H.C., 12/11/88.

## Memo. to Mr. Quodling.—Tempe to Balmain.

Department of Public Works, Railway Survey Branch,

Engineer-in-Chief's Office, Sydney, 25 September, 1888.

I WOULD wish to suggest a short trial line connecting Hixson's line with Hardy's, to avoid two 1-40 gradients, which can only be otherwise improved by greatly increased work, and an expensive complicated crossing of both road and railway over the Marrickville to Liverpool line at one spot, viz., at Livingstone Road. The trial line would be about a mile long only, and would give useful information, even if not adopted.

STANLEY ALEXANDER.

Approved.—J.W., 25/9/88. Mr. Alexander. This line has been laid out by Mr. A. G. Little. The section I now forward to Engineer-in-Chief.—S.H.A., 30/10/88. Seen, and is, I think, satisfactory, and may be adopted.—J.W., 2/11/88. Mr. Alexander. Noted.—S.H.A., 2/11/88. Put by.

## Memo. to the Engineer-in-Chief.—Tempe to Longnose Point, Balmain.

Department of Public Works, Railway Branch,

Engineer-in-Chief's Office, Sydney, 1 October, 1888.

I ENCLOSE an advertisement respecting Government leases for special purposes, in which attention is drawn to a lease about to be granted to W. A. Cormack for a jetty at Longnose Point, Balmain.

I am not aware whether the granting of this lease would interfere with the proposed coal wharves at Longnose Point, but objections to the application can be lodged at the Lands Office on or before the 4th October. Similar applications are, I understand, being made on the North Shore along the route of the proposed extension to Milson's Point.

J. W. DREWETT.

[Enclosure.]

LEASES FOR SPECIAL PURPOSES.

Department of Lands, Sydney, 7 September, 1888.

ATTENTION is directed to the notification in the *Government Gazette* of this date in reference to the proposal to grant special leases as hereunder mentioned. Any objections lodged on or before the 4th proximo will be duly considered.

A. W. CORMACK, for Jetty at Longnose Point, Balmain.  
JOHN BLUE, for Jetty at Berry's Bay, North Shore.

Will you please see Mr. Deering about this matter? I think certain conditions are imposed by the leases.—W.H.Q., 2/10/88. Mr. Drewett. Mr. Deering states that the lease applied for will not interfere with proposed line, and that, even if it were the case, the Government have reserved full power to cancel the lease at any time.—J.W.D., 3/10/88. The Engineer-in-Chief. Put by.—W.H.Q., 5/10/88.

Memorandum

Memorandum to The Engineer-in-Chief.  
Department of Public Works, Railway Branch,

Engineer-in-Chief's Office, Sydney, 22 August, 1888.

I HAVE the honor to report that no reference-book of the owners and occupiers of property through which the various trial surveys made by Messrs. Hardy and Hixson of the Tempe to Balmain railway pass has been supplied. Shall I instruct Mr. Hixson to furnish a book of reference to all the trial surveys? It would probably occupy him from two to three days.

GEO. J. BECKETT.

Yes.—W.H.Q., 23/8/88. Mr. Beckett. Mr. Hixson instructed, 23/8/88. Letters to Mr. Hixson to return plan of trial survey, and to furnish book of reference without delay, 12/9/88. Book of reference received.—S.H.A., 14/9/88.

Department of Public Works, Railway Branch,

Engineer-in-Chief's Office, Sydney, 1 June, 1888.

Mr. Quodling,  
88-1,351.—Herewith are copies of estimates of lines Homebush to Longnose Point and Tempe to Balmain to point A.

Also, revised estimate of line Tempe to Longnose Point, two copies.  
The cancelled sheets are also with these copies.

J.W.D.

Estimates in Guard Book, Nos. 141 and 142.

Memorandum to The Engineer-in-Chief.—Proposed Line of Railway, Tempe to Balmain.

Department of Public Works, Railway Branch,

Engineer-in-Chief's Office, Sydney, 22 March, 1888.

I FORWARD herewith a tracing showing another trial line, from 5 miles 20 chains to 7 miles, Longnose Point, Balmain, on the above line, marked in blue on the plan.

I would suggest that fresh levels be taken over this line, and cross-sections at every chain, and soundings at every 4 chains apart, and intermediately, if required, these cross-sections to commence on an even chainage near the Balmain baths, and be continued through to Longnose Point, and taken for a distance of at least 2 chains on each side of the blue line.

The soundings should show the depth at low water.

J. W. DREWETT.

The Engineer-in-Chief has directed that Mr. Hixson should do this work.—J.W.D., 23/3/88.  
Mr. Edward Hixson.

Memorandum to The Engineer-in-Chief.

Department of Public Works, Railway Branch,

Engineer-in-Chief's Office, Sydney, 21 April, 1888.

I FORWARD herewith six drawings, showing proposed double lines of railway, viz.:—A branch line from Homebush, on the Great Southern Railway, to Longnose Point, Balmain; also, from Tempe, on the Illawarra line, to a point marked A on the plan of the former line of railway, viz.:—

- No. 1. Diagram plan.
- " 2. Plan, Homebush to Balmain.
- " 3. Section, Homebush to Balmain.
- " 4. Enlarged plan of wharf arrangements at Longnose Point.
- " 5. Plan, Tempe to Point A, Balmain.
- " 6. Section, Tempe to Point A, Balmain.

DESCRIPTION OF LINES.

*Homebush to Longnose Point, Balmain.*

Branching off to the left from the Great Southern Railway, at about 8 miles 35 chains from Sydney, on the eastern side of the Homebush cattle sale-yards, the proposed line runs in a north-easterly direction through Concord, crossing over the Parramatta Road on the level; and thence over Powell's Creek and the Great Northern Railway, which line it is connected with by a loop about a quarter of a mile further on; thence crossing Brunswick Road and turning to the right, the line passes over Flavelle and Wellbank Streets and Major Bay Road; from thence across Broughton and Wharf Streets over the mud-flats in Hen and Chickens Bay, through Five Dock, across the Great Northern Road; thence over Iron Cove Creek Road, passing through Five Dock Park and the Barnstable Manor grounds, the property of B. C. Rodd, Esq.; thence over the Iron Cove Creek to the point A, where the proposed line from Tempe has its junction; from this point the line skirts the shore of Long Cove and the Parramatta River, passing through the left of Callan Park Asylum grounds, and to the right of Fig-tree and White Horse Points to Longnose Point, Balmain, where a wharf for loading coal is proposed. This line is 7 miles 30 chains in length.

Drawing No. 4 shows the general arrangements of the wharf and feeding lines, standage, and marshalling sidings in connection with the main line, to an enlarged scale of 1 chain to an inch.

In this plan it is proposed to have nine hydraulic cranes, with a loading-power of 14,000 tons of coal per day, discharging into ships or colliers alongside the wharf.

Each of the above cranes should lift 10 tons, and dump about twenty-six 10-ton hopper-waggons per hour, or 1,560 tons per working day of six hours, the remaining two hours being occupied in berthing the ships, trimming coal in the hold, &c., which will give an aggregate of 14,040 tons, or, approximately, 14,000 tons of coal per working day of eight hours.

The wharf will follow the natural configuration of the land, and at the same time will give 25 feet in depth at low water, probably without dredging or cutting the bottom.

The length of the wharf as now proposed will be about 2,500 feet, the end nearest to Longnose Point will be on a curve of 28 chains radius, the remainder will be in straight portions of 300, 200, and 800 feet in length.

Should future requirements necessitate an extension of the wharf, it can be made by continuing it in the direction of White Horse Point, as shown on the plan by the dotted red lines, which would give room for six extra loading cranes.

The sidings for loading the feeding and standage lines will hold 650 loaded trucks, and the marshalling lines will hold 600 empty trucks. The switches and crossings are arranged so as to give through communication with all the lines.

*Tempe to Point "A," Balmain.*

This line, branching off to the left in a northerly direction from Tempe station on the Illawarra Railway at 3 miles 78 chains from Sydney, crosses Meek's Road and turns sharply to the left, passing through Marrickville over the Illawarra and Livingstone Roads; thence across Wardell, New Canterbury, and Constitution Roads, turning to the right through Petersham and following the course of Long Cove Creek, which is upon its left for a distance of a mile; thence across the Old Canterbury Road and under the northern end of the Petersham viaduct on the Great Southern Railway, over the Great Western Road to the head of Long Cove, skirting its right bank; thence over Walter and Water Streets and through Leichhardt Park to Point A, where it has its junction with the line from Homebush, the length of this line being 4 miles 60 chains.

J. W. DREWETT.

Copy forwarded to the Minister with memo. 88-325, of 23 April.—J.W. (*per* W.H.Q).

No. 14.—Line from Tempe to Longnose Point, Balmain.

Length, 6 miles 76 chains 60 links.

The estimated cost of constructing a line from Tempe on the Illawarra Railway to Longnose Point, Balmain, including wharves and five steam cranes for shipping coal is £250,000, exclusive of land and compensation.

COMMENCING at 3 miles 78 chains 32 links on the Illawarra Railway, near Tempe Platform, and passing through the Municipalities of Marrickville, Petersham, and Balmain, to the end of Longnose Point in the latter suburb, being a distance of 6 miles 76 chains 60 links. Leaving the Illawarra line it proceeds in a north-westerly direction to the permanently staked line, St. Peters to Liverpool, which it will cross on an over-bridge in the vicinity of Livingstone Road; thence in a north-easterly direction along the south-east side of Long Cove Creek to the Great Southern Railway, which it passes under at the Petersham viaduct; thence to the Parramatta Road, which it intersects at 2 miles 74 chains (mileage on railway trial survey) near to where the road crosses the Long Cove Creek; thence in a northerly direction along the creek to Wilson-street, which it cuts at 5 miles 25 chains 15 links, near to where it forms the approach to the Long Cove Bridge; thence along the south-eastern side of the Parramatta River, passes Fig-tree and White Horse Points to Longnose Point, where it terminates at 6 miles 76 chains 60 links.

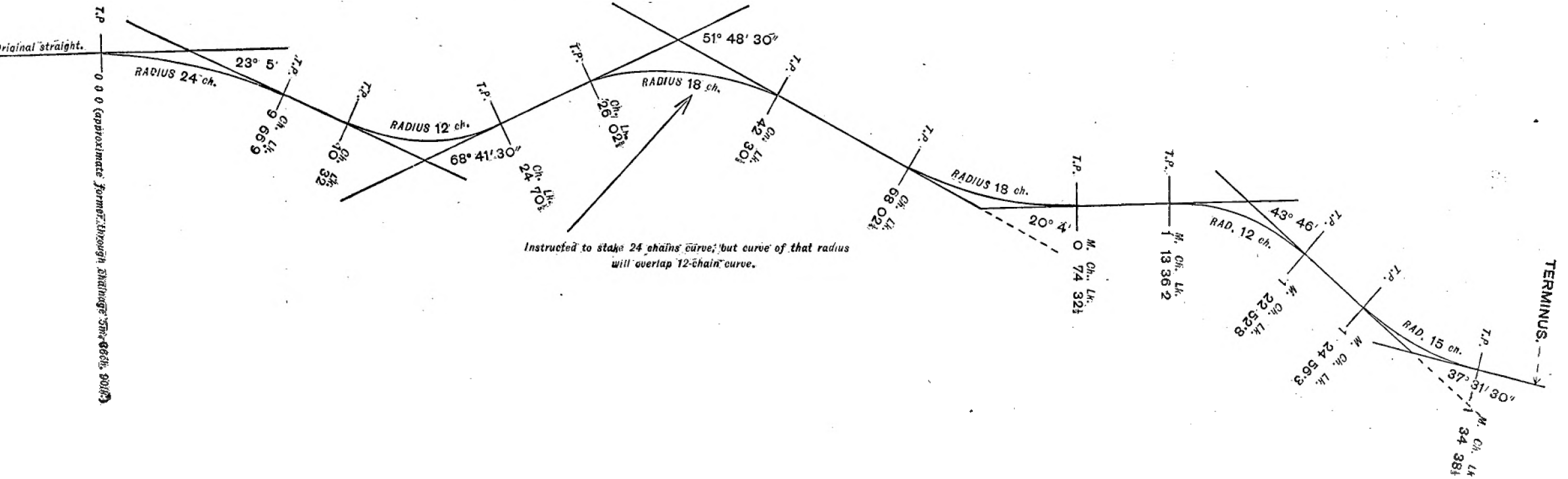
Railway Trial Surveys—Tempe to Longnose Point, Balmain.

D. MORLAND and boats, as required—generally two every day—was engaged at 11s. per diem.

EDWARD HIXSON.

Passed in June, vouchers; application required.—H.C., 9/7/88.

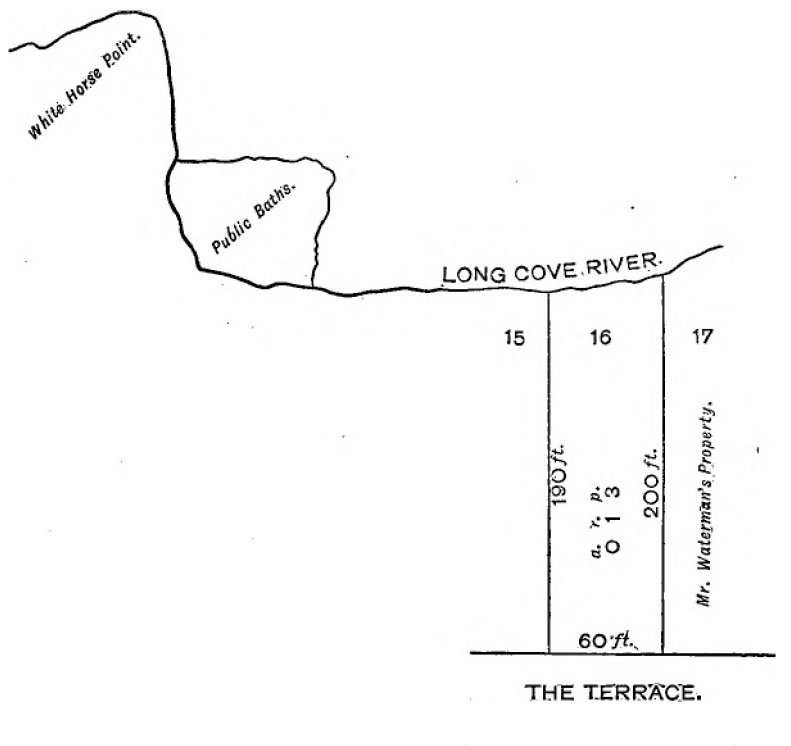
Put by.—W.H.Q., 10/7/88.



Dear Sir,

Sydney, 162A, Sussex-street, 4 June, 1887.

Enclosed, please find tracing of ground, situated Balmain, fronting the waters of Long Cove. I have made application to reclaim. The reclamation has been granted so far as the Lands and Harbours and Rivers Departments, but has now been put aside. I have asked the reason, and was told that the ground was wanted for railway purposes. Will you be good enough to let me know if such is the case, as I want to build.



Awaiting an early reply.  
Chas. A. Goodchap, Esq., Commissioner for Railways, N.S.W.

Yours, &c.,  
WILLIAM MILIN.

Engineer-in-Chief.—A.R. (for Commissioner), B.C., 6/6/87. A trial survey is now being made.—W.H.Q., 8/6/87. I understand that no further reclamations will be allowed along the foreshore of Longnose Point.—W.H.Q., 4/6/88.

Sir,

Petersham, 30 June, 1887.

I have the honor to request permission to hire a boat from time to time, when the services of such are necessary for executing the trial survey along the Balmain coast, from Leichhardt to Longnose Point.

An immediate reply is requested.

I have, &c.,  
HENRY HARDY.

The Engineer-in-Chief for Railways.

Approved.—J.W. (per W.H.Q.), 30/6/87. Mr. Hardy. Seen.—H.H., 2/7/87. Noted.—H.C., 6/7/87.

Dear Sir,

Denison Road, Petersham, Saturday.

Please send me, per bearer, an order on the Railway storekeeper for 500 pegs, as I am just out of same.

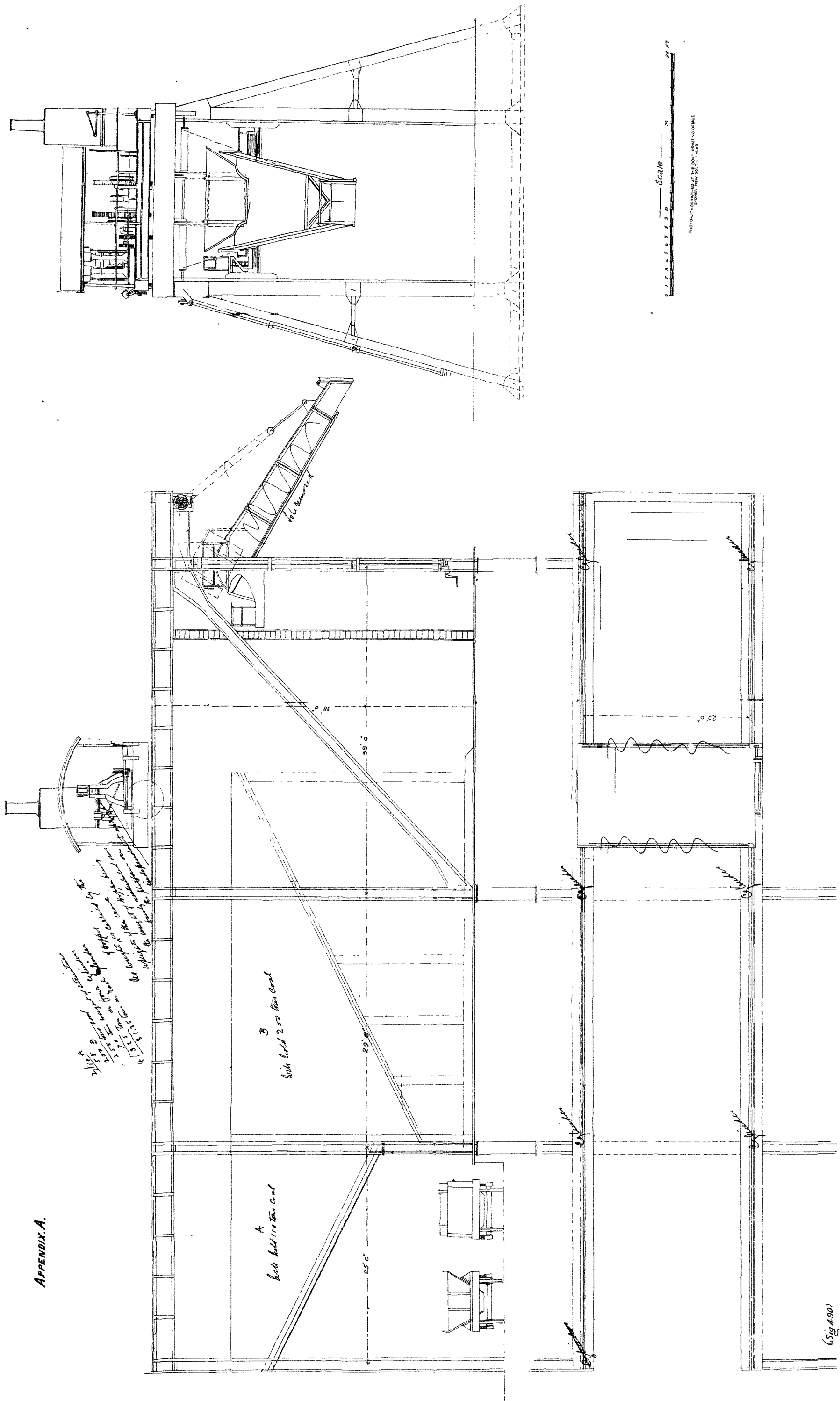
W. H. Quödling, Esq., Chief Clerk, Railways.

I remain, &c.,  
H. HARDY.

[Two Plans.]



**APPENDIX A.**





1889.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

**RAILWAYS.**

(TRIAL SURVEY—RICHMOND TO WALLERAWANG AND RICHMOND TO ESKBANK.)

*Ordered by the Legislative Assembly to be printed, 20 June, 1889.*

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated 17th May, 1889, That there be laid upon the Table of this House,—

- “(1.) Copies of all correspondence, reports, minutes, papers, and other documents relating to the Railway trial survey, Richmond to Wallerawang.  
“(2.) Copies of all correspondence, reports, minutes, papers, and other documents relating to the Railway survey, Richmond to Eskbank, as “carried out by Mr. Sharkey, Civil Engineer.”

(*Mr. Edmunds.*)

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[932 copies—Approximate Cost of Printing (labour and material), £25 6s. 7d.]

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## RAILWAY TRIAL SURVEY.

### No. 1.

#### Deputation.

##### Minute Paper.

*Subject*:—Extension of Railway from Richmond to Wallerawang.

Department of Public Works, Sydney, 13 April, 1883.

Deputation—Introduced by Mr. M'Quade, M.P.:—Col. Holborrow, Mr. Bowers, Mr. Doukin, Mr. Larnach, Mr. Newton, and Mr. Griffin.

Petition presented by Mr. Griffin, plan submitted by Mr. Bowers, who offers to show surveyor—stated to be no gradients worse than 1 in 40.

*Replied*.—Will bring this matter under notice of Engineer-in-Chief, but as it involves so vast a project cannot promise more than that an officer may be sent to take a general look at the line, availing himself of Mr. Bowers' offer to show the way, from his strong local knowledge.

A.S.

The Engineer-in-Chief.—A.S., B.C., 16/4/83.

Mr. Palmer to send some one as early as practicable to explore this line. Mr. Bowers, whose address I will ascertain, will point out the line suggested by the petitioners. Surveys were made many years ago through this district, but I presume they were all burnt in the Garden Palace fire.—J.W., 25/4/83. Mr. Palmer.

Mr. Lloyd will leave for Richmond on Saturday next. I am informed that Mr. Bowers will be ready to accompany Mr. Lloyd over the proposed route on the following Monday morning.—H.P., 7/5/83. The Engineer-in-Chief.

To the Honorable Alexander Stuart, Minister for Public Works, Sydney,—

The Petition of the undersigned residents and property-owners at Kurrajong and surrounding districts, near Richmond,—

Humbly sheweth:—

1. That your petitioners and the inhabitants of the districts generally suffer much loss and inconvenience through the want of railway communication with Sydney, and having learnt that the pressure of traffic on the Great Western Railway is likely soon to become too great for it to carry, they beg to approach you with a view to state their conviction that a line through the Kurrajong to relieve the mountain portion of the Great Western Railway, and to connect with that line at some point to the west of Lithgow, can be more easily and cheaply constructed than it would be to double the existing railroad, besides opening up a large area of good land now lying idle.

2. That the settled portion of the district is rich and fertile, containing sixty-two thousand acres, of which forty thousand acres are excellent grazing and arable land, admirably adapted for the raising of fat stock, and for the successful cultivation of the orange, vine, and many other fruits—an average of no less than seven tons per diem of fruit having been sent out of the district by rail from Richmond during the last orange season, extending over a period of about five months, and this traffic is yearly increasing very fast. A large quantity, too, of summer fruit is also grown, and for which Sydney is the principal market. In this connection, also, it may be noted that a great deal of artificial manures is used in the orange orchards, and the demand for these preparations is yearly increasing; as it all comes from Sydney, a considerable source of revenue may be expected from the haulage of the same.

3. That the timber trade, if speedier means of transit were provided, would, your Petitioners believe, develop largely, as a great quantity of timber suitable for railway and building purposes is to be found in the neighbourhood, which, of course, it does not pay to carry by teams all the way to Richmond.

4. That the salubrious climate and great natural beauties of the Kurrajong are so widely known that a great many persons who now only know the locality by repute would immediately avail themselves of an improved means of communication to visit it, and a large passenger traffic must inevitably spring up upon such means being provided. The many points of loveliness and the unrivalled sites for buildings, coupled with the purity of the air, and the freedom from extremes of temperature, combine to render this locality one of the most attractive to be found in the Colony.

5. That the railway, as proposed by your Petitioners, would be about fifty miles from Richmond to Lithgow, against sixty-two from Penrith, and for a considerable distance would traverse a route presenting few difficulties, where no zigzag is required, and which, moreover, would bring a new district within reach of the metropolis.

Your Petitioners would therefore pray that you will be pleased to take the foregoing considerations into your favourable notice, and to cause a trial survey to be made as speedily as possible, with a view to the construction of a line of railroad from Richmond through the Kurrajong, believing, as they do, that such a work, if carried out, would soon prove as great a financial success as it would be an immense boon to the population affected by it.

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

Adopted at a public meeting held at Kurrajong, on Tuesday, 20th March, 1883.

ALEX. DEAN,

Chairman of the Meeting.

T. H. F. GRIFFIN,

Hon. Secretary.

[Here follow 491 signatures.]

## No. 2.

## Mr. Surveyor Lloyd to The Engineer-in-Chief for Railways.

Sir, P. Brown's Hotel, Mudgee Road, Wallerawang, 24 May, 1883.

I have the honor to inform you that the tracing asked for in my telegram had reference to a recent survey of a track (a modification of Bell's-line track) from Mount Tomah to Mount Wilson platform. The survey is well marked, and does not appear to have been so long as six months. The "bench-mark" referred to is at junction of the modified road from Mount Tomah and the formed road from Mount Wilson to Mount Wilson platform.

My only object for asking for the information is as under:—

Mr. Palmer read me a letter from Mr. Griffen (one of the members of the deputation who waited on the Hon. the Minister for Works), requesting me not to bring any camp equipage, as such was not required. I devoted my time from the 13th to the 17th instant in endeavouring to round the Kurrajong range, which I have effected.

I then pushed on to Mount Tomah, which I examined on the 18th and 19th instant, being then compelled to go right through to Wallerawang on the 20th, as the gentleman deputed to accompany me had to return (which he did) on the 21st instant, and I could obtain no shelter between Tomah and Wallerawang. As the journey occupied ten hours in heavy weather, and travelling as fast as the nature of the ground would allow us, I was wholly unable to obtain any information of use to me. I therefore sent for the tracing and height of bench-mark, hoping that such would be of service to me on the return journey, when I should be able to devote more attention to the country, having since made provision to camp at the station at Mount Wilson platform. I have been engaged here from the 20th instant, but have been delayed by the want of any intelligent help. I have, however, to-day run up a line of country from the flats to the high table-land, which cannot on survey fail to recommend itself favourably to you. My intention is to try two more passes, and to then return over Bell's track, examining the southern slopes of Mount Bell and Mount Tomah, as I have the northern slopes, returning to town by, I hope, the 31st instant.

I regret that the telegram I sent should have been considered as informal. It was not sent with such intention. I had no official paper, or would have written.

I have, &c.,

OCTAVIUS LLOYD.

## No. 3.

## The Assistant Engineer for Trial Surveys to Mr. Surveyor Lloyd.

25 May, 1883.

I CAN obtain no information as to a traverse of the road from Mount Tomah to Mount Wilson platform, and it is not likely that there is any section of this road, or that the bench-mark you refer to was ever connected with the railway levels. Make careful note as to distances and the main rises and falls along the proposed route you are examining, bearing in mind that the chief object of the examination you are making is to determine whether there are sufficient grounds to warrant the recommendation for a trial survey in that direction.

HERBERT PALMER.

## No. 4.

## Mr. Surveyor Lloyd to The Engineer-in-Chief for Railways.

Sir, Bowen Mount Post Office, Little Weeny Creek, Kurrajong, Richmond, 2 June, 1883.

I have the honor, in explanation of the form in which my diary is sent in (attached), to state that I omitted to bring a printed diary, and was not aware of the omission until to-day. From the 1st until the 10th ultimo I was engaged upon the plans of the Cootamundra to Gundagai railway. I left Sydney for Richmond on the 12th ultimo, and placed myself in communication with Mr. Griffin, as instructed. Acting at the desire of the gentleman who had been deputed to show me through the proposed route of survey, I commenced an examination of the country from about 8 miles from Richmond to a point on Bell's line, at about 20 miles from the same place. I found the line proposed, impracticable, but have succeeded in finding a practicable grade. I was then compelled to push on to Wallerawang, as Mr. Bowen (my guide) could give me no further time at Tomah, he having to return to Richmond. I therefore was engaged by myself with hired labour at Wallerawang from the 20th to the 28th. It was my intention to give Mounts Tomah and Bell a further trial at a lower grade than I had worked upon, but was compelled to go through to the Kurrajong, as I was alone and had no provisions. I have been engaged from the 30th ultimo in completing the omitted portion from Richmond to the Kurrajong Gap, and propose going to Tomah on the 4th instant to complete there. I trust that the result of the work I have done will satisfy you that, although I have been a considerable time here, I have not been so long as than was avoidable, and that the information I shall furnish will be satisfactory.

I have, &c.,

OCTAVIUS LLOYD.

## No. 5.

## Mr. Surveyor Lloyd to The Engineer-in-Chief for Railways.

Sir, Railway Survey Department, Sydney, 11 June, 1883.

I have the honor to report that, in accordance with your instructions, I have made an examination and have taken rough levels over the country between Richmond and Wallerawang.

As the production of the existing line beyond the Richmond station would intersect valuable town property, I have considered it probable that you would cause a survey to be commenced from a level crossing some 60 chains on the Sydney side of the station, and have accordingly started my rough trial from such point.

From the level crossing referred to, to a point at about 1 mile 60 chains, a line would pass through Crown lands and over practically level country.

From

From about 1 mile 60 chains to 2 miles 60 chains, where the channel of the "Hawkesbury" commences, the country is low-lying and subject to inundation. It has been submerged by water 10 ft. or more in depth over its highest points. A great portion of the area covered, however, is from back waters, and it is comparatively still water.

I have examined the different crossing-places, and that selected as most suitable for a line by the North Kurrajong ridge is about 8 chains in width, and about 40 chains above the site of the present low-level bridge. A bridge will have to be elevated at least 60 ft. above the summer level of the river. The bank on the north side is high, and is composed (as is also the bottom of the river) of strong shale.

Attached is a rough section, taken with an aneroid, showing the levels by way of the North Kurrajong ridge, as I believe such ridge to be the best for grade, as it certainly is the most central route through the Kurrajong District. I have, however, taken levels over all the "possible" ridges, including the South Kurrajong, Thompson's, and what is locally known as Cleeve's Ridge, two at least of which (the South Kurrajong and Cleeve's) it would be, I think, advisable to try in the event of a trial survey being determined upon.

From the crossing of the river to about the 8-mile distance the route followed was along the existing track, as I could obtain a better measure of distance by that means. The result, however, shown can in no respect be taken as what could be done by a survey with instruments, as the road has been carried throughout to Mount Wilson Platform over the tops of all mountains and hills. The natural slope of the ridge is about  $2\frac{1}{2}$  to 1; the character of soil, shale. It stands in road-cuttings at about 1 to 1.

From about the 8-mile distance to about 10 miles 60 chains I worked round spurs off the main ridge to get additional length, grading myself as well as I could judge. (I had previously taken the difference of height between the river and the Little Weeny Gap.) The levels will show you that there is nothing impracticable so far. All the land passed through up to this point from the river is valuable and improved, but few, if any, orange orchards need be touched.

From approximate distance 10 miles 60 chains to 12 miles 60 chains the character of the country is broken by gullies, deep but carrying little water; natural slopes, about  $1\frac{1}{2}$  to 1 to 2 to 1; formation, sandstone; heavily timbered. At about 12 miles 60 chains the line will cross the Little Weeny Creek. The side I worked is rough, but practicable. I imagine, however, that for the greater portion of the distance from 13 miles 40 chains to 14 miles a line would be in the bed of the creek; the side-drains will carry all the water. The head of the Little Weeny Creek is at about 14 miles, and it was the proposal of the gentlemen who waited upon the Honorable the Minister for Works that the line should go from that point to Bell's Line, joining it at about 18 miles from the river. After grading myself round to that point I abandoned their route, as I feel sure a survey would prove it to be impracticable, both as to curves and expenditure. Moreover, none of the gentlemen interested had ever previously explored this line at grade. I was therefore compelled to occupy some time at this place to endeavour to find a way of getting on to Bell's Ridge, and the route I propose is, I am sure, the only possible one.

It will be necessary to lose 150 feet of grade from 14 miles to the 15 miles 40 chains, the end of the Burrulo Swamp, which I propose crossing; but as some 60 feet will be required to fill in the Burrulo Swamp, and a considerable slice will in all probability be taken off at 14 miles, the grade lost will not be so much. A portion of the side from 14 miles to 15 miles 40 chains is rough, standing at about 1 to 1, or even less; but the larger portion is fair—sandstone rock. From 14 miles to 15 miles 40 chains the levels shown are from a high level, to obtain a better idea of distance; but I have been through the rough part, where the line will go if made.

From 15 miles 40 chains to 16 miles 40 chains is, with the exception of Mount Tomah, the worst feature to deal with; but I feel confident that a survey will show a better result than I have, as more distance can doubtless be obtained.

At about 17 miles 40 chains I proposed to use a long ridge connecting Bell's Line with the Grose River. The ridge is wide and smooth, and shows a grade from 17 miles 60 chains to 23 miles 60 chains of 1 in 100, or even better.

From 23 miles 60 chains approximate to 33 miles 60 chains there is a rise of some 950 feet. The ridge is wide, and the undulations shown can be worked out by using the side of the ridge. Moreover, there are lateral spurs which might be used to improve the grade where requisite. The natural slope of the ridge is about 2 to 1.

The mileage, as I made it to the eastern pass of Mount Tomah, is about 33 miles 60 chains, and to the western pass about 36 miles. I worked round the north side of the hill, grading as well as I could. The difference of level between the eastern and western passes is 110 feet. A gorge of great depth will have to be passed to attain the continuation of the main Bell's Line ridge. Where I crossed it was 200 feet below the western bridge. It is quite possible to run further up the gully than I have shown on rough section, the difficulty then being that with a reduced depth of crossing the gully becomes so narrow and tortuous as to render suitable curves hard to work in.

I essayed to get round Tomah at a lower grade 100 feet below the western pass, trusting to make up that height between Tomah and the Mount Wilson Platform, but I found the country so broken as to be nearly impossible to work.

If you will allow me to offer a suggestion, it would be that before any large expenditure be incurred in a trial survey of the whole line, both Mount Tomah and the rise from the Burrulo Swamp be thoroughly tried. If the result be (as I fancy it will) satisfactory, I have little doubt that the remainder of the work will be found to be feasible.

From about 25 miles 10 chains to Mount Wilson Platform I have taken the levels along the track, but, as stated elsewhere, the result shown cannot be taken as a fair test of what might be shown after a proper survey. The sides in places are steep, but I am confident are not impracticable. I dropped off the track here and there to what I supposed to be grade, and saw nothing hopeless.

From Mount Wilson Platform, at about 47 miles, to about 50 miles, the Main Western Line would, I think, be used. From thence to the head of the gully I propose as the only means of getting off Maddock's Mountain. I did not take the levels very close together, as I was aware that a far better route than that I rode over could be obtained with an occasional curve. The levels will, however, satisfy you that no difficulties exist in respect of grade. There are no large creeks or other impediments for 15 miles after leaving the main line.

From

From the head of the gorge (M'Andrew's Gully) to the Walgan Road there is a fall of about 500 feet in about  $5\frac{1}{2}$  miles or more. It will be necessary to use the bottom of the gully, which is flat as to its cross-section, and fairly straight. The side drains will carry all the water, the watershed being small. From the Walgan Road to the Wallerawang Station the country is gently undulating. The distance is about  $4\frac{1}{2}$  miles. I have taken no intermediate levels over this part, as there is only some 70 feet of difference between the height of the Wallerawang Station and the Walgan Road. A bridge over Walker's River is the only work of any consequence required.

I trust that the information I have supplied is such as was required. With such instruments as I had I used every endeavour to obtain fairly correct results.

I have, &c.,  
OCTAVIUS LLOYD.

No. 6.

Memo. from The Chief Clerk to The Assistant Engineer for Trial Surveys.

Department of Public Works, Railway Branch,  
Engineer-in-Chief's Office, Sydney, 20 June, 1883.

Mr. O. Lloyd's Report on his Exploration Survey between Richmond and Wallerawang.

Your attention is directed to the following apparent discrepancies between Mr. Lloyd's aneroid readings and the ascertained railway levels, viz. :—

Mr. Lloyd starts at Richmond at 60 feet. At Mount Wilson his aneroid level is 2,990 feet; the actual level by railway at this point being 3,478 feet, or a difference of 488 feet.

At Wallerawang Mr. Lloyd's aneroid height is 2,510 feet, or a difference of 418 feet against the actual railway level of 2,928 feet.

Be good enough to ask Mr. Lloyd if he can explain these discrepancies, as there appears to be an error in his readings.

The Engineer-in-Chief wishes a rough section to be plotted to a small scale from Mr. Lloyd's aneroid readings and approximate distances, and also a map indicating the route traversed.

W. H. QUODLING.

I have shown on the office map of the mountain district the route reported on by Mr. Lloyd, and have had a section plotted from his aneroid readings. With reference to the difference in level between the aneroid readings and the actual rail level where Mr. Lloyd joined the main line near Mount Wilson, he reports that he imagines this has been a gradually increasing error throughout the rise from Richmond. There is, however, no proof that such is the case, and as the survey of the most doubtful parts of the route has been ordered, I have instructed Mr. Lloyd to rough traverse throughout from Richmond to where the real difficulties commence, and also to carry forward from Richmond the true level, so that the survey of these doubtful places may be started from correct instead of from assumed heights.—H.P., 17/7/83. The Engineer-in-Chief.—J.W., 18/7/83.

No. 7.

Telegram from H. M'Quade, Esq., M.P., to The Secretary for Public Works.

Windsor.  
You promised that Mr. Lloyd should complete his survey at Mount Tomah on proposed line from Richmond to Wallerawang as soon as he returned from Illawarra District. He has returned, and starts for Dubbo to-night, unless you countermand his instructions. If you would send two lines to Mr. Palmer, of the Trial Survey Branch, he would explain that probably Lloyd would finish his survey at Tomah in a week or so, and then could go to Dubbo. I know that you only require reminding of your promise, and therefore I wire you. Kindly send word at once, or Lloyd will be gone. Please reply.  
HENRY M'QUADE.

Let this be carried out at once and Mr. M'Quade informed.—F.A.W., 13/7/83. Mr. Palmer.—W.H.Q., 14/7/83. Mr. Lloyd instructed to make a trial survey of the doubtful portions of the route explored by him between Richmond and Wallerawang, previous to going to the Dubbo district.—H.P., 14/7/83.

No. 8.

Mr. Surveyor Lloyd to The Engineer-in-Chief for Railways.

Railway Survey Camp, Little Weeny Creek P.O.,  
Richmond, 26 September, 1883.

Sir,  
I have the honor to forward herewith tracing showing lines levelled from Richmond to the summit of the Kurrajong ridge. The section shown in black ink (mileage, 15 miles 41 chains) can be considerably improved with heavy works, as a ridge near the 12-mile distance can be utilized with high embankment to permit introduction of a suitable curve. The rest of the survey can now be proceeded with rapidly. I have levelled another line, not shown on tracing, as I abandoned it as impracticable.

I have, &c.,  
OCTAVIUS LLOYD.



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## No. 9.

## Extract from the Report of The Assistant Engineer for Trial Surveys.

Richmond to Wallerawang.

18 October, 1883.

"A TRIAL survey is now being made from Richmond; thence *via* Kurrajong to Mount Tomah and Bell's line of road; thence to a junction with the Western Railway, near Mount Wilson platform; thence along the existing railway for a few miles to near Mount Clarence; thence by a detour in a more northerly direction to a descent to the level of the river Cox; and thence to a junction with the main line at Wallerawang.

"Very little of the section of this trial line has yet been received; and as a continuous trial line from Richmond is being made, the main difficulties on the route of survey have not yet been approached, one surveyor only being employed."

## No. 10.

## Mr. Surveyor Lloyd to The Engineer-in-Chief for Railways.

Progress Report for O. Lloyd's survey party, Richmond to Wallerawang.

Sir,

2 November, 1883.

I have the honor to inform you that, after repeated trials to obtain a line which would be likely to recommend itself to your approval out of the Burraco Swamp, I have so far failed. The country traversed is that referred to in my report when I was first over Bell's line as being exceptionally difficult, and I regarded it as more so than any portion of the probable route. Yesterday I made another exploration, and am nearly confident that I can now get on to Bell's line. Hitherto my failure has been owing principally to the difficulty of obtaining suitable curves. I hope to complete the trial line in a fortnight; and if, when levelled and traversed, I find it to be very difficult, I shall send tracing of section and traverse to you to decide whether it be advisable to spend more time upon this survey. With the exception of the deep gully at Tomah there is nothing that I saw when making the preliminary survey with the aneroid in any way to compare to the roughness of the country between the head of the Weeny Creek and the ridge connecting the Grose River and Bell's line; and in justice to myself I would point out that I specially referred to those places in my report. The weather has been so extremely inclement, and the distance walked to work occupying five hours out of the day (it being impossible to camp nearer), that my diary seems to give poor results. Once on to the main ridge I can average 4 or 5 miles a week.

I have, &amp;c.,

OCTAVIUS LLOYD.

## No. 11.

## The Assistant Engineer for Trial Surveys to Mr. Surveyor Lloyd.

Mr. Lloyd,

24 January, 1884.

The plan and section of the trial survey from Richmond over the Kurrajong Range are urgently required. Please report by what date they will be forwarded to this office.

HERBERT PALMER.

## No. 12.

## Mr. Surveyor Lloyd to The Engineer-in-Chief for Railways.

Railway Survey Camp, Little Weeny Creek,

Sir,

Richmond, 26 July, 1884.

I have the honor to inform you that the plan and section referred to in your letter dated 25th instant, will be forwarded possibly on the 2nd proximo, but will certainly reach you not later than the 6th proximo. I have been in the field every day this month, but the roughness of the country and the repeated alterations and modifications necessary have delayed me. I believe that the section and plan to be submitted exhaust the possibilities of a line over the Kurrajong with 12-chain curves by way of the gap of the Little Weeny Creek, as suggested by the Railway League.

I have, &amp;c.,

OCTAVIUS LLOYD.

## No. 13.

## Mr. Surveyor Lloyd to The Engineer-in-Chief for Railways.

Sir,

Railway Survey Camp, Little Weeny Creek, Richmond, 11 February, 1884.

I have the honor to forward herewith tracings of plan and section of amended survey from 6 miles 60 chains to the summit of the Gap at 13 miles 16 chains 49 links, as instructed by Mr. Palmer. I have been unable to complete the cross-sections, but they will be sent down together with the plan and section in a few days. As my instructions were to survey a line through the Gap, I have confined my survey accordingly in that direction, but I have reason to believe that if it was considered desirable to test the country further, a section, at least as good as that submitted herewith, could be obtained by deviating at the 13-mile peg, and following the eastern slope of the Kurrajong range, and tunnelling through direct on to Bell's line. A deep gully pierces the range which would materially shorten the length of a tunnel. This would also avoid the almost impracticable country through Burraco and shorten the line. When shifting camp last I tried the levels with an aneroid, and I have done so once since, and I think that if it be possible to do anything at all with this line towards Tomah it will be found to be so in the direction indicated. When I was first here I was urged to try a line direct to Bell's line, but where suggested (from Weeny Creek) I found to be impracticable. Moreover it was not part of the scheme of the League, and I was told to report on their line. It would take a month to do this work. The cross-sections will show that the line can be raised between the Red-bank Creek and 7 miles 40 chains.

I have, &amp;c.,

OCTAVIUS LLOYD.

No. 14.

## No. 14.

Mr. Surveyor Lloyd to The Engineer-in-Chief for Railways.

Sir,

Railway Survey Camp, Wallerawang, 3 May, 1884.

I have the honor to forward by this day's post tracings of the plan and section of so much of the work in connection with this survey as I have completed and I regret to have to state that the result is so entirely unsatisfactory.

When I was through the ranges last May in estimating the length obtainable from the Walgan Road to the top of the table-land, I allowed myself what I thought to be an ample margin (viz., twenty-five minutes for every mile walked), and my estimate of the distance was more than borne out by such local information as I could obtain from my guide. That I was altogether at fault is now too apparent. I have, however, to inform you that there is little if any doubt that a good grade can be found if you deem it advisable to allow me to make a trial from about the 6m. 70chs. or 6m. 60chs. When I was here last year I made an examination of the watershed of the Walgan, and I was then of opinion that a line could be obtained by tunnelling from McAndrew's Gully into the low ground, and rising on the side of the hill where the ground is smooth and straight as to direction. Since my arrival here I have made a fairly exhaustive exploration of the country referred to and I think that it is worth a trial. To-morrow, pending instructions to the contrary, I proceed to make a traverse to the low country and I shall be able to send you a section showing the length of the tunnel required by Thursday at the latest, and a complete survey to the top of the table-land in a fortnight's time. I have to express my sincere regret that the country I have tried has turned out so unfavourably, for whatever doubt I entertained as to the feasibility of finding a good line elsewhere I entertained none whatever as to this particular place, and believe that I unfortunately expressed such in my report. You may rely that I shall waste no time in settling the chances of the grade being obtained as suggested, so that no unnecessary expense may be incurred.

I have, &amp;c.,

OCTAVIUS LLOYD.

Mr. Palmer.—W.H.Q., 5/5/84.  
6/5/84.

Tracings received and instructions sent to Mr. Lloyd.—H.P.,

## No. 15.

The Assistant Engineer for Trial Surveys to Mr. Surveyor Lloyd.

6 May, 1884.

As the last 2 miles of the section sent in by you on the 3rd inst. of the trial line from Wallerawang towards the Mount Wilson Platform shows that it will be quite useless to continue the survey further in that direction, you may, as you suggest, start a deviation from 6 miles 60 chains—70 chains, and forward with as little delay as possible a plan and section thereon to the summit of the table-land.

HERBERT PALMER.

## No. 16.

Mr. Surveyor Lloyd to The Engineer-in-Chief for Railways.

Sir,

Railway Survey Camp, Clarence Siding, 23 July, 1884.

I have the honor to inform you that I shall complete the section of the line I have been surveying to a junction with the G. W. Line by at latest the 30th instant. The traverse is tied on now, but will have to be slightly modified. The cross-sections will take me about a fortnight additional time to complete them.

I have, &amp;c.,

OCTAVIUS LLOYD.

## No. 17.

The Assistant Engineer for Trial Surveys to Mr. Surveyor Lloyd.

24 July, 1884.

WITH reference to your report that your trial survey from Wallerawang to a junction with the Western Railway between Mount Clarence and Mount Wilson Platform will be completed by the end of the month, it will be necessary for you to submit a plan and section with the least possible delay, so that it can be determined whether any additional trial surveys in that direction may be required before you break up your party. You may possibly be able to forward the plan and section before completing the cross-levels, which might be plotted after your return to Sydney.

HERBERT PALMER.

## No. 18.

Mr. Surveyor Lloyd to The Engineer-in-Chief for Railways.

Sir,

Railway Survey Camp, Bell's Line,  
Clarence Siding P.O., 11 August, 1884.

I have the honor to inform you that I have this day forwarded the section and plan (in three parts) of the survey I have been engaged upon. I have sent the plan in separate portions, as I have no means of making a proper joint here. The cross-sections are being pushed forward with speed, and will soon be completed.

I have, &amp;c.,

OCTAVIUS LLOYD.

No. 19.

## No. 19.

## The Assistant Engineer for Trial Surveys to Mr. Surveyor Lloyd.

12 August, 1884.

THE plan and section of your trial survey for proposed line of railway from near the Mount Wilson Platform, on the Western Railway, to near Wallerawang, have been received. You may now break up your party and return to this office.

HERBERT PALMER.

## No. 20.

## The Assistant Engineer for Trial Surveys to Mr. Surveyor Lloyd.

11 September, 1884.

I HAVE so far seen no report on the length, Richmond and Wallerawang trial survey, lately completed by you, which should have been sent in, in accordance with the printed instructions, dated the 18th of last January. Be good enough to forward this without delay.

HERBERT PALMER.

## No. 21.

## Mr. Surveyor Lloyd to The Engineer-in-Chief for Railways.

Sir,

Railway Survey Camp, Wingham, 18 September, 1884.

I have the honor to inform you, with reference to the delay in forwarding this report, that when my resignation was accepted in March last, and I broke up my camp, I must have destroyed the memo. referred to by Mr. Palmer in his minute (84/195, received by me on 17th instant,) and I had, when I resumed work at Wallerawang, forgotten the nature of its contents.

The survey from Richmond was commenced by me on the 19th of July, 1883. I started from a point about 40 chains from the Richmond terminus, the line being level to the Hawkesbury River. The length of country crossed and subject to inundation is approximately 75 chains, and as I understood from local residents that the current over that extent has at times been very swift, the whole distance will, I infer, have to be bridged. The width of the channel of the Hawkesbury at summer level is about 13 chains, the bottom being but a few feet above high-tide mark. The banks on both sides are favourable for bridge work, although on the left bank a considerable cutting (so far as my recollection serves me of about 50 feet) will be required. The country falls thence gently into the Redbank Creek, which will require to be bridged, three openings of 25 feet being ample for that purpose. Thence the line rises to the second crossing of the North Kurrajong Road; the works up to that point, with the exception of at one place, the mileage of which I forget, will be light side cutting, principally through shale. From near the Comlaroy Road to the 4-mile crossing of the North Kurrajong Road the earthworks required will be heavy, and the same will apply, although in a much greater degree, from that point up to so far as I surveyed the line to a crossing over the Burrulo Creek. Several deep ravines, three in particular between the 10-mile peg and the Little Weeney Creek, will be crossed, the side slopes throughout being severe, and the curves sharp. None of the places mentioned, including the Little Weeney Creek, carry any water to require more than a 10-foot opening. As surveyed by me, but subsequently I believe altered, the line crossed the Little Weeney Creek, and afterwards through a range necessitating a tunnel of some 50 chains to the head of the ridge dividing the waters of the Burrulo and Little Weeney branches.

The places suitable for obtaining water supply for locomotives are at the Hawkesbury River, at the crossing over the Redbank Creek, and at the Little Weeney Creek. At the latter place the water would have to be pumped up, so far as my recollection serves me, some 50 feet. Further on also (probably reported upon by Mr. Cumming) there is a never failing supply in the "Running Water Creek," and in the "Burrulo Creek."

In the Burrulo Swamp there is an abundance of sassafras swamp, gum, and turpentine, but most difficult of access, owing to the extreme roughness of the country. I think that the probable supply of timber for bridge work and fencing would have to be drawn from the ranges beyond the Kurrajong, and between the Cut Rock and Mount Tomah, the nearest point to Richmond being 16 miles. Stringy-bark and mountain ash abound in the locality named, which for some 10 miles would be along the line. A good clay is obtained at Redbank, but no stone suitable for ballasting nearer than at 11 miles, from which point the country traversed is sandstone formation, lower coal-measures so far as Wallerawang, with the exception of the outcrop of basalt at Mount Tomah.

On the 7th of April I recommenced field work in your department, starting my survey from the Great Western Railway at 103 miles 1 chain 46 links, Wallerawang, near the viaduct over the Cox River, in accordance with verbal instructions from Mr. Palmer. This place was adopted to avoid a crossing over the Cox River. The line might be considerably shortened by spanning that stream and effecting a junction with the main line at the commencement of the straight leading into the Wallerawang Station. The works required from the commencement of the survey to about the 6 miles 70 chains would be light. From about 6 miles 70 chains to about 8 miles 50 chains nearly one continuous tunnel would be required, and the ranges rise to so great a height that the sinking of shafts between openings of tunnels would be most expensive.

From 8 miles 50 chains to about the 12th mile the works required would be excessively heavy, several deep ravines (carrying, however, but little water) would be crossed, the side slopes steep, and the cutting sandstone. Also from about 18 miles to the junction with the Great Western Railway at 85 miles 40 chains the cuttings and embankments would be heavy, although a further survey might show the possibility of improving the line from the first-named point, viz., at about 18 miles. The only bridge required would be one over the Kangaroo Creek, and one opening would suffice. Water for locomotive purposes is available at the Kangaroo Creek, and at all the creeks crossed from 8 miles 50 chains to 11 miles 40 chains, but there is no other place from thence where a supply could be relied upon. The

timber required for sleepers, fencing, and bridges can be obtained close to the line from 8 miles, and thence throughout at a distance of 6 miles direct from Wallerawang. Ballast is available everywhere within easy distance, the line being surveyed throughout over sandstone country, lower coal measures. The survey was completed by me on the 19th of August.

I have, &c.,  
OCTAVIUS LLOYD.

Mr. Palmer.—W.H.Q., 24/9/84. Seen.—H.P., 25/9/84.

No. 22.

The Assistant Engineer for Trial Surveys to Mr. Surveyor Cumming.

31 March, 1884.

On completing the traverse and approximate section of the alternative route of trial survey through the Kurrajong to Bell's Line, near the bottom of the hill known as the Cut Rock, you may bring both plan and section to this office, so that they may be examined in comparison with those of the route so far surveyed by Mr. Lloyd,—and a determination may be arrived at as to which of the surveys is to be continued.

HERBERT PALMER.

No. 23.

Mr. Surveyor Cumming to The Engineer-in-Chief for Railways.

Trial Survey—Richmond to Wallerawang.

Sir,

Mount Wilson Platform, 14 July, 1884.

I have the honor to report that I expect to finish the survey up to Mr. Sharkey's peg, about 3 miles from Mount Tomah, sometime next week.

I have, &c.,

JOHN CUMMING.

No. 24.

The Assistant Engineer for Trial Surveys to Mr. Surveyor Cumming.

16 July, 1884.

With reference to your report that you will complete your trial survey from Mount Wilson Platform to near Mount Tomah sometime next week, it will be necessary for you to forward, with the least possible delay, your plan and section, so that it may be determined whether further trial surveys in that direction may be required before you break up your party.

HERBERT PALMER.

No. 25.

Mr. Surveyor Cumming to The Engineer-in-Chief for Railways.

Sir,

Mount Wilson Platform, 22 July, 1884.

Per same train I send you plan and section of trial line from Mount Wilson Platform to near Mount Tomah.

I have, &c.,

JOHN CUMMING.

Plan and section received.—H.P., 25/7/84.

No. 26.

Mr. Surveyor Cumming to The Engineer-in-Chief for Railways.

Richmond to Wallerawang Trial Survey.

Sir,

Sydney, 25 July, 1884.

I have the honor to report on the works required for the construction of the trial line Richmond to Wallerawang, from 49 miles 50 chains to 66 miles 71 chains, and from 71 miles 4 chains to 80 miles 40 chains, to the junction with the Great Western Railway at Mount Wilson Platform.

The line crosses Little Weeney Creek at 49 miles 50 chains, passes over the South Kurrajong Range, crosses the Burralow, and thence follows a main range to Mount Wilson Platform.

There is but one tunnel on this portion, from 53 miles 5 chains to 53 miles 15 chains—a length of 10 chains.

There are two bridges, and about six small culverts. The first bridge over Weeney Creek, at 49 miles 50 chains, is 115 feet deep and 5 chains wide at formation level. The second is over Burralow Creek, at 51 miles 52 chains, is 218 feet deep, a chain wide at the bottom, and 7½ chains wide at a depth of 50 feet.

The earthwork is very heavy from 51 miles 52 chains to 52 miles 50 chains, averaging 50 feet deep; the remaining portion is moderate, averaging from 10 to 30 feet deep. The tunnel and all the cuttings are rock (sandstone).

There is an alternative line on the North Kurrajong Range, from 49 miles 50 chains to 57 miles 69 chains, which is 1 mile 19 chains shorter.

There are two tunnels on the alternative line, one 71 chains long, from 51 miles 74 chains to 52 miles 65 chains, and the other 10 chains long from 53 miles 5 chains to 53 miles 15 chains. The remaining portion of the earthwork is light, except from 53 miles 15 chains to 54 miles, which is heavy, averaging 40 feet.

There is permanent water fit for locomotive at 50 miles and at 69 miles.

There

## 11

There is abundance of first-class timber fit for sleepers, girders, and fencing. There is good sandstone fit for masonry and ballasting.

Portion from 71 miles 4 chains to 80 miles 40 chains, at Mount Wilson Platform:—  
The earthwork on this portion is moderate, averaging from 10 to 30 feet; there is only one tunnel about 3 chains in length. The cuttings are all sandstone rock.

The timber on this length is very poor and unfit for sleepers or fencing.

The trial line up to Mount Wilson Platform is 2 miles 19 chains shorter than the existing line.

I have, &c.,

JOHN CUMMING.

## No. 27.

Mr. Surveyor Sharkey to The Engineer-in-Chief for Railways.

Sir,

Railway Survey Camp, Kurrajong Heights, via Richmond, 14 July, 1884.

I do myself the honor to report that the survey upon which I am now engaged will be completed at about the end of the present month.

I have, &c.,

JOHN P. SHARKEY.

## No. 28.

The Assistant Engineer for Trial Surveys to Mr. Surveyor Sharkey.

17 July, 1884.

With reference to your report that your trial survey near Mount Tomah will be completed by the end of the month, it will be necessary for you to submit, with the least possible delay, a plan and section of the routes surveyed before breaking up your party, as so far nothing has been sent in giving any idea as to the nature of the section you have obtained, and consequently I cannot judge whether any farther surveys may be required.

HERBERT PALMER.

## No. 29.

Mr. Surveyor Sharkey to The Engineer-in-Chief for Railways.

Sir,

Railway Survey Office, Sydney, 5 September, 1884.

I do myself the honor to report on the general character of the country through which the trial survey, Richmond to Wallerawang, in the vicinity of Mount Tomah, has been made, and the nature of the works required should this line be constructed.

I surveyed from the base of Mount Tomah on the east side to the end of the broken country beyond Mount Bell, covering a distance of 4 miles 66 chains. This length passes over the north of Mount Tomah and Mount Bell, two exceedingly steep and difficult ranges, where high and perpendicular bluffs are frequent. The position of the survey is on the slopes of these ranges, in the best and only position possible, and passes over some steep declivities and two spurs, not avoidable, where earthworks would be very expensive. The two spurs would be tunnelled. Besides there are two gorges to be bridged, having perpendicular depths of 200 and 138 feet respectively.

My illness prevented the furnishing of this earlier.

I have, &c.,

JOHN P. SHARKEY.

## No. 30.

Minute by The Engineer-in-Chief for Railways to The Secretary for Public Works.

Engineer-in-Chief's Office, Sydney, 5 September, 1884.

Richmond and Wallerawang Trial Survey, via Bell's Line.

This trial survey has been completed, and the plan and section have been plotted. Herewith is a plan showing the Western Railway, part of the Mudgee line, and this line to Wallerawang. I also forward tracings of the section of the Western line, and of the trial survey, for comparison.

No quantities have yet been computed from the section; but when this has been done I think it will be found that the construction of a railway by this route would be a very costly undertaking.

No grade worse than 1 in 40 has been adopted on the section, and no curves of less than 12 chains radius need be used, except, perhaps, in one or two instances, at Mount Tomah.

The length of this proposed route would, with a few alterations that would probably be made in the event of its adoption, be almost the same as that of the line already constructed.

The length of tunnels will be about  $4\frac{1}{2}$  miles.

Several viaducts, from 100 feet to 200 feet in height, will be required; also a viaduct of about a mile in length over the river Hawkesbury at Richmond, in addition to exceedingly heavy earthworks throughout.

The summit level is about 200 feet higher than that of the Western line.

JOHN WHITTON.

## No. 31.

T. H. Griffin, Esq., to A. Bowman, Esq., M.P.

Dear Sir,

Richmond, 8 March, 1888.

Mr. Sharkey writes to say that he has seen you about the proposed railway from here to Wallerawang, and that you told him you thought the present was a favourable time for us to move in the matter. He also said that you had offered to introduce a deputation on the 16th. I am much obliged for this, and beg that you will arrange accordingly. Please send me a telegram immediately you have arranged for the deputation, so that I may myself apply for leave of absence to the Bank, and also communicate with the gentlemen who are to form the deputation. Please try and do this to-morrow, as I shall require as long an interval as possible.

Yours truly,

T. H. F. GRIFFIN.

Friday, 16th inst., at 11. Inform Mr. Bowman.—J.R., 9/3 88.

## Minute by The Secretary for Public Works to The Engineer-in-Chief for Railways.

Subject:—Railway, Richmond to Wallerawang.

16 March, 1888.

I ENCLOSE report of deputation that waited upon me with reference to the above, and shall be glad if matter is attended to as therein directed.

JOHN SUTHERLAND.

## [Enclosure.]

The deputation consisted of Messrs. Bowman (M.P.), Griffin, Dean, Bowen, Onis, Holdsworth, Ducker, and Lamrock.

In introducing the deputation *Mr. Bowman* stated that the object of the deputation was to have a resurvey of the route, Richmond to Wallerawang. A rough survey had been made *via* Mount Tomah, and they now wanted a better one.

*Mr. Griffin* stated that there had for a long time been an impression that the existing line from Sydney to Wallerawang was overburdened with the traffic that had to be carried. That was recognized some time ago, when a survey was authorized from Richmond to Wallerawang for the purpose of finding an easy alternate line, and this route offered two advantages; it would relieve the traffic on the Western Line, and also develop the Kurrajong District. Two or three surveyors were engaged, but the work was hurriedly done, and they asked that the route might be gone over more carefully. The line they suggested left the Richmond Line at a point 38 miles from Sydney, and then crossed the Kurrajong and intervening country until it touched the present Western Line at Mount Wilson, 83 miles from Sydney, or 79½ by the route they advocated. They then proposed to use the existing line for about 2½ miles before branching off, and would finally touch the Western Line at Wallerawang. The survey disclosed that the sharpest curve would only be 15 chains, and the ruling grade 1 in 50 and 1 in 55. This would enable a locomotive to take seventeen trucks loaded. There would be four bridges and three tunnels of a total distance of 3 miles 60 chains. They estimated leaving a wide margin, the cost would be £23,500 per mile, and a portion of the line was so situated that it would run along an easy ridge called "Bell's Line," which offered exceptional facilities for a railway, and for many miles the cost would be small. It was to meet troublesome points they had fixed so high an estimate. He hoped the resurvey would be granted; the matter, he understood, was urgent, as the traffic was increasing so fast on the present Western Line that the need of an alternate line was a pressing necessity.

*Mr. Dean* stated that it was well known the existing Western Line was overworked, and the traffic was so great that something would have to be done. Duplication had been proposed, but that would be a most expensive work, and he thought the scheme of an alternate line far preferable. He had been long convinced that a line out to Wallerawang would be one of the best ways to relieve the Western Line, and he supported the request for an improved survey. In addition to relieving the Western Line the route suggested would open up an enormous and valuable tract of country.

*Mr. Sutherland*: Knowing that you were coming this morning I had made inquiries in the matter, but I find the papers are mislaid and at the present moment are not available. I have learned, however, that a survey has been made, and, in the opinion of the Engineer-in-Chief, the route is almost impracticable for any amount of money that the country can possibly lay out on it. In the first instance, a large bridge would have to be made across the Hawkesbury, and that would involve a heavy expenditure; and then the grade was not 1 in 50, but 1 in 40, and the summit level would be 200 feet higher than any point on the Western Line; the matter of the grade was a most important one. I had great trouble in getting the easiest grades I could for the future railways of the country; this country could never go on constructing railways at the expensive rates that had been incurred in the past, we wanted something cheaper, and the matter of the first cost was not the only consideration, as the expense of working was regulated by the ruling grade. We had great difficulty at present in designing the engines and rolling stock most suitable for working our present grades.

*Mr. Bowman, M.P.*: Mr. Sharkey was one of the surveyors, he could get a grade of 1 in 53.

*Mr. Sharkey* stated that he was on the survey under Mr. Whitton; the survey was merely a trial one, carried out with great haste. They were hurried to a great extent, and no trial survey over difficult country could be expected to show the best possible line, and no attempt had been made to improve the survey of the Kurrajong. Every officer had done his best in making the trial survey, but he would stake his reputation on it that it was possible to so improve the line as to get grades of 1 in 50, and curves of 15 chains radius. The surveyors had neither time nor opportunity when they were previously engaged.

*Mr. Sutherland*: I should like to have the matter further considered, so as to prove or disprove what you have said. The matter is an important one, affecting the cost and working of the railway. What do you estimate would be the cost of the survey?

*Mr. Sharkey*: I made an estimate some months ago, and put the cost down at £200.

*Mr. Griffin*: He said he did not think it would exceed £200. He thought there were a few points particularly that required careful resurvey, but a great deal was so palpably easy, it would be a waste of time to go over it a second time. Mr. Sharkey had had great experience, was a capable engineer, and had served under Mr. Whitton with great credit. He was well qualified to report on the improved route. Mr. Sharkey was so satisfied the route could be improved that he had stated if his assertion was not borne out he would bear the expense himself.

*Mr. Sutherland*: What does the deputation wish me to do if Mr. Sharkey will do this himself, or if you would find the money, because, as residents and land-owners, you would all be benefited. Do you want authority for this from the office?

*Mr. Griffin*: Undoubtedly. We ask you will grant the survey as far as the difficult portions are concerned. The gentlemen interested are prepared to give whatever land is required.

*Mr. Sutherland*: That is a matter for after consideration. What I want now is this—it will cost £200 to make this survey, suppose you provide £100 and the Government the other.

*Mr. Griffin*: Would it be done by a Government officer?

*Mr. Sutherland*: If I understand you, you want it done by authority of the Government. You can have it done yourself, but you think you would not have the same standing.

*Mr. Griffin*: Undoubtedly. The Department might not afterwards recognize it, and it might be money wasted. Mr. Sharkey might be employed.

*Mr. Sutherland*: As I agree to pay half, it can be done under the Government; and as you will pay half, you have some claim to make some recommendation. I have no objection to Mr. Sharkey undertaking this under the control of the proper officer. I suppose he would produce a proper plan, showing grades, &c.

*Mr. Sharkey*: I will produce evidence sufficient for all purposes.

*Mr. Griffin*: We will subscribe half the estimated cost.

*Mr. Sutherland*: Mr. Sharkey may then undertake the matter. I am only anxious to get the fullest information in this matter.

Richmond to Wallerawang.—As my report on this survey appears to have been mislaid, I enclose a copy for the Minister's information. From the Minister's remarks to the deputation I understand that £100 is to be paid by this Department towards the cost of this survey, and then the payment by the Government is to cease.—J.W., 22 March, 1888. Under Secretary, B.C.

[Enclosure.]

13

[Enclosure.]

Minute by The Engineer-in-Chief to The Honorable The Minister for Works.

Subject:—Richmond and Wallerawang Trial Survey, *via* Bell's Line.

Department of Public Works, Railway Branch,

Engineer-in-Chief, Sydney, 5 September, 1884.

THIS trial survey has been completed, and the plan and section have been plotted. Herewith is a plan showing the Western Railway part of the Mudgee Line, and this line to Wallerawang. I also forward tracings of the section of the Western Line, and of the trial survey for comparison. No quantities have yet been computed from the section; but when this has been done I think it will be found that the construction of a railway by this route would be a very costly undertaking. No grade worse than 1 in 40 has been adopted on the section, and no curves of less than 12 chains radius need be used, except perhaps in one or two instances at Mount Tomah. The length of this proposed route would, with a few alterations that would probably be made in the event of its adoption be almost the same as that of the line already constructed. The length of tunnels will be about  $4\frac{1}{2}$  miles. Several viaducts, from 100 feet to 200 feet in height, will be required; also a viaduct, of about a mile in length, over the river Hawkesbury at Richmond in addition to exceedingly heavy earthworks throughout. The summit level is about 200 feet higher than that of the Western Line.

J. W.

The Commissioner for Railways.—J. R., B.C. 23/3/88.

Ask accountant to say what the expenditure has been in the trial line which is described as having been conducted hastily and to be incomplete.—Ct.A.G., 24/3/88. [Urgent.]

The survey referred to cost, as per returns to this office, £2,459 17s.—J.V., 26/3/88.

For Minister.—Ct.A.G., 28/3/88. We have received the £100 from those interested in the survey. Is it to be supplemented as suggested.—Ct.A.G., 6/4/88. Approved—J.S., 6/4/88. The Engineer-in-Chief, B.C. Memo. to Messrs. Lloyd and Cummings.

No. 33.

Mr. J. P. Sharkey to The Engineer-in-Chief for Railways.

Sir, Mercantile Chambers, 195, Castlereagh-street, Sydney, 22 March, 1888.

I do myself the honor to request you will be good enough to cause instructions to be issued for the preparation of tracings of the plan and section of the trial survey Richmond to Wallerawang, in order that I may be able to proceed with the resurvey of this line without delay.

I have, &amp;c.,

JOHN P. SHARKEY.

Will you please permit Mr. Sharkey to make tracings of the plan and section of the trial survey from Wallerawang to Richmond? Mr. Sharkey will probably call at the Branch Office to-morrow with reference to this matter.—W.H.Q., 4/4/88. Mr. Beckett.

No. 34.

Mr. T. H. F. Griffin to The Under Secretary for Finance and Trade.

Sir, Richmond, New South Wales, 28 March, 1888.

I have the honor, by instruction from the Honorable the Secretary for Public Works, to transmit to you herewith a draft for £100, to be placed to a suspense account for railway survey, Richmond to Wallerawang.

The accompanying telegram from the Minister will further explain the matter.

Your acknowledgment will oblige

Yours, &amp;c.,

T. H. F. GRIFFIN,

Hon. Sec. Richmond-Wallerawang Railway League.

[Enclosure.]

Telegram from The Secretary for Public Works to T. H. F. Griffin, Esq.

PAY amount into Treasury Suspense Account for Railway survey.

Sydney.  
JOHN SUTHERLAND,  
Secretary for Works.

The sum of £100 has this day been received at the Treasury.—G.E. The Under Secretary for Works, B.C., 29 March, 1888.

No. 35.

Mr. T. H. F. Griffin to The Secretary for Public Works.

Sir, Commercial Banking Company of Sydney,  
Richmond, N.S.W., 28 March, 1888.

I have the honor to report that I have this day forwarded a draft for £100 to the Colonial Treasury, on account of the promised donation of that sum towards cost of resurveying line Richmond to Wallerawang.

You will confer a favour upon us by kindly instructing Mr. Sharkey to proceed at once with the survey.

I have, &amp;c.,

T. H. F. GRIFFIN,

Manager.

No. 36.

## No. 36.

## Telegram from Mr. T. H. F. Griffin to The Secretary for Public Works.

10 April, 1888.

SHARKEY says requires certain papers, Mr. Whitton's office, absolutely necessary. Please order them to be lent to Sharkey at once. It seems most unfair to us that Railway Department should throw any obstacles in Sharkey's way when you have promised he should have all he required.

T. H. F. GRIFFIN,

Secretary, Railway League, Richmond.

Minister wishes to have papers, 11/4/88. Mr. Quodling, B.C., 11/4/88.—A.R. [Urgent.]

## No. 37.

## Mr. J. P. Sharkey to A. Bowman, Esq., M.P.

Mercantile Chambers, 195, Castlereagh-street, Sydney, 7 April, 1888.

Dear Mr. Bowman,

I beg leave to report that at last I have been allowed access to the plans, &c., of the trial survey, Richmond to Wallerawang, by a minute from Mr. Quodling.

On examining the plans and sections of Mr. Cumming's surveys I find that they are unfinished and incomplete, and of little value for any purpose.

The sections only show the datum and surface lines, being in fact skeleton drawings. They have no particulars whatever of locality or features, and are ungraded. The plans are similarly incomplete. In their present unfinished state they are of no practical use for any purpose.

The attention of the Engineer-in-Chief has been drawn by letter to the above facts to-day, with a request that draughtsmen may be placed on the work of completing the plans and sections without delay, from the field-notes of the surveyor who executed the work.

One deduction can be made from the unfinished state of the plans and sections, viz., that the survey was only a blind, there being no sincere desire to find a practicable line over the route. Otherwise, why should the plans, &c., be left unfinished and incomplete; and above all, why should not the possible grades over a difficult length have been ascertained before this date?

It would have been well could the Honorable the Minister for Works have seen the sections, &c., in their present state, for then he could judge whether justice had been done to the route in the past, and whether reasonable diligence had been used to procure and conserve the information expected from a trial survey. There are no plans or sections of any other survey in the Colony in a similar state. Query—wherefore?

I remain, &amp;c.,

JOHN P. SHARKEY,

C.E., Licensed Surveyor, &amp;c.

Will Mr. Sutherland oblige me by having the information required by Mr. Sharkey furnished to him without delay, as it appears to me that unnecessary obstruction is being put in his way by officers of the Department.—Yours truly, ALEXANDER BOWMAN, 10/4/88.

Dear Mr. Bowman,

195, Castlereagh-street, Sydney, 9 April, 1888.

I would like to meet you to-morrow morning, at 10:30, at the Works Department. Since we saw the Minister together I have been unable to get any satisfaction, though each day I have interviewed several officers of the Works Department.

Since 24th ultimo I have lost my time in paper-hunting in this case. It does not seem worth my while to continue it, and unless the difficulties besetting me are removed I shall have to return to my proper employment—a position I relinquished to take up the survey, Richmond to Wallerawang.

At present I receive no recompense for my time and trouble, and I am sure the people of Richmond and the Minister for Works do not expect me to continue much longer in this unsatisfactory position.

Yours, &amp;c.,

JOHN P. SHARKEY.

Please treat no letters of mine as private unless specially merked as such.

## No. 38.

## Mr. J. P. Sharkey to The Engineer-in-Chief for Railways.

Sir,

Mercantile Chambers, 195, Castlereagh-street, 7 April, 1888.

I do myself the honor to report that neither the plans or sections of Mr. Cumming's lengths of the survey, Richmond to Wallerawang, have been completed. The sections only show datum and surface lines, without further information, except, indeed, the mileage, which is only in pencil, and are ungraded.

The plans are devoid of all information relating to localities, &c., which renders it impossible to make identifications on the ground.

May I therefore request that the plans and sections may be completed with all possible haste, from Mr. Cumming's field-notes, to enable me to make tracings that could be of use to me on my resurvey.

The plans and sections, in their present unfinished state, are valueless for any purpose.

I have, &amp;c.,

JOHN P. SHARKEY.

Mr. Beckett.—W.H.Q., 9/4/88. These plans and sections were put away in a very incomplete state by Mr. Palmer's instructions. The sections are now being graded, and, together with the plans, finished up. I anticipate they will be ready for Mr. Sharkey when required, who consequently will not be inconvenienced. The only field-notes I can find of Mr. Cumming's length are in his level-books.—G.J.B., 9/4/88. The Engineer-in-Chief. Mr. Sharkey informed.



No. 39.

## Memo. from The Chief Clerk to Mr. J. P. Sharkey.

Engineer-in-Chief's Office, Sydney, 10 April, 1888.

In reference to your letter of the 7th instant, the officer in charge of the Survey Branch reports that the plans of the Richmond-Wallerawang route were put away in a very incomplete state by Mr. Palmer's instructions. The plan and section are being finished up, and it is expected they will be ready for you when required.

W. H. QUODLING.

No. 40.

## The Secretary for Public Works to The Engineer-in-Chief for Railways.

*Subject*:—Survey, Richmond to Wallerawang.

I HAVE received a mass of papers consisting of memoranda, telegrams, and accounts of interviews on the subject of the difficulty experienced by Mr. Sharkey, who has been employed to improve the original survey of the line over the Kurrajong by Bell's line, in proceeding with this work.

The Government and the country are as much interested in a matter of this kind as are the residents of Richmond, who have contributed to the cost of this service, and I altogether deprecate the tactics of Mr. Quodling, as shown in Mr. Sharkey's account of his interview with him, in attempting to foil, as I take it, the determination to have this resurvey.

It is stated further by Mr. Sharkey that the plans which Mr. Whitton stated in his minute of 5th September, 1884, had been plotted are in such an incomplete state as to be worthless, and that it is impossible that any reliable information as to the result of this survey could have been obtained.

I shall be glad if the Engineer-in-Chief will let me see the plans which were placed before Mr. Sharkey. I do not think that it is at all necessary that they should be copied. If they are sufficiently complete to admit of Mr. Sharkey obtaining from them the information he desires, it should not be incumbent upon him to take copies. Mr. Sharkey has been an officer of the Department for many years, and I can see no possible objection to his being entrusted with the originals on his giving a receipt for them, but as they are said to be in an incomplete and useless state I shall be glad if they are submitted to me in the first instance.

JOHN SUTHERLAND.

The Engineer-in-Chief, B.C., 12/4/88. Urgent. Plans and sections forwarded to the Minister about 12 o'clock on 13th April, 1888.—W.H.Q.

Interview with Mr. Quodling, as representative of Mr. Whitton. Time, 11:30 a.m., 4/4/88.

*Mr. Sharkey.*] I came, Mr. Quodling, to inquire has anything been done in my matter.

*Mr. Quodling.*] I have only received the Treasury notification this morning that the £100 was paid. I will send instructions to the other office that you are to be allowed the use of the plans, but first I will go and show this [a document in his hand] to Mr. Whitton. [Exit Mr. Quodling.] On returning he said:—You can have the use of the plans, Mr. Sharkey, for the purpose of copying them.

*Mr. Sharkey.*] Could I have the services of one draughtsman. He would do the work faster for me, and would better understand what has to be done than a stranger.

*Mr. Quodling.*] On no account. You will have to provide your own men for this purpose. You have nothing to do with this Department. If you want any draughtsman, I have the names of several here who will be glad to get employment. If we did the work we would have to charge it against the £100.

*Mr. Sharkey.*] I would be satisfied with this. Surveyors, when taking the field, are supplied with all the necessary plans and information, and I merely require the same facilities for doing my work as others.

*Mr. Quodling.*] It can't be done on any account. We cannot recognize you as a Government officer in any way.

*Mr. Sharkey.*] I will put on men to do the work, but wished to save expense if possible. I want an advance of £20 to enable me to complete my equipment for the purpose of carrying out the work. I am prepared to furnish the bonds usual in such a case—similar to those supplied by railway surveyors.

*Mr. Quodling.*] You are not a Government officer, and I cannot recognize you in any way. You will have to apply to the people of Richmond for it.

*Mr. Sharkey.*] Why should not I be allowed the same privileges as Government surveyors? What is the use of me undertaking work unless I am allowed to use the money provided for the purpose? How am I to pay my men?

*Mr. Quodling.*] I do not know. It does not affect me. I have nothing to do with that. I suppose the money will be handed over when the work is done.

*Mr. Sharkey.*] I must have satisfactory arrangements made before I leave Sydney. I will see the Minister to-morrow, as I must have all these matters settled before I could start on such an undertaking. [Exit Mr. Sharkey.]

Note.—All railway surveyors are allowed an advance of £50 when taking the field. I only asked £20. Evidently there is no desire or intention that I should be allowed to carry out this work untrammelled.

The above is a true report, taken down immediately.

JOHN P. SHARKEY.

No. 40½.

## Minute by The Chief Clerk to The Engineer-in-Chief for Railways.

*Subject*:—Mr. Sharkey's misrepresentations.

Department of Public Works, Railway Branch,

Engineer-in-Chief's Office, Sydney, 13 April, 1888.

If the Minister had been pleased to have referred to me instead of accepting Mr. Sharkey's *ex parte* statement as being correct, I think he would not have censured me, as I most emphatically deny that Mr. Sharkey has been in any way obstructed.

I

I did not consider that I should be justified in giving Mr. Sharkey permission to have access to the plans and sections of the Richmond-Wallerawang route until I had been officially notified that the sum of £100 had been paid by the Richmond people, as I was of opinion that this was a condition to be fulfilled prior to any action being taken by the Department, and is a practice which has been followed for years.

The money was paid to the Treasury on the 29th March, but the papers were not sent to this office until the 3rd instant.

Immediate instructions were given to the officer in charge of the Branch Office to allow Mr. Sharkey to have access to the plans.

To show that no obstruction has been offered to Mr. Sharkey, I may mention that he called at my office a few weeks ago and asked if I thought Mr. Whitton would be offended if he undertook to make a resurvey of the line, as he had no employment and must do something. I replied that I thought he would not be, but I would ask him. I accordingly did so, when he (Mr. Whitton) said he had not the slightest objection, and Mr. Sharkey was so informed.

W. H. QUODLING.

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No. 41.

Memo. from The Chief Clerk to Messrs. Surveyors Cumming and Lloyd.  
Richmond-Wallerawang Survey.

10 April, 1888.

MR. J. P. SHARKEY, in a deputation that waited on the Minister in reference to a resurvey of the above route, made the following statement:—

“He was on the survey under Mr. Whitton; the survey was merely a trial one, carried out with great haste; they were hurried to a great extent, and no trial survey over difficult country could be expected to show the best possible line, and no attempt had been made to improve the survey at the Kurrajong; every officer had done his best in making the trial survey, but he would stake his reputation on it that it was possible to so improve the line as to get grades of 1 in 50, and curves of 15 chains radius; the surveyors had neither time nor opportunity when they were previously engaged.”

Please report as to the correctness or otherwise of the above remarks as regards your work on this survey.

W. H. QUODLING.

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No. 42.

Mr. Surveyor Lloyd to The Engineer-in-Chief for Railways.

Railway Survey Camp, Myrtle Creek, Lawrence and Casino Road,

Sir,

via Lawrence, 13 April, 1888.

I have the honor to report, with reference to memo. 88-286, concerning statements made by Mr. Sharkey in regard to the trial survey, Richmond to Wallerawang, that so far as I am individually concerned there is no foundation for what he said—that the survey was unduly hurried.

In July, 1883, I received instructions verbally from the late Mr. Wade (acting during your absence) to make a survey of a portion of the ascent of the Kurrajong Range and of the north side of Mount Tomah, this in accordance with my preliminary report and the recommendation therein contained that to avoid unnecessary expense such portions should first be tried, they being the key to the worst of the difficulties to be encountered.

Subsequently I received from Mr. Palmer orders to make a through survey from Richmond to Wallerawang, as you did not approve of any piecemeal survey. On the occasion of a visit from Mr. Palmer to my camp I consider that I was unfairly used by that gentleman, as he assumed that certain rough traverses he saw represented on my plan were intended as a trial line, in lieu of what they were—just feelers to obtain some insight into the country. This, however, was a matter between that gentleman and myself, and before I left the Department I recommended that a test should be made of the country up to the top of the Kurrajong and near Mr. Comry's house, which Mr. Cumming received orders to do. On my return to the N.S.W. Railways I was put in charge of the western end of the survey, and can state that every facility was afforded me by the Department to examine the country, nor was any expense for guides denied me or cavilled at.

With reference to Mr. Sharkey's statement “that grades of 1 in 50 could be obtained, and curves of 15 chains radius,” I unhesitatingly affirm that such assertion is absurd, at all events as regards the western descent. During the whole time I was engaged upon the survey of the descent from Bell's Line to Wallerawang Mr. Sharkey never visited my camp, nor, I am convinced, did he ever make any exploration in the direction of it. I have examined, with competent guides, and with a care born of an intense desire to succeed with that portion of the survey, all the possibilities between Lithgow and the Walgan Gap, and I will stake my reputation as a surveyor (whatever it may be worth) that if any fresh survey be carried it will be in the direction I marked mine. Mr. Sharkey gives no indication as to where he proposes to obtain the 1 in 50 grade; but I can assure him that from Wallerawang to the Walgan Gap he will find one wall of rock several hundred feet in height, broken only by Kangaroo Creek and M'Andrew's Gully, the former being useless for any practicable railway, and the latter that I adopted for a distance. I was sanguine that I should be able to reach the top of Bell's Ridge by means of M'Andrew's Gully, but the sure test of instruments undeceived me, and I had to take the survey into a tributary of the Walgan, showing a tunnel of, I think, 2 miles, with an ascending grade of 1 in 40, and even then had the greatest difficulty in reaching the table-land, using several curves for no purpose other than to improve the grade. It is possible that Mr. Sharkey has been over a line of country from the bottom of the big Zig-zag to the Bald Hill. I have also been over the same, and am sure no chance exists there.

The

The "get-away" from the main line at Wallerawang could be improved. (It was surveyed, under orders from Mr. Palmer, to avoid a creek crossing.) I think also certain places on top of the ridge (Bell's Line)—at least as regards earthwork, cross-sections, too—will show where local improvements could be effected; but all this will not touch the question of grade from Wallerawang to Bell's Line, which is as good as can be found; and this I state, being well aware of the disgrace that will attach to me should a better line, with such grades as Mr. Sharkey mentions, be discovered.

With regard to the grades up the Kurrajong, I write only from memory, but, whatever they be, I know 1 in 40 enters largely; they cannot be materially improved. Mr. Cumming continued my survey from the Little Weeney Creek in the direction I suggested by tunnelling under Mr. Comry's place, and so working on to Bell's Line. Whatever grade Mr. Cumming obtained from his junction with my survey is the best obtainable with a tunnel of the length his section showed. Easier grades must mean a longer tunnel. Generally I may state that much care was taken in picking the route, so far as I am concerned, and I had more to do with the survey than any of the gentlemen employed on it, and I am positive that, while cross-sections will show local improvements, no general alteration in the route, giving grades such as Mr. Sharkey states possible, can be found.

I have, &c.,

OCTAVIUS LLOYD.

No. 43.

Mr. Surveyor Cumming to The Engineer-in-Chief for Railways.

Sir,

Bundarra, 14 April, 1888.

Enclosed I send you a report on the Richmond and Wallerawang trial survey; as I have not access to the plans and sections, there may be some discrepancies in it with regard to time, distance, &c., as I have to trust entirely to memory.

I have, &c.,

JOHN CUMMING.

[Enclosure.]

Sir,

Bundarra, 14 April, 1888.

In reply to your memo. of the 10th instant, *re* the Richmond and Wallerawang trial survey, and Mr. Sharkey's statements to the Minister, I have the honor to report as follows:—

I do not understand what Mr. Sharkey means by this survey being merely a trial one; all railway surveys at first must be trial ones; working surveys are never necessary till the proposed line is intended to be constructed.

The surveyors on this survey were not hurried in any way to my knowledge; an inspection of the journals or the plans and section (as the dates of commencement and end of surveys on them) will prove that there was plenty of time given.

Mr. Lloyd was about eight months engaged surveying from Richmond to the Kurrajong and rough traversing to Mount Tomah; I was about six months doing from the foot of the Kurrajong to Mount Tomah, and from Mount Tomah to Mount Wilson, and Mr. Sharkey was about six months surveying across the Mount Tomah portion. It is very evident the surveyors had plenty of time to make an exhaustive survey. Mr. Sharkey states that no attempt had been made to improve the survey at the Kurrajong, and immediately after, that every officer had done his best. If I made my best and made no attempt to improve the survey at the Kurrajong, I must either have scamped my work or been grossly incompetent. A ruling grade of 1 in 50 and minimum curves of 15 chains radius against grades of 1 in 40 and 12 chain curves, will about double the cost of construction of this line; on this point, as it seems to be the fashion, I am also willing to stake my reputation.

The route from Richmond to Mount Wilson is along or quite close to Bell's Road, which runs along a range starting from the main watershed at Mount Wilson, and running in a pretty straight direction to Richmond. From the character of this range it is evident that a trial survey along it is very simple, as the route must follow the range and the formation level must be everywhere near the summit, as the range is in many places only 2 or 3 chains wide, and throughout its whole length spurs branch out on both sides, with immense ravines between, consequently if the formation level is 150 or 200 feet below the general summit of the range, the construction will be nearly all tunnels and viaducts on account of numerous spurs and immense ravines between them. The Kurrajong is a gigantic spur about 1,000 feet higher than the range and extending several miles on each side.

If it is considered that the section *via* the Cut Rock is the general section of the Bell's Range—that no length can be gained, as the range is so narrow—and that the formation must be close to the summit, as the sides of the range are so rugged and impracticable, it can easily be shown that 1 in 50 will enormously increase the cost of construction by drawing this grade on the section, starting at the foot of the Kurrajong, or rather at the commencement of Mr. Lloyd's last 1 in 40. By doing this you will find the length of tunnel increased and that the 1 in 50 grade will not gain the summit of the range till near Mount Tomah.

The survey from Richmond to Mount Wilson is very easy, except about 10 miles at Mount Kurrajong and about 6 miles at Mount Tomah.

I commenced at the foot of the Kurrajong on the summit of the range, where Mr. Lloyd left off, contoured along the Kurrajong with a grade of 1 in 40, crossed the road near the Public School, tunnelled through the mountain at the Cut Rock, crossed to the right of the range at the foot of the Kurrajong, with a cutting of 70 feet, and contoured along the side for 3 miles before I gained the summit. If I had used 1 in 50 from the commencement the tunnel would be about half a mile longer and the formation would be about 150 feet (that is, impracticable ground) for miles. I do not remember Mr. Lloyd's grade; it is likely he used 1 in 40 for miles, as he would be anxious to strike the Kurrajong at as high a level as possible. If he has done this then 1 in 50 is out of the question.

Before continuing the survey I tried an alternative line, commencing again at the foot of the mountain, going through the Devil's Gap, crossing the Burralo Creek, with a viaduct about 320 feet high, which I found necessary to regain the summit, and joining the Cut Rock line about 3 miles from the Kurrajong. If I had used 1 in 50 on this route I would require a viaduct across the Bunalow 400 feet high.

I could not see any other likely route across the Kurrajong, although I explored the country for miles and inquired from the local residents likely to know.

On the first 3 miles of Mr. Sharkey's length at Mount Tomah he shows two viaducts 300 x 150 feet deep and one 8-chain curve. I think it would be better to tunnel through this part, as the total distance would be  $1\frac{1}{2}$  mile against 3 miles. The deepest viaduct would be done away with, and the 8-chain curve would be changed to about 12 chains. It is not necessary to have further surveys made here, as Mr. Sharkey's plan and section gives enough information to determine the length of tunnel and grade.

I have been constantly engaged in railway survey and construction for fifteen years in England, Scotland, America, and Cape Colony, and ten years on railway surveys in this Colony. This is the first time I have been accused of doing slovenly work. I hope in justice to all parties that the matter will be inquired into.

The Minister seems to be under the impression that the plans and sections for this line cannot be found. They were certainly in the office a few months ago, as I had a look over them.

I have, &c.,

JOHN CUMMING.

Engineer-in-Chief, Railway Department, Sydney.

## No. 44.

## Mr. J. P. Sharkey to The Secretary for Public Works.

Sir,

Mercantile Chambers, 195 Castlereagh-street, Sydney, 18 April, 1888.

I do myself the honor to forward herewith for your information schedule of all existing plans and sections in Railway Survey Branch relating to the trial survey, Richmond to Wallerawang, with individual reports as to their condition of usefulness.

I most respectfully draw your attention to the incomplete state of some of these plans and sections from which it is impossible to procure the simplest information expected from such sources. In their present condition they represent blanks or breaks in the survey to Wallerawang. At this date all the sections are incomplete, being ungraded, or only so in pencil.

It is impossible for me to make use of portions of these plans or sections for the purpose of amending the survey, as in point of fact they represent nothing, except indeed it be a waste of time and public money.

I have, &amp;c.,

JOHN P. SHARKEY.

I can scarcely credit the statements made in this paper. I would be glad to have a report on it.—  
JOHN SUTHERLAND, 20/4/88. The Engineer-in-Chief, B.C., 21/4/88.

## [Enclosure.]

SCHEDULE of all existing plans and sections in the Railway Survey Branch relating to the trial survey, Richmond to Wallerawang:—

Plan No. 1.—From 37 miles 40 chains to 52 miles—Surveyor O. Lloyd.

THIS plan shows one line of direct survey with a few cross-sections to 49 miles 40 chains, giving meagre information relating to alienated lands, features, and localities. The mileage bench levels and traverse stations are all fixed. This plan also shows two deviations, one with bench levels and traverse stations; the other is a skeleton outline without any particulars as to features, locality, or bench levels, and is therefore valueless in its present form, except to show that a survey has been made for some purpose. The plan of through line first mentioned can be used for amending the section and route, though the scale is inappropriately small for rough country, being 10 chains per inch.

Plan No. 2.—From 49 miles 40 chains to 67 miles—Surveyor John Cumming.

THIS plan shows two lines of survey—one *via* Burrulo Creek, and one *via* South Kurrajong. There are no characteristics or headings by which an observer can distinguish one line from the other; the points of divergence and convergence are not distinguished, so that without great trouble the plan is unintelligible. It took myself and the officer-in-charge of draughting-room a considerable time to make head or tail of this plan. It is unfinished and incomplete; there are but few cross-sections; the hills, where marked, are in pencil; features and localities are not well or sufficiently delineated. A centre line has been marked thereon in blue (curves and straights) and as this line in many places is situated considerable distances from the traverse line over which the levels were taken, and as there are little or no cross-sections, I fail to see how it was possible to determine what manner of section is obtainable over this projected line in blue. Still, I am told by the chief draughtsman that the section noted in this schedule as No. 2, represents the ground surface of the projected railway line (straights and curves) in blue. What an absurdity. How could it be possible to determine the levels or section of this line without direct levels or cross-sections, situated as it is, in places 10 to 16 chains removed from the actual line of levels, and this in very rough and difficult country? This portion of the survey therefore is so defective in point of information and necessary detail that it can be of but little use for any purpose. No field-book has been kept for this portion of the survey, and all the notes discoverable relating to it are in the level-books and are unintelligible to any person. I am quite sure the surveyor who executed the survey could not now supply the information wanting from this plan and equally wanting from the notes entered in the level-books. The memory of no man could make good the deficiency. Therefore this plan is of no practical use, and exhibits a lavish waste of public money.

Plan No. 3.—From 67 miles to 72 miles—Surveyor John P. Sharkey.

THIS plan is perfect of its kind. It supplies all the information possible to be obtained from a trial survey. The features are well and plainly delineated, and all possible details as to locality are supplied. The field-book is well and properly kept. Both field-book and plan will repay inspection. They have been exhibited before the Board of Examiners for Licensed Surveyors and highly approved by them. I defy any surveyor or engineer to gainsay the above.

Plan No. 4.—From 72 miles to 80 miles 40 chains—Surveyor John Cumming.

THIS is very similar to plan No. 2. It is unfinished and incomplete; the hills, where shown, are in pencil; the features and localities are not delineated, nor has the information naturally to be expected from a trial survey been either procured or conserved. The field-notes, as in plan marked No. 2, are valueless, being insufficient and unintelligible notes in the level-books. There are only a few cross-sections shown. A centre line has been marked thereon, by straights and curves in blue, but from what data the corresponding section has been prepared it is hard to determine, the cross-sections being deficient and there being no direct levels taken over that line. Still the section in existence for this length is supposed to represent the surface level of the straights and curves which can only be accepted as imaginary. This plan is not what it should be, and would be a disgrace to any institution in the world.

Plan No. 5.—From 80 miles 40 chains to 103 miles—Surveyor O. Lloyd.

THE plan of this length has been well and properly prepared, and reflects credit on Mr. Lloyd.

Section No. 1.—From 37 miles 40 chains to 52 miles—Surveyor O. Lloyd.

THIS section is complete except that it has not been graded, and that the scale is too small for rough country, viz., 100 feet vertical and 10 chains horizontal per inch. Draughtsmen are now busy grading this section, a work that should have been done four years since. It has been the practice for all sections to be graded in the office by the engineer in charge of railway surveys.

Section No. 2.—From 49 miles 40 chains to 67 miles—Surveyor John Cumming.

THIS is merely a sheet of paper with an irregular line marked longitudinally along it. An insect could have been made to mark a line equally as valuable. It exhibits no writing of any kind, no features, no localities, no levels, no distances or mileage, nothing to indicate head or tail of it except what may be taken by an expert as a datum line, which denotes it to relate to a section. It now appears after investigation by the officer in charge of this office that the line on this paper represents the ground surface of the blue line on plan (straights and curves), but by what means this was plotted does not appear in the absence of cross-sections or direct levels. This survey was over very rough and difficult country, and I fail to see under the circumstances how it was possible to determine what might be the levels of this imaginary line, situated as it is 10 to 16 chains removed in some places from the traverse line, over which the levels were actually taken. By preparing this section in this form the paper has been lost without corresponding benefit. Distance, 17½ miles.

Section No. 3.—From 67 miles to 72 miles—Surveyor John P. Sharkey.

THIS section is complete, levels having been taken over the straights and curves as delineated on plan. It has only been graded in pencil, a work usually done in office.

Section

Section No. 3a.—From 67 miles to 72 miles.—Surveyor, John P. Sharkey.

THIS is section taken over traverse survey, and gives all usual and necessary particulars as to levels, features, localities, and bench levels.

Section No. 4.—From 72 miles to 80 miles 40 chains.—Surveyor, John Cumming.

THIS section is similar to No. 2 with the exception that faint lines of grading in pencil existed. It is equally as valueless as that section, though it is now being graded in ink in this office. In fact all the sections are being graded with all possible despatch, but this will not render them of more value where the surface line has been fixed by guess or unexisting data. This section represents a complete loss of public money. Length, 7 miles 40 chains.

Section No. 5.—From 80 miles 40 chains to 103 miles.—Surveyor, O. Lloyd.

THIS section has been well and properly prepared so far as it has been completed. There are no surface levels marked nor has it been graded, except in part which is in pencil. When these deficiencies are made good the section will contain the information that should be procured and conserved from every trial survey. All railway surveys are expensive, and it is only right to expect that all resulting plans and sections should contain all information possible to be procured from such surveys. Information conserved in this way may be turned to great advantage in future years for purposes that may not now be apparent.

Total length of survey, 65 miles 60 chains.

Cost of survey, £2,459 17s.

Cost per mile, £37 8s.

Survey representing plans and sections incomplete and useless, 26½ miles at £37 8s. per mile = £981 2s.

JOHN P. SHARKEY.

Mercantile Chambers, 195, Castlereagh-street, Sydney, 18 April, 1888.

No. 45.

Memo. from The Chief Clerk to Mr. Surveyor Cumming.

Richmond-Wallerawang Survey.

I FORWARD herewith a copy of certain statements made by Mr. J. P. Sharkey in reference to your plans of the above survey.

Please report fully as early as possible.

W. H. QUODLING.

[Same to Mr. O. Lloyd, Surveyor.]

No. 46.

Minute by The Engineer-in-Chief for Railways to The Secretary for Public Works.

Department of Public Works, Railway Branch, Engineer-in-Chief's Office, Sydney, 9 May, 1888.

Subject:—Richmond to Wallerawang Survey.

I FORWARD reports from Mr. Lloyd and Mr. Cumming on Mr. Sharkey's statements with reference to the comparative uselessness of their surveys on the above line.

From these reports it appears that there was no justification for Mr. Sharkey's condemnation of their work, and that every necessary information could have been obtained from these plans.

I also attach a tabulated return of the cost of this survey by Mr. Lloyd, Mr. Cumming, and Mr. Sharkey, from which it will be seen that Mr. Lloyd surveyed 37 miles, at a cost per mile of £30 2s. 5d., and Mr. Cumming 26 miles, costing per mile £17 6s., while the cost of Mr. Sharkey's survey of 5 miles was £86 6s. 7d. per mile.

A portion of this cost, I presume, was incurred by Mr. Sharkey wasting his time in sketching hill features, which are in no way necessary on a trial survey.

Mr. Beckett has also reported on these plans, and I annex a copy of his report.

JOHN WHITTON.

[Enclosures.]

Trial Survey—Richmond to Wallerawang.

SCHEDULE showing work done and amount expended by each surveyor.

Name.	Distance Surveyed.	Time.	Miles per month.	Cost per mile.	Total cost.
	miles.	months.	m. ch.	£ s. d.	£ s. d.
Lloyd, O. ....	37	13½	2 60	30 2 5	1,114 7 8
Cumming, J. ....	26	4½	6 0	17 6 0	449 17 7
Sharkey, J. P. ....	5	6½	0 62	86 6 7	431 12 10
Explorations .....	.....	.....	.....	.....	.....
Office expenses, &c. ....	.....	.....	.....	.....	361 1 2
Total .....	.....	.....	.....	.....	2,356 19 3

Office of Engineer-in-Chief for Railways, Sydney, 9 May, 1888.

W.H.Q.

Railway Survey Camp, Myrtle Creek, Laurence and Casino Road, via Laurence, 1 May, 1888.

The Engineer-in-Chief, Railway Department, Sydney,—

Sir,

I have the honor to acknowledge the receipt of your memo. 88/331, and to report relative to plan and section from 37 m. 40 ch. to 52 m. (Richmond to Wallerawang Railway) that the scale 10 chains to the inch was that I was instructed to work to by Mr. Palmer. When I was sent to Richmond I understood that it was with a view to try whether a railway line was in any sense feasible over the Kurradjong Ranges, and regarding the matter as very problematical, I pushed on with the traverse without wasting time on detail survey that might never be wanted, or, if required, could be supplied if the result of the first survey justified a more extended one. Moreover, my connection with the Department was severed before the completion of the length referred to by Mr. Sharkey. The two deviations mentioned by Mr. Sharkey (see first page of his letter and bracketed) were of rough trials run and abandoned.

On

On resuming work at the Wallerawang end, Mr. Palmer (Messrs. Sharkey and Cumming being then employed on the survey) instructed me to plot to a 4 chain scale, as there seemed some probability of the survey being a partial success. This I did, and took some rough cross-sections. I did these, however, (cross sections) in a perfunctory manner, as to have thoroughly cross-sectioned my length would have taken months of labour, and I knew that it was not customary to expend time on such work until the line was being properly worked up for a permanent survey.

More cross-sections, however, would have been taken but for my having been recalled to town by Mr. Palmer in mistake. He wrote to me in answer to a letter informing the Engineer-in-Chief of the progress of the work (see letter book for July, 1884) to return to Sydney, which I did, when I mentioned to Mr. Palmer that my letter to the Engineer-in-Chief stated that I was still engaged on cross-sectioning, he did not believe that he had given me orders to break up my camp until he had consulted the press copy of his letter. I mention this as although I regard the absence of a few cross-sections in so rough a survey as of small value, I left bush pegs in lieu of permanent pegs in most places, and several bench marks unnumbered, also station pegs unnumbered.

I have, &c.,

OCTAVIUS LLOYD.

Richmond and Wallerawang Trial Survey.

Sir,

Railway Survey Camp, Uralla, 28 April, 1888.

I duly received your memo. of the 26th instant, with Mr. Sharkey's report on the plans and sections of the above survey.

I scaled the lengths on the dotted blue line from the plan, and calculated the heights from cross-sections of the traverse lines, taken by angles of elevation and depression. From long practice I found this the best method of making trial surveys in rough country, and well suited to carry out the working survey afterwards.

By traversing, levelling, and cross levelling the dotted blue line, the best possible line can be found for construction. Mr. Chalmers, who was with me during the whole survey, can certify that I thoroughly examined the ground and that my section was made by hard work and laborious calculation. The engineers who were engaged on the working surveys of the Newcastle and Illawarra Lines, can also testify that my trial surveys were made over the best routes and always found accurate.

Mr. Sharkey has staked his reputation that he will find a line at a moderate cost with 1 in 50 grades, when I could only find an expensive line with 1 in 40 grades. He might possibly make some improvements by going over the old routes with the same grades, but that he can do so with 1 in 50 every engineer in the Railway Survey Department knows to be absurd and impossible. We have yet to learn that he has discovered a better route; if he has made this happy discovery let him prove it, if he means business, by actual survey. Mr. Sharkey could have got his order for the plans and sections from the Minister, when he got permission to make his survey on the 16th of March, he could have made his field tracings and got his equipment ready in a week, and have by this time several miles of his survey completed. Instead of commencing his work in this usual way, he is up to the 18th of April engaged making statements to the Press, writing abusive reports and getting the old plans and sections finished up. Why finish up the old plans and sections, better for his purpose to leave them as they are, his new and improved survey will then compare more favourably with them.

My survey of 26 miles took 5 months, and cost £20 per mile. Mr. Sharkey's survey of 5 miles took 6 months, and cost £102 per mile.\*

If he is to make the new survey of 65 miles at the same rate, it will take him 6 years 6 months, at a cost of £6,630, taking the most favourable view it will take him say half the time, 3 years 3 months, at a cost of £3,315. I wonder if the Richmond people are prepared to pay the half of this sum?

Mr. Sharkey's plan and section may be as he reports perfect of their kind, in my opinion they are a poor specimen of engineering skill—his being compelled to use an 8-chain curve is a manifest confession of failure. It can be proved by his own plan and section that a better and cheaper line can be got, by tunnelling through Mount Tomah, shortening the distance by a mile and a half, and doing away with the 8 chain curve.

The diagram, plans, and sections were finished and a preliminary report made out. The Minister for Works at the time must have considered those sufficient evidence to abandon the scheme.

An inspection of the comparative sections of both lines will show that the construction of this proposed route will cost considerably more than that of the existing line over the Blue Mountains, consequently our proposed line was condemned, and our plans left unfinished and forgotten.

If Mr. Sharkey will now find a line with 1 in 50 grades, at a moderate cost (as he has pledged his reputation to do), he will have the pleasure of having his plan properly finished and also the honor of getting his line constructed.

I have, &c.,

JOHN CUMMING,

Railway Surveyor.

Engineer-in-Chief, Railway Department, Sydney.

Report on the Richmond to Wallerawang plan and sections of trial survey.

The Engineer-in-Chief for Railways,—

Railway Survey Office, Works Department,

Sir,

Sydney, 28 April, 1888.

In reply to Mr. J. P. Sharkey's letter of the 21st inst., I have the honor to state that Messrs. Cumming and Lloyd's plans and sections are completed, with the exception of one of Mr. Lloyd's sections of a deviation of the line, commencing on the plan, from Richmond to Little Weeney Creek, at a point marked A on plan, which junctions again with the through line at about 9½ miles. This section is now being plotted, and is almost finished, the original was mislaid amongst the numerous plans and sections in this office, and has since been found but is not quite completed.

I may state that the quantities in the cuttings and embankments have not been computed, as the plans and sections were ordered to be put away by Mr. Palmer, on account of the great stress of work occasioned by the number of lines being permanently staked.

The following is a report in detail on the different plans and sections of the trial survey from Richmond to Wallerawang:—

No. 1.—Mr. Lloyd's plan and section of trial survey which leaves the Windsor and Richmond Line at 37 miles 39.75 chains, to Little Weeney Creek, 52 miles 15.75 chains, are complete, and give all necessary information; the cross-sections are plotted on both plan and section. A section of one deviation shown on the plan, starting from a point marked A about 28 chains north of the Hawkesbury River, to a point 9 miles 67 chains, on the through line was mislaid, but has since been found, a new section of this part of the line has been plotted in the meantime, and is about finished.

No. 2.—Mr. Cumming's plan, from his junction with Mr. Lloyd at Little Weeney Creek to Mount Tomah, shows a traverse of his two trial surveys, one *via* "Burrall Creek," and the other *via* "The Cut Rock." The heights are written on at each peg, which are numbered. The bench marks and their values are given, together with a few cross-sections.

The notes of this part of the line have been kept in his level-books, which I have examined, and found quite intelligible. The features have been sketched on the plan by Mr. Cumming, whilst the survey proceeded in the field where the plan was plotted. The projected straights and curves, which are shown on the plan by a dotted blue line, were put on by Mr. Cumming from cross-sections. The dotted blue line of projected straights and curves has not been marked on the ground.

There are not many names of localities on this or any part of the line, so consequently the information on the plan in this subject is meagre.

Mr. Cumming's section is a section of the projected straights and curves, tracings from which were forwarded to the office from time to time as the work progressed, from which the diagram section was plotted.

No. 3.—Mr. Sharkey's plan, from the base of Mt. Tomah, where he junctions with Mr. Cumming's line from Little Weeney Creek, to his junction with Mr. Cumming's second length of trial survey, Richmond to Wallerawang, from Mt. Wilson platform to the Bald Hill, shows his traverse and all necessary information.

The projected straights and curves are marked in a firm blue line, which have also been staked on the ground.

The

\* Mr. Cumming has over-estimated the cost of Mr. Sharkey's portion of this survey. A detailed statement of the cost of the survey is appended.—W.H.Q.

The bench marks and the names of localities are given, the features are also very plainly delineated. There are two sections of Mr. Sharkey's length of trial survey, one of his traverse, and the other of the straights and curves shown in blue on the plan. The section is graded, and supplies all necessary information.

No. 4.—The next part of the line was surveyed by Mr. Cumming, commencing at a point 83 miles 10 chains on the Great Western Railway, Mount Wilson platform, and ending about half a mile north-east of Bald Hill, where he junctions with Mr. Sharkey's line. His plan of this part of the trial survey shows his traverse, with numbered pegs, and the heights thereof; also the bench marks, cross-sections in a few places, and the names of localities along the route. The features have been sketched on in the field from time to time as the work progressed.

The projected straights and curves are shown in a dotted blue line plotted by Mr. Cumming from cross-sections, but they have not been marked on the ground.

The section corresponding with this length of trial survey is a section of the projected straights and curves shown by a dotted blue line on the plan of trial survey, tracings from which were received as the work proceeded, from which the diagram section of this part of line was prepared.

No. 5.—The Great Western Railway Line is adopted from 83 miles 10 chains to 103 miles, at which point Mr. Lloyd's trial survey commences, which junctions again with the Great Western Line at Wallerawang. The plan of this part of the line shows his traverse, the mileage radii of curves, bench marks, cross-sections, details of portion and roads, and the names of localities and features. The section of this part of the route has been graded, and gives all necessary information relative to stations, localities, &c.

It may not be out of place, in conclusion, for me to give the total length of distances traversed and levelled, together with the time occupied respectively by each surveyor engaged on the trial survey, including the time spent by each in plotting his plans and sections, which are as follows:—

Names.	Distances.	Dates.	Total length of time engaged.
Mr. Cumming.....	42 miles 68 chains .....	Commenced, 18th March, 1884; finished, 25th July, 1884.	4 months and 1 week.
Mr. Lloyd .....	55 miles 45 chains .....	Commenced, 14th July, 1883; finished, 29th August, 1884.	13 months and 2 weeks.
Mr. Sharkey .....	12 miles 45 chains .....	Commenced, 2nd April, 1884; finished, 8th October, 1884. Unwell from 19th August, 1884, to the 8th September, 1884, inclusive.	6 months and 1 week, less three weeks unwell, 5 months and 2 weeks.

I have, &c.,  
GEO. J. BECKETT.

#### No. 47.

#### Mr. J. P. Sharkey to The Under Secretary for Public Works.

Sir,

195, Castlereagh-street, Sydney, 21 April, 1888.

I do myself the honor to forward to you herewith for the information of the Honorable the Minister for Works my comments on certain minutes of the Engineer-in-Chief for Railways written in September, 1884, on the subject of the trial survey, Richmond to Wallerawang, from which it will be observed that I have ventured to differ from some of Mr. Whitton's statements, and that I am unable, in other instances, to understand how he has arrived at his conclusions in view of the present incomplete state of the plans and sections.

I may be pardoned for stating that I am moving in this matter chiefly in the interests of the people of the Richmond district by whom I have been specially retained with the concurrence of the Honorable the Minister for Works, and whose interests are largely affected in the determination of the important issues involved.

I am, &c.,  
JOHN P. SHARKEY.

[Enclosure.]

REMARKS of J. P. Sharkey on Minutes of Engineer-in-Chief for Railways, *re* Trial Survey, Richmond to Wallerawang, submitted in September, 1884, to the Honorable the Minister for Works.

Extract from Minute of the Engineer-in-Chief for Railways.	Remarks thereon.
<p>The trial survey has been completed, and the plan and section have been plotted. Herewith is a plan showing the Western Railway, part of the Mudgee line and this line to Wallerawang.</p> <p>I also forward tracings of the sections of the Western line and the trial survey for comparison.</p>	<p>It will be seen from my report on the condition of the plan and section, also my letter to Mr. Whitton, dated 7th instant, and Mr. Beckett's minute thereon, which says "these plans and sections were put away in a very incomplete state by Mr. Palmer's instructions. The sections are now being graded and together with the plans finished up," that the original surveyor's plans and sections have not yet been completed although Mr. Whitton states that this has been done.</p> <p>It is now reported by the draughtsmen in the office that they are unable to complete either plan or section as there is no information in the office to enable them to do so. The inability of the draughtsmen to complete the plans and sections has been reported to the Engineer-in-Chief by letter from me.</p> <p>As portion of the original section of this survey, representing 26½ miles, was only a mere surface line on the 7th instant, it is difficult to understand how a tracing of same could have been submitted to the Minister in 1884.</p> <p>Draughtsmen have been exercising their best energies at these sections since 9th instant, and now declare their inability to complete them as there is no information in the office to enable them do so.</p> <p>I would respectfully ask that Mr. Whitton be invited to state from what data the tracings in question were prepared, so that I may be favoured with the information for my guidance in the matter.</p> <p>It will be noticed that Mr. Whitton says he forwards certain tracings for comparison, but in this case, as I have endeavoured to show, there seems to have been no complete original sections with which a proper comparison could be fairly instituted.</p>

Extract from Minute of the Engineer-in-Chief for Railways.	Remarks thereon.
<p>No quantities have yet been computed from the section, but when this has been done I think it will be found that the construction of a railway by this route would be a very costly undertaking.</p> <p>No grade worse than 1 in 40 has been adopted on the section; and no curves of less than 12 chains radius will be used except perhaps in one or two instances at Mount Tomah.</p>	<p>It is respectfully submitted that it should be explained why no quantities have been computed, even to the present date. Mr. Whitton thinks the line will be a very costly undertaking, but as he has not apparently seen the original section in any complete form it is not clear how he could have arrived at this conclusion.</p> <p>There was no occasion to adopt a steeper grade on this route than 1 in 40, this being the grade limit on every new line at present.</p> <p>I may state that a grade of 1 in 40 will not condemn my project while that grade exists further ahead, though I fully anticipate having a ruling grade of 1 in 50, or equal thereto by compensation.</p> <p>It has, I understand, been stated that my route will rise 200 feet higher than any point on the Western line; but in answer thereto I would desire to say that my highest point will be on the Western line, and that one of my deviations leaves that line at Dargan's Creek, and thence runs into Eskbank, having falling grades all the way.</p>

JOHN P. SHARKEY,  
21/4/88.

Mercantile Chambers, 195, Castlereagh-street,  
Sydney, 26 April, 1888.

Dear Mr. Jones,

I am desired by the Richmond folk to ask your assistance under the following circumstances:—  
I am blocked, as the plans and sections are incomplete, unfinished, and useless for 26½ miles. These plans, I presumed, were complete when I said £200 would do the resurvey. Now there will be a new survey necessary to make good the deficiency.

I reported fully on the disgraceful state of plans, &c., on 18th instant, which has been referred to Whitton for reply. What I want is that Whitton's reply on the state of these plans should be submitted to Minister at once, so that the matter may be dealt with without further delay. Mr. Whitton has had over a week to reply. I am losing my time. I gave up £10 10s. per week (besides other matters) on 24th ultimo to take up this survey. I am now unpaid, and wish to lose no more time. I request that Whitton be asked to make the matter urgent.

Travers Jones, Esq., M.P., &c.

Yours, &c.,

JOHN P. SHARKEY.

If you could possibly see Mr. Sutherland to-day it would oblige. Presented on behalf of the Richmond Railway League.—T.S., 27/4/88. To the Secretary for Works, Sydney.—T.S.

#### No. 48.

#### Mr. J. P. Sharkey to The Engineer-in-Chief for Railways.

Sir,

195, Castlereagh-street, Sydney, 21 April, 1888.

I do myself the honor to state that the draughtsmen engaged upon the plans and sections of the trial survey, Richmond to Wallerawang, report that they are unable to complete these plans and sections in the absence of field-books or other sufficient information. They say 26½ miles of Mr. Cumming's work and 12 miles of Mr. Lloyd's cannot be completed on this account. May I therefore request you will be good enough to direct Mr. Beckett to furnish you with a full and complete report on the above subject at once, so that I may not be further delayed or inconvenienced by waiting for plans and sections that can never be completed, as stated by your own draughtsmen. During the last week I reduced my draughtsmen from three to one waiting for these plans and sections.

I have, &c.,

JOHN P. SHARKEY.

Memo. to Mr. Beckett, Officer-in-Charge of Draughting Room, Railway Survey Office.

11 April, 1888.

THE Minister expressed his intention of viewing Mr. Cumming's plans and sections in their present state. May I request that these plans and sections relating to the line, Richmond to Wallerawang, may be left as they are until after the Minister's inspection. At noon to-day the Minister expressed this intention.

JOHN P. SHARKEY.

Mr. Quodling. Submitted for instructions.—G.J.B., 11/4/88.

#### No. 49.

#### Minute by The Engineer-in-Chief for Railways to The Secretary for Public Works.

*Subject:—*Mr. Sharkey's statements re Richmond-Wallerawang survey plans.

Department of Public Works, Railway Branch,

Engineer-in-Chief's Office, Sydney, 27 April, 1888.

I AM not aware that it is the duty of this Department to take instructions from Mr. Sharkey, or to complete plans which he says are incomplete, but which, in my opinion, are sufficiently complete for any ordinary purposes of reference.

It was Mr. Sharkey who proposed to improve the surveys of this line, so as to obtain inclines of not less than 1 in 50, instead of 1 in 40.

The Minister may not be aware that Mr. Sharkey called here, as he had no employment, to ask if I should be offended if he advocated a resurvey of the Richmond-Wallerawang line. I



I said I had no objection to his doing so, and as a deputation from Richmond waited on the Minister, there is no doubt Mr. Sharkey had sought their assistance to supply him with funds, as I understand they paid £100 to the Government to enable him to commence this work. The Government also promised to give another £100.

Therefore Mr. Sharkey undertook to improve the gradients on this line from 1 in 40 to 1 in 50 for the sum of £200.

As I was not consulted in this matter I did not interfere, but I may now inform the Minister that no reasonable amount of money expended upon this survey could improve these gradients as stated by Mr. Sharkey.

As Mr. Sharkey is well aware that he cannot improve this line for the sum of £200, and as he only advocated the work because he had no employment, he has been throwing difficulties in the way of commencing the survey by finding fault with the work of the other surveyors, copies of whose reports with reference to Mr. Sharkey's statements I append.

Mr. Sharkey's letter to me is most offensive and impertinent, and I shall decline to have any correspondence with him whatever.

JOHN WHITTON.

No. 50.

Mr. J. P. Sharkey to The Secretary for Public Works.

Richmond to Esk Bank.

Sir,

Clarence Siding, 1 June, 1888.

I do myself the honor to forward herewith plan and section of a portion of the above mentioned proposed deviation, by which the steep grades approaching and forming the Clarence Zigzag are avoided.

The plan now submitted forms part of the proposal placed before you on 16th March last by a deputation from the district of Richmond, by whom it was asserted that a comparatively cheap, short, and easy line could be procured *via* Bell's Line of road from Richmond to Wallerawang. The original Government trial survey went from near Mount Wilson to Wallerawang, a distance of about 22 miles, and reached 200 ft. above any point on the Western line. I now substitute this short deviation, which, in my opinion, gives a practicable aspect to the whole route, as it was on the deviation to Wallerawang that the greatest difficulties were pronounced to exist.

The present survey diverges from the existing line at Dargan's Creek 86 miles 59 chains 5 links, and follows a valley on surface or in cutting for 32 chains 95 links, when it enters a tunnel for 1 mile 73 chains 40 links. It is then carried by a bridge, with span of 2 chains 50 links, to the present railway bank at bottom points of Zigzag, which it follows for 2 chains and 10 links to point of junction, making the whole length of deviation to be constructed 2 miles 30 chains 95 links. This deviation converges with the Western line at 91 miles 75 chains existing mileage from Sydney, thus making a saving in distance of 2 miles 65 chains.

The line of route is nearly direct, divergence therefrom being only made to suit the formation of the ground. A careful survey has been made over the whole length, and levels and check levels have been taken as on similar surveys of the Railway Department. The grades used are only three, viz., 1 in 113.52 level, and 1 in 60. The low level of Dargan's Creek is made use of, and thus I am able to present such satisfactory gradients.

The radii of curves adopted are three, 30 chains, 40 chains, and 12 chains respectively. There is but one bridge required having a span of 2 chains 50 links, with one low abutment, the other being the edge of the tunnel, and does not form any important item of expense. There is no other opening of any kind required.

The tunnel, having an extent of 1 mile 73 chains 40 links, will pass through solid seamless sandstone rock for most of the distance, and is not likely to require lining except for, say, 38 chains at the beginning and 2 chains at the end. Two sets of borings taken along the route in search of coal show that at the level of the tunnel solid seamless sandstone rock can be expected. The cores of these borings can be inspected.

From my point of junction with the existing line onward the grades are 1 in 42, 1 in 80, and 1 in 150. The grade of 1 in 42 I propose to amend by connecting my point of junction 91 miles 75 chains with 94 miles 17 chains 50 links by one grade line, which will then give a gradient of 1 in 56.6 for the whole distance. The stuff removed from the tunnel will be more than sufficient for raising the line in this manner. This alteration will not interfere with the station arrangements, yard, &c., at Esk Bank, which will remain as they are at present; nor will it interfere with the working of the Zigzag line should it be desired to use it for tourist or other purposes.

The curves onward from 91 miles 75 chains, four in number, are of 10 and 8 chains radii. These I would suggest should be altered to 12 chains radii. My examination shows this to be possible without much expense and without in any way interfering with the Zigzag line.

The advantages to be gained by making even this portion of the proposed route from Richmond to Esk Bank would be many, as it is acknowledged by the public generally and by the Traffic Branch in particular that the Clarence Zigzag is the chief cause of delay, difficulty, and expense in the working of the Western Railway.

The load limit between Esk Bank and Mount Wilson, over the Zigzag, is 17 trucks, or 150 tons, while the load limit between the same points on the proposed deviation would be 28 trucks, or 250 tons.

The cost of working the 9 miles from Mount Wilson to the Bottom Points—83 miles to 92 miles—may be estimated from the station hands at present employed, whose chief or only duty is to shunt, signal, and telegraph the position of trains. Such is the precaution necessary on a zigzag line to secure freedom from accident and complication.

Station hands employed between 83 and 92 miles:—

Mount Wilson	...	2	...	Salaries, £260, with fuel, &c. (say)	£320
Clarence Siding	...	2	...	"	320
Top Points, Zigzag	...	2	...	"	250
Bottom Points, Zigzag	...	2	...	"	320

£1,210

By

By the proposed deviation all difficulty of working the length will be removed, and no station hands will be required except where profitable traffic may arise.

Might I be permitted to suggest that reference be made to the Existing Lines, the Traffic, and the Locomotive Branches for reports as to the cost of maintenance, cost of working line, wear and tear of engines and rolling stock, &c., as well as delay and difficulty in working the length from 86 miles 60 chains to 93 miles.

On my return to Sydney I will submit a statement of quantities and an estimate of the cost of construction.

I have, &c.,

JOHN P. SHARKEY,  
Railway Surveyor, &c.

#### No. 51.

#### Mr. J. P. Sharkey to The Under Secretary for Public Works.

Sir, Mercantile Chambers, 195, Castlereagh-street, Sydney, 30 July, 1888.

I do myself the honor to bring under your notice that on the 1st June ultimo I forwarded to the Honorable the Minister for Works a plan, section, and report of a proposed line of railway from Dargan's Creek to the Bottom Points of the Clarence Zig-zag, by which that zig-zag and the steep grades approaching it were cut out, and have not received any acknowledgment of their receipt.

Will you be good enough to supply the deficiency by stating whether these documents have been duly received.

I have, &c.,

JOHN P. SHARKEY.

Will Mr. Barling please inform me if the Minister ever received these plans, and where they are to be seen, and oblige yours, &c., ALEXANDER BOWMAN, Reform Club, 30 July, 1888. I have seen Mr. Bowman. Send on plan to Railways.—J.R., 31/7/88.

#### No. 52.

#### Mr. J. P. Sharkey to The Secretary for Public Works.

Railway Survey—Richmond to Esk Bank.

Sir, Mercantile Chambers, 195, Castlereagh-street, Sydney, 13 August, 1888.

I do myself the honor to bring to your recollection that on the 1st June last I forwarded to you plan, section, and report of a short railway line from Dargan's Creek to the Bottom Points of the Zig-zag, forming part of the abovenamed railway scheme, and by which the steep grades approaching and forming the Clarence Zig-zag will be avoided.

It may be desirable for me to state here that, in addition to that survey, I made two flying surveys from Dargan's Creek, both of which proved practicable for railway construction, but each of which would be more costly, with longer tunnel way, and with greater length of line to construct, than that for which plan and section have been already submitted.

After completing the above work I removed to Mount Wilson, from which point I explored the route to 3 miles on the Richmond side of Mount Tomah, over a distance of 17 miles.

It will be borne in mind that when I undertook for a small sum to prove the practicability of the route to Richmond I was under the impression that I would be able to make use of the plans, sections, and surveys that I naturally concluded were in existence as the result of the trial survey, the cost of which is set down at £2,459 17s. But on the 18th April last I reported for your information that the plans and sections for nearly all the distance were found to be valueless for any purpose, being incomplete, and the deficiencies not being remediable, as no field-notes were kept, nor did the section represent any actual levels but those apparently existing in the mind of the surveyor, which he considered might be possible. It is needless to point out that sections based on such unrecorded data are absolutely useless for any practicable purpose, and in this case have proved to be so.

The original survey was only marked by pickets 3 feet long, inserted 1 or at most 2 inches in the ground, and which could not be expected to last even for a period of one month; consequently, at the date of my present survey, four years afterwards, only a few of these marks or pickets were in existence, so that the original survey, which cost so much, has been actually lost to the country. Not one peg of a permanent or durable character was placed in position, nor was there any attempt made to blaze or mark the line in the way usual to render the most ordinary survey of use for future reference. Under these circumstances I was, of course, compelled to make an entirely new survey, with fresh levels and check levels.

My exploration shows that for 17 miles from Mount Wilson, towards Richmond, no steeper grade than 1 in 60 need be adopted, and that for the whole of the length no opening of more than 4 feet will be required.

The earthworks will not be heavy, nor, with the exception of at Mount Tomah, will tunnels of any magnitude be required. A tunnel of 70 chains will pass Mount Tomah.

I now submit plan and section of portion of the Bell's line of route, starting from Mount Wilson, and extending for 4 miles 50 chains. This plan shows the following curves:—Three of 12 chains, two of 14 chains, one of 15 chains, five of 16 chains, one of 40 chains, and one of 20 chains radii. The three 12-chain curves can be transformed into curves of 15 chains radii by slightly increasing the earthworks, and were only adopted in the first instance to reduce the quantities.

The grades are two in number, viz., 1 in 96 and 1 in 63.

Of tunnels there are three, viz., 404·8 yards, 132·2 yards, and 297 yards, making a total of 825 lineal yards, or 55 yards less than half a mile.

It will be remembered that one of the chief reasons why this route was condemned in the first instance was because the original trial survey showed long grades, extending in some places for over a mile and a half, of 1 in 40. Over the same length, for which plan and section are now submitted, two grades of 1 in 40 are shown on the original trial section for lengths of 26 chains 40 links and 1 mile 44 chains respectively.

It

It will appear strange to any experienced engineer that I should be able to submit to you, over practically the same country and route on which these grades of 1 in 40 exist, such favourable grades as 1 in 96 and 1 in 63; and I have no hesitation in saying that equally favourable results would be obtained over the whole of the route to the low levels of the Hawkesbury River.

It is but reasonable to expect that when a survey is made at the instance of the Government, by men presumed to be experts, that the existing features of the country over which the survey is executed for a railway would be used to the best advantage for determining the easiest possible grades. This was not done over this route, or I could not have succeeded in laying before you, at present, plan and section, which, in my opinion, entirely upsets the original survey, and proves beyond a doubt the unreliability of the plans and sections representing the first trial survey.

It may be urged that the length now submitted by me is short, when compared with the whole distance; but I wish, however, most respectfully to submit that the average difficulties, and particularly as relating to grades defined by the original survey, are fully represented on this length. It should not be possible for me or any other surveyor to convert two grades of 1 in 40, extending for 1 mile and 70 chains, into grades of 1 in 96 and 1 in 63. I confidently assert that it is a matter of mathematical certainty that my grades cannot be improved one iota; and it is my contention that this should have been the result of the original survey.

By the section you will observe that the earthworks do not present any feature of magnitude. There is somewhat more bulk in the cuttings than in the embankments, but this has been determined upon as the surplus earth is most easily placed to spoil at the nearest embankment, as most of the ground traversed is sideling. The surface slopes of these sidelings are even and unbroken, as proved by the cross levels, the steepest rise or fall on either side being 1 in 4, the general average being much flatter. No openings on this length greater than 2 feet will be required, these being sufficient to carry off the water from the side-drains. The gathering ground is all on one side, and only extends from 2 to 6 chains. So flood-water on this line by my intended route need not be provided for in any more extensive form than by 2 or 4 feet openings until the Kurrajong slopes are met with.

The section has been plotted from actual levels, which were taken both over the traverse line (in blue) and the railway line (in red), the curves having been first carefully laid out. So that on this section the surface of the ground is truly and faithfully delineated.

Under the circumstances above described it will be admitted that with the small sum at my disposal (£200) more than the usual amount of work has been done, and at a season most unpropitious for mountain work, when bad weather might be expected to prevail, and which did prevail to a considerable degree.

That plans and sections for the whole length have not been now submitted is no fault of mine. Had the original survey been properly marked, and therefore available for reference with the plans and sections, it would have been possible for me to submit amended plans and sections determined and plotted from cross levels—a system in general and every-day use in the Railway Department of this Colony and elsewhere.

I would wish again most respectfully to bring under your notice that what has been practicable on one length will be practicable over the whole, and that by using with skill and advantage the natural features of the country that exist at every point a survey can be made that will meet all my previous anticipations.

It will appear patent from my survey alone, though short it be, that the route is virtually untested. So far as the money at my disposal (£200) allowed me to prosecute the work (and Blue Mountain work is slow and tedious at best), the route has proved eminently practicable.

In conclusion I would desire to submit for your information the following detailed statement of actual work done since the 5th May, viz.:—

- (1.) Survey of railway route with levels from Dargan's Creek, 86½ miles to 94 miles, near Eskbank, via Reedy Creek; length, 8 miles.
- (2.) Survey of railway route, with levels from Dargan's Creek, 86½ miles to 92 miles 40 chains, via Brown's Creek; length, 4 miles.
- (3.) Survey of traverse route, Dargan's Creek to bottom point of Zig-zag. Plan, &c., submitted for this length; 2 miles 40 chains.
- (4.) Set out and staked centre line over last-named traverse line, with levels and check levels and cross levels; length, 2 miles 30 chains.
- (5.) Prepared comprehensive plan and section of the last-named survey; value, £30.
- (6.) Explored route from Mount Wilson to 3 miles the Richmond side of Mount Tomah, making an aneroid survey of same; length, 17 miles.
- (7.) Traverse survey, Mount Wilson to 6 miles 10 chains, with levels and check levels taken at every chain and change of surface; length, say 6 miles.
- (8.) Centre line set out with curves and levelled 4 miles 50 chains.
- (9.) Prepared plan and section of this survey, which is now submitted.

I have, &c.,

JOHN P. SHARKEY.

No. 53.

The Secretary for Railways to Mr. J. P. Sharkey.

Sir,

24 August, 1888.

Referring to your letter of the 13th instant, addressed to the Honorable the Secretary for Public Works, on the subject of surveying railway route between Richmond and Eskbank, I am desired by the Commissioner to inform you that Mr. Secretary Sutherland has written the following minute relative to this matter:—

"I can do nothing more for the present. I directed Mr. Sharkey to take up the Richmond end in the first instance, as the question of road and train at this point was under consideration. He has not done so; and as I understand the funds authorized have been expended, I cannot approve of additional funds being provided at present."

D. VERNON.

## No. 54.

## Mr. J. P. Sharkey to The Secretary for Railways.

Sir, Mercantile Chambers, 195, Castlereagh-street, Sydney, 28 August, 1888.  
I have the honor to acknowledge receipt of your letter of 24th instant—No. 88-14,684—forwarding for my information copy of a minute written by the Honorable the Secretary for Public Works on the subject of my letter of 13th instant, reporting on survey of railway route between Richmond and Eskbank, from which the following is an extract, viz:—

\* \* \* "I directed Mr. Sharkey to take up the Richmond end in the first instance, as the question of road and train at this point was under consideration. He has not done so." \* \* \*

With reference to this extract, I most respectfully desire to state that I have no recollection whatever of any such direction being given to me by Mr. Sutherland on any occasion whatever, nor have I received any letter or document to indicate that such was the Minister's wish. I must therefore most respectfully submit that there is evidently a misapprehension in regard to the nature of the instructions given to me by Mr. Sutherland on the point in question, as it is obvious that if they were such as indicated in Mr. Sutherland's minute I could not possibly have misconceived or forgotten the purport of same, and it is equally clear that I should not have neglected to carry out the views of the Minister if conveyed to me as stated.

In further vindication of my action in this matter, I desire to point out, for the Minister's information, that I commenced my survey at the point which seemed to me to present the most difficult natural features, and where previous surveys, at heavy cost to the country, had utterly failed to discover any more practicable route than the present Clarence Zigzag. It certainly would have lightened rather than increased my labours and difficulties had I commenced such survey at the Richmond end.

I may be allowed to remind the Minister that in Mr. Whitton's report on the subject of the Richmond and Wallerawang survey special stress is laid on the fact that the summit level on that route rose 200 feet higher than any point on the present Western line; and in my opinion, I considered that if the apparently insuperable difficulties pointed out by Mr. Whitton could be overcome I should be in a much more advantageous position to prove the practicability of my proposed scheme.

I cannot conclude this letter without expressing my unfeigned regret, and, I may perhaps be allowed to add, surprise, that Mr. Secretary Sutherland should have considered for one moment that I could, with my long official experience, have been culpably neglectful of specific instructions, which, if issued, it is needless to state, it would have been my plain duty to have adhered to and carried out to the letter.

I have, &c.,

JOHN P. SHARKEY.

## No. 55.

## Mr. J. P. Sharkey to The Secretary for Public Works.

Sir, Mercantile Chambers, 195, Castlereagh-street,  
Sydney, 3 September, 1888.  
I do myself the honor to request you will be good enough to permit me the use of my plans and sections of the trial survey Richmond to Eskbank.

I have, &c.,

JOHN P. SHARKEY.

Mr. Sharkey has made no plans and sections nor any trial survey of the route from Richmond. I see no objection to his having temporarily the plans he has made, viz, of a survey from Dargan's Creek to Lithgow, and for about 4 miles of road from near Mount Wilson towards Richmond.—C.A.G., 3/9/88.

Received from the Hon. the Secretary for Works:—Plan and Section—1 and 1a Dargan's Creek to B. P. Zig-zag, and 2 and 2a Mount Wilson towards Richmond. To be returned within ten days, or when called for if required earlier.—JOHN P. SHARKEY, 3/9/88.

If they have not been returned, let Mr. Sharkey be asked for them, please.—A.R., 17/9/88. Plans received to-day.—2/10/88.

## No. 56.

## Telegram from Mr. T. H. Griffin to A. Bowman, Esq., M.P.

Richmond, 29 August, 1888.  
DEPUTATION will attend Friday. Please arrange for 11 o'clock.

T. H. F. GRIFFIN.

Please arrange for a deputation on Friday next at 11 o'clock, on railway from Richmond to Lithgow, via Kurrajong.—A.B., 29/8/88. Appoint. Minister has approved.—J.B., 29/8/88.

## No. 57.

## Minute Paper.

Department of Public Works, Sydney, 31 August, 1888.

*Subject*:—Trial Survey from Richmond to Wallerawang.

A DEPUTATION, consisting of Messrs. Bowman, M.P., Donkin, Griffin, Bowen, Holdsworth, and Sharkey, waited upon me this morning with reference to the completion of the trial survey from Richmond to Esk Bank and Wallerawang. Mr. Bowman introduced the deputation, and stated that their object was to ask for the continuation of the survey.

Mr. Griffin stated that they had waited upon me in this matter on the 16th March last to ask that the trial survey might be made. They had heard the survey which was made was taken 200 ft. above the summit level of the Western Line, and that the grades were most severe. They then stated that they believed if the line were properly explored that a better grade could be found at little extra expense. Mr. Sharkey offered to run a trial line over the route they proposed at an estimated expense of £200, and arrangements were made whereby that sum was divided between the people of Richmond and the Department. The estimate was based on the fact that the plans of a previous survey would be available, but it was subsequently found that the original plans were of no assistance, and the work had practically to be done as if no previous information was obtainable, and an entire resurvey would have to be made. It had been completed to a point 3 miles on the Richmond side of Mount Tomah, and it had been proved that the line would not be as stated, 200 ft. above the Western Line; and it had also been demonstrated that a better route could be found for the Lithgow Zigzag, eliminating the severe grades of 1 in 30 and 1 in 40. The money had been well spent, and a further sum was now required to carry the work on to Richmond. They looked upon it as a national undertaking, and that it should be undertaken by the country, as the success of the survey would open up new country and afford a payable route for the carriage of the western traffic. They therefore asked that Mr. Sharkey should be allowed to complete the survey; the distance to be finished was about 21 miles, 9 miles of which, known as Bell's Ridge, was almost a dead letter. A portion of the survey completed proved that whereas the original survey showed 1 in 40, Mr. Sharkey had been able to improve the line and reduce the grades to 1 in 60; and anyone acquainted with railway working would know the practical value of such a reduction. At the present time the largest engines could only take 16 trucks over the mountains, but by Mr. Sharkey's route 32 trucks could be taken in one load, and the saving in working expenses would be enormous.

Mr. Bowman, M.P., stated that he understood a survey was being made for a line from Blacktown *via* Cox's River. They would be glad if the Richmond to Wallerawang survey could be undertaken under the same terms. They were not aware of the principle that was being followed in this case.

Mr. Sutherland: On what principle does Mr. Sharkey propose to finish the survey, and the probable cost?

Mr. Sharkey stated that he did not know the principle to be followed, but he considered he could get a line over the Kurrajong with grades probably as good as he had got on the line further on. The Government owned a large portion of the land, which contained some of the most beautiful sites that existed in the Colony, and he thought that if the line were made the proceeds from the sale alone would pay for the railway; he did not apprehend any serious difficulty of an engineering character. In the continuation of the survey he was so anxious to carry out the work that he was prepared to lose by it, and he had already given up lucrative private employment to carry out the work. He would take it on any terms.

Mr. Griffin stated that the Government owned large areas of land on the proposed route, and if the trains were run a large population would be induced to settle there. A few years back there was no settlement on the Western Mountains, but the advent of a railway had located a population adjacent to the line.

I said that Mr. Bowman had stated that they wished this survey to be done on the same principle as I had agreed to make a trial line from Blacktown to a certain point in the Western district, but that could not be done because that survey was being carried out by Mr. Whitton, and he would not employ Mr. Sharkey. There was a very large quantity of Government land along the proposed route, which it was said was rich in minerals, and the country had a right to know as to what truth there was in this, so that the land might be reserved instead of allowing it to pass into private hands.

Before I could do anything with their survey I should require to know what it would probably cost. Mr. Sharkey had pointed out that only 10 miles of the distance to be traversed passed through difficult country. I was informed in the first instance that £200 would cover the cost of the work.

Mr. Griffin said they counted upon having complete plans of the previous survey, but these they could not obtain, and consequently a resurvey had been made which could not be carried out for £200. They looked upon it as a national work, which should be continued at the expense of the Government. If successful it would enable them to make the Great Western Railway pay—the wear and tear on the Western Line with its severe grades was so severe as to render it a most costly line to work. The leading tyres of engines were worn out in a few weeks, the consumption of coal was abnormally heavy, while the engines could not carry a full load owing to the grades and curves, and in coming down the inclines the engines could not travel at their full speed in consequence of the sharpness of the curves, and he understood that the Traffic Branch were daily complaining of the difficulty and expense of working. They had, therefore, to look at the enormous expense in the way of fuel, repairs to locomotives, and the maintenance on the 1 in 30 and 1 in 33 grades, and the 8-chain curves, and—as he pointed out—fast travelling could not be done, owing to the danger of trains running off the line. They asked that the continuation of this survey might be undertaken as a national work to avoid the expense of this Western Line; and, in addition, the line they proposed passed through country which would furnish traffic of a remunerative character. For instance, if they had this line at the present time its use with the present strike in bringing coal from Lithgow would be invaluable.

Mr. Sharkey said he thought he would be safe in saying that the work could be finished for £500. He would deliver the plans and have the line staked out for that sum.

I stated that, when approving of the work being done in the first instance, I had been anxious to have the surveys commenced from the Richmond end first, so that I might have got the plans of that section, but for that particular part I had got nothing. I believed that that section would pay if we never went further.

Regarding

Regarding the influence of the line in connection with the strike, I stated in passing that its use would probably not be so great as they anticipated, as I had heard on very good authority that all the miners engaged in the coal trade would be brought out in a week's time. I felt bound to say that the Government would be compelled to take a stand to carry on their works, as the railways could not be allowed to stand still and the whole commerce of the country paralysed. The running of the trains would have to be maintained at any cost. I had no desire to interfere in any way with the men, but if they interfered to stop the trains the Government was bound to take a stand in the interests of the whole community, and they would take that stand for the other colonies as well—as the Victorian lines, for instance, would not be allowed to stand still.

Referring again to the object of their interview, I stated that I would have to submit the matter for the consideration of the Cabinet, but would be glad to know if they would be prepared to pay anything towards the extra cost.

The deputation stated they looked upon it as a national undertaking, and did not feel inclined to contribute any further sum towards the cost of the survey.

Mr. Donkin pointed out that it would serve the interests of the Government to make the survey on account of the large amount of Crown lands that would be effected. There was, for instance, 90,000 acres of Government land in the Grose Valley which had been reserved years back for water supply purposes, and had never been cancelled.

I promised to take an early opportunity of submitting the matter to the Cabinet.

JOHN SUTHERLAND.

No. 58.

Memo. from T. Colls, Esq., M.P.

Deputation, Railway route, Richmond to Eskbank.

SOME gentlemen from Richmond are anxious to make an appointment with the Hon. the Minister for Works for a deputation on Thursday next, the 23rd inst., relative to the railway route, Richmond to Eskbank. Their Member, Mr. Bowman, is absent at Singleton.

Appoint 10.30. 23rd May, 10.30 a.m. Alex. Bowman, Esq., M.P., 17/5/89. A very careful statement must be prepared in this case.—J.B., 17/5/89.

No. 59.

*Précis* of papers respecting Trial Survey, Richmond to Wallerawang.

Minute Paper.

*Subject*:—Railway Trial Survey, Richmond to Eskbank.

Department of Public Works, Sydney, 3 June, 1889.

IN September, 1884, the Engineer-in-Chief for Railways submitted plans and sections of a trial survey which had been carried out for a line of railway as above. These showed the lowest grade to be 1 in 40, with curves of 12 chains radius, and Mr. Whitton pointed out in regard to the line that  $4\frac{1}{2}$  miles of tunnelling would be required, several viaducts of from 100 to 200 feet in height, and one of about a mile in length over the Hawkesbury River; further, that the length of the proposed route would be almost the same as that of the line already constructed; and moreover, that its construction would be very costly; also, the summit level was about 200 feet above that of the Western line. No further steps appear to have been taken in the matter until in March, 1888, when a deputation of residents of Richmond district waited upon the Minister (Mr. Sutherland) to urge that a resurvey of this route should be made on the ground that an alternative route to relieve the western traffic was necessary, and that the previous trial survey had been carried out in a very incomplete and hurried fashion, they being convinced that a resurvey would show much easier grades and that at most the cost would not exceed £23,500 per mile. Mr. J. P. Sharkey, who had been formerly employed on the survey of this line under Mr. Whitton, was present with the deputation, and stated it was possible to so improve the line as to get grades of 1 in 50, and curves of 15 chains radius. He further said that the resurvey could be carried out for about £200. Upon the representations then made Mr. Sutherland consented to contribute £100 towards the cost, provided the Richmond people found the other £100, and in consideration of their doing this further consented to Mr. Sharkey being employed to do the work. The sum of £100 having been accordingly contributed by the Richmond people a further £100 was added by the Department, and Mr. Sharkey proceeded to carry out the resurvey. For this purpose he was given access to the plans, &c., previously prepared, and he then complained that these were in such an incomplete state as to be perfectly useless, and that therefore work would have to be again done which he had not contemplated when making his estimate, viz., of £200. His remarks in reference to these plans were exceedingly disparaging to all engaged in their preparation (except himself), but his allegations were totally denied by the officers concerned. Mr. Sharkey however proceeded with the work, and on the 13th August submitted to the Minister plan and section of survey he had made from Mount Wilson for about 4 miles 50 chains towards Richmond, he having previously submitted plans, &c., of survey from Dargin's Creek to the bottom points, Zigzag. This he stated was as far as the funds at his disposal had allowed him to go, and Mr. Sutherland refused to provide anything further. On the 31st August a further deputation waited upon the Minister to urge that funds should be provided for the completion of the survey. They stated that owing to the plans of the original survey being useless an entire resurvey had to be made, and hence the insufficiency of the amount previously estimated, viz., £200. They estimated that a further sum of £500 would be required, but were not prepared to contribute anything further themselves. The Minister promised to submit the matter for the consideration of the Cabinet, but no further action appears to have been taken.

## No. 60.

## Deputation.

## Minute Paper.

*Subject* :—Proposed route Richmond to Esk Bank.

THE deputation respecting the above has been postponed until 6th June. Will the Engineer-in-Chief for Railways please report upon the enclosed?

[Enclosure.]

*Précis.*

## Railway route Richmond to Esk Bank.

On 16 March, 1888, the Honorable the Minister for Works, Mr. Sutherland, granted to a deputation £100 for the survey of the above railway route, the deputation agreeing to find an equal amount. This survey was carried out by Mr. John P. Sharkey, C.E., and was so far successful that a practicable and easy line was surveyed and marked from the bottom points of the Zigzag, near Esk Bank, to near Mount Wilson on the Western Line, which completely cuts out the Clarence Zigzag, and its steep approach of 1 in 33, which extends for 1 mile and 30 chains. The steepest grade adopted by Mr. Sharkey is 1 in 60, and the sharpest curve 12 chains, which can be enlarged to 20 chains radius.

From Mount Wilson the survey was successfully continued, and the line explored for 17 miles towards Richmond, the steepest grade on this length being 1 in 63, and the sharpest curve 12 chains radius. At this point the money in hand (£200) was expended, and the work discontinued.

This route strongly recommends itself to the public, as it would effectually ease the traffic on the Western Railway, without cutting out any important traffic centre; would admit of very much increased speed; would allow of forty-five loaded trucks being drawn by one engine, fifteen being now the limit; would permit of coal and other heavy freights being carried between Lithgow and Sydney at one-half the present rates; would be worked at one-sixth the cost of the existing mountain section; would reduce the distance, time, and inconvenience of travelling. In fact it would pay for itself in a few years by the facilities it would afford to traffic.

There is an abundance of unoccupied Crown land on this route (the survey principally passes through such) the sale of which would go far to pay the cost of construction.

A deputation will wait on the Honorable the Minister for Works, on Thursday, the 23rd inst., at 10.30 a.m., having for its object the granting of £500 for the continuance of the survey, and your presence at such deputation is most respectfully solicited.

T. H. F. GRIFFIN,  
Hon. Secretary, Richmond-Esk Bank Railway League,  
(Per J.L.),  
20 May, 1889.

A. Bowman, Esq., M.P., Parliament House.

NOTE.—The deputation will meet at the Minister's waiting-room at 10 a.m. sharp, on the 23rd inst., for the purpose of consultation.

## No. 61.

## Minute by The Acting Engineer-in-Chief for Railways to The Under Secretary for Public Works.

*Subject* :—Proposed route from Richmond to Esk Bank.

Department of Public Works, Railway Construction Branch, Sydney, 6 June, 1889.

I HAVE the honor to make the following report on the accompanying *précis*, plans, and sections.

These latter, I find, consist (1) of a plan and section of a deviation of the present line between 86 miles 60 chains and 92 miles, to avoid the Clarence Tunnel, and (2), a plan and section of a portion of a trial line, 4 miles 50 chains in length, junctioning with the main line at Mount Wilson Siding and purporting to form part of a line from that point to Richmond.

The length of the proposed deviation is 2 miles 30 chains, while that of the main line for which it is to be substituted, is 5 miles 20 chains, so that the shortening of the line effected is 2 miles 70 chains. The heavy gradients on the main line of 1 in 33 are thus avoided and a grade of 1 in 60 substituted.

Mr. Sharkey must be perfectly well aware that if there is any merit in the discovery of this line, he himself can lay no claim to it.

The idea of shortening the line and cutting out the heavy gradients near the Clarence Tunnel, was suggested more than four years ago, and on 16th of March, 1886, the Engineer-in-Chief reported to the Minister, condemning the proposal as being too costly. [*Vide* report annexed.]

The advantage of abolishing the 1 in 33 gradient in this way has been over-estimated.

It is claimed that the new line has a gradient of 1 in 60, and that consequently engines would be able to draw three times the load they do at present. The advantage of the gradient of 1 in 60 as against 1 in 33 is as 2 to 1, not 3 to 1.

This gradient of 1 in 60, however, terminating as it does at the lower point of the Zig-zag, would have no effect upon determining the loads to be drawn, for the gradient immediately following it is 1 in 42, and this will still be the ruling gradient on this part of the line, not 1 in 60, and the advantage in its favour as compared with that of 1 in 33, is as 19 to 15 only.

It will, I think, scarcely be claimed that it would be worth while to incur the expenditure mentioned in the Engineer-in-Chief's report, viz., £400,000, or even half that sum, in order that the train loads may be increased from 15 to 19 waggons over this part of the line.

The other plan and section show a length of 4 miles 50 chains of the proposed line to Richmond, and thus a fractional part only of the whole distance.

No conclusion whatever can be arrived at from their inspection, and it would be useless to attempt to report on Mr. Sharkey's survey before its completion from end to end, the advantage of carrying out which is still very doubtful.

Mr. Sharkey has now furnished plans for 7 miles only of the line which he undertook to survey, and of this length nearly 2½ miles were entirely unnecessary, as he has only given information already in possession of the Department.

I also beg to refer the Minister to the reports of the Engineer-in-Chief of 27th April and 9th May, 1888, on Mr. Sharkey's suggested improvement of the trial survey from Richmond to Wallerawang. I may mention for the Minister's information that the greatest attention is devoted to the improvement of railway trial surveys before permanently staking a line, and this course would be pursued in the case of the Richmond-Wallerawang Line, if it be decided to construct a railway.

H. DEANE.

[Enclosure.]

[Enclosure.]

## Minute by The Engineer-in-Chief to The Secretary for Public Works.

Department of Public Works, Railway Branch,  
Engineer-in-Chief's Office, Sydney, 16 March, 1886.

Subject:—Proposal by Mr. W. S. Targett, M.P., to avoid the Zig-zag on the Great Western Line by a deviation via Dargan's Creek to Bottom Points.

THE tunnel proposed on the Western Line from Dargan's Creek to the lower points of the Lithgow Zig-zag will be about 2 miles in length, and if constructed for a double line (which no doubt it should be) will cost about £400,000. This would only dispense with  $1\frac{1}{2}$  mile of incline of 1 in 33, and 2 miles 35 chains of 1 in 42, leaving still to be worked 17 miles of 1 in 30 and 33, and about 8 miles of 1 in 40 and 42.

I therefore do not consider that it would be judicious to incur such an outlay for so small an improvement in the line.  
JOHN WHITTON.

## No. 62.

## Minute by The Secretary for Public Works.

Trial Survey—Richmond to Wallerawang.

Sydney, 6 June, 1889.

A DEPUTATION consisting of Messrs. Bowman, Colls, and Hurley, M's.P., with the following residents of the Richmond district, viz., Mr. J. E. Onus (Mayor of Richmond), Messrs. M. M'Mahon, T. Griffin, and J. P. Sharkey, waited upon me to-day to request a grant of £509 to complete a resurvey of the above line, which had already been partly carried out by Mr. Sharkey.

Mr. Bowman, M.P., introduced the deputation and stated their object. He said that some time ago the sum of £200 was subscribed, one-half by the residents and the other by the Government, to carry out this work, and the further sum of £500 was now required to complete it. They had made the same request to Mr. Sutherland, who, however, left office before deciding whether to give it or not.

I then asked, "What does your deputation represent? Has there been any public meeting? What has been done lately to bring about this further deputation? Has there been any expression of opinion from the inhabitants?"

Mr. Griffin replied that nothing further had been done. Mr. Sutherland had promised that the matter should be laid before Cabinet, and they had waited so long without hearing anything further that they had decided to see me. He further said that the proposed line had a great deal to recommend it; it was superior in every way to the existing line. The original survey disclosed a very bad line, in fact he said it was "an inspired line," the surveyors were told what kind of a report would be acceptable. Mr. Sharkey consequently found that the plans were useless for the further survey and, therefore, he had to make an entirely new survey. He had eliminated the 200 feet above the Western Line, had obtained a line from the bottom points of the Zig-zag, which completely cut out the Clarence Zig-zag and its steep approach of 1 in 33. The steepest grade Mr. Sharkey had adopted was 1 in 60, and the sharpest curve 12 chains radius. For another £500 he proposed to get a good line throughout. The Government would thus get for £700 what had previously cost £2,500.

Mr. Hurley, M.P., wished to point out that the deputation represented not merely the Richmond district, but the whole of the country, the work he considered was a national one, and the question of relieving the great tax upon the Western Line was one of immediate necessity. The sum asked for to complete the survey was a small one.

In reply, I said the request of the deputation involved a principle I could never recognize, viz., for the Department to contribute a sum in order to show that a survey already made by the Department was wrong. I found that Mr. Sutherland had consented to advance £100, but I was bound to say that I should never have done such a thing, I should oppose a proposal of this kind in every possible way. If the deputation wished to advocate the line as a loop line from Richmond, that was a practical matter which could be taken into consideration. The Railway Commissioners were the proper persons to deal with such a matter, they being unbiassed. I said I would induce the Commissioners to go into the matter and express an opinion as to the probability of the proposal as a future line. If the opinion was favourable, I would then go into the question of a survey more fully. But this survey would have to be done by the Department. I could never admit that the officers of the Department were not competent to do the work, and I must, therefore, refuse point blank to give one penny towards outside engineers preparing competitive surveys. I was sure that we had officers in the Department who were quite as competent as those outside, and I did not see how any Minister, with any self-respect or regard for the reputation of his officers, could do otherwise.  
BRUCE SMITH.



1889.

LEGISLATIVE ASSEMBLY,  
NEW SOUTH WALES.

**RAILWAYS.**  
(EXPLORATION—BLACKTOWN TO BLAYNEY).

*Ordered by the Legislative Assembly to be printed, 7 August, 1889.*

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 21st May, 1889, That there be laid upon the Table of this House,—

“Copies of all plans, sections, and reports of Mr. Surveyor Cumming on  
“Mr. Gipps’ proposed line of railway between Blacktown and Blayney,  
“together with all documents bearing on the subject, addressed to the  
“Minister for Works.”

(Mr. Kidd.)

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## RAILWAYS.

## No. 1.

## Petition from the Inhabitants of Blayney.

To the Honorable the Minister for Works,—

The humble Petition of the Inhabitants of Blayney, in Public Meeting assembled,—

SHOWETH :—

1. That your humble Petitioners have reason to believe that the inadequacy of the present single line of railway over the Blue Mountains to the present and rapidly increasing traffic on the Great Western Railway is fully recognized, and that the question of duplicating the present line, on the one hand, or the construction of the second line by some other route on the other, must shortly be decided.

2. That, in order to find a line which would answer the requirements of the traffic, and ease the mountain line of the present strain, a survey was made from Emu to Rylstone, via Colo Valley, thence to tap the Great Western line at Dubbo. This line, known as the Colo Valley route, your Petitioners learn, is estimated to cost £3,500,000, by one authority, and £7,000,000 by another.

3. That, since the Colo Valley survey was made, a competent engineer has explored a line from Blacktown to Blayney, *via* Cox's River and Rockley, which appears to give considerable advantages over the Colo Valley route, and gives a section showing no grade greater than 1 in 70, and only one tunnel of 300 yards in length, and the estimated cost is only £750,000.

4. That the actual cost to the country of the Cox's River route is practically reduced to nothing, as the line would pass quite close to the Jenolan Caves, Rockley, Tuena, Burruga, Trunkey Creek, and would thus do away with the necessity for the contemplated lines from Tarana to the Caves, and Perth to Rockley, besides bringing the mining centres referred to within reach of a railway.

5. That the Cox's River route, having its junction at Blayney, would answer the purpose of easing the mountain line of the heavy traffic, better than the Colo Valley route, junctioning at Dubbo, as all the traffic coming from the Western line, together with all from the feeders of that line (*i.e.*, the Molong, Cowra, and Forbes lines), concentrates at Blayney, already a junction of the Cowra line; whereas at Dubbo the only traffic which could be dealt with and diverted from the present mountain line would be that from Bourke to Dubbo, thus leaving the present mountain line still to carry the bulk of the traffic of the Great Western line and all its feeders.

6. That the following gives, in a tabulated form, a comparison of the two routes as relieving lines for the mountain traffic :—

Traffic	Colo Valley to Dubbo.		Cox's River to Blayney.
	Townsend's.	Whitton's.	Gibbs'.
Distance .....	214 miles.	214 miles.	150 miles.
Cost .....	£3,500,000.	£7,000,000.	£750,000.
Rate per mile .....	£16,192.	£33,000.	£5,000.
Available for what traffic .....	Bourke to Dubbo only.		Bourke to Blayney. Molong to Orange. Forbes to Orange. Cowra to Blayney.
Tunnels .....	20½ miles.	20½ miles.	300 yards.
Grade—not greater than.....	1 in 100.	1 in 100.	1 in 70.

Your humble Petitioners would pray that you will be pleased to take the foregoing into your most favourable consideration, and cause a trial survey to be made under the direction of your officers, to see whether a route, as represented, can be obtained, with a view to the permanent survey and construction of the railway line, if such is found to be the case.

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

On behalf of the meeting,  
 JACOB RUSSART,  
 Mayor of Blayney.

Minister would be glad to have a report, 15/5/88.  
 (Commissioner), B.C., 15/5/88.

The Engineer-in-Chief.—A.R., (for Com-

## No. 2.

## Petition from certain Electors.

To the Honorable Thomas Garrett, M.L.A.,—

Sir,

We, the undersigned electors, respectfully request that you will use all your endeavours to further the project of the proposed railway through Burragorang, and we will continue the solid support we have always accorded you.

[Here follow eighty-nine signatures.]

Forwarded to the Minister for Works for his favourable consideration.—T.G., 11/5/88.

## No. 3.

## Minute by The Engineer-in-Chief to The Secretary for Public Works.

*Subject* :—Survey from Blacktown to Blayney.

Department of Public Works, Railway Branch, Engineer-in-Chief's Office,  
Sydney, 19 May, 1888.

It is possible that a practicable line of railway may be found from Blacktown to Blayney, but nothing has yet been done to justify any statement either as to its cost or gradients.

Aneroid readings only have been taken, and the line, I am informed, explored; but that is all.

A sketch was shown to me on a scale of 5 miles to an inch horizontal, and 500 feet to an inch vertical, which, of course, was useless either to determine an estimate or gradient.

I have heard that the district through which this line is projected abounds in minerals and timber of excellent quality.

If the Minister considers it desirable I will send an officer from this Department to explore the country and report more in detail than has yet been done as to the practicability of the route and the mineral value of the district through which it is proposed to carry the line before a trial survey be undertaken.

JOHN WHITTON.

Railways.—J.B., B.C., 21/5/88.

## No. 4.

## Minute by The Secretary for Public Works.

*Subject* :—Railway—Blacktown to Blayney.

A DEPUTATION, consisting of Messrs. Jago Smith, Garland, Jeannerett, Campbell, and Penzer, M.S.P., Gibbs, and others, waited upon me this morning with reference to the construction of a line from Blacktown to Blayney as an alternative line over the Blue Mountains.

It was pointed out that this line would leave Blacktown and pass through easy country to Penrith. Near Penrith it would cross the Warragamba and Cox Rivers, and then by a gradual ascent pass up the ranges. The rivers would be crossed by bridges of one span. The line would then pass by way of Colong Gap, Bendoc Pass, and Werong to Shooter's Hill, where it would attain its greatest altitude, but in no instance would the rise be severe, the greatest being equal to 75 feet per mile or 1 in 70. Section and rough plan of country were produced and are herewith.

Mr. Gibbs stated that the span of the bridge over the Warragamba would be about 600 feet, and it would be about 120 feet above water level. He could not certify that the figures given in the section would be strictly correct. He had only made an examination of the country, and his observations were taken with the aid of an aneroid barometer. It was impossible for him to state cost, but he thought it would not be more than £10,000 per mile in any part with the exception of the bridges and the entrance to the Warragamba. He could only draw general conclusion from his examination, but he was convinced there was nothing to prevent the line being made, and apparently all grades would be remarkably easy. As the rise was gradual from the Cox's River, the range itself threw out a lot of lateral spurs, and if required the grades could be reduced to 1 in 90 instead of 1 in 75, so that the line could be made more easily than the line submitted.

One great reason in favour of the line was that it would be payable from the start. Directly it went over the Warragamba it entered a large coal-field—two seams had been seen, one 12 the other 5 feet. Beyond that the line tapped one of the finest forests in the Colony, consisting of cedar, mahogany, blackbutt, &c., and in addition there was splendid agricultural land. At Yerong and Shooter's Hill there were indications of gold and silver. At the present time the route was practically unknown, owing to the difficulty of traversing it, but the land passed through, if made available, would become valuable, and as it was Crown lands the State would greatly benefit. They proposed that the Crown should reserve the land for 2 or 3 miles on either side of the line.

The line would pass within 12 miles of the Jenolan Caves at Shooter's Hill, and would therefore attract a large passenger traffic. There was excellent water all along the route. Mr. Penzer, M.P., pointed out the economic advantages of the line in allowing three times the load being hauled than was now taken on the Western line. They thought the matter of so much importance that a trial survey should be given, especially in view of the fact that £12,000 had been spent in making a survey up the Colo Valley.

I informed Mr. Penzer that his figures were not accurate, and the amount that had been spent had been well spent. Mr. Smith, M.P., pointed out a survey would not be difficult or costly, as the route could be ridden over. They asked that I would institute some inquiry, and if I was satisfied as to the merits of their case I would order a trial survey.

I stated that I believed we should have a trial survey in this district, but I could not make any promise. I would have to see Mr. Gibbs further after I had consulted Mr. Whitton. The Government should have full information as to all parts of the country, and as there was a large area of Crown lands in the locality that this proposed line would affect, the survey might be made to serve a double purpose, viz., to show the practicability or otherwise of the line and the nature and value of the Crown lands. Personally I was favourable to the country being examined, especially in view of the new light thrown on the subject. When it was first brought under attention the Cabinet was unfavourable, but if it would not cost too much I would have it reconsidered. The question of reserving land would also have attention. I should like to see Mr. Whitton in the matter when he has had time to look into it.

JOHN SUTHERLAND,

16/5/88.

The Engineer-in-Chief, B.C. Received.—W.H.Q., 23/5/88. I have already reported on this matter on another paper (*vide* 88-1,276).—J.W., 28/5/88. Under Secretary, B.C.

## No. 5.

F. B. Gipps, Esq., to The Engineer-in-Chief.

Sir,

61, Castlereagh-street, Sydney, 27 August, 1888.

With reference to my proposed Blacktown and Blayney line, which I have previously had the honor to submit to your attention, as it has been intimated me from your office that Mr. Cumming is now at liberty to examine the country it would traverse with me, I should be obliged if you would inform me on what conditions I am expected to give my information on this line, and to assist Mr. Cumming in its examination. When a deputation first brought it to the notice of the Honorable the Minister for Works I asked the sum of £300 for a flying survey of it, and I am now prepared to accompany Mr. Cumming, and point out the position of the line on those terms, subject to conditions you may deem fit to impose in the interests of the public.

I have, &amp;c.,

FREDK. B. GIPPS.

## No. 6.

The Secretary of Railway Construction Department to F. B. Gipps, Esq., C.E.

Sir,

30 August, 1888.

In reply to your letter of the 27th instant, I have the honor, by the direction of the Engineer-in-Chief, to request that you will have the goodness to call at this office on Monday next, the 3rd proximo, at 11 o'clock a.m.

I have, &amp;c.,

W. H. QUODLING,

Secretary.

## No. 7.

F. B. Gipps, Esq., C.E., to The Engineer-in-Chief.

Sir,

61, Castlereagh-street, Sydney, 3 September, 1888.

With reference to your request to be advised as to the terms, I would guide your surveyor over my proposed railway line from Blacktown to Blayney, I beg to inform you that I will agree to accompany him for such purpose on account of a fee of £5 5s. daily, inclusive of all personal expenses, hire of horses, &c.

I have, &amp;c.,

FREDK. B. GIPPS.

## No. 8.

The Secretary, Railway Construction Department, to F. B. Gipps, Esq., C.E.

Sir,

6 September, 1888.

With reference to your letter of the 3rd instant, I am directed by the Engineer-in-Chief to inform you that he is not quite clear as to the terms upon which you would be willing to point out the route of the survey from Blacktown to Blayney.

He understood you to say that you might point out this line without making any survey for £300, which would include all claims in full which you might consider that you had against the Department.

In your letter of the 3rd instant, however, you state that you would be willing to accompany the surveyor for a fee of £5 5s. a day, inclusive of all personal expenses, hire of horses, &c.

I am further directed to say that the Engineer-in-Chief considers that it would be more satisfactory if the terms were made clearer in a further communication from you.

I have, &amp;c.,

W. H. QUODLING,

Secretary.

## No. 9.

F. B. Gipps, Esq., C.E., to The Engineer-in-Chief.

Sir,

61, Castlereagh-street, Sydney, 7 September, 1888.

In reply to your letter, No. 88-692, of the 6th instant, requesting for clearer terms relative to service in connection with the survey of my proposed Blacktown and Blayney railway route, I beg to inform you that I am prepared to guide your surveyor over this line for a fee of five guineas per diem, inclusive of all personal expenses, and to accept whatever payment may be so made as a portion of my full claim for £300 for discovering such route, should it be found practicable.

I have, &amp;c.,

FREDK. B. GIPPS,

Civil Engineer.

Mr. Gipps it appears considers that he has a claim upon the Department of £300 for his previous services in this matter. As I am not aware that Mr. Gipps was in any way authorized to make the original exploration of this line, but so far as I know undertook the duty as a pure speculation, I shall be glad to know if the Minister considers Mr. Gipps should be engaged to point out the line recommended by him on the terms stated in his letter of the 7th instant.—J.W., 10/8/88. Under Secretary, B.C.

Railway.—D.C.McL. (*pro* U.S.), B.C., 12/9/82. For Minister.—Ch.A.G., 13/9/88. Inform that he has no claim for £300.—J.S., 15/9/88.

## No. 10.

The Secretary for Railways to F. B. Gipps, Esq., C.E.

Sir, Railway Department, Sydney, 19 September, 1888.

With reference to your letter of the 7th instant, in which you offer to guide a Government Surveyor over your proposed Blacktown and Blayney route for £5 5s. per diem, and to accept whatever payment may be made as a portion of your claim of £300 for discovering such route, I am desired by the Commissioner to inform you that the matter has been brought under the attention of Mr. Secretary Sutherland, who decides that you have no claim for £300.

I have, &c.,  
D. VERNON,  
Secretary for Railways.

## No. 11.

F. B. Gipps, Esq., C.E., to The Secretary for Public Works.

Sir, 6, Castlereagh-street, Sydney, 21 September, 1888.

In reply to yours of the 19th instant, referring to survey of line from Blacktown to Blayney, I have the honor to make a definite offer to accompany your surveyor over the line for £5 5s. per diem, including all my personal expenses.

I make this offer without prejudice to your position in regard to any claim I may have in respect to the discovery of this route.

I have, &c.,  
FREDK. B. GIPPS,  
Civil Engineer.

## No. 12.

Minute by The Engineer-in-Chief.

*Subject* :—Blacktown to Blayney Survey.

Department of Public Works, Railway Branch, Engineer-in-Chief's Office,  
Sydney, 25 September, 1888.

By request of the Minister, I had an interview with Mr. Gipps with reference to his pointing out the suggested line from Blacktown to Blayney.

I offered Mr. Gipps, £5 5s. per day, to include all his expenses, such as horses, camp equipment, hotel expenses, &c., and this he accepted conditionally, as part payment of the £300, which he said had been promised to him by the Minister. As I knew nothing of this matter, I forwarded Mr. Gipps' letter to the Minister, who states that Mr. Gipps has no claim for £300. In his letter of the 21st instant, Mr. Gipps repeats his claim for this amount.

Mr. Surveyor Cumming has been waiting in town, for more than a fortnight, to accompany Mr. Gipps; but, in consequence of the claim made by him, the exploration has not been commenced.

JOHN WHITTON.

The Secretary for Public Works.

## No. 13.

The Hon. Secretary, Blacktown-Blayney Railway League, to The Under Secretary for Public Works.

Dear Sir, Blayney, 14 September, 1888.

I have the honor to request that you will kindly inform me at what hour on Tuesday, 25th September, it would be convenient for the Honorable the Minister for Works to receive a deputation re the proposed railway line from Blacktown to Blayney *via* Rockley, Jenolan Caves, &c.

I have, &c.,  
C. R. BARRY,  
Hon. Secretary, Blacktown-Blayney Railway League.

Submitted.—J.B., 19/9/88. Say Friday week.—J.S., 19/9/88. Telegraph.—J.B., 19/9/88.  
Hon. Sec., Blacktown-Blayney Railway League, 19/9/88.

(*By telegram*) :—Cannot Minister receive deputation Tuesday 25th, instead of Friday.—C. R. BARRY, Hon. Secretary, Blacktown-Blayney Railway League.  
Minister approves. Say Tuesday, at 2 p.m.—J.B., 20/9/88.

## No. 14.

Minute by The Secretary for Public Works.

*Subject* :—Railway from Blacktown to Blayney.

Department of Public Works, Sydney, 25 September, 1888.

A DEPUTATION from Blayney was introduced to me to-day by Mr. Garland, M.P., with reference to the survey for a proposed railway from Blacktown to Blayney. Messrs. Fremlin, Shand, Glasson, and Gipps were present.

It

It was represented that the line proposed was a most desirable one to undertake. It would relieve the existing Western Line and provide, so far as gradients were concerned, a much better line for working the traffic. In addition, it would open up a large area of rich country which had large resources in the way of minerals and timber. Three routes were projected for the relief of the Western Line, *i.e.*, the Colo Valley, the line *via* the Kurrajong, and the present route advocated, and they believed, that taking into consideration the cost of construction, the nature of the country passed through, and the grades, that the Blayney-Blacktown route would be found preferable to any other. It was stated that interested parties had recently been opening up coal measures near the junction of the Cox and Warragamba Rivers. One seam of good coal had been touched which was 20 feet thick, and 6,000 tons per week could be sent from the one mine alone.

In reply, I stated that when this matter was first brought before me it was stated that the proposed route would traverse rich mineral districts and run through large timber reserves. I had asked Mr. Gipps at that time what the cost of a survey would be, with a view of submitting it to my colleagues and to advise the work should be done as a national matter, to know the nature of the country the proposed line would pass through. Mr. Gipps then stated that the cost would be about £300. The question had been discussed in the Cabinet, but nothing had been done, because Mr. Whitton would not recognize any survey made by Mr. Gipps; but as I wished the proposition to have full consideration Mr. Gipps was asked what fee he would require to go over the ground with Mr. Whitton's surveyor, and point out his route, as I recognized that Mr. Gipps should have some recompense in the matter; but the question of his full recompense was one which would have to be settled hereafter, when the merits of his line were decided; but I made no promise to Mr. Gipps in the matter. No doubt the country would not be ungrateful if the line turned out so successful as he anticipates. If Mr. Gipps was prepared to go away to-morrow and accompany the surveyor, and point out his line, I would be willing to allow him £5 5s. per day, including all expenses, for his trouble; but no consideration could be given at the present time to any larger claim, nor could any promise be made.

I was anxious to have a line surveyed as I wished to ascertain the nature of the country and its resources, so that the land could be reserved at any time for the people, rather than to allow it to be taken up by private speculators, and the whole of the advantages pass into private hands.

Mr. Gipps stated that he was quite prepared to accept the Minister's proposal, and he had intimated this in his last letter, dated the 21st instant.

I stated that that was all I required, and Mr. Whitton would be informed at once, so that the surveys could be at once undertaken.

JOHN SUTHERLAND.

Seen.—J.W., 2/10/88.

#### No. 15.

#### Memo. by The Secretary for Public Works to The Engineer-in-Chief.

I HAVE agreed that Mr. Gipps is to be paid £5 5s. per day, including all expenses, for his services in showing the route of the Blacktown-Blayney line. The service to be at once started.

J. S.

Mr. Cumming has now returned, and will be ready to accompany Mr. Gipps on Monday morning.—  
S.H.A., 28/9/88.

#### No. 16.

#### F. B. Gipps, Esq., C.E., to The Engineer-in-Chief.

Sir,

61, Castlereagh-street, Sydney, 25 September, 1888.  
Understanding from the Hon. the Minister for Works, this afternoon, in reply to a deputation from Blayney relative to my proposed Blacktown and Blayney railway route, that my services to accompany your surveyor as guide over this line may be considered as accepted, I should be obliged if you would be good enough to inform me when I can meet and arrange with your surveyor for that purpose.

I have, &c.,

FREDK. B. GIPPS,  
Civil Engineer.

Mr. Alexander.—W.H.Q., 26/9/88. Mr. Cumming is doing important observations on Marrickville to Liverpool Line. He will be ready to accompany Mr. Gipps on Wednesday, 3rd proximo.—  
S.H.A., 26/9/88.

#### No. 17.

#### The Secretary, Railway Construction Department, to F. B. Gipps, Esq., C.E.

Sir,

27 September, 1888.  
In reply to your letter of the 25th instant, I have the honor to inform you that the Surveyor who is to accompany you on the Blacktown to Blayney exploration, is at present engaged on important work on the Marrickville to Liverpool Line. He will, however, be ready to meet you on Wednesday, the 3rd proximo.

The remuneration, as approved by the Minister, is to be £5 5s. per day for professional services and all expenses for time occupied in pointing out the route.

I have, &c.,

W. H. QUODLING,  
Secretary.

No. 18.

No. 18.

The Secretary, Railway Construction Department, to F. B. Gipps, Esq., C.E.

Sir, 28 September, 1888.

With reference to my letter of yesterday, I have the honor to inform you that Mr. Cumming, who has been instructed to accompany you, has completed the work upon which he was engaged earlier than was anticipated, and will be prepared to start on Monday next, the 1st proximo, to make the exploration.

I have, &c.,  
W. H. QUODLING,  
Secretary.

No. 19.

F. B. Gipps, Esq., C.E., to The Engineer-in-Chief.

Sir, 61, Castlereagh-street, Sydney, 29 September, 1888.

I have the honor to acknowledge the receipt of your letters of the 27th and 28th instant respectively, and with reference thereto to inform you that I have arranged with Mr. Cumming to start with him on Monday next for the purpose of examining my proposed line from Blacktown to Blayney.

I have, &c.,  
FREDK. B. GIPPS,  
Civil Engineer.

Mr. Alexander.—W.H.Q., 1/10/88. Mr. Cumming left with Mr. Gipps last Monday, the 1st inst.—S.H.A., 2/10/88.

No. 20.

Minute by the Engineer-in-Chief.

Subject :—Proposed Railway from Blacktown to Blayney, suggested by Mr. Gipps.—Length, about 152 miles.

Department of Public Works, Railway Branch, Engineer-in-Chief's Office,  
Sydney, 6 November, 1888.

As directed by the Minister, I instructed one of the surveyors in my department (Mr. Cumming) to accompany Mr. Gipps over the line recommended by him, and to prepare a report on the practicability of carrying it out at the cost and with the gradients named by Mr. Gipps.

One deputation stated to the Minister that the cost would not be more than £5,000 per mile, while another said £10,000 per mile, and that the worst gradient throughout the entire length would not be less than 1 in 70.

From Mr. Cumming's report, which I enclose, the cost per mile would, I consider, far exceed the larger amount stated, and the gradients for a considerable distance would be more severe than those over the existing Western railway.

Up to the River Cox, a distance of 37 miles from Blacktown, Mr. Cumming considers that easy gradients can be got; but from this point commences the ascent of the Kowmung Range. From 37 miles, the crossing of the Cox River, to 39 miles, the aneroid readings show an incline of 1 in 40; from 39 miles to 41 miles, 1 in 25; from 41 to 42 miles, 1 in 53; from 42 miles to 46 miles, 1 in 35; from 46 miles to 51 miles, level; from 51 miles to 57 miles, 1 in 63; from 57 miles to 65 miles, 1 in 70; and from 65 miles to 71 miles, 1 in 31.7.

In addition to these steep and undesirable gradients, I gather from Mr. Cumming that the works would be of a very expensive character; but this could only be determined by making a proper survey.

I cannot advise that a trial survey be made of this proposed line, as the information already obtained is sufficient to show that the works would be of a very costly character, and the gradients extremely objectionable.

The Secretary for Public Works.

JOHN WHITTON.

[Enclosure.]

REPORT on Mr. Gipps' Proposed Railway from Blacktown to Blayney.

Sir, 26 October, 1888.

I have the honor to report that I have been with Mr. Gipps over his proposed railway from Blacktown to Blayney.

The line goes nearly straight over easy country to the Nepean; crosses that river about a mile above the junction with the Warragamba at about 18 miles from Blacktown; crosses the Warragamba at 20 miles; runs along the north-west bank of the Warragamba and Cox's River, crossing the latter at 37 miles; follows a long range, forming the watershed between the Kowmung and Butcher's Creek to the main dividing range at 77 miles; follows the main dividing range to Shooter's Hill at 87 miles; thence runs along the range forming the watershed between the Abercrombie and Macquarie Rivers to Blayney. The total distance, measured on the county map, is about 152 miles.

The line crosses the Nepean at right angles; the viaduct will be about 480 feet in length and 120 feet in height. The viaduct over the Warragamba will be about 600 feet in length and 90 feet in height, and will probably require to be built on a curve. The crossing of the Cox's River is nearly square, and will require a viaduct about 600 feet long and about 30 feet high; the foundation of these viaducts is sandstone rock.

A tunnel, from 40 to 50 chains in length, will be required between the Nepean and Warragamba Rivers.

The total rise from Blacktown to the crossing of the Cox's River is about 150 feet; easy grades can be got up to this point. From the Cox's River, at 37 miles, to the Little Plains, at 71 miles, the total rise is 3,450 feet. Assuming the range to rise uniformly, this will give a grade of 1 in 52; unfortunately the range rises very irregularly;—the height at the river at 37 miles, is 150 feet; at 39 miles, 380 feet; at 41 miles, 800 feet; at 42 miles, 900 feet; at 46 miles, 1,500 feet; at 51 miles, 1,500 feet; at 57 miles, 2,000 feet; at 65 miles, 2,600 feet; at 71 miles, 3,600 feet. It is very evident that even with 1 in 40 grades, the formation will be considerably below the summit of the range for the greatest part of this distance.

distance. The cost of these 35 miles will be very great, as the slopes of the range are made up of spurs and deep ravines, requiring heavy cuts and banks, and probably short tunnels and viaducts. From 73 miles to Blayney the range is more level and the slopes smoother. The highest level is on the main dividing range from 77 miles to 93 miles (about 4,000 feet above sea level). The height at Blayney is 2,800 feet.

From Blacktown to the Nepean the route is through easy suburban country, the ranges being low and flat, and nearly all under cultivation; the next 2 miles will be very expensive, requiring two viaducts and a tunnel. The Warragamba is remarkably straight from the crossing at 19 miles to 27 miles, and its banks have very regular slopes, averaging from 1 to 1, to  $1\frac{1}{2}$  to 1, as the banks are so steep the hollows and creeks will require viaducts or retaining walls. There is undoubtedly an immense coal-field on the Cox's River, as a 20-foot seam crops out in several places, from 30 to 36 miles. From 27 miles to 37 miles the banks of the river for about half-a-mile on each side, are flat, and nearly all cultivated.

The first 30 miles of the line will, I think, pay as a branch line, as it would open up an immense coal-field, and a great area of valuable land suitable for farm, orchard, and country residences.

The whole of the route is over useful country, except about 9 miles along the Warragamba River, and nearly divides the country between the Great Western and Great Southern Railways, thus opening up an immense area of good grazing, farming, and mining country, with plenty of good timber.

The fate of the proposed line depends on whether a practicable line can be got in the ascent of the eastern slope of the main dividing range, from 37 miles to 72 miles; this can only be decided by a trial survey of this portion.

I have, &c.,

JOHN CUMMING,  
Railway Surveyor.

Engineer-in-Chief, Railway Department, Sydney.

#### No. 21.

J. Redshaw, Esq., to The Railway Commissioners.

Care of Australian Mutual Provident Society, 87, Pitt-street,

Gentlemen,

Sydney, 7 November, 1888.

During a recent visit in the country I had brought under my notice by the inhabitants about Bringelly, what is considered to be an oversight on the part of the railway authorities, and which, from personal knowledge and other reasons, I consider should receive early attention.

In the proposals for new lines of railway is one branching off at Blacktown, and thence, I think, to Blayney. This line would, for a considerable distance, run parallel about 2 miles distant from the present Western line, and would cross the Nepean River at a point known as "Bains."

Now, it is considered that this line should branch off at Liverpool, and thence out through Hoxton Park, Driver's Estate, Luddenham, and Mulgoa, and still cross the Nepean River at "Bains."

The reasons why this line would be of more benefit are:—

1. It would be slightly shorter, as far as the Nepean River, than the Blacktown one.
2. It would open up better country, and, above all, would pass through more settled population.
3. It would be more easy of construction, as only one small cutting would require to be made.
4. It would pay better, as, from the haulage of wood alone, of which there would be immense quantities, the Department would reap a large return.
5. It would be about midway between the Southern and Western lines, which would be of greater advantage than that running parallel a couple of miles distant from the existing Western line.

My remarks will only apply to this line as far as the Nepean River; the route it would then take (after crossing the river) would be the same as at present.

You will kindly understand that I am not interested in any way by the railway taking this route; but consider, if from a survey being made, and it being found that greater advantages can be gained by taking this route and the country be benefitted by the alteration, I am justified in pointing the matter out.

Any other information desired will be gladly supplied.

I am, &c.,

JOHN REDSHAW.

Submitted.—J.B., 30/11/88.

#### No. 22.

J. Inglis, Esq., M.P., to The Secretary for Public Works.

4 and 6, Dean's Place, George-street, opposite Mercantile Bank,

Dear Sir,

Sydney, 30 May, 1889.

I hope it will be convenient for you to meet the deputation, *re* proposed survey of railway route, Blacktown to Blayney, on Thursday next, 6th June, at noon sharp. You will remember this interview was postponed from last Thursday owing to the Queen's Birthday levée having taken place on that day.

Your early reply would much oblige.

Yours, &c.,

JAMES INGLIS.

Say 12:15, as there is another deputation at noon.—J.B., 31/5/89.



## No. 23.

## Minute by The Secretary for Public Works.

## RAILWAY FROM BLACKTOWN TO BLAYNEY.

A DEPUTATION, accompanied by Messrs. J. Inglis, J. Kidd, W. P. Crick, M.S.P., and the Hon J. H. Cox, M.L.C., waited upon me to-day to request the carrying out of a trial survey for a line of railway from Blacktown to Blayney.

Mr. Inglis stated the object of the deputation, and said that Mr. Surveyor Cumming had made a hurried survey, which disclosed in parts steep gradients, but since then fresh facts had come to light, showing that a feasible route could be obtained with grades of not less than 1 in 60.

The Hon. G. H. Cox said he was well acquainted with the country through which the proposed line would run, on which for want of a railway settlement had been very small.

Mr. Cumming's survey had disclosed grades as low as 1 in 27, but Mr. Gipps had been making explorations, and found he could get a route with grades of not less than 1 in 60.

Splendid seams of coal had been found on the route, which would make it the nearest coal-field to Sydney, except that at the National Park. Coal could, therefore, be put on the markets very cheaply, and the benefits to the whole community would be very great.

The trial survey would not cost more than £2,000, and they thought the Government were justified in carrying it out. If it proved a practicable route the money would not be thrown away. The line would also tap Mulgoa Forest, where there were large quantities of splendid timber for railway purposes.

Mr. Kidd, M.P., desired to point out the national importance of the construction of a line to save the present mountain line.

The necessity for an alternative route was becoming very pressing. The proposed line would open up a large amount of agricultural and mineral land, and would supersede the proposed lines from Perth to Rockley, and Mount Victoria to Jenolan Caves.

Mr. Crick said he regarded the line from a national aspect. Another line to relieve the mountain line was absolutely necessary. The proposed line would be 5 miles shorter than the present line. There were 50 miles of level country from Shooter's Hill to Blayney. The proposed line was a more serviceable one than the Colo Valley line, and could be constructed at about one third of the cost.

Mr. Gipps said he had accompanied Mr. Cumming on his trip. There was no survey made. Since then he had found he could get a grade of 1 in 60.

In reply, I said they could not expect me to give them an immediate definite answer. £2,000 was a small sum in one sense, but if the line was not constructed it would be thrown away. The only information on the subject before me was a report from Mr. Cumming, and one from Mr. Whitton. Mr. Cumming's report was of a very favourable character, indeed I thought he had gone outside the interests of the case in speaking of the line.

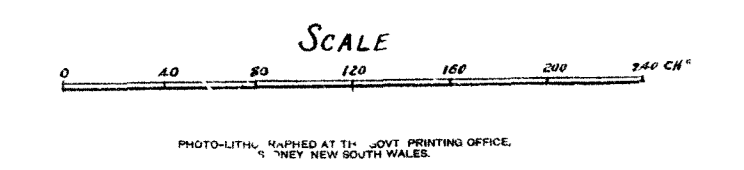
I had a much less ardent report from Mr. Whitton, who looked more at the engineering features of the case. All I could promise them that I would confer with the Railway Commissioners (who had to manage our railways and make them pay) in regard to the proposal, and if they satisfied me that the matter was really worth considering, I should have no hesitation in having the survey made with Mr. Gipps' assistance I would take steps to have the matter settled at an early date.

BRUCE SMITH.

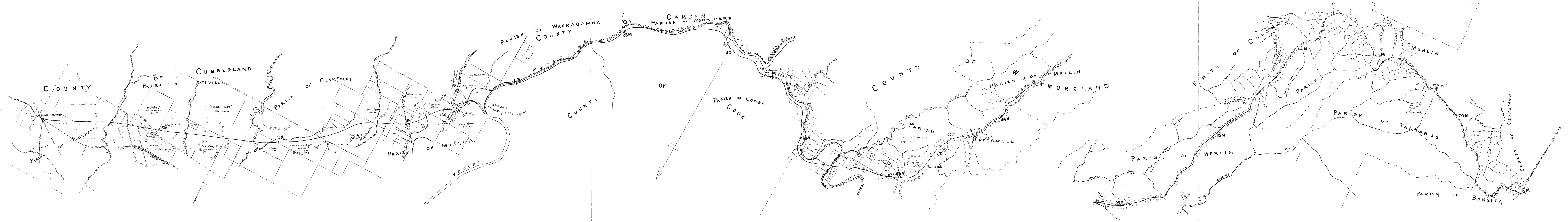
[Two Plans.]



**Proposed Railway**  
*Blacktown to Blayney*  
 Plan part 1 showing portion of explored route



(See 486)



For continuation of railway see Plan Part 2

*Proposed Railway Blacktown to Blayney*  
*Plan Part No 2 showing portion of*  
*explored route*

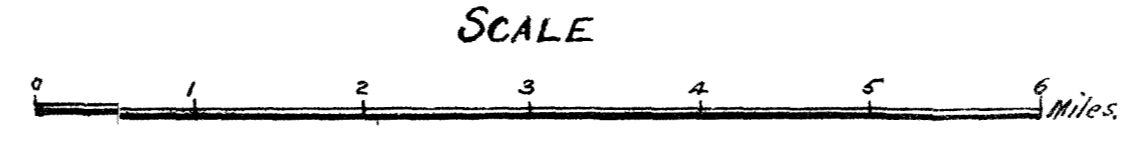
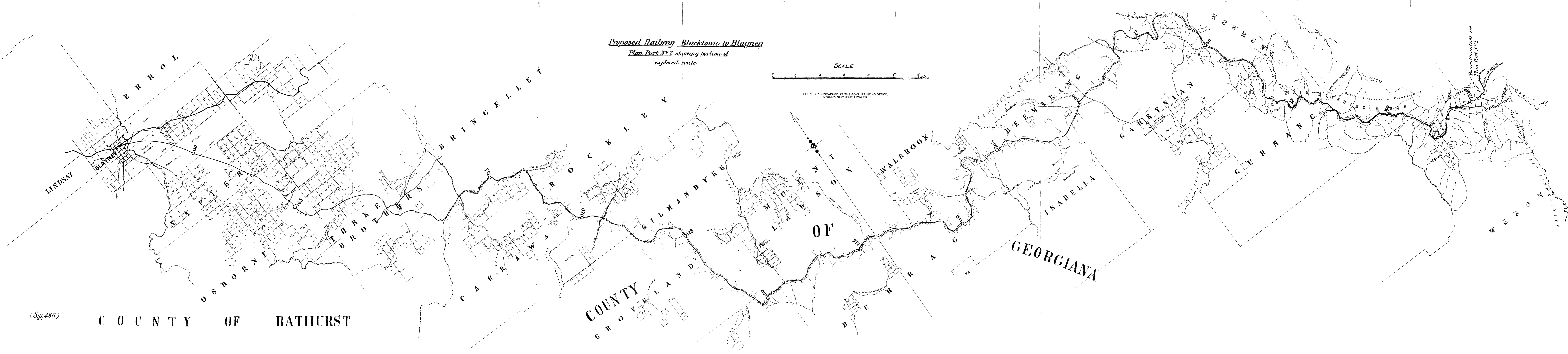


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SYDNEY, NEW SOUTH WALES.



(Sig. 486)

C O U N T Y    O F    B A T H U R S T

C O U N T Y  
G R O V E L A N D

G E O R G I A N A

For continuation see  
Plan Part No 1

1889.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

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MINUTES OF PROCEEDINGS OF AND EVIDENCE

TAKEN BEFORE THE

SELECT COMMITTEE

ON

LAND RESUMED BY THE GOVERNMENT FOR  
RAILWAY PURPOSES AT BEXLEY,

TOGETHER WITH

APPENDIX.

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*Laid upon the Table by the Clerk, on 3rd July, and ordered to be printed,  
4 July, 1889.*

---

SYDNEY : CHARLES POTTER, GOVERNMENT PRINTER.

1889.

1887-8.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE  
LEGISLATIVE ASSEMBLY.

VOTES NO. 44. FRIDAY, 16 DECEMBER, 1887.

16. LAND RESUMED BY THE GOVERNMENT FOR RAILWAY PURPOSES AT BEXLEY:—*Mr. Frank Smith*, for *Mr. Hurley*, moved, pursuant to Notice,—  
(1.) That a Select Committee be appointed, with power to send for persons and papers, to inquire into and report upon the land lately resumed by the Government for railway purposes at Bexley.  
(2.) That such Committee consist of *Mr. Sydney Smith*, *Mr. Thompson*, *Mr. Sutherland*, *Mr. Frank Smith*, *Mr. Wise*, *Mr. Merriman*, *Mr. McElhone*, and the Mover.  
Question put and passed.

PROCEEDINGS OF THE COMMITTEE.

WEDNESDAY, 8 FEBRUARY, 1888.

MEMBERS PRESENT:—

*Mr. Hurley*, | *Mr. Thompson*,  
*Mr. Frank Smith*.

*Mr. Hurley* called to the Chair.

Entry from Votes and Proceedings appointing the Committee read by the Clerk.

Committee deliberated.

*Ordered*,—That the Commissioner for Railways be summoned to give evidence next meeting.

Adjourned to Friday next at two o'clock.

FRIDAY, 10 FEBRUARY, 1888.

MEMBER PRESENT:—

*Mr. Hurley*.

In the absence of a Quorum the meeting called for this day lapsed.

TUESDAY, 14 FEBRUARY, 1888.

MEMBER PRESENT:—

*Mr. Hurley*.

In the absence of a Quorum the meeting called for this day lapsed.

WEDNESDAY, 9 MAY, 1888.

MEMBERS PRESENT:—

*Mr. Thompson*, | *Mr. Sydney Smith*,  
*Mr. Hurley*, in the Chair.

*John Williams*, Esquire (*Crown Solicitor*), called in, sworn, and examined.

Witness handed in two Abstracts of Title of land resumed by the Crown at Bexley. [*Appendix 1 and 2.*]

Witness withdrew.

*Mr. John Garsed* called in, sworn, and examined.

Witness produced the deeds of certain land at Bexley resumed by the Government for Railway purposes, and handed in copy of affidavit of *John Garsed* filed in the Supreme Court 21st October, 1862 [*Appendix B.*]

Witness withdrew.

Adjourned to Wednesday next at half-past eleven o'clock.

WEDNESDAY,

WEDNESDAY, 16 MAY, 1888.

MEMBERS PRESENT :—

None.

In the absence of a Quorum the meeting called for this day lapsed.

TUESDAY, 22 MAY, 1888.

MEMBER PRESENT :—

Mr. Hurley.

In the absence of a Quorum the meeting called for this day lapsed.

THURSDAY, 31 MAY, 1888.

MEMBER PRESENT :—

Mr. Hurley.

In the absence of a Quorum the meeting called for this day lapsed.

THURSDAY, 7 JUNE, 1888.

MEMBER PRESENT :—

Mr. Hurley.

In the absence of a Quorum the meeting called for this day lapsed.

THURSDAY, 14 JUNE, 1888.

MEMBER PRESENT :—

Mr. Hurley.

In the absence of a Quorum the meeting called for this day lapsed.

WEDNESDAY, 4 JULY, 1888.

MEMBER PRESENT :—

Mr. Thompson.

In the absence of a Quorum the meeting called for this day lapsed.

TUESDAY, 10 JULY, 1888.

MEMBER PRESENT :—

Mr. Hurley.

In the absence of a Quorum the meeting called for this day lapsed.

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1887-8.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON THE

RESUMPTION OF LAND BY THE GOVERNMENT FOR  
RAILWAY PURPOSES AT BEXLEY.

WEDNESDAY, 9 MAY, 1888.

Present:—  
MR. SYDNEY SMITH, | MR. THOMPSON.  
JOHN HURLEY, ESQ., IN THE CHAIR.

John Williams, Esq., called in, sworn, and examined:—

1. *Chairman.*] You are Crown Solicitor and Solicitor for Railways for this Colony? Yes.
2. You produce a deed in reference to land resumed by the Government for railway purposes at Bexley? I do not; I was not summoned to produce it. I produce two abstracts of title. [*Vide Appendix A 1 and 2.*] Three parcels of land, part of the Bexley Estate, were taken, and the third abstract of title, I think, is with the certificate of title at the Railway Office. They are all under the same certificate of title.
3. *Mr. Thompson.*] Under whose title? They are under Torrens', and in the name of William Anthony Kingscote. I know nothing of the title beyond the fact that it seems to be vested in Mr. Kingscote.
4. I suppose the abstract simply shows that? That is all. We have a certificate of title for the land we have taken. If I have any doubt as to a title, we petition and pay the money into Court under the provision in that respect in the Railway Act; but where there is a certificate of title in the name of the person from whom we have taken the land, and he executes a transfer to us, and it is duly recorded, there is no reason to pay into Court. I never go behind the certificate of title.

J. Williams,  
Esq.

9 May, 1888.

Mr. John Garsed called in, sworn, and examined:—

5. *Chairman.*] You were the possessor of some land at a place called Bexley? Yes.
6. How did you become possessed of it? Here is a certified copy of the abstract of title which I got from the Registrar-General's Office the other day.
7. *Mr. Thompson.*] That is not an abstract of title; it is an attested copy of a conveyance made from yourself to one Hutchinson? Yes.
8. *Chairman.*] You were the possessor of certain land at Bexley which was recently resumed by the Government for railway purposes? Yes, a portion of it.
9. Do you produce the deeds in reference to that land? I hold the deeds in my hand; but I cannot leave them, as I have occasion to use them from time to time.
10. They are the original deeds in regard to the land which is under the consideration of the Committee? Yes. On the 4th February, 1858, a bill was filed in the Supreme Court in Equity to set aside the three deeds, on the ground that they were fraudulent.
11. The case was tried? The plaintiff died suddenly, and the bills were not dismissed.
12. This land is the same land, or a portion of the land, which became mortgaged to Mr. S. H. Terry? Yes.
13. Was the mortgage ever redeemed? It was not redeemed by me. A mortgage in September, 1857, was secured upon 1,050 acres of land at Bexley. I had power under the mortgage to sell any portion of the land on certain considerations of terms. Mr. Terry during the first nine months received £750 sterling in part payment of the mortgage.
14. *Mr. Thompson.*] The result of sales? No; I happened to have the money, and I paid it to him. It left a balance of £1,250; then this conspiracy through Mr. E. Ashdown brought the case to a deadlock. Mr. Terry positively refused to receive the quarter's interest on behalf of my wife's trustee upon the £1,250. Nothing would satisfy him but to sell the land. He sold his mortgage to Dean & Co., and it was conveyed to Francis Michael Stokes. On the 1st February, Mr. Ashdown, in the name of William Dean & Co., instructed plaintiff to file a bill in Equity to set aside the three deeds which are before you, on the ground that they were fraudulently executed with the intention of defrauding that firm in the action. After the bill was filed Dean & Co. tried to sell the land at public auction; but every time they attempted to do so a protest was read against the sale in the sale-room, and the purchaser would have nothing at all to do with the title. He sold 188 acres 24 perches to William Wolfen for something like 25s. per acre. Mr. F. M. Stokes conveyed to Wolfen, and here is an attested copy of the deed. 15.

Mr.  
J. Garsed.

9 May, 1883.

- Mr. J. Garsed.  
9 May 1888.
15. *Mr. Sydney Smith.*] What was the area of the land altogether? 1,100 acres.
16. *Mr. Thompson.*] You appear to have entered into three separate deeds with Hutchinson on one day, the 4th February, 1858? Yes.
17. A covenant, an agreement, and a conveyance? Yes.
18. Was your object to enable Mr. Hutchinson to set aside certain encumbrances on your various properties? On Mrs. Garsed's private property. I had borrowed £4,700 secured on her estate.
19. Who was her trustee? Mr. Hutchinson.
20. With regard to Sixsmith's title, it is indisputable that you and Hutchinson both conveyed to him and made his title absolute as far as he was concerned? Yes; I instructed and advised him to bring his title under the provisions of the Real Property Act, which he did. So I gave information to the Examiner of Titles, as well as to the Registrar-General, which I can prove by letters, that there was a bill pending in Equity affecting applicant's title. I could not lodge a caveat against his title.
21. Who filed the bill? The bill was filed to upset three deeds.
22. *Chairman.*] This bill was filed against Mr. Terry to prevent him from selling these identical properties? Yes; here is the advertisement of sale, and here is the caution to the public not to purchase the properties mentioned in the three deeds. Mr. Terry would not accept the quarter's interest on behalf of my wife's trustee, and a bill was filed to prevent the sale.
23. We want a statement as to how the properties passed into other hands, and as to how you became powerless to recover them? I hand in a copy of an affidavit that I made on the 21st October, 1862, and in which the facts of the case are set forth. It was filed in the Supreme Court on the same day. [*Vide Appendix B.*]
24. You are not bringing this matter before the Select Committee with any vexatious desire to interfere with the Government's possession of the property? I can assure you that if the Government were to offer me a million of money as compensation I would pass it. I depend upon getting my compensation in the next world, not in this. I have offered to give a title for the property resumed by the Government without getting a shilling in return.
25. Your chief object is to remove an information that is filed against you, and confute a charge of perjury that has been made against you? Yes.
26. You wish to remove from the file a matter that has been a reproach to your honor for so many years? Yes.
27. With regard to the land, Mr. Stokes then sold it? Dean & Co. paid the money for the balance of the mortgage to Mr. Terry. The bill was filed against Terry on the 1st November, 1858, affecting their title; then another bill was filed to set aside, the grounds were fraudulent; and then they began to sell.
28. That was after Mr. Terry and the solicitor, Mr. Dick, positively refused to receive the £25 on behalf of your wife's trustee? Yes; it was tendered in gold, and both refused to accept it.
29. I understand that Mr. Smart tendered the money? Yes; on behalf of my wife's trustee, Mr. Hutchinson. All the money in the world could not prove that the Attorney-General's statement is true.
30. *Mr. Thompson.*] We are distinctly to understand that what you wish is to remove from the file this information of the Attorney-General against you for perjury, on the ground that you are now in a position to prove that you did not commit perjury? Yes.
31. On that accusation for perjury you were found guilty, were you not? Yes.
32. What sentence did you get? Three years.
33. How much of it did you serve? To get rid of me every petition was refused, although so highly recommended. Within four months of the expiration of the sentence they released a number of prisoners. They told me that I was released, and I left with them.
34. You served two years and eight months out of the three years? I was in prison nine months before they put me on my trial. They brought four distinct charges against me in one day. They sent Pritchard out of the Colony. They filed an information for perjury against me. When I came up before Mr. Justice Dickinson they refused to put me on my trial when I produced the joint affidavit of Ashdown and Pritchard. Mr. John Williams, who was the prosecutor, served me with a notice to produce the red-ink account of Pritchard. It never existed. I was ordered to produce Ashdown and Pritchard's joint affidavit. It was not in Court; it had been stolen out of Court. Then they gave me a fresh notice to produce a copy. I did; and then they refused to put me on my trial. They put me on my trial on a charge of mutilating a deed. I defended myself against the Attorney-General, who was assisted by Mr. John Williams and Mr. Holroyd. I stood alone. I made them abandon the Equity suit; I upset every charge; and at the end of the fifth day the jury, in half a minute, returned a verdict of not guilty. Mr. Justice Dickinson told the jury that it was the most important trial that he had ever been on in his life. Nothing would do then but they must let Mr. Holroyd prosecute me for perjury, in the name of the Crown. It was Mr. Holroyd that set the case in motion at the Police Court, in April, 1858. I upset the perjury case. There was a struggle for seven days to get the concocted account, said to be a copy of Pritchard's red-ink account, in evidence, and to keep the books out of evidence. On the fourth day I had the books in evidence, and five minutes later I proved the concocted account to be untrue. I appealed to the jury to return a verdict in my favour, but it was in vain.
35. *Mr. Thompson.*] How long was it after the prosecution for perjury that you were prosecuted for fraudulently altering the deed? It was before.
36. How long before? On the 1st August, 1859, after they had refused to put me on my trial but previously I was tried and found guilty for a cross-entry.
37. On that charge you were found guilty? Yes.
38. Who gave evidence against you in the perjury case? The witnesses were Mr. Ashdown and Mr. R. J. Want. They were obliged to make Mr. Want a second witness, but his evidence proved that I was innocent in the Police Court. He was absent from the Colony when the case was tried in the first instance.
39. Did he give evidence against you when you were tried for perjury? Not at all, only in the Police Court.\*
40. Who gave evidence against you on your trial? Mr. Ashdown. Mr. Want was called as a witness against me, but his evidence was in my favour at the Police Court, and was also read in the criminal case.

\* NOTE (on revision) :—Yes; he was a witness for the Crown, and gave evidence in the Police Court also.

## LAND RESUMED BY THE GOVERNMENT FOR RAILWAY PURPOSES AT BEXLEY.

## APPENDIX.

[To the Evidence of John Williams.]

## A 1.

ABSTRACT of the title of William Anthony Kingscote to two roods twenty perches of land situate in the parish of Saint George, County of Cumberland, part of the Bexley Estate.

1881, January 19.—By certificate of title of this date, William Anthony Kingscote, of Bective, Tamworth, is registered as proprietor in fee simple of all those the lands as therein described and as shown on the map or plan endorsed thereon, and therein coloured red, and situated in the parish of Saint George, County of Cumberland, subject to such incumbrances as are endorsed or notified thereon. Certificate registered as volume five hundred and sixteen (516), folio two hundred and thirty-one (231).

*Memorandum of Incumbrances.*

1882, April 21.—Mortgage number sixty thousand seven hundred and ninety-five (60,795), of this date, to Robert Raworth Doyle, of Lochinvar.

NOTE.—The mortgagee will consent to the transfer.

## A 2.

ABSTRACT of the title of William Anthony Kingscote to two roods and twenty perches of land situate in the parish of Saint George, County of Cumberland, part of the Bexley Estate.

1881, January 19.—By certificate of title of this date, William Anthony Kingscote, of Bective, Tamworth, is registered as proprietor in fee simple of all those the lands as therein described and as shown on the map or plan endorsed thereon, in the parish of Saint George and County of Cumberland, and therein coloured red, and situated in the parish of Saint George and County of Cumberland, subject to such incumbrances as are endorsed or notified thereon. Certificate as volume number five hundred and sixteen, folio two hundred and thirty-one.

*Memorandum of Incumbrances.*

1882, April 21.—Mortgage number sixty thousand seven hundred and ninety-five, of this date, to Robert Raworth Doyle, of Lochinvar.

The mortgagee will consent to the transfer.

[To the Evidence of John Garsed.]

## B.

In the Supreme Court of New South Wales. In Chambers.

In the matter of Randolph John Want, *ex parte* John Garsed. Affidavit of John Garsed. Filed 21st Oct., 1862.—G.J.C. On this twenty-first day of October, one thousand eight hundred and sixty-two, John Garsed, of Edgelif Road, near Sydney, in the Colony of New South Wales, gentleman, being duly sworn, maketh oath and saith as follows:—

1. On the ninth day of February, one thousand eight hundred and fifty-eight, a certain action was commenced in the Supreme Court of New South Wales on a bill of exchange for six hundred and eighty pounds fifteen shillings and three-pence, in which said action one William Dean and one Archibald Ashdown were the plaintiffs, and I, John Garsed, was the defendant.

2. I took the opinion of counsel and defended the action on equitable grounds, that is to say, the plea filed to the declaration of the said plaintiffs amounted to a plea of want of consideration on the part of William Dean and Company.

3. An application was made to take the said plea off the file, on the grounds disclosed in the joint affidavit of Archibald Ashdown and one Charles Pearson Pritchard, clerk and book-keeper in the employ of Ashdown and Garsed, sworn and filed in the Supreme Court, on the second day of March, one thousand eight hundred and fifty-eight.

4. The above application came on to be heard before Mr. Justice Dickinson, the Judge sitting in Chambers, on the third day of March, one thousand eight hundred and fifty-eight, when the said application was dismissed; and before the said cause came on to be heard the said Archibald Ashdown lodged an information against me on a charge of perjury, when the Bench declined to recognize the case at that time, and the same was dismissed.

5. Afterwards, on the twenty-second day of April, one thousand eight hundred and fifty-eight, the said action on the said bill of exchange came on to be tried in due form of law in the Supreme Court aforesaid, before His Honor Mr. Justice Dickinson and a Jury of four, and was continued to the twenty-third and twenty-fourth days of the said month of April, and was adjourned to the eighteenth, nineteenth, and twentieth days of the following month of May, on which last-mentioned day the Jury retired for about three hours to consider their verdict, and on their return in open Court, the foreman, Mr. T. M. Stokes, returned a verdict for plaintiffs, damages six hundred and ninety-six pounds two shillings and sixpence; they also added a rider to their verdict expressing their opinion that this bill had been given in settlement of the accounts with the firm. This finding amounted to a declaration of their belief of the said Archibald Ashdown's version; that is to say, that the said Charles Pearson Pritchard did deliver to me, on the twenty-fourth day of September, one thousand eight hundred and fifty-seven, in the presence of Archibald Ashdown, a red ink memorandum in his (Pritchard's) handwriting, showing the settlement between myself and Ashdown on the thirtieth day of September, one thousand eight hundred and fifty-seven.

6. At an early stage in the said action His Honor Mr. Justice Dickinson endeavoured to bring about a reference to arbitration. These efforts were, however, unsuccessful—the plaintiff's counsel would not consent to a reference, and it was found that His Honor had unfortunately no power to compel a reference in a case of this description; but in summing up, His Honor expressed his opinion that a case of this nature was one which did not come legitimately within the province of a Judge and Jury to decide, and that in England a reference to arbitration would, under similar circumstances, have been at once assented to when recommended by the Judge.

7. My counsel certified for a new trial.

8. I received from Charles Pearson Pritchard a red ink memorandum in his (Pritchard's) handwriting, relating to certain bills of exchange payable to W. Dean & Co., R. J. Want, and others, which said bill of exchange was not included in Ashdown's list of liabilities mentioned with agreements signed "A. Ashdown." The said red ink memorandum was found subsequent to the said action, and now, I believe, deposited in the Crown Solicitor's office, and I verily believe if that memorandum had been produced at the trial the verdict would have been in my favour.

9. I never received from Pritchard, as stated at the trial, in the presence of Ashdown, in his office, a red ink memorandum in the handwriting of the said Pritchard, showing the settlement of transactions between myself and Ashdown.

10. The settlement was made by an agreement, dated thirtieth September, one thousand eight hundred and fifty-seven, signed A. Ashdown, witness, R. J. Want, solicitor. At the end of the said agreement are the following words, in the handwriting of R. J. Want:—"The above agreement is in full satisfaction and discharge of all previous agreements or undertakings relative to the sale or purchase of the above properties between the above parties. September 30th, 1857.—A. ASHDOWN."

11. On the seventeenth of December, one thousand eight hundred and fifty-eight, Randolph John Want, on his oath, states:—"A bill was given for the balance by Garsed to Ashdown at a short date, payment of which was to be secured by the depositing of the deeds. I can't tell whether I prepared the agreement dated thirtieth September, one thousand eight hundred and fifty-seven. I am the attesting witness to the agreement; it contains nothing false that I know of. Sworn before D. Forbes, J.P."

12. Andrew Mackechnie, on his oath, states:—"I am one of the Clerks of the Supreme Court; I have not got an affidavit sworn before Mr. Pownall on or about the second March, one thousand eight hundred and fifty-eight, by Pritchard and Ashdown; I am not aware that any such affidavit was ever filed; if it had been filed, it would have been in the hands of the Prothonotary, and then in my custody; there would be no record kept of any such affidavit having been filed; I know nothing about the affidavit."

13.

13. Pritchard stated at the trial, he entered the bill of exchange, £680 15s. 3d., mentioned in the said joint affidavit of Ashdown and Pritchard, in his account books, payable to Ashdown—Ashdown individually. After the thirtieth September, one thousand eight hundred and fifty-seven, he had ceased to be acting for Garsed; he was then in the employ of Archibald Ashdown, and received his salary from Archibald Ashdown, at the rate of £500 a year, for nine months, from the first of April, one thousand eight hundred and fifty-seven. Pritchard's account books in evidence, deed dated eighteenth March, one thousand eight hundred and fifty-seven, in evidence; on reading His Honor Mr. Justice Dickinson ruled partnership transactions between Ashdown and myself proved; and that W. Dean & Co. are bound by the account books kept by Pritchard at W. Dean & Co.'s office.

14. The account books kept by Pritchard are, I believe, in the possession of Mr. J. P. Mackenzie, Official Assignee.

15. Archibald Ashdown stated at the trial,—“There was an arrangement that his name should not have appeared at all.” The agreement dated thirtieth September, one thousand eight hundred and fifty-seven, meant him. He kept his private accounts in firm books (meaning W. Dean & Co.'s account books). There is no entry of £2,000 in firm books. There was no account kept showing how the balance was to be struck between us (meaning Ashdown and myself). Our books (meaning W. Dean & Co.'s books) will not show Garsed's debt to W. Dean & Co. in September, one thousand eight hundred and fifty-seven. Our books at that time showed a balance of £754 18s., and overdue bill for £329 3s. 6d., and £150 and £250, making £400, the payment provided for in the fifteenth July, one thousand eight hundred and fifty-seven, agreement; £9,830 15s. 3d. includes the £2,000. Garsed's bill of exchange for £1,900, due eleventh August, one thousand eight hundred and fifty-seven, was dishonoured. My cheque for £1,900 was not drawn until twelfth, might have been thirteenth. I dated it eleventh August, one thousand eight hundred and fifty-seven. I did not get the two bills, £1,300 each, discounted until the twelfth. I received from Garsed two notes, £1,300 each, to retire. £1,900 and £700 (due eleventh and fourteenth August, one thousand eight hundred and fifty-seven). I had something to do with Chippendale (meaning seven cottages); so had Garsed. I was at one time entitied to half-share.” The above form my counsel's notes of evidence, and my attorney's notes of evidence, in their handwriting, delivered to me in February, one thousand eight hundred and fifty-nine, and will be read in support of this motion.

16. I have read the two informations “on charges of perjury,” lodged against me by the said Archibald Ashdown, at the Central Police Office, Sydney, and more particularly the one lodged on the ninth December, one thousand eight hundred and fifty-eight. Ashdown says—“On the second day of March, in the year aforesaid, the said William Dean and Archibald Ashdown took out of the said Supreme Court a summons calling upon the said John Garsed to show cause, on the third day of the said month of March, why the said plea filed therein should not be struck out, with leave to the plaintiff to sign judgment as for want of plea, on the grounds that the said plea was so framed as to prejudice, embarrass, and delay the fair trial of the said action, and that the said plea was wholly false, and on the further grounds stated and disclosed in the joint affidavit of the said Archibald Ashdown and one Charles Pearson Pritchard, sworn in support of the said application.”

17. I have read the joint affidavit of Pritchard and Ashdown, filed in the said cause, and particularly parts of the paragraphs numbered three, eleven, and fourteen. The two first said paragraphs say:—“The settlement of the transaction between Archibald Ashdown and John Garsed was carried into effect by an agreement, a copy of which is annexed to this affidavit, marked A, meaning the said agreement dated thirtieth September, one thousand eight hundred and fifty-seven. The said last paragraph says:—“The bill of exchange for the sum of six hundred and eighty pounds fifteen shillings and three-pence was the balance found to be due on the accounts between Archibald Ashdown and John Garsed,” and I say so much of the said paragraphs are true.

18. I have read the paragraphs numbered one and ten of the said joint affidavit, and I say the same is totally untrue.

19. Parts of five and six paragraphs of the said joint affidavit say:—“The title-deeds of some property of the said John Garsed were harded as a collateral security for due payment of the said sum of £680 15s. 3d., but the said Dean & Co. never had any power of sale on the said property. The title-deeds of the said Rosherville estate have been in my hands since the month of April last or thereabouts as the joint owner of the same with John Garsed.” I say so much of the said paragraphs are true.

20. My counsel exhibited to the Court and Jury in the said action a number of documents, accounts, also Pritchard's journal and ledger. I believe not one of my said documents and accounts was in evidence at my trial before His Honor the Chief Justice, in October, one thousand eight hundred and fifty-nine.

21. I will produce, in the handwriting of Mr. Robert Hamilton Sempill, his letter dated “Sydney, January 25th, 1861.” Mr. Sempill says the documents relating to the civil action—Dean and another v Garsed. I must inform you that I took particular care of the documents put in evidence. I believe that I have vouchers to show that I disposed of all those documents that came to my hands in that action to the places appointed for their custody by law, with the exception of one book produced from the office of Dean & Company, to whom I returned it because their daily business could not have gone on without it.

22.

“Supreme Court, Sydney, January 3rd, 1861.

“John Garsed.

“I am directed by the Acting Chief Justice to acknowledge the receipt of your letter, dated 29th December, 1860. His Honor further directs me to state that he has made all due inquiries regarding the documents to which you allude but has not been able to learn their whereabouts.

SEDGWICK S. COWPER.”

23. In my letter addressed to the Acting Chief Justice, dated 29th December, 1862, I say:—“Feeling the greatest anxiety about my exhibits, I hope your Honor will be pleased to send me word if the above documents are returned to their proper places of deposit (meaning the following documents in evidence, August, 1859, viz.—Cancelled conveyance, Garsed to Hutchinson; Newtown allotments; copy of affidavit, Ashdown and Pritchard, signed Want; a book made up by Mr. Humphrey, accountant, from journal kept by Mr. Pritchard at Dean & Co.'s office; copy of correspondence between the Honorable J. Montefiore and myself respecting machinery at Rosherville); also, if my exhibits in evidence at my trial before your Honor in April and May, 1858—Dean and Ashdown v. Garsed—are still records of the Supreme Court; and will your Honor be pleased to inform me the number and purport of each.”

24. I will produce a letter, dated from Supreme Court Office, Sydney, 14th March, 1861, signed S. Raymond, Prothonotary.

25. I will produce a letter dated from Lyons Terrace, 5th April, 1861, signed Cecil B. Stephen, and the statement referred to in the said letter.

26. I will produce certain papers published in Sydney, more particularly the *Empire*, dated 12th October, 1859, and *Sydney Morning Herald*, dated 12th October, 1859.

27. I will produce all my exhibits I received from Mr. Andrew Mackechnie, Clerk of the Supreme Court, since my release from confinement.

28. On or about the tenth June, one thousand eight hundred and fifty-seven, I had entered into a joint building speculation, in writing, with the said William Dean, but the said Ashdown prevented the said building speculation being carried out, by stating to me that his partner William Dean had no money except in the business, and he (Ashdown) would not allow his partner to draw money out of the business for speculation, and that the property about to be built upon belonged to the said William Dean's wife. The said writing drawn up by the said William Dean is I believe deposited in the Crown Solicitor's office.

29. Ashdown not being able to retire at maturity a certain bill of exchange for nineteen hundred pounds, due eleventh of August, one thousand eight hundred and fifty-seven, the said Ashdown asked me to give him two fresh bills of exchange or promissory notes for thirteen hundred pounds each, for discount, to place him in funds to enable him to retire the said bill of exchange, a promissory note, and also one due for seven hundred pounds on the fourteenth of the said month; but in consequence of the private conversation I had with him respecting his partner William Dean, I refused to give the said Ashdown the said fresh bills or notes unless he signed a fresh agreement in substance “that all my deeds and writings relating to the lands and properties respectively,” which said lands and properties are mentioned in a certain agreement dated fifteenth of July, one thousand eight hundred and fifty-seven, signed A. Ashdown and John Garsed, shall remain in the hands of my solicitor, R. J. Want, Ashdown being at liberty to sell the said lands and properties, or any of them, upon paying the proceeds of such sale respectively, or harding over the bills of exchange or notes mentioned in the said July agreement, or so many thereof as shall be equivalent in value to the proceeds of such sales, unto myself, the real value or cost of the said lands and properties to be mentioned in the agreement, the total amount, eight thousand eight hundred pounds, also the balance of Ashdown's liabilities to the firm of W. Dean & Co., “after payment of the said two bills of exchange or notes for nineteen hundred and seven hundred pounds” to be mentioned in the agreement, the total amount four thousand eight hundred and five pounds sixteen shillings and ten-pence or thereabouts.

30. Ashdown agreed to sign a fresh agreement in terms before mentioned. On the eleventh of August, in the year aforesaid, I called on my solicitor, Mr. R. J. Want, to have an agreement made out between Ashdown and self as the basis of the said agreement; left the said agreement, dated fifteenth of July, in the year aforesaid (signed A. Ashdown and John Garsed), and a memorandum in the handwriting of the said C. P. Pritchard, with my said solicitor, R. J. Want; my solicitor stated the contract between Ashdown and self correctly, in the original draft agreement drawn up on the eleventh of August in the year aforesaid. Ashdown approved of the original draft; no alteration was to be made in figures, but with my consent the following words to be left out, "Provided nevertheless that the lands and properties so sold shall be sold for their respective value or thereabouts." I then accepted two fresh bills or notes for thirteen hundred pounds each in favour of W. Dean & Co., and requested Pritchard to see that Ashdown signed the agreement.

31. The sums mentioned in the said draft agreement—Bexley, 1,040 acres, more or less, at £5 per acre, £5,200—I had previously sold several small farms, a part of the said Bexley estate, at fifteen pounds per acre; and to the best of my belief not one acre had been sold by me for less than fifteen pounds per acre. Land, Canterbury Road, near Petersham Station, £900—I had previously lent upon this property eight hundred pounds, and a large sum was due for interest. Four houses, Cooper-street, Glebe, £1,200—I believe I purchased this property for twelve hundred pounds. Lavers's mortgage, £600—I lent upon this property £600. Eggleton's mortgage, £900—I lent upon this property nine hundred pounds.

32. Some time about the beginning of September, one thousand eight hundred and fifty-seven, P. A. Thompson, solicitor, informed me that Mr. Want, my attorney, had left out the value of my properties in figures in the said agreement signed Ashdown.

33. I called on Mr. R. J. Want to see the agreement I had signed, and the draft was given to me by one of Mr. Want's clerks. I believe the draft or copy of the draft is deposited in the Crown Solicitor's Office; the original was among my private papers, July the 3rd, one thousand eight hundred and fifty-eight, or in possession of my attorney. On seeing the agreement signed I instantly instructed Mr. Want to restrain Ashdown from selling any of my said properties, and to procure an alteration of the said agreement, but Mr. Want refused, stating he was then acting for Mr. Ashdown, and told me to employ some other solicitor.

34. I called upon Ashdown to reconvey my properties; this he refused to do, unless I gave him the two thousand pounds in excess of his liabilities mentioned in the said July agreement. At first I refused to give Ashdown two thousand pounds, and consulted P. A. Thompson, solicitor; after several meetings, and against the advice of my solicitor, P. A. Thompson, I agreed to give Ashdown a bonus of two thousand pounds.

34. I paid R. J. Want balance of mortgage, Glebe, mentioned in said July agreement, and by correcting the first item of Ashdown's liabilities, £730—correct amount, £754 18s., it left a balance of £7,830 15s. 3d., and by adding to that amount a bonus of two thousand pounds will give the exact amount mentioned in the said agreement, dated thirtieth of September in the year aforesaid, signed A. Ashdown, witness—R. J. Want, viz., the sum of £9,830 15s. 3d.

35. I paid the said sum of nine thousand eight hundred and thirty pounds fifteen shillings and threepence, in terms of the said agreement, that is to say: first paragraph—sterling money, £5,650; second paragraph—land as a cash payment of £900; third paragraph—transfer to Eggleton, mortgage as a cash payment of £900; fourth paragraph—transfer of Lavers's mortgage, as a cash payment of £600; the sum of £1,780 15s. 3d., residue of the said purchase money or sum of £9,830 15s. 3d., in the following manner, namely:—Six hundred pounds part thereof shall be secured by a mortgage for the sum of one thousand one hundred pounds upon "Russell's Arms," Ashdown covenanting with me to pay off five hundred pounds charged thereon, with all interest to accrue due thereon from the date of the said mortgage; the sum of five hundred pounds secured by a mortgage upon the Newtown Foundry; and the sum of six hundred and eighty pounds fifteen shillings and three pence shall be secured by a promissory note and a memorandum and deposit by way of equitable mortgage of deeds and documents relating to land of mine.

36. I have been informed and verily believe that the agreement of the eleventh of August, one thousand eight hundred and fifty-seven, made between Archibald Ashdown of the one part, and John Garsed of the other part, is not a legal document, and that the said Archibald Ashdown can give no title to any of the properties mentioned in the said agreements dated the eleventh of August and thirtieth of September, one thousand eight hundred and fifty-seven.

37. Mr. Want in his evidence says—"He believed the properties mentioned in the said July agreement, signed A. Ashdown and John Garsed, did cost me the sum mentioned in the said agreement, that is to say, fourteen thousand eight hundred pounds, and that he first acted for Ashdown on the fourteenth of August, one thousand eight hundred and fifty-seven." (The above copied from my notes of evidence.)

38. I have read the evidence of Ashdown, sworn at the Police Office, Sydney, on the seventeenth and twentieth of December, one thousand eight hundred and fifty-seven, before D. Forbes, Esq., J.P., more particularly that part of Ashdown's evidence in which he says—"I engaged Pritchard to look after the accounts between Garsed and self. The books kept by Pritchard were kept by him in the building occupied by W. Dean & Co. The alteration from £730 to £754 18s. 0d. was made in the agreement of the thirtieth of September, one thousand eight hundred and fifty-seven, in the correction of the accounts of the 15th July, 1857; the alteration was made in the accounts as soon as the error was discovered. The bills for nineteen hundred pounds and seven hundred pounds were retired by fresh bills given by Garsed. Those bills under that agreement of the 15th July, 1857, became a liability of my own. Two of the notes renewed by Garsed were given to Dean & Co., as between Garsed and self; I only was liable, not Dean & Co. The bills making up the seven thousand eight hundred and thirty pounds fifteen shillings and three pence are all paid. If under all my said agreements with Garsed I had been a loser, Dean & Co. would not have participated in the loss. I never took from Garsed yet any bills in my own name except two for fifty pounds each on account of Pritchard's salary." And I say so much of the said evidence is true.

39. Ashdown in his evidence says in substance,—“He purchased the Upper Garden, Glebe, with the improvements thereon, and also one-third part of my properties after the payment of the incumbrances, for the sum of two thousand eight hundred pounds.” And says,—“I paid all notes at maturity between the fifteenth of July and thirtieth September, one thousand eight hundred and fifty-seven. There was not a fresh agreement between Garsed and self on the eleventh August (meaning eleventh August, one thousand eight hundred and fifty-seven), but a letter passed. About the twenty-third or twenty-fourth September, one thousand eight hundred and fifty-seven, Garsed received the account like that marked 'N.' It was in red ink.” I say the said evidence is not true.

Copy in the handwriting of Archibald Ashdown, marked Dean and another v. Garsed.—D's., Ex., 22/4/58, R.S. (Read.)

“Mortgage to Want on the entire Glebe property for four thousand two hundred and fifty pounds at five per cent. for two years.

“A.A. (meaning Archibald Ashdown) purchased a portion of the above property for two thousand eight hundred pounds, which was duly conveyed and released by Want.

“A.A. (meaning Archibald Ashdown), then borrowed and secured by mortgage on his portion three thousand pounds, which three thousand pounds with a cheque for two hundred pounds, in all three thousand two hundred pounds, was paid to Mr. Want in part liquidation of the mortgage for four thousand two hundred and fifty pounds, leaving the sum of one thousand and fifty pounds with accrued interest remaining due upon the balance of the property, viz., “Oak and Willow Lodge.”

Copy in the handwriting of Archibald Ashdown, dated October 3rd, 1857 (both received same date), marked Dean and another v. Garsed.—D's., Ex., 22/4/58, R.S.

“Interest on purchase at Glebe from second April to first June, say on two thousand eight hundred pounds, at five pounds per cent., twenty-three pounds six shillings and eight pence.

A. ASHDOWN.”

## Copy received from Crown Solicitor's Office.

Reg. v. John Garsed, 5/10/59, E.L.

Endorsed "Pritchard's red ink account or memorandum."

Particulars of settlement of account with John Garsed, in terms of agreement dated 30th September, 1857.

To John Garsed, liabilities to W. Dean & Co., consisting of—		1857.				£ s. d.		
July 14.	To balance of account rendered.....	754	18	0	Cash .....	5,650	0	0
"	To acceptance due this date .....	329	3	6				Glebe acct.
16/24	To cash per cheques these dates .....	400	0	0	Eglington's mortgage .....	900	0	0
Following acceptances—								Advance acct.
Due 14 August .....		500	0	0	Lavers's do .....	600	0	0
15 September .....		146	13	9				Do.
15 October .....		1,300	0	0	J. Garsed's acceptance due, 6th February,			
2 November .....		2,500	0	0	1858 .....	680	15	3
11 November .....		600	0	0				
15 November .....		1,800	0	0				
								£7,830 15 3
		£7,830	15	3	Settled and paid in sums following:—			
To J. Garsed liabilities to A. Ashdown .....		2,000	0	0	Conveyance, land at Petersham	£900	0	0
					Mortgage, "Russell's Arms"...	600	0	0
					Newtown Foundry .....	500	0	0
		£9,830	15	3				£2,000 0 0

40. Marks, Glebe account, advance account do. are written with the pencil on the original "N," deposited in the Crown Solicitor's Office. Archibald Ashdown kept five distinct accounts in my name in W. Dean & Co.'s account books, viz., Garsed's advance account, Garsed's Glebe account, Garsed's open advance account. The above three accounts are Ashdown's private accounts. The bill of exchange for £2,500, due November second, one thousand eight hundred and fifty-seven, mentioned in N, is in my possession. I retired the said bill by my own cheque, now in possession of the English, Scottish, and Australian Chartered Bank. Ashdown paid the firm of W. Dean & Co. the said two thousand five hundred pounds in manner following:—Mortgage "Russell's Arms," £1,100; Eglington's mortgage, £900; mortgage Newtown Foundry, £500. Copied from my notes, afterwards examined at W. Dean & Co.'s office, balance of accounts kept by Ashdown in my name in W. Dean & Co.'s account books, 15th July, 1857.

	£	s.	d.
Advance account.....	1,323	12	4
Open advance account .....	2,500	0	0
Glebe account .....	1,600	0	0
Special account .....	500	0	0
General account.....	40	6	8

Ashdown's evidence all cheques he paid me on his private account, with the exception of one for a small amount he signed W. Dean & Co.

41. Mr. Daintrey, solicitor, evidence. He says:—"In the month of December, one thousand eight hundred and fifty-seven, Garsed and Ashdown came to my office together; I think Garsed asked Ashdown if he had sold Rosherville or Onion's Point; I believe it was Ashdown said it was a bad time to sell, because of the elections. I have had transactions with Pritchard, which Ashdown afterwards acknowledged. Pritchard told me of a long negotiation which had been going on between Ashdown and Garsed, and said that Garsed had given, or had at last given, or was to give, Ashdown a bonus of £2,000. I prepared the deeds, and they were executed by Garsed on his own behalf contracting between himself and Ashdown. I afterwards sent the deeds to Ashdown. That both Ashdown and Garsed acknowledged in effect that Pritchard was their agent. I understood that Ashdown took all the securities in deeds or cash—I am sure Pritchard told me he did."

42. Mr. F. M. Stokes' evidence. He says—"I was one of the jurymen; I am at present in Mr. Dean's employment; I have known Mr. Dean for many years; I went into Mr. Dean's employ when Mr. Ashdown left the firm."

43. Mr. Joseph Carroll, Dean & Co.'s principal bookkeeper, published a letter in the *Empire* before my trial at Darlinghurst was terminated, in which said letter Mr. Carroll says W. Dean & Co.'s account books will not show the said red ink account marked N.

44. The ninth paragraph of the said joint affidavit says—"I, Charles Pearson Pritchard, for myself, say, I have been fully acquainted with the whole of the transactions between the said John Garsed and the said Archibald Ashdown, and have been employed by the said John Garsed and the said Archibald Ashdown," and I say the said statement is true.

45. The eighth paragraph of the said joint affidavit the said Ashdown says—"I believe that the said defendant is making away with his property, for the purpose of avoiding the payment of this bill of exchange (meaning the said bill £680 15s. 3d.)

46. I say my interest in Rosherville House and grounds and my other lands mentioned in the said joint affidavit were, on the thirtieth of September, one thousand eight hundred and fifty-seven, of greater value than the amount of the said bill of exchange for £680 15s. 3d.

47. Copy in the handwriting of Piddock Arthur Thompson, my solicitor—

Marked Reg. v. Garsed, examined 6th September, 1859. R.S.

	£	s.	d.
Fort-street, subject to mortgage of £1,200 .....			
Willow Lodge } subject to mortgage of £3,500 .....	4,700	0	0
and } .....			
Oak Lodge } .....			
[Some word.]			
To be conveyed to Mrs. Garsed's trustee.			
Eq. of redn. of Bexley, subject to mortgage of Terry of .....	2,000	0	0
Blackwattle and Chambers, subject to mortgage to Clark Irving .....	4,000	0	0
Chippendale Cottages, subject to mortgage to Provident Trust Company... ..	700	0	0
Camperdown Bligh Terrace properties free from incumbrances.			
Conveyance showing no trust.			
Not to be registered.			
Trust deed to realize and apply.			

Proceeds in discharging the £4,700 and after payment of the same to account to Mr. Garsed for one-half of the profit.

48. In May, 1858, it was the opinion of P. A. Thompson, my solicitor, Willow Lodge and Oak Lodge did not belong to Mrs. Garsed; the equity of this property was sold to Mr. Terry; he offered Mrs. Garsed an annuity for life of ninety pounds a year, or the sum of fifteen hundred pounds. The annuity was refused, on the ground if Mrs. Garsed was entitled to the annuity she was legally entitled to the property; and the fifteen hundred pounds was paid to Mr. Terry in reduction of other mortgage debts, viz., Bexley Estate and one hundred and fifty-seven allotments of land situate at Camperdown; on this property is built the "Alma Inn."

49. I positively deny the charge of making away with any portion of my property; and it was my wish to have the said trust deed registered. I am prepared to produce other memorandums in the handwriting of P. A. Thompson, my solicitor, to the same effect as before.

50. My said equitable plea says that, before the commencement of this suit, I and Ashdown were in partnership together in various transactions (proved by Ashdown's evidence and deed of trust) in settlement of those transactions, except Rosherville; I gave Ashdown a bonus of two thousand pounds (bonus proved by agreements and Mr. Daintrey's evidence.) The bill of six hundred and eighty pounds fifteen shillings and three-pence was, at the request of Ashdown, drawn in favour of W. Dean & Co. (Ashdown's evidence proves the said two thirteen hundred pound bills was, at Ashdown's request, drawn in favour of W. Dean & Co., and that he signed his private cheques, paid me, W. Dean & Co.) To secure the payment of the said bill, I handed certain title-deeds of lands belonging to me (Ashdown and Pritchard's joint affidavit says W. Dean & Co. never had any power of sale in the said property.) The bill of exchange six hundred and eighty pounds fifteen shillings and three-pence was the balance due on the accounts between Ashdown and myself. I requested Ashdown to sell my interest in Rosherville and apply the proceeds in or towards liquidation of the said six hundred and eighty pounds fifteen shillings and three-pence

three-pence (Mr. Daintrey's evidence proves conversation between Ashdown and myself about sale of Rosherville, in the month of December, one thousand eight hundred and fifty-seven). I aver it was the duty of plaintiffs to sell Rosherville and the other lands which on the third of October, one thousand eight hundred and fifty-seven, were, and still are, of greater value than the amount of the said bill; and that until having exhausted the securities they were not entitled to proceed against me for the said amount.

The three said agreements signed Ashdown, dated in July, August, and September, one thousand eight hundred and fifty-seven, confirm the truth of my equitable plea; also the said joint affidavit, Pritchard's account books, and W. Dean & Co.'s account books; also Ashdown and Pritchard's evidence; also memorandum in my possession in the handwriting of Ashdown and Pritchard, but which last was not in evidence at my trial at Darlinghurst.

51. The information sworn by Ashdown, at the Police Office, in December, one thousand eight hundred and fifty-seven, contains some hundreds of words and figures in the said information. The perjury is assigned on my equitable plea, my affidavit in reply to the said joint affidavit, and my evidence in the civil action.

52. The information filed 1st August, one thousand eight hundred and fifty-nine, only discloses the following words:—"I gave Ashdown a bonus of two thousand pounds or thereabouts, of which the six hundred and eighty pounds fifteen shillings and three-pence, the amount of the bill of exchange now sued upon, forms part."

53. I have frequently called at Mr. Want's office about the said records, printings, accounts, writings, bills, deeds, and agreements, and other papers relating to the several matters referred to in my affidavit. Mr. Want informed me he could not find them, and that he had not seen them since his return from England.

54. Affidavits sworn respectively by Hugh Dixon, on the twenty-third of May, one thousand eight hundred and fifty-eight, and Archibald Ashdown, on the twenty-eighth of the same month, were filed in the said cause, and in consequence thereof I was called upon to find further security to meet the necessary expenses of a new trial, such said security to be given to the satisfaction of plaintiff Ashdown's solicitor, the late Mr. George Want.

55. I offered the deeds of Bezley House and grounds to meet the necessary expenses of a new trial, which offer was refused, and all other securities offered were also refused.

56. To protect my properties—to stay actions for what I believed and still believe to be fraudulent claims, and to have Ashdown's private accounts kept by him in my name in W. Dean & Co.'s books examined in the Insolvent Court—I gave instructions to my attorney, P. A. Thompson, to prepare my schedule.

57. My attorney, P. A. Thompson, informed me it was necessary to meet the regulations of the Insolvent Court that I should show a deficiency.

58. I paid all bills of exchange or notes, with the exception of the said £680 15s. 3d., and I believe two small bills I gave my attorney, my attorney promising to deliver in detail his account for law charges; I had previously paid my barrister's fees, with the exception of one which by forgetfulness was left unpaid.

59. I borrowed from Mr. Clark Irving the sum of one hundred and sixty pounds upon my Commercial Chambers, Pitt-street, opposite the Exchange.

60. I paid with the money I had borrowed from Mr. Clark Irving the sum of eighty pounds due to that gentleman for interest, I paid the balance of one hundred pounds I promised Ashdown towards Pritchard's salary, and all other sums due for interest.

61. P. A. Thompson, my attorney, to meet the regulations of the Insolvent Court, valued all my properties mortgaged at the mortgage debts and interest only, but added a rider to my schedule—all claims I disputed the sums of each claim mentioned—all sums owing to me but disputed—sums not to be mentioned in my schedule—and by undervaluing other assets I by this means showed a deficiency. All I possessed is mentioned in my schedule; my assignee received in writing the value of each of my properties and the true nature of each claim disputed. My schedule was filed on the 3rd July, 1858.

62. Before filing my schedule, my attorney, P. A. Thompson, was fully aware that a certain mortgage deed purporting to be a mortgage over the "Alma Inn" was cancelled, and that my assignee received the rent of the "Alma Inn" from the third day of July, one thousand eight hundred and fifty-eight.

63. My attorney, P. A. Thompson, did in writing instruct W. R. Smart, conveyancer, not to register a certain trust deed and articles of agreement dated, I believe, fourth February, one thousand eight hundred and fifty-eight.

64. On the third day of July, one thousand eight hundred and fifty-eight, W. R. Smart, conveyancer, was in possession of three deeds belonging to my wife's trustee, dated, I believe, fourth February, one thousand eight hundred and fifty-eight, lent in consequence of two of the said deeds not being registered. I received the said deeds from W. R. Smart, and lent the said deeds to my assignee for his examination; the said deeds have not been returned, and I believe the said deeds are now in the possession of my late attorney, P. A. Thompson.

65. Mr. Husband, solicitor, informed me he received written instructions to go with Mr. Shea and take possession of all my papers and documents, private as well as those referring to my estate, which they did on the evening of the fifth July, one thousand eight hundred and fifty-eight, searching every room. I followed my private papers late the same night to Mr. Shea's residence.

66. Copy of one of my private papers taken away from my private residence on the fifth July, one thousand eight hundred and fifty-eight:—

"Mr. John Garsed,—

"My dear sir,

"With reference to Mr. Walton's book-keeper's remarks touching your account with my late firm of Constable, Bushel, & Co., I have no hesitation in assuring you that all transactions between us of payment of cash were always settled to a point at the time, and in no way can you be in debt to the firm for any amount or charges as alluded to; but this question now arising must be caused by some irregularity in the entries in our books.

"Yours faithfully,

"M. CONSTABLE."

67. In consequence of my private papers being out of my possession, Mr. Constable proved in my estate a false debt of seven hundred pounds or thereabouts.

68. At my first meeting in July, one thousand eight hundred and fifty-eight, I disputed the following persons' claims, viz., W. Dean & Co., H. Dixon, C. H. Storey, W. Bradridge, and one Thos. Fellow.

69. After my first meeting, and before my second meeting, Thomas Fellow instructed Mr. W. P. Moffat, solicitor, to lodge an information against me for disputing his account. Ashdown, C. H. Storey, W. Bradridge, and H. Dixon guaranteed Mr. Moffat his expenses, and the said Ashdown, C. H. Storey, W. Bradridge, and H. Dixon were Fellow's witnesses.

70. I appeared at the Police Court, Sydney, at the suit of the said Thomas Fellow; the said Thomas Fellow, after being in the witness-box about three hours, the case was dismissed without calling a single witness or my attorney, P. A. Thompson, to reply.

71. Two days were set apart by His Honor the Chief Commissioner to have W. Dean & Co.'s account books examined in the open Court (Judge's orders served for that purpose), but that examination never took place.

72. On the twenty-third September, one thousand eight hundred and fifty-eight, my attorney, P. A. Thompson, M. Constable, and my assignee, filed a memorandum addressed to His Honor the Chief Commissioner, in substance that the said P. A. Thompson, M. Constable, and my assignee had examined the accounts kept by Ashdown in my name and found them correct. My attorney, P. A. Thompson, says "I am perfectly satisfied that Messrs. Dean & Co.'s books are correct. I attended as a creditor upon the estate. (Signed) P. A. THOMPSON."

73. I am prepared to produce my attorney's, P. A. Thompson's, notes of Ashdown and Pritchard's evidence in his (P. A. Thompson's) handwriting. My attorney, P. A. Thompson, informed me he never could understand book-keeping kept by double entry.

74. After the said memorandum was filed, on the 23rd of September, one thousand eight hundred and fifty-eight, certain accounts disputed by me and mentioned in my said schedule, filed July 3rd, one thousand eight hundred and fifty-eight, was against my consent allowed to be proved.

75. On the twenty-third of September, one thousand eight hundred and fifty-eight, my first examination commenced, and was adjourned from time to time until the third day of December, one thousand eight hundred and fifty-eight; my attorney, P. A. Thompson, examined me about certain deeds dated on or about fourth February, one thousand eight hundred and fifty-eight; two of the said deeds not registered are the same deeds before mentioned.

76. On the third of December, one thousand eight hundred and fifty-eight, and at the request of my official assignee, I filed an amended schedule. I say in my amended schedule the bill of exchange is not disputed as payable to Ashdown, but not payable to the firm of W. Dean & Co.

77.

77. A certain meeting took place at the office of my assignee on the eighteenth October, one thousand eight hundred and fifty-eight, at which said meeting Marmaduke Constable was called upon by those present at the said meeting to preside. The other persons present were P. A. Thompson, H. Dixon, C. H. Storey, W. Bradridge, W. Dean & Co., by their agent, C. H. Storey.

78. I have read twenty-two resolutions passed at the said meeting, eighteenth October, one thousand eight hundred and fifty-eight, and adjourned from time to time, which said resolutions were filed in my insolvency some time after the third day of December, one thousand eight hundred and fifty-eight, and more particularly the 2, 3, 5, 6, 7, 11, and 17.

79. The second and third resolutions say that the creditors authorized the Official Assignee to file the bill in equity now handed over to the meeting, such bill being against Mrs. Garsed and Mr. Hutchinson, to set aside fraudulent deeds (meaning the before-mentioned deeds, dated on or about 4th February, 1853), and to institute such other proceedings as shall appear to be proper. That the furniture and effects which belong to the insolvent, except the bed, bedding, and wearing apparel, be forthwith taken possession of by the Official Assignee and sold, in order to put the Official Assignee in funds to carry on the suit in equity and other proceedings which the acts of the insolvent have rendered necessary.

80. The fifth, sixth, and seventh said resolutions say, "That the Official Assignee be authorized to sell Bexley House and the town of Coventry privately, as he and any three of the creditors of the estate shall agree upon. That all the available property be forthwith put up for sale at public auction. That the offer of Hugh Dixon of seven hundred and fifty pounds for the property at Camperdown (including the 'Alma Inn') be accepted, and that the sum of seven hundred and fifty pounds be applied in discharging seven hundred and fifty pounds of Mr. Terry's mortgage debt of two thousand pounds."

81. The eleven and seventeen said resolutions say, "The correspondence between Mr. Terry, the Official Assignee, and their solicitors having been read, that the Assignee be directed to intimate to Mr. Terry in writing (as he has over and over again done verbally), that in pursuance of the 39th section of the 5th Victoria, No. 17, he has exercised the option to take an assignment of the securities held by Mr. Terry for the benefit of the creditors, on payment of the value estimated by Mr. Terry's proof out of the first assets of the insolvent's estate. That Mr. Samuel Henry Terry, a creditor in this estate, having denied on oath the exercise of right of election in accordance with the 39th section of the Insolvent Act, as sworn by Mr. Adam Wilson, Mr. P. A. Thompson, and M. Constable, and corroborated by the affidavit of Mr. G. L. Wilson, it be suggested to the Official Assignee to hold no communication with Mr. Terry except in writing.

82. After I was sent to prison, my furniture and other persons' property was taken possession of and sold, as I am informed, by public auction, in some back street on the Riley Estate.

83. I borrowed from Mr. Samuel Henry Terry upon the Camperdown estate, the "Alma Inn," as built upon, the said property, £1,500, and in May, one thousand eight hundred and fifty-eight, I reduced the original mortgage on the said property by payment of seven hundred and fifty pounds.

84. June the seventeenth, one thousand eight hundred and fifty-five, Richard Walton & Co. made an assignment. I was a creditor for six hundred and seventy pounds two shillings and eight-pence, and eight hundred pounds, lent on mortgage. Same date Marmaduke Constable made an assignment of his private estate; I was a creditor for eight hundred pounds, but on mortgage registered 465, book 64. I never received one shilling out of either estate.

85. I believe William Hellyer, Esquire, is in possession of the said assignment deeds, and that the account books belonging to the late firm of Richard Walton and Co. are the property of the said William Hellyer.

86. I am certain if my late attorney P. A. Thompson's law charges had been delivered in detail, and taxed, his account delivered to my assignee would have been found for more than the balance which would have been found due; and if on the assumption the deeds mentioned in the second resolution before mentioned are fraudulent deeds, my attorney, P. A. Thompson, I believe must have been a party to the fraud, on the ground that my attorney P. A. Thompson gave W. R. Smart, conveyancer, instructions in writing, and I have forwarded a copy of the said instructions to his Honor the Chief Commissioner of Insolvent Estates.

87. There are mutual debts between H. Dixon and myself, and I believe the balance is in my favour.

88. Among my private papers in possession of my late assignee are letters in the handwriting of C. H. Storey. Moreover his account delivered to my late assignee is not a just account, and I am informed and believe that C. H. Storey is not the agent of W. Dean & Co., and I am also informed and verily believe C. H. Storey stated to a solicitor of this city it was necessary to convict me.

89. I paid William Bradridge the sum of eight pounds weekly. About eighteen months after his discharge Bradridge sent in an account for commission. I disputed the account; it came on for trial, and a verdict was given against me for about one-third of his claim. On the third of July, one thousand eight hundred and fifty-eight, I believe Bradridge v. Garsed was down for a new trial to set aside the said one-third of his claim.

90. I am not indebted to the firm of W. Dean & Co., and the said joint affidavit of Ashdown and Pritchard states that the bill is payable to Ashdown individually.

91. My third examination was fixed for thirteenth December, one thousand eight hundred and fifty-eight.

92. On the morning of the ninth of December, one thousand eight hundred and fifty-eight, I received three summonses, each containing one or more counts, to appear at the Police Court to answer charges of fraudulent insolvency.

93. On the evening of the ninth December, one thousand eight hundred and fifty-eight, I received a summons to appear at the Police Court, at the suit of Ashdown, to answer charges of perjury; the perjury is assigned on two affidavits in the said cause, and my evidence given at the said trial April and May, one thousand eight hundred and fifty-eight.

94. I am informed and believe C. P. Pritchard did, on the ninth December, one thousand eight hundred and fifty-eight, leave the Colony; at the time he left he was insolvent. C. P. Pritchard's assignee was Mr. Adam Wilson.

95. On the thirteenth of December, one thousand eight hundred and fifty-eight, I appeared at the Insolvent Court, to make an offer of twenty shillings in the pound on all just and equitable debts, and release my estate from sequestration. My assignee informed me in the open Court it was an adjourned second meeting, and not my third meeting—nothing done. The Chief Commissioner informed me he had nothing to do with the criminal charges preferred against me by Adam Wilson.

96. On the sixteenth of December, one thousand eight hundred and fifty-eight, I appeared at the Police Office to answer the said charge of perjury.

97. I believe it was the intention of the Police Magistrate to dismiss the case, but at the close of the examination of witnesses I requested the Magistrate to have the books kept by Pritchard produced in Court, and the Magistrate for that purpose adjourned the Court for one hour. The Magistrate, on looking at the book and not finding an account entered showing two separate accounts, viz., the sum of seven thousand eight hundred and thirty pounds fifteen shillings and three-pence, and two thousand pounds, committed me to take my trial.

98. I was committed on every charge brought against me for fraudulent insolvency.

99. One of the said charges for delivering some boards after the third of July, one thousand eight hundred and fifty-eight, my assignee having previously received the money for the same.

100. One of the said charges a cross entry made by my clerk, in December, one thousand eight hundred and fifty-seven, in Pritchard's books, with a balance in my favour of fourteen thousand four hundred and twenty-three pounds fifteen shillings and three-pence. I received Pritchard's books from Ashdown on the twenty-second December, and closed them on the thirty-first December, one thousand eight hundred and fifty-seven.

101. One of the said charges for mutilating the before-mentioned deed purporting to be a mortgage deed over the "Alma Inn."

102. One of the said charges for writing with a pencil in a certain book to explain a certain entry to my assignee after the third of July, one thousand eight hundred and fifty-eight.

103. One of the said charges for conveying, on the third of December, one thousand eight hundred and fifty-seven, to Mr. Terry or his solicitor, with the knowledge of my assignee, seven days trust I held in ninety-nine years leases, my assignee having previously conveyed the said seven days to the same parties.

104. In April, one thousand eight hundred and fifty-nine, I was arraigned before the Chief Justice on three charges—one for filing the before-mentioned amended schedule on the third of December, one thousand eight hundred and fifty-eight, and found guilty on the said cross-entry made in Pritchard's books, and not guilty on the other two charges.

105. August, one thousand eight hundred and fifty-nine, I was tried for mutilating the said deed, and a verdict of not guilty was returned, and at that trial proved my innocence of the said cross-entry.

Sworn by the deponent, on the day and year first above mentioned, at Sydney, before me,

JOHN GARSED.

FRANCIS G. AUSTEN,  
A Commissioner for Affidavits.



1889.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

**RAILWAYS.**

(CORRESPONDENCE, &c., RELATING TO APPLICATION OF SAMUEL AND MARY LEMON FOR COMPENSATION FOR LAND RESUMED—ORANGE TO MOLONG.)

*Ordered by the Legislative Assembly to be printed, 12 September, 1889.*

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated 5th June, 1889, That there be laid upon the Table of this House,  
“Copies of all papers, correspondence, plans, minutes, reports, &c., having  
“reference to the application of Samuel and Mary Lemon for compensation  
“for land taken from them for railway purposes, viz., in the extension of  
“the railway from Orange to Molong.”

(*Dr. Ross.*)

**SCHEDULE.**

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**Samuel Lemon.**

No. 1.

Minute by the Engineer-in-Chief for Railways to The Secretary for Public Works.

*Subject* :—Land Resumptions for the Orange to Molong Railway.

Department of Public Works, Railway Branch, Engineer-in-Chief's Office,

Sydney, 1 February, 1884.

I FORWARD herewith, for transmission to the Public Lands Department, a tracing showing portions of land to be resumed for railway purposes on the Orange to Molong line, under the provisions of the Public Railways Land Resumption Act of 1874.

JOHN WHITTON,

Forward

642--A

Forward to Lands.—F.A.W., 4/2/84. The Under Secretary for Lands.—J.R., 4/2/84. Forward for necessary action in Survey Office.—J.D. (*pro* J. G. BLAXLAND), 8/2/84. J. W. Owen.

The areas referred to, as proposed to be resumed for railway purposes, having been charted on the maps in this office, and the additional information obtainable therefrom respecting particulars of alienation, &c., supplied as per red notation on schedule marked E, the papers are now forwarded to the Under Secretary for Lands.—J. ELLIS (for Surveyor-General), 21/2/84. The Under Secretary Lands.

Received, 25/2/84. Submitted that the papers be now forwarded to the Crown Solicitor with a view to the preparation of the necessary declaration of resumption.—J.D., 26/2/84. Yes.—F.H.W. (for the Under Secretary), 29/2/84. The Crown Solicitor.—F.H.W. (for the Under Secretary) Department of Lands, B.C., 29/2/84.

## SCHEDULE E.

Area of land resumed for Railway purposes.		Names of the Conditional Purchasers or Owners, with particulars as to the situations of the lands from which portions are taken, and of the date of sale of same by the Government.						Number of the lands taken in Railway Plan.
Catalogue No.	—	Name of Conditional Purchaser or Owner.	County.	Parish.	Parish No.	Area.	Particulars of sale of same by the Government.	
A 3,246-1,770.	a. r. p. 4 2 5	Samuel Lemon .....	Ashburnham	Boree-Nyrang	246	a. r. p. 60 1 0	A.C.P. 81-39, selected at Molong, 10th February, 1881.	135
A 2,912-1,770.	0 2 17	Samuel Lemon .....	Ashburnham	Boree-Nyrang	231	40 0 0	A.C.P. 79-265, selected at Molong, 20th November, 1879.	137

## No. 2.

## The Crown Solicitor to The Secretary for Lands.

Sir,

Crown Solicitor's Office, Sydney, 3 April, 1884.

I have the honor to return herewith the papers forwarded to me to prepare notification of resumption under the Public Railway Land Resumption Act of 1874, Orange to Molong, and to forward the form of notification of resumption for execution by His Excellency the Governor.

I have, &amp;c.,

JOHN WILLIAMS,  
Crown Solicitor.

For E.C. minute.—J.D.

## Minute Paper for the Executive Council.

*Subject*:—Recommending resumption of land for Railway purposes—Orange to Molong.

Department of Lands, Sydney, 5 April, 1884,

It is recommended to His Excellency the Governor and the Executive Council that the lands particularized in the enclosed Declaration of Resumption be resumed under the provisions of the "Public Railway Land Resumption Act of 1874," in connection with the railway from Orange to Molong.

His Excellency the Governor and the Executive Council.

JAMES S. FARNELL.

## [Enclosure.]

Extract from *Government Gazette*, 15th May, 1884.

Department of Lands, Sydney, 5 May, 1884.

DECLARATION of Resumption by His Excellency the Governor, under the Public Railway Land Resumption Act of 1874, of land required for the construction of the railway from Orange to Molong.

[Ms. 84-7,932]

JAMES S. FARNELL.

HIS Excellency the Right Honorable Sir Augustus William Frederick Spencer Loftus (commonly called Lord Augustus Loftus), Knight Grand Cross of the Most Honorable Order of the Bath, a Member of Her Majesty's Most Honorable Privy Council, Governor and Commander-in-Chief of the Colony of New South Wales and its Dependencies.

To all to whom these presents shall come,

## GREETING :

WHEREAS the parcels of land mentioned, set out, or referred to in the first and eighth columns of Schedule of lands hereinafter written, are portions of certain parcels of land which have been purchased from the Crown, either absolutely or conditionally, within the period of five years immediately preceding the date hereof, and which lands so purchased as aforesaid are mentioned, described, or referred to in the second, third, fourth, fifth, sixth, and seventh columns of the said Schedule; and whereas the said parcels of land referred to in the first and eighth columns of the said Schedule are required for the construction and extension of Public Railways and for Railway Stations, that is to say, in and about the construction of the single line of Railway from Orange, in the said Colony, to Molong, in the said Colony; and the said parcels of land mentioned or referred to in the said first and eighth columns of the said Schedule are particularly set out and shown in the maps or plans relating to the said proposed railway, which are to be seen at the office of the Commissioner for Railways, in Phillip-street, Sydney, and at the Police Office at Orange aforesaid and Molong aforesaid, and in the said maps and plans are coloured blue, and are numbered as in the said eighth column in the said Schedule hereto is mentioned: Now know ye that I, the said Sir Augustus William Frederick Spencer Loftus, Knight Grand Cross of the Most Honorable Order of the Bath, a Member of Her Majesty's Most Honorable Privy Council, Governor and Commander-in-Chief of the said Colony and its Dependencies, with the advice of the Executive Council, do hereby, under and in pursuance of the powers in this behalf given by "The Public Railway Land Resumption Act of 1874," resume for and on behalf of Her Majesty, the said parcels of land mentioned, set out, or referred to in the said first and eighth columns of the said Schedule hereto, and which said parcels of land are coloured blue on the said maps or plans hereinbefore mentioned or referred to, in view of and for purposes connected with the construction and maintenance of the said line of Railway from Orange, in the said Colony, to Molong, in the said Colony as aforesaid: And to the intent that notice as provided in the third section of the said Act shall be served upon the parties interested in or entitled to the said lands, and that upon service, delivery, or advertisement of such notice as therein provided, the lands described therein, and the fee-simple and inheritance thereof shall thenceforth, with the yearly profits thereof, and all the estate and interest of every person therein, be vested in Her Majesty, her heirs, and successors, for the purposes of the said Act, absolutely free from all right of every easement, and other rights whatsoever, and that such lands shall thereupon become and be dealt with as Crown lands reserved for public railway purposes.

THE

## THE SCHEDULE HEREINBEFORE REFERRED TO.

Area of land resumed for Railway purposes.	Names of the Conditional Purchasers or Owners, with particulars as to the situations of the lands from which portions are taken, and of the date of sale of same by the Government.						No. of the lands taken in Railway Plan.
	Name of Conditional Purchaser or Owner.	County.	Parish.	Parish No.	Area.	Particulars of sale of same by the Government.	
a. r. p. 2 0 3	Thomas Wright.....	Ashburnham	Boree Nyrang	204	a. r. p. 46 0 0	A.C.P. 80-151, selected at Molong, 24th June, 1880.	118 & 120
2 3 37	Thomas O'Donnell .....	do ..	do ..	203	55 0 0	A.C.P. 80-140, selected at Molong, 10th June, 1880.	121
0 3 31	Mary Keenan.....	do ..	do ..	205	42 3 0	A.C.P. 80-125, selected at Molong, 27th May, 1880.	122
5 2 21	Mary Jane Lemon (spinster)	do ..	do ..	256	40 0 0	C.P. 82-117, selected at Molong, 13th April, 1882.	133
4 2 5	Samuel Lemon .....	do ..	do ..	246	60 1 0	A.C.P. 81-39, selected at Molong, 10th February, 1881.	135
0 2 17	Samuel Lemon .....	do ..	do ..	231	40 0 0	A.C.P. 79-265, selected at Molong, 20th November, 1879.	137

In witness whereof, I have hereunto set my hand and caused the Great Seal of the said Colony to be hereto affixed, at Government House, Sydney, this thirtieth day of April, in the year of our Lord one thousand eight hundred and eighty-four.

(L.S.) AUGUSTUS LOFTUS.

The Executive Council advise that the land referred to be resumed in terms of the Act specified for railway purposes.—A. C. BUDGE, Clerk of the Council. Min. 84-12, 8/4/84. Approved.—A.L., 8/4/84. Confirmed, 21/4/84.

Declaration of Resumption forwarded for affixing of the Great Seal of the Colony and for the signature of His Excellency the Governor.—C.O., B.C., Department of Lands, 24/4/84. The Principal Under Secretary.

Sealed and submitted for His Excellency's signature.—C.W., B.C., 30/4/84. The Private Secretary. The Under Secretary for Lands.—C.W., B.C., 2/8/84. Declaration published 15th May, 1884. Inform Crown Solicitor. Return Declaration.—J.D. (*pro* J. G. BLAXLAND), 15/5/84. Crown Solicitor informed. Declaration returned, 17/5/84.

## No. 3.

## Minute by Land-Valuer Byrnes to The Commissioner for Railways.

Orange to Molong Railway.

HEREWITH (to be forwarded to Lands Department) are tracings\* and descriptions of land on the above \* Appendix A extension resumed for the purposes of the "Public Railways Land Resumption Act of 1874," from the following persons:—Thomas Wright, M. J. Lemon, Mary Keenan, Samuel Lemon, Michael Madden, Thomas Keenan.

JAMES BYRNES, 7/4/84.

Under Secretary for Lands.—G.B. (*pro* Commissioner), B.C., 9/4/84. Any other papers in this resumption?—J.D., 18/4/84. Keep on hand, pending return of other papers from Executive Council.—J.D., 22/4/84. Instruction issued; parties informed, 8/5/84.

## No. 4.

## Appraisement of S. Lemon's Improvements and award.

Sir,

Department of Lands, Sydney, 1884.

Whereas under the Act 37 Victoria No. 18, the Government has resumed, for railway purposes, the land specified in the annexed Schedule; and whereas it is expedient that the improvements effected by the owner of such land should be appraised with a view to compensation being allowed for the resumption thereof; now I, the Under Secretary for Lands, having been duly authorized by the Minister for Lands, in pursuance of the powers vested in him, and by virtue of the Crown Lands Alienation Act of 1861, have appointed James Byrnes, of Sydney, in the Colony of New South Wales, to be appraiser on behalf of the Crown to appraise the value of the said improvements. If you are satisfied that the improvements shall be valued by him alone, you will please sign the form sent herewith marked A. If, however, you wish to appoint an appraiser to act on your behalf, you will sign the form B annexed. In this case you will be required to pay the costs of such appraiser and of the umpire who will then have to be appointed; and upon forwarding the same to Mr. Byrnes he will proceed herein to act on behalf of the Government. You will of course understand that unless an appointment in either form A or B be forwarded to him within sixty days from this date he will proceed with the appraisement in accordance with the 3rd clause of the 28th section of the Alienation Act—2. In appointing an appraiser you will be so good as to sign your name in full.

Mr. Samuel Lemon.

I have, &c.,

CHARLES OLIVER.

## (A)

WHEREAS under the 37<sup>o</sup> Victoria No. 18, the Government has resumed the land specified in the enclosed Schedule, upon which improvements have been effected by me, and whereas the Minister for Lands has intimated that he is willing to appoint Mr. James Byrnes, of Sydney, in the Colony of New South Wales, to appraise the value of the said improvements on behalf of the Government. And whereas I am desirous

desirous of concurring in the appointment of the said James Byrnes as such appraiser as aforesaid. Now therefore I, the said Samuel Lemon, of Tea-tree Creek, near Molong, do hereby nominate and appoint the said James Byrnes to be appraiser on my behalf to the intent that upon his being appointed by the Minister for Lands as appraiser on behalf of the Government, he may as sole appraiser determine the matters as aforesaid.

In witness whereof, I have hereunto set my hand, this 23rd day of June, A.D. 1884,—

Witness,—  
 JOHN BLACK, J.P. \_\_\_\_\_  
 his  
 SAMUEL x LEMON.  
 mark.

Notice of Resumption under the "Public Railways Land Resumption Act of 1874."

To Samuel Lemon,—

THE land hereunder described has been resumed for the purposes of the "Public Railways Land Resumption Act of 1874."

JAMES S. FARNELL,  
 Secretary for Lands.

Description of land resumed.

All that piece or parcel of land situate in the parish of Boree Nyrang, county of Ashburnham, and Colony of New South Wales, being part of portion 246: Commencing at the intersection of the south boundary of that portion with the north-eastern boundary of the railway from Orange to Molong; and bounded thence by the said boundary of railway bearing generally north-westerly 24 chains 62 links; thence by the west boundary of the said portion bearing south 3 chains 32 links; thence by the south-western boundary of the aforesaid railway bearing south-easterly 20 chains 62 links; thence by the south boundary of the aforesaid portion bearing east 2 chains 3 links, to the point of commencement,—containing 4 acres 2 roods and 5 perches, and numbered 135 on plan and book of reference.

Also, all that piece or parcel of land situate in the parish, county, and Colony aforesaid, being part of portion 231: Commencing at the intersection of the east boundary of that portion with the south-western boundary of the aforesaid railway; and bounded thence by the said boundary of portion bearing north 3 chains 10 links; thence by the north-eastern boundary of the aforesaid railway bearing north-westerly 84 links; thence by the north boundary of the aforesaid portion 231 bearing west 3 chains 3 links; thence by the south-western boundary of the aforesaid railway bearing south-easterly 5 chains 22 links, to the point of commencement,—containing 2 roods and 17 perches, and numbered 137 on plan and book of reference.

Orange to Molong—Appraisement of Improvements by single Appraiser.

To all whom these presents shall come—I, James Byrnes, of Sydney, in the Colony of New South Wales, send greeting:—

WHEREAS on the 4th day of May, in the year of our Lord 1884, I was duly appointed by the Minister for Lands, and on the 23rd day of June, in the year of our Lord 1884, by Samuel Lemon, of Tea-tree Creek, in the Colony of New South Wales, as the sole appraiser to fix and determine the value of the improvements said to exist on certain Crown lands described in the within schedule, which the Government has resumed for railway purposes under the Act 37<sup>o</sup> Victoria No. 18. And whereas I have entered upon the consideration of the value of the said improvements, and have heard and considered the evidence produced before me by or on behalf of the Minister for Lands and the said Samuel Lemon;—now I, the said James Byrnes, do hereby declare the sum of £4 to be the value of the said improvements at the date referred to, and do appraise and fix that amount as the value thereof.

In witness whereof, I have hereunto set my hand, this 14th day of November, A.D. 1884.

The Commissioner for Railways. JAMES BYRNES.

Under Secretary for Lands.—G.B. (*pro* Commissioner), B.C., 31/11/84.

No. 5.

The Under Secretary for Lands to The Under Secretary for Finance and Trade.

Sir, Department of Lands, Sydney, 28 November, 1884.

I have to request, with a view to the settlement of certain claims for compensation for loss of land resumed for railway purposes, that you will be so good to advise me of the amounts received up to the date of resumption, 15th May, 1884, in connection with the conditional purchases specified in the attached schedule,

I have, &c.,  
 F. H. WILSON  
 (For Under Secretary).

SCHEDULE REFERRED TO.

Applicant.	County.	Parish.	Area.	Particulars of purchase.	Amount received.
Samuel Lemon .....	Ashburnham .....	Boree Nyrang .....	acres. 60	Additional conditional purchase 81-39, selected at Molong, 10th February, 1881.	£ s. d. 3 0 0
do .....	do .....	do .....	40	Additional conditional purchase, 79-265, selected at Molong, 20th November, 1879.	2 0 0

## No. 6.

## Minute Paper for the Executive Council.

*Subject*:—Recommending claims for compensation for land resumed for Railway purposes.

Department of Lands, Sydney, 16 December, 1884.

It is recommended to His Excellency the Governor and the Executive Council that compensation be allowed to the persons mentioned, and to the extent specified in the enclosed schedule, being for loss of land and improvements resumed by the Crown under the provisions of the "Public Railway Land Resumption Act of 1874," in connection with the railway from Orange to Molong.

His Excellency the Governor and the Executive Council.

JAMES S. FARNELL.

LIST of land claims under the provisions of the Railway Land Resumption Act, on the extension from Orange to Molong.

No. M.P.	Name of conditional purchaser or owner.	County.	Parish.	Portion.	Area.	Amount received from Grantee or conditional purchaser.	Area of land resumed for Railway purposes.	Amount to be paid for land.	Amount of valuation of improvements by appraiser.	Total amount of compensation.
					acres.	£ s. d.	a. r. p.	£ s. d.	£ s. d.	£ s. d.
135	Samuel Lemon	Ashburnham.	Boree-Nyrang..	246	60	18 0 0	4 2 5	2 14 4	} 4 0 0	7 1 7
137	"	"	"	231	40	12 0 0	0 2 17	0 7 8		

The Executive Council advise that the compensation herein specified be paid for the land referred to, resumed for railway purposes, in terms of the said Act.—A. C. BUDGE, Clerk of the Council. Min. 84-36, 16/12/84. Approved.—A.L., 16/12/84. Confirmed, 23/12/84.

Under Secretary Works and Treasury (with schedules), and Auditor-General (schedule and copy of Executive Council's minute).—31/12/84. Entered in Resumption Register.—J.D., 31/12/84. Put away.—J.D., 31/12/84. Borrowed by Charting Branch. May again be put away.—T.A.K., 12/7/88.

## No. 7.

## Minute by Mr. Land-Valuer Byrnes to The Commissioner for Railways.

*Subject*:—Land resumed for Railway Purposes, Orange to Molong.

Railway Department, Land Valuer's Office, Sydney, 13 January, 1885.

HEREWITH (to be forwarded to Crown Solicitor) are Certificate of Identity and description of land upon the above extension, resumed from Samuel Lemon for railway purposes under the "Public Railways Land Resumption Act of 1874."

JAMES BYRNES.

Crown Solicitor, 85-135, 16/1/85. 85-1,805.

## Government Railways.

Samuel Lemon to Commissioner.—Land taken—Extension Orange to Molong.

DESCRIPTION of land, Certificate of Identity, Abstract of Title, and Compensation Form herewith.

CHAS. A. GOODCHAP,

To the Crown Solicitor.

Commissioner for Railways

(Per D.C.M'L.), B.C., 16/1/85.

## Public Railways Land Resumption Act of 1874.

Orange and Forbes Railway—Orange to Molong—Description of land resumed from Samuel Lemon.

ALL that piece or parcel of land situate in the parish of Boree Nyrang, county of Ashburnham, and Colony of New South Wales, being part of portion 246: Commencing at the intersection of the south boundary of that portion with the north-eastern boundary of the railway from Orange to Molong; and bounded thence by the said boundary of railway bearing generally north-westerly 24 chains 62 links; thence by the west boundary of the said portion bearing south 3 chains 32 links; thence by the south-western boundary of the aforesaid railway, bearing south-easterly 20 chains 62 links; thence by the south boundary of the aforesaid portion bearing east 2 chains 3 links, to the point of commencement, containing 4 acres 2 roods and 5 perches, and numbered 135 on Plan and Book of Reference.

Also all that piece or parcel of land situate in the parish, county, and Colony aforesaid, being part of portion 231: Commencing at the intersection of the east boundary of that portion with the south-western boundary of the aforesaid railway; and bounded thence by the said boundary of portion, bearing north 3 chains 10 links; thence by the north-eastern boundary of the aforesaid railway bearing north-westerly 84 links; thence by the north boundary of the aforesaid portion 231, bearing west 3 chains 3 links; thence by the south-western boundary of the aforesaid railway, bearing south-easterly 5 chains 22 links to the point of commencement, containing 2 roods and 17 perches, and numbered 137 on Plan and Book of Reference, and which two pieces or parcels of land are more particularly described on plan drawn on these presents and coloured red thereon.

13/1/85.

FRED. G. RAE.

Railway Department, Land Valuer's Office, Sydney, 13 January, 1885.

I CERTIFY that the lands Nos. 135 and 137 resumed from Samuel Lemon for railway purposes set out in the accompanying description are part of A.C.P. 81-89 and A.C.P. 79-265 respectively, Molong.

FRED. G. RAE.

No. 8.

## No. 8.

## The Crown Solicitor to The Commissioner for Railways.

Sir, Samuel Lemon to you.  
Crown Solicitor's Office, Sydney, 28 February, 1885.  
I have the honor to forward herewith release herein, in order that a plan may be put thereon.  
Yours, &c.,  
JOHN WILLIAMS,  
Crown Solicitor.

Land Valuer.—G.B., B.C., 2/3/85. Plan herewith. Commissioner.—J.B. (*pro* A.B.), B.C.,  
23/3/85. Returned, 24/3/85. Crown Solicitor, 85-2,357, 24/3/85. 86-1,323. 85-3,789.

## Government Railways.

Samuel Lemon to Commissioner.—Land taken.—Extension Orange to Molong.  
RELEASE with plan drawn thereon herewith.

CHAS. A. GOODCHAP,  
Commissioner for Railways  
(*Per* D.C.M'L.), B.C., 24/3/85.

To the Crown Solicitor.

## No. 9.

## Mr. Licensed-Surveyor Ardill to The Commissioner for Railways.

Sir, Tipperary Brewery, Borenore, 21 April, 1885.  
As agent for Samuel and Mary Jane Lemon, in the matter of railway extension from Orange to Molong, I do myself the honor to inform you that neither of my clients are satisfied with the compensation mentioned in the deeds, which are returned to the Crown Solicitor. Neither Mr. nor Miss Lemon can write, and they both deny that they ever agreed to take the several amounts named in the deeds, or any other amount. In fact they state that the papers or diagrams were not sent to them for approval or otherwise.

I am not at present in a position to state how much land you take from either, but that mentioned in the deeds of Samuel Lemon seems to me to be entirely too little. Therefore, the diagrams showing the several areas would be very desirable. Some papers were left at their places by Mr. Byrnes, but which they sent back according, as they assert, to Mr. Byrnes' instructions; but since then, until the deeds arrived, no paper was ever sent to them. Molong being their post town, probably, as the deeds were directed to Borenore, other papers may have been sent there and went astray.

I have, &c.,  
JOHN ROCHE ARDILL,  
Licensed Surveyor.

Land Valuer.—D.C.M'L., 23/4/85.

## In re Samuel and Mary Jane Lemon.

Sir, Railway Department, Sydney, 8 May, 1885.  
In reply to your letter, of the 21st instant, addressed to the Commissioner for Railway, asking for information about the above-mentioned claims, I have the honor to inform you that notices, with tracings showing the land taken from Samuel and Mary Jane Lemon, were served on Mrs. Lemon, on the 3rd June, 1884.

The total area taken from S. Lemon is 12 acres 1 rood  $\frac{1}{2}$  perch, and the numbers on railway plan are 135, 137, 138, 139, and 140.

Nos. 138, 139, and 140, from which an area of 7 acres 20 $\frac{1}{2}$  perches is taken, are dealt with under the Railway Act of 1858, by which Mr. Lemon is required to make a claim before any further action can be taken by the Commissioner.

Nos. 135 and 137, for which deeds of conveyance have been sent to your client by the Crown Solicitor, are taken under the Railway Act of 1874, which fixes the compensation to be paid at double the amount per acre paid for it when purchased from the Crown.

Miss M. J. Lemon's land, No. 133 on plan, area required 5 acres 2 roods 21 perches, is taken under the Act of 1874, and therefore the amount of compensation in her case is also fixed by statute.

Form of claim is enclosed, in order that claim may be made for Nos. 139, 138, and 140.

J. R. Ardill, Esq., Tipperary Brewery, Borenore.

I have, &c.,  
JAMES BYRNES.

## No. 10.

## Statutory Declaration.

I, SAMUEL LEMON, of Chenseman's Creek, farmer, do solemnly and sincerely declare that I am the owner of certain pieces or parcels of land situated on the Orange and Molong railway line, Nos. 231 and 246, in the parish of Boree Nyrang, county of Ashburnham, portion of which land has been taken for railway purposes, and I have not been paid for the value of improvements thereon, consisting of stumping, clearing, and fencing, which I value at £250; and I make this solemn declaration, conscientiously believing the same to be true, and in virtue of the provisions of an Act made and passed in the ninth year of the reign of Her present Majesty, intituled "An Act for the more effectual abolition of Oaths and Affirmations taken and made in the various Departments of the Government of New South Wales, and to substitute declarations in lieu thereof, and for the suppression of voluntary and extra-judicial oaths and affidavits."

Made and signed before me, at Molong, this

26th day of February, 1886,—

JAS. HASLAM, J.P.

his  
SAMUEL x LEMON.  
mark.

Please

Please give me at least a week's notice if you intend to visit the land.—JOHN ROCHE ARDILL, L.S.  
This paper should have been sent to the Commissioner. It refers to a resumption under the Act of 1874, on the extension from Orange to Molong, upon which Mr. Byrnes, as appraiser, sent his award to the Commissioner, 19/11/84, having valued the improvements at £4.—J.B.T., 1/3/86. Commissioner.

Let me know exactly how this matter stands.—C.A.G., 6/3/86.

A portion of land was resumed under the "Public Railway Lands Resumption of 1874" from Samuel Lemon, who appointed Mr. Byrnes as appraiser. Mr. Byrnes awarded the sum of £4 for improvements, upon which the claim was scheduled by Lands Department. Instructions were then issued to Crown Solicitor, and deed prepared; but, upon being forwarded to Mr. Lemon for execution, he endeavoured to have the case reopened by making a statutory declaration that the improvements on the land taken consisted of stumping, clearing, and fencing, to the value of £250.—M.O'B., 7/3/86. Commissioner.—G.B., 10/3/86.

Is there any appeal from the award of the single appraiser, where appointment was concurred in by the claimant?—C.A.G., 10/3/86. Land Valuer, B.C.

According to sub-section 4 of section 28 of the Crown Lands Alienation Act 25 Vic. No. 1, under which appraisements are made in connection with lands resumed under the Railway Act of 1874, the award of any appraiser or appraisers shall be binding, final, and conclusive upon all persons, and to all intents and purposes whatsoever.—J.B.T., 24/3/86. Commissioner.

Cannot admit claim.—C.A.G., 26/3/86. Lemon informed, 5/4/86. Land Valuer.—D.C.M'L., 7/4/86. Noted.—J.B.T., 12/4/86. Commissioner.

Sir,

Railway Department, Sydney, 3 April, 1886.

With reference to the statutory declaration forwarded by you to this office, in which you set forth a claim to £250, by way of compensation for land taken from you in 1884, for the Orange to Molong railway, I have the honor to inform you that I am unable to entertain your claim, the award of your appraiser, dated 19/11/84, amounting to £4, being final and conclusive.

I have, &c.,

C. A. GOODCHAP,

Commissioner for Railways

(Per D. V.)

Mr. Samuel Lemon, Chenseman's Creek.

#### No. 11.

#### The Crown Solicitor to The Commissioner for Railways.

Sir,

Crown Solicitor's Office, Sydney, 7th May, 1888.

Samuel Lemon to you—Mary Jane Lemon to you.—Referring to my letter to you of the 7th instant, returning the papers in the matters, I have the honor to forward herewith copy letter received by me from Mr. Samuel Lemon.

I have, &c.,

JOHN WILLIAMS,

Crown Solicitor.

[Enclosure.]

Samuel and Mary J. Lemon to Crown Solicitor.

Sir,

Amaroo, 3 May, 1888.

I am in receipt of your letter of No. 88-86, dated 6th February, misdirected, which caused the delay, and in reply I do myself the honor to acquaint you that I will sign no such release, as I was no party to the valuation of the land, nor do I believe it to be just. I want the same as I got for the other portion.

This reply will answer for my daughter, Mary Jane Lemon.

I have, &c.,

SAMUEL LEMON

(By his Agent, JOHN ROCHE ARDILL, L.S.)

#### No. 12.

#### A. Ross, Esq., M.P., to The Commissioner for Railways.

Dear Sir,

Molong, 13 August, 1888.

Enclosed I have the honor to forward two affidavits touching the land now in dispute between your Department and Mary Jane Lemon and Samuel Lemon for compensation *re* resumption of land taken for railway purposes, and which I think they are entitled to your favourable consideration,—the claims being reasonable ones.

Yours, &c.,

DR. ROSS.

[Enclosure.]

I, SAMUEL LEMON, of Tea-tree Creek, Amaro, farmer, do solemnly and sincerely declare that I have never received any notice of the resumption of my conditional purchased land through which the Orange and Molong railway passes, in accordance with the provisions of the "Land for Public Railway Purpose Act," 37 Vic. No. 18, sec. 2 and 3; and that I, Samuel Lemon, still claim as compensation the sum of £156 for the resumption of the said land, viz., 5 acres 22 perches, and which remains up to this date unpaid and unsettled. The only notice ever received by me was a notice from the late Mr. Byrnes, but that notice was not signed by the Secretary for Lands, in accordance with the provisions of the above Act, and, therefore it was invalid, and the said notice contained no date on the document which I now hold.

And I make this solemn declaration, conscientiously believing the same to be true, and in virtue of the provisions of an Act made and passed in the ninth year of the reign of Her present Majesty, intituled "An Act for the more effectual abolition of Oaths and Affirmations taken and made in various Departments of the Government of New South Wales, and to substitute Declarations in lieu thereof, and for the suppression of voluntary and extra-judicial Oaths and Affidavits."

his  
SAMUEL x LEMON,  
mark.

Made and signed before me, at Molong, this 13th day of August, 1888.

The above document was first duly read over to Mr. Lemon and the contents fully considered by the same.

ANDREW ROSS,

Commissioner for Affidavits.  
Land

Land Valuer.—A.R., B.C., 14/8/88.

Mary Jane Lemon and Samuel Lemon, notwithstanding their affidavits to the contrary, were duly served with notices by Mr. Byrnes, and this is proved by each of them sending an intimation of concurrence in the appointment of Mr. Byrnes, on the 23rd June, 1884. Thereupon Mr. Byrnes made his award, in strict accordance with the Act.—J.B.T., 27/8/88. Commissioner.

Dr. Ross informed, 29/8/88.

Samuel and M. J. Lemon to Commissioner.

Sir,

Railway Department, Sydney, 29 August, 1888.

Referring to your letter of the 25th instant, with affidavits from the above-mentioned claimants, I am desired by the Commissioner to inform you that, notwithstanding their allegations to the contrary, Mr. and Miss Lemon were duly served with notices by the late Mr. Byrnes, this being proved by each of them sending an intimation of concurrence in the appointment of Mr. Byrnes, who thereupon made his award in strict accordance with the Act.

I have &c.,

D. VERNON,  
Secretary for Railways.

Dr. Ross, M.P., Molong.

### No. 13.

Mr. Licensed-Surveyor Ardill to The Commissioner for Railways.

Sir,

Amaroo, 19 October, 1888.

In reply to your letter of the 29th of August last, No. 5,088, addressed to Dr. Ross, M.P., in which you state that Samuel and Mary Jane Lemon concurred in the appointment of Mr. Byrnes as valuer of their respective areas resumed for railway purposes, I do myself the honor to state that this is correct, but yet to acquaint you that the notice necessary for resumption, which the Act sets forth should be signed by the Minister for Lands, was not served on my clients.

I enclosed you the only papers served in those cases, which I hope you will be good enough to return.

I have again to press the claim of each party for a speedy settlement.

I have, &c.,

JOHN ROCHE ARDILL,  
Licensed Surveyor.

Land Valuer.—D.V. (*per* M.O'B.), B.C., 25/10/88.

Mr. Ardill's principals having concurred in the appointment of Mr. Byrnes as appraiser, they cannot now object to that gentleman's award on the technical point raised by their agent, which is moreover incorrect as well as untenable.—J.B.T., 25/10/88. Secretary.

Inform.—M.O'B. (*pro* Secretary). Mr. Ardill informed, 26/10/88.

Samuel and Mary Jane Lemon to Commissioner.

Sir,

Railway Department, Sydney, 26 October, 1888.

I have the honor to acknowledge your letter of the 19th instant, in which you maintain your objection to the amount offered for your clients' land on the ground that "the notice necessary for resumption, which the Act sets forth should be signed by the Minister for Lands, was not served on them." In reply, I have to inform you that your principals having concurred in the appointment of Mr. Byrnes as appraiser, they cannot now object to that gentleman's award on a mere technicality, which is incorrect as well as untenable. I return herewith papers.

I have, &c.,

D. VERNON,  
Secretary for Railways.

Mr. John Roche Ardill, Amaroo.

### No. 14.

Mr. Licensed-Surveyor Ardill to The Commissioners for Railways.

Gentlemen,

Amaroo, 29 October, 1888.

I do myself the honor to inform you that I, as agent for Samuel Lemon, wrote on the 14th February last asking that a gate or overbridge might be erected across the railway line to give access to Mr. Lemon to cross from one portion of his 80 acres, resumed on the 8th of October, 1887, for railway purposes, Orange to Forbes, to the other portion of the said 80 acres, to which you replied, as noted in the margin, that there is a level crossing at 204 miles 54 chains and an overbridge at 204 miles 65 chains within Mr. Lemon's land, and this is considered ample provision for crossing the line. Mr. Lemon is not satisfied with these crossings, he maintaining that he should have accommodation to cross his 80 acres, and when I accepted the compensation of £54 1s. 8d. for 2 acres 1 rood 19 perches it was exclusive of gate or overbridge.

I therefore have to press for either a gate or bridge, or compensation for loss.

I have, &c.,

JOHN ROCHE ARDILL,  
Licensed Surveyor.

Presented by Dr. Ross, M.P. Awaiting an early answer, 14/11/88. Land Valuer.—D.V. (*per* M.O'B.), B.C., 14/11/88.

Sufficient means of crossing the line have been provided for Mr. Lemon's convenience, viz. :—Level crossing at 204 miles 54 chains, an overbridge at 204 miles 65 chains, and a level crossing at 205 miles 13 chains, all within a length of 65 chains, which is the distance from the entrance of the railway upon Mr. Lemon's property to its exit therefrom.—J.B.T., 17/11/88.

Secretary, 19/11/88. Informed.—D.V. (*per* M.O'B.), 19/11/88. Dr. Ross informed, 19/11/88.

Sir,



Sir,

Railway Department, Sydney, 19 November, 1888.

With reference to the letter of Mr. John Roche Ardill, forwarded by you with endorsement to this office, I have the honor to inform you that it is considered sufficient means of crossing the railway line have been provided for Mr. Lemon's convenience, viz., a level crossing at 204 miles 54 chains, an overbridge at 204 miles 65 chains, and a level crossing at 205 miles 13 chains, all within a length of 65 chains, which is the distance from the entrance of the railway upon Mr. Lemon's property to its exit therefrom.

I have, &amp;c.,

D. VERNON,

Secretary for Railways.

Dr. Ross, M.P., Sydney.

## No. 15.

## Mr. Licensed-Surveyor Ardill to The Commissioners for Railways.

Gentlemen,

Amaroo, 3 November, 1888.

I am in receipt of your letter (the number and date of which is shown in the margin), in which you say, "My principals having concurred in the appointment of Mr. Byrnes as appraiser, cannot now be objected to on a mere technicality, which is incorrect as well as untenable," I do myself the honor to acquaint you that though they did agree to the appointment of Mr. Byrnes, they thought at the time that he would come on the land and value their land; but he never came near the place, and was only once on the ground, when he gave the papers which you have now returned to Mrs. Lemon and Miss Lemon, and Lemon never saw him at all. Mr. Thompson having valued the land for which Mr. Lemon is paid (the 80 acres being Mr. Lemon's last take-up), and he is paid for both ends but not for the middle, and why he should not be paid for this as well as the two or three outer portions, is what neither he nor I can properly comprehend. I therefore hope that you will see the advisability of paying both my clients without much further delay.

I have, &amp;c.,

JOHN ROCHE ARDILL, L.S.

(Agent for SAMUEL and MARY J. LEMON).

Land Valuer.—M.O'B. (*Pro Secretary*), B.C., 6/11/88. Mr. Ardill appears to have abandoned his former contention, and there is no fresh argument urged in this letter calling for reply.—J.B.T., 8/11/88. Secretary. Inform that the matter has been finally decided, and that no advance can be made in the offer.—M.O'B. (*Pro Secretary*), 8/11/88. Mr. Ardill informed, 10/11/88.

Samuel and Mary J. Lemon to Commissioners.

Sir,

Railway Department, Sydney, 10 November, 1888.

With reference to your letter of the 3rd instant, asking that the claim of Samuel and Mary Jane Lemon in respect of land resumed for railway purposes may, under the circumstances mentioned therein, be reconsidered, I have the honor to inform you that the matter has been finally decided, and that no advance can be made.

I have, &amp;c.,

D. VERNON,

Secretary for Railways.

Mr. J. R. Ardill, Amaroo.

## No. 16.

## Mr. Licensed-Surveyor Ardill to The Secretary for Public Works.

Sir,

Amaroo, 9 February, 1889.

I do myself the honor to acquaint you that myself, Mr. Lemon, and Miss Mary Jane Lemon are about to go to Sydney, and will, with your permission, call on you on Wednesday morning, the 13th instant, relative to Mr. and Miss Lemon's claim for compensation for land resumed for railway purposes, Extension Orange to Molong, on which subject a good deal of correspondence has passed between me and the late Commissioner for Railways.

I have, &amp;c.,

JOHN ROCHE ARDILL, L.S.

Please let me know how this matter stands.—J.B., 11/2/89.

Mr. and Miss Mary Jane Lemon refuse to execute the releases forwarded to them by the Crown Solicitor, being dissatisfied with the amount awarded. The land was taken under the Act of 37 Vic., No. 18; which fixes the amount of compensation to be paid.—A.B. (*pro J.B.T.*), 12/2/89. Under Secretary, Public Works.

The Act provides that compensation for land conditionally purchased from the Crown shall, for a period of five years from the date of purchase be paid at the rate per acre the purchaser paid for or deposited on the land, with 100 per cent. added, and the value of all improvements taken.—D.C.M'L., 13/2/89.

## No. 17.

## Samuel and Mary Jane Lemon to The Secretary for Public Works.

Sir,

Sydney, 15 February, 1889.

Since Mr. Brown has handed in a written statement to the effect that we concurred in the appointment of Mr. James Byrnes as sole appraiser, we do ourselves the honor to inform you that we did so under the misapprehension, believing at the time that all appraisements were to be made alike and under the Act of 1858 for the following reasons:—

- 1st. There was no notice served as directed by the Act of 1874.
- 2nd. The last purchased portion of 80 acres taken up on the 29th of December, 1881, was paid for under the Act of 1858, while the 40 acres taken up on the 13th April, 1882, is not paid for, and two other portions taken up previously were paid for under the Act of 1858.
- 3rd. We therefore contend that as notices were not served as provided by the Act of 1874, that we should not be bound by the provisions of that Act.

The only notices served being those appended hereto.

I have, &amp;c.,

SAMUEL AND MARY JANE LEMON

(By their Agent—JOHN ROCHE ARDILL, L.S.)

## No. 18.

## Samuel and Mary Jane Lemon to The Secretary for Public Works.

Sir,

Tea-tree Cottage, Amaroo, 11 April, 1889.

We do ourselves the honor to inform you that in prosecution of our claim for land resumed for railway purposes, we will call on you on Thursday the 18th instant at 11 o'clock, if you have no objection, and we hope Mr. Thompson will be in his office so that he can give you the required information which was wanted when we were last in Sydney. If it would not be convenient for Mr. Thompson to attend or you to see us on the date mentioned, we hope you will be good enough so to inform us not later than Monday next.

We have, &amp;c.,

SAMUEL AND MARY JANE LEMON.

Land Valuer D.C.M'L. (*pro* U.S.), B.C., 12/4/89. I will be in attendance if required.—J.B.T., 15/4/89. Under Secretary Works. Postponed until Wednesday the 23rd.—D.C.M'L., 17/4/89. Land Valuer to see. Under Secretary Works.—J.B.T., 24/4/89.

## No. 19.

## A. Ross, Esq., M.P., to The Secretary for Public Works.

Dear Sir,

Sydney, 30 April, 1889.

In reply to my question last week *re* compensation to Samuel and Mary Jane Lemon for land taken for railway purposes on the extension of the railway from Orange to Molong, I have to state that the claim of Mr. Lemon and his daughter is a just and equitable one, and I do hope that on the Supplementary Estimates their case in respect to compensation will not be overlooked. I wish to draw your attention to the fact that Lemon is a poor man, a selector; and the land which was taken from them, viz., 5½ acres each, was the best part of their selections, and all cleared, fenced, grubbed, and improved, and fit for cultivation. The taking of the cultivation land from them is a great loss. Mr. Lemon, for other land also taken for railway purposes, received £26 per acre, and therefore he is also entitled to the same price for the 5½ acres, which is now due to him, or £149, and Mary Lemon also £149 for 5½ acres, at £26 per acre. Their case is a just, fair, and reasonable one, seeing that the resumption of the land by depriving them of the use of the land for cultivation is a great loss, say nothing of the heavy expenses incurred in improving the land. You have promised the cases your favourable consideration, and I will be glad if you will cause the above sums to be placed on the Supplementary Estimates to indemnify them for the loss of the land. It is time the cases were settled, as it has been going on now for several years, and I am sure you will see justice done to Lemon and his daughter in this matter.

Yours, &amp;c.,

DR. A. ROSS.

Inform how the case stands. The compensation to be paid is laid down by Act of Parliament, and the amount cannot be increased. Add that any delay that has taken place is not attributable to the Department, 6/5/89. Letter signed, 13/5/89. Put by.

Sir,

Department of Public Works, Sydney, 9 May, 1889.

With reference to your letter of the 30th ultimo, requesting that an amount be placed upon the Supplementary Estimates to indemnify Samuel and Mary Jane Lemon for the loss of certain land taken for the Orange and Molong Railway, I am directed by the Hon. the Secretary for Public Works to inform you that the amount of compensation having been determined in accordance with the Act 37 Vic. No. 18, under the provisions of which Act the land was resumed, the amount cannot be increased, and further that the delay in the payment of the compensation due is caused by the failure of the persons above named to sign and return the releases which were forwarded to them for execution on the 6th February, 1888.

I have, &amp;c.,

J. BARLING,

Under Secretary.

Dr. Ross, M.P., Sydney.

## Mary Jane Lemon.

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## No. 1.

## Minute by The Engineer-in-Chief for Railways to The Secretary for Public Works.

*Subject* :—Land Resumption for the Orange to Molong Railway.  
Department of Public Works, Railway Branch, Engineer-in-Chief's Office,  
Sydney, 1 February, 1884.

I FORWARD herewith, for transmission to the Public Lands Department, a tracing showing portion of land to be resumed for railway purposes on the Orange to Molong line, under the provisions of the "Public Railway Land Resumption Act of 1874."

JOHN WHITTON.

Forward to Lands.—F.A.W., 4/2/84. The Under Secretary, Lands.—J.R., 4/2/84. Forwarded for necessary action in Survey Office.—J.D. (*pro* J. G. BLAXLAND), 8/2/84. J. W. Owen.

The areas referred to, as proposed to be resumed for railway purposes, having been charted on the maps in this office, and the additional information obtainable therefrom respecting particulars of alienation, &c., supplied, as per red notation on schedule marked "E," the papers are now forwarded to the Under Secretary for Lands.—J. ELLIS (for Surveyor-General), 21/2/84. The Under Secretary for Lands. Received 25th.

Submitted that the papers be now forwarded to the Crown Solicitor, with a view to the preparation of the necessary declaration of resumption.—J.D., 26/2/84. Yes.—F.H.W. (for the Under Secretary), 29/2/84. The Crown Solicitor.—F.H.W. (for the Under Secretary), Department of Lands, B.C., 29/2/84.

## SCHEDULE "E."

Area of land resumed for Railway Purposes.		Names of the Conditional Purchasers or Owners, with particulars as to the situations of the lands from which portions are taken, and of the date of sale of same by the Government.						Number of the lands taken in Railway Plan.
Catalogue No.	—	Name of Conditional Purchaser or Owner.	County.	Parish.	Parish No.	Area.	Particulars of sale of same by the Government.	
A 3,370-1,770..	a. r. p. 5 2 21	Mary Jane Lemon (Spinster).	Ashburnham	Boree Nyrang	256	acres. 40	C.P. 22-117, selected at Molong, 13th April, 1882.	133

## No. 2.

## The Crown Solicitor to The Secretary for Lands.

Sir,

Crown Solicitor's Office, Sydney, 3 April, 1884.

I have the honor to return herewith the papers forwarded to me to prepare notification of resumption under the "Public Railway Land Resumption Act of 1874," Orange to Molong, and to forward the form of notification of resumption for execution by His Excellency the Governor.

I have, &amp;c.,

JOHN WILLIAMS,  
Crown Solicitor.

For Executive Council minute.—J.D.

Minute Paper for the Executive Council.

*Subject* :—Recommending Resumption of Land for Railway Purposes—Orange to Molong.

Department of Lands, Sydney, 5 April, 1884.

It is recommended to His Excellency the Governor and the Executive Council that the lands particularized in the enclosed Declaration of Resumption be resumed under the provisions of the "Public Railway Land Resumption Act of 1874," in connection with the railway from Orange to Molong.  
His Excellency the Governor and the Executive Council.

JAMES S. FARNELL.

[Enclosure.]

Extract from *Government Gazette*, 15th May, 1884.

Department of Lands, Sydney, 5 May, 1884.

DECLARATION of Resumption by His Excellency the Governor, under the Public Railway Land Resumption Act of 1874, of land required for the construction of the railway from Orange to Molong.  
[Ms. 84-7,932]

JAMES S. FARNELL.

His Excellency the Right Honorable Sir Augustus William Frederick Spencer Loftus (commonly called Lord Augustus Loftus), Knight Grand Cross of the Most Honorable Order of the Bath, a Member of Her Majesty's Most Honorable Privy Council, Governor and Commander-in-Chief of the Colony of New South Wales and its Dependencies,  
To all to whom these presents shall come,

GREETING :

WHEREAS the parcels of land mentioned, set out, or referred to in the first and eighth columns of Schedule of lands hereinafter written, are portions of certain parcels of land which have been purchased from the Crown, either absolutely or conditionally, within the period of five years immediately preceding the date hereof, and which lands so purchased as aforesaid are mentioned,

mentioned, described, or referred to in the second, third, fourth, fifth, sixth, and seventh columns of the said Schedule; and whereas the said parcels of land referred to in the first and eighth columns of the said Schedule are required for the construction and extension of Public Railways and for Railway Stations, that is to say, in and about the construction of the single line of Railway, from Orange, in the said Colony, to Molong, in the said Colony; and the said parcels of land mentioned or referred to in the said first and eighth columns of the said Schedule are particularly set out and shown in the maps or plans relating to the said proposed railway, which are to be seen at the office of the Commissioner for Railways, in Phillip-street, Sydney, and at the Police Office at Orange aforesaid and Molong aforesaid, and in the said maps or plans are coloured blue, and are numbered as in the said eighth column in the said Schedule hereto is mentioned: Now know ye that I, the said Sir Augustus William Frederick Spencer Loftus, Knight Grand Cross of the Most Honorable Order of the Bath, a Member of Her Majesty's Most Honorable Privy Council, Governor and Commander-in-Chief of the said Colony and its Dependencies, with the advice of the Executive Council, do hereby, under and in pursuance of the powers in this behalf given by "The Public Railway Land Resumption Act of 1874," resume, for and on behalf of Her Majesty, the said parcels of land mentioned, set out, or referred to in the said first and eighth columns of the said Schedule hereto, and which said parcels of land are coloured blue on the said maps or plans hereinbefore mentioned or referred to, in view of and for purposes connected with the construction and maintenance of the said line of railway from Orange, in the said Colony, to Molong, in the said Colony as aforesaid: And to the intent that notice as provided in the third section of the said Act shall be served upon the parties interested in or entitled to the said lands, and that upon service, delivery, or advertisement of such notice as therein provided, the lands described therein, and the fee-simple and inheritance thereof shall thenceforth, with the yearly profits thereof, and all the estate and interest of every person therein, be vested in Her Majesty, her heirs, and successors, for the purposes of the said Act, absolutely free from all right of every easement, and other rights whatsoever, and that such lands shall thereupon become and be dealt with as Crown lands reserved for public railway purposes.

THE SCHEDULE HEREINBEFORE REFERRED TO.

Area of land resumed for Railway purposes.	Names of the Conditional Purchasers or Owners, with particulars as to the situation of the lands from which portions are taken, and of the date of sale of same by Government.						No. of the lands taken in Railway Plan.
	Name of Conditional Purchaser or Owner.	County.	Parish.	Parish No.	Area.	Particulars of sale of same by the Government.	
a. r. p. 2 0 3	Thomas Wright.....	Ashburnham	Boree Nyrang	204	a. r. p. 40 0 0	A.C.P. 80-151, selected at Molong, 24th June, 1880.	118 & 120
2 3 37	Thomas O'Donnell .....	do ..	do ..	202	55 0 0	A.C.P. 80-140, selected at Molong, 10th June, 1880.	121
0 3 31	Mary Keenan.....	do ..	do ..	205	42 3 0	A.C.P. 80-125, selected at Molong, 27th May, 1880.	122
5 2 21	Mary Jane Lemon (spinster)	do ..	do ..	246	40 0 0	C.P. 82-117, selected at Molong, 13th April, 1882.	133
4 2 5	Samuel Lemon .....	do ..	do ..	246	60 1 0	A.C.P. 81-39, selected at Molong, 10th Feb., 1881.	135
0 2 17	Samuel Lemon .....	do ..	do ..	231	40 0 0	A.C.P. 79-253, selected at Molong, 20th Nov., 1879.	137

In witness whereof, I have hereunto set my hand and caused the Great Seal of the said Colony to be hereto affixed, at Government House, Sydney, this thirtieth day of April, in the year of our Lord one thousand eight hundred and eighty-four.

(L.S.)

AUGUSTUS LOFTUS.

The Executive Council advise that the land referred to be resumed in terms of the Act specified for railway purposes.—A. C. BUDGE, Clerk of the Council. Min. 84-12, 8/4/84. Approved.—A.L., 8/4/84. Confirmed, 21/4/84. Declaration of Resumption for affixing of the Great Seal of the Colony, and for the signature of His Excellency the Governor.—C.O., B.C., Department of Lands, 24/4/84. The Principal Under Secretary. Sealed and submitted for His Excellency's signature.—C.W., B.C., 30/4/84. The Private Secretary. The Under Secretary for Lands.—C.W., B.C., 2/8/84. Declaration published, 15/5/84. Inform Crown Solicitor (return Declaration).—J.D. (*pro* J. G. BLAXLAND), 15/5/84. Crown Solicitor informed (Declaration returned), 17/5/84.

No. 3.

Minute by Mr. Land-Valuer Byrnes to The Commissioner for Railways.

*Subject* :—Orange to Molong Railway.

\* Appendix B. HEREWITH (to be forwarded to Lands Department) are tracings\* and descriptions of land on the above extension, resumed for the purposes of the "Public Railways Land Resumption Act of 1874," from the following persons:—Thomas Wright, Mary Keenan, Michael Madden, M. J. Lemon, Samuel Lemon, Thomas Keenan.

JAMES BYRNES,

7/4/84.

Under Secretary for Lands.—G.B. (*pro* Commissioner), B.C., 9/4/84. Any other papers in this resumption?—J.D., 18/4/84. Keep on hand, pending return of other papers from Executive Council.—J.D., 22/4/84. Instructions issued; parties informed, 8/5/84.

No. 4.

Appraisalment of Mary Jane Lemon's improvement and award.

Madam,

Department of Lands, Sydney, 1884.

Whereas under the Act 37<sup>o</sup> Victoria No. 18, the Government has resumed, for Railway purposes, the land specified in the annexed Schedule; and whereas it is expedient that the improvements effected by the owner of such land should be appraised with a view to compensation being allowed for the resumption thereof: Now I, the Under Secretary for Lands, having been duly authorized by the Minister for

for Lands, in pursuance of the powers vested in him, and by virtue of the Crown Lands Alienation Act of 1861, have appointed James Byrnes, of Sydney, in the Colony of New South Wales, to be appraiser on behalf of the Crown, to appraise the value of the said improvements. If you are satisfied that the improvements shall be valued by him alone, you will please sign the form sent herewith, marked A. If, however, you wish to appoint an appraiser to act on your behalf, you will sign the form B, annexed. In this case you will be required to pay the costs of such appraiser and of the umpire who will then have to be appointed; and upon forwarding the same to Mr. Byrnes he will proceed herein to act on behalf of the Government. You will, of course, understand that unless an appointment in either form A or B be forwarded to him within sixty days from this date he will proceed with the appraisement, in accordance with the 3rd clause of the 28th section of the Alienation Act—2. In appointing an appraiser you will be so good as to sign your name in full.

M. J. Lemon.

I have, &c.,

CHARLES OLIVER.

(A.)

WHEREAS under the Act 37<sup>o</sup> Victoria No. 18, the Government has resumed the land specified in the enclosed Schedule, upon which improvements have been effected by me; and whereas the Minister for Lands has intimated that he is willing to appoint Mr. James Byrnes, of Sydney, in the Colony of New South Wales, to appraise the value of the said improvements on behalf of the Government. And whereas I am desirous of concurring in the appointment of the said James Byrnes as such appraiser as aforesaid: Now, therefore, I, the said Mary Jane Lemon, of Tea-tree Creek, near Molong, do hereby nominate and appoint the said James Byrnes to be appraiser on my behalf, to the intent that upon his being appointed by the Minister for Lands as appraiser on behalf of the Government, he may, as sole appraiser, determine the matters aforesaid.

In witness whereof, I have hereunto set my hand, this 23rd day of June, A.D. 1884.

MARY JANE LEMON.

Notice of resumption under the "Public Railways Land Resumption Act of 1874."

To M. J. Lemon,—

THE land hereunder described has been resumed for the purposes of the "Public Railways Land Resumption Act of 1874."

JAMES S. FARNELL,  
Secretary for Lands.

Description of land resumed.

All that piece or parcel of land situate in the parish of Boree Nyranng, county of Ashburnham, and Colony of New South Wales, being part of portion 256: Commencing at the south-eastern corner of that portion; and bounded thence by its southern boundary, bearing westerly 1 chain 20 links; thence by the south-western boundary of the railway from Orange to Molong, bearing north-westerly 28 chains 64 links; thence by the north boundary of the said portion bearing east 2 chains 30 links; thence by the north-eastern boundary of the aforesaid railway, bearing south-easterly 26 chains 55 links; thence by the east boundary of the aforesaid portion bearing south 1 chain 90 links, to the point of commencement, containing 5 acres 2 roods and 21 perches, and numbered 133 on Plan and Book of Reference.

Orange to Molong—Appraisement of improvements by single Appraiser.

To all to whom these presents shall come—

I, James Byrnes, of Sydney, in the Colony of New South Wales, send, greeting:—

WHEREAS on the 8th day of May, in the year of our Lord, 1884, I was duly appointed by the Minister for Lands, and on the 23rd day of June, in the year of our Lord, 1884, by Mary Jane Lemon, of Tea-tree Creek, in the Colony of New South Wales, as the sole appraiser to fix and determine the value of the improvements said to exist on certain Crown land described in the within Schedule, which the Government has resumed for railway purposes under the Act 37 Victoria No. 18. And whereas I have entered upon the consideration of the value of the said improvements, and have heard and considered the evidence produced before me, by or on behalf of the Minister for Lands and the said Mary Jane Lemon. Now I, the said James Byrnes, do hereby declare the sum of nil to be the value of the said improvements at the date referred to, and do appraise and fix that amount as the value thereof.

In witness whereof, I have hereunto set my hand, this 14th day of November, A.D. 1884.

The Commissioner for Railways.

JAMES BYRNES.

Under Secretary for Lands.—G.B. (*pro* Commissioner), B.C., 22/11/84.

No. 5.

The Under Secretary for Lands to The Under Secretary for Finance and Trade.

Sir,

Department of Lands, Sydney, 23 November, 1884.

I have to request, with a view to the settlement of certain claims for compensation for loss of land resumed for railway purposes, that you will be so good as to advise me of the amounts received up to date of resumption, 15th May, 1884, in connection with the conditional purchases specified in the attached schedule.

I have, &c.,

F. H. WILSON

(For the Under Secretary).

SCHEDULE REFERRED TO.

Applicant.	County.	Parish.	Area.	Particulars of purchase.	Amount received.
Mary Jane Lemon .....	Ashburnham ...	Boree Nyranng...	a. r. p. 40 0 0	A.C.P. 82-117—Selected at Molong, 13th April, 1882. ...	Nil.

## No. 6.

## Minute Paper for The Executive Council.

*Subject*:—Recommending claims for compensation for land resumed for Railway purposes.

Department of Lands, Sydney, 16 December, 1884.

It is recommended to His Excellency the Governor and the Executive Council that compensation be allowed to the persons mentioned, and to the extent specified in the enclosed Schedule, being for loss of land and improvements resumed by the Crown under the provisions of the "Public Railway Land Resumption Act of 1874," in connection with the railway from Orange to Molong.

His Excellency the Governor and the Executive Council.

JAMES S. FARNELL.

LIST of land claims, under the provisions of the Railway Land Resumption Act, on the extension from Orange to Molong.

No. M.P.	Name of conditional purchaser or owner.	County.	Parish.	Portion.	Area.	Amount received from Grantee or conditional purchaser.	Area of land resumed for Railway purposes.	Amount to be paid for land.	Amount of valuation of improvements by appraiser.	Total amount of compensation.
					acres.	£ s. d.	a. r. p.	£ s. d.		£ s. d.
133	Mary Jane Lemon	Ashburnham.	Boree-Nyrang...	256	40	10 0 0	5 2 21	2 16 3	NIL.	2 16 3

The Executive Council advise that the compensation herein specified be paid for the land referred to, resumed for railway purposes in terms of the said Act.—A. C. BUDGE, Clerk of the Council.

Minute 84-86, 16/12/84. Approved.—A.L., 16/12/84. Confirmed, 23/12/84. Under Secretary Works and Treasury (with Schedules), and Auditor-General (Schedule and copy of Executive Council Minute), 31/12/84. Entered in Resumption Register.—J.D., 31/12/84. Put away.—J.D., 31/12/84. Borrowed by Charting Branch. May again be put away.—T.A.K., 12/7/84.

## No. 7.

## Minute by Mr. Land-Valuer Byrnes to The Commissioner for Railways.

*Subject*:—Land resumed for Railway purposes, Orange to Molong.

Department of Public Works, Valuation Branch, Sydney, 13 January, 1885.

£2 16s. 3d.

HEREWITH (to be forwarded to Crown Solicitor) are certificate of identity and description of land upon the above extension resumed from Mary Jane Lemon for Railway purposes under the "Public Railways Land Resumption Act of 1874."

JAMES BYRNES.

Government Railways.

Mary Jane Lemon to Commissioner.—Land taken.—Extension Orange to Molong.

DESCRIPTION of land, certificate of identity, and compensation form herewith.

CHAS. A. GOODCHAP,

To the Crown Solicitor.

Commissioner for Railways

(Per D.C.M'L.), B.C., 16/1/85.

Railway Department, Land Valuer's Office, Sydney, 13 January, 1885.

I CERTIFY that the land, No. 133, resumed from Mary Jane Lemon for railway purposes, set out in the accompanying description, is part of C.P. 82-117, Molong.

FRED. G. RAE.

Public Railways Land Resumption Act of 1874.

Orange and Forbes Railway—Orange to Molong—Description of land resumed from Mary Jane Lemon.

£2 16s. 3d.

ALL that piece or parcel of land situate in the parish of Boree Nyrang, county of Ashburnham, and Colony of New South Wales, being part of portion 256, commencing at the south-eastern corner of that portion, and bounded thence by its southern boundary, bearing westerly 1 chain 20 links; thence by the south-western boundary of the railway from Orange to Molong, bearing north-westerly 28 chains 6½ links; thence by the north boundary of the said portion bearing east 2 chains 30 links; thence by the north-eastern boundary of the aforesaid railway bearing south-easterly 26 chains 55 links; thence by the east boundary of the aforesaid portion, bearing south 1 chain 90 links to the point of commencement, containing 5 acres 2 roods and 21 perches, and numbered 133 on plan and book of reference, and being more particularly described on plan drawn on these presents, and coloured red thereon.

FRED. G. RAE,

13/1/85.

## No. 8.

## Mary Jane Lemon to The Commissioner for Railways.

Sir,

Tea-tree Creek, 11 February, 1885.

My daughter's name is Mary Jane Lemon, and she was 27 years of age last September, and unmarried.

SAMUEL LEMON,

MARY JANE LEMON.

The within information is not required by this Department. I believe the letter is intended for the Crown Solicitor.—M.O'B., 17/2/85. Crown Solicitor.—D.V. (per D.C.M'L.), B.C., 18/2/85.

15.

No. 9.

## The Crown Solicitor to The Commissioner for Railways.

Mary J. Lemon.

Sir,

Crown Solicitor's Office, Sydney, 28 February, 1885.

I have the honor to forward herewith release herein, in order that a plan may be put thereon.

Yours obediently,

JOHN WILLIAMS,  
Crown Solicitor.Land Valuer.—G.B., B.C., 2/3/85. Plan herewith. Commissioner.—J.B. (*pro* A.B.), B.C.,  
23/3/85. Crown Solicitor, 85-2,355, 24/3/85.

Government Railways.

Mary J. Lemon to Commissioner.—Land taken.—Extension Orange to Molong.

RELEASE with plan drawn thereon herewith.

CHAS. A. GOODCHAP,  
Commissioner for Railways  
(*Per* D.C.M'L.), B.C., 23/3/85.

To the Crown Solicitor.

No. 10.

## Mr. Licensed-Surveyor Ardill to The Commissioner for Railways.

Sir,

Tipperary Brewery, Borenore, 14 May, 1885.

In reply to your letter of the 8th instant, in which you say that Mary Jane Lemon's 5 acres 2 roods 21 perches, numbered on plan 133, were taken under the Act of 1874, which fixes the compensation at double the price paid to the Crown, I do myself the honor to inform you that the price paid was £1 an acre, and that the loss by severance was most considerable, the line going diagonally through her land, and that she does not want more than her neighbours got. I enclose you her claim, which I hope you will consider reasonable.

I have, &amp;c.,

JOHN ROCHE ARDILL, L.S.

[Enclosure.]

Railway Extension from Orange to Molong.

I HEREBY offer to accept from the Commissioner for Railways, as purchase money for the land (including buildings and fences erected thereon) of which I am owner, delineated on the tracing plan attached to the notice of land taken, and numbered 133, which I hereby acknowledge to have received, containing 5 acres 2 roods and 21 perches, more or less, and as compensation for damage by severance, by the railway, or otherwise caused by the execution of the railway works, as particularly set forth in the subjoined Schedule of claim, the sum of £292 12s. 6d., which sum I declare to be my full claim in respect of the matters aforesaid.

Dated this 13th day of May, 1885,—

To the Commissioner for Railways, Sydney.

MARY JANE LEMON,  
Molong.

## SCHEDULE OF CLAIM.

Reference Number.	Area.	Character.	Estimated Value.	Total Value.
Land Resumed. } 133	a. r. p.			£ s. d.
	5 2 21	Building .....	Per acre, £20 .....	112 12 6
		Pasture .....	„ £112 12s. 6d. ....	
Nature and Description of improvements taken.				
Other improvements, buildings, &c., cut of .....				180 0 0
Damage by severance or otherwise .....				
Total amount of claim .....				£292 12 6

MARY JANE LEMON  
(By her Agent, JOHN ROCHE ARDILL, L.S.)

Land Valuer.—L.P.I. (*pro* G.B.), 15/5/85. Inform. This case was reported on 14/11/84 under the Railway Act of 1874, and forwarded to Head Office on that date.—J.B., 19/5/85. Commissioner. Mr. Ardill informed, 23/5/85.

Sir,

Railway Department, Sydney, 23 May, 1885.

With reference to your letter of the 14th instant, respecting the claim of Mary Jane Lemon for land resumed for railway purposes, I have the honor to inform you that the land having been taken under the Railway Act of 1874, will have to be specially dealt with as provided by that Act.

I have, &amp;c.,

C. A. GOODCHAP,  
Commissioner for Railways.  
(*Per* G. B.)

Mr. Licensed-Surveyor Ardill, Tipperary Brewery, Borenore.

No. 11.

## No. 11.

## Mr. Licensed-Surveyor Ardill to the Commissioner for Railways.

Sir,

Tipperary Brewery, Borenore, 21 April, 1885.

As agent for Samuel and Mary Jane Lemon in the matter of railway extension from Orange to Molong, I do myself the honor to inform you that neither of my clients are satisfied with the compensation mentioned in the deeds, which are returned to the Crown Solicitor. Neither Mr. nor Miss Lemon can write, and they both deny that they ever agreed to take the several amounts named in the deeds, or any other amount; in fact they state that the papers or diagrams were not sent to them for approval or otherwise.

I am not at present in a position to state how much land you take from either, but that mentioned in the deeds of Samuel Lemon seems to me to be entirely too little; therefore, the diagrams showing the several areas would be very desirable. Some papers were left at their places by Mr. Byrnes, but which they sent back according, as they assert, to Mr. Byrnes' instructions; but, since then until the deeds arrived, no paper was ever sent to them. Molong being their post town, probably as the deeds were directed to Borenore, other papers may have been sent there and went astray.

I have, &amp;c.,

JOHN ROCHE ARDILL, L.S.

Land Valuer.—D.C.M'L., 23/4/85.

In re Samuel and Mary Jane Lemon.

Sir,

Railway Department, Sydney, 8 May, 1885.

In reply to your letter of 21st instant, addressed to the Commissioner for Railways, asking for information about the above-mentioned claims, I have the honor to inform you that notices, with tracings showing the land taken from Samuel and Mary Jane Lemon, were served on Mrs. Lemon on the 13th June, 1884.

The total area taken from S. Lemon is 12 acres 1 rood  $\frac{1}{2}$  perch, and the numbers on railway plan are 135, 137, 138, 139, and 140.

Nos. 138, 139, and 140, from which an area of 7 acres 20 $\frac{1}{2}$  perches is taken, are dealt with under the Railway Act of 1858, by which Mr. Lemon is required to make a claim before any further action can be taken by the Commissioner.

Nos. 135 and 137, for which deeds of conveyance have been sent to your client by the Crown Solicitor, are taken under the Railway Act of 1874, which fixes the compensation to be paid at double the amount per acre paid for it when purchased from the Crown.

Miss M. J. Lemon's land—No. 133 on plan; area required, 5 acres 2 roods 21 perches—is taken under the Act of 1874, and, therefore, the amount of compensation in her case is also fixed by statute.

Form of claim is enclosed, in order that claim may be made for Nos. 138, 139, and 140.

I have, &amp;c.,

JAMES BYRNES.

J. R. Ardill, Esq., Tipperary Brewery, Borenore.

## No. 12.

## Mary Jane Lemon to The Secretary for Public Works.

Sir,

Tea-tree Creek, Amaroo, 21 May, 1887.

With regard to my claim for land taken from me for the extension of the railway line from Orange to Molong, 5 acres 2 roods 21 perches, for which you offer me £2 16s. 3d., I do myself the honor to state that my improvements were not taken into consideration, and pray that you may be pleased to have the case reopened, so that they may be valued, and just compensation given to me.

I have, &amp;c.,

MARY JANE LEMON

(By her Agent—JOHN ROCHE ARDILL, L.S.)

For attention.—28/5/87. Land Valuer.—A.R., B.C., 31/5/87. The Land Valuer cannot do anything in this matter unless instructed to submit an amended award.—J.B.T., 3/6/87. Secretary. How was amount calculated—was anything allowed for improvements?—C.A.G., 13/6/89. Land Valuer; B.C.: No improvements were included in this award.—J.B.T., 14/6/87. Commissioner. Were any improvements made? Ascertain to-day, and write letter corresponding with answer.—C.A.G., 16/6/87. Land Valuer.—A.R., B.C., 16/6/87. Urgent. I cannot say. The appraisal and award were made and furnished by the late Mr. Byrnes.—J.B.T., 16/6/87. We must assume that there was no improvement on this particular portion taken.—C.A.G., 18/6/87. Dr. Ross informed, 27/6/87.

Sir,

Railway Department, Sydney, 27 June, 1887.

With reference to the letter presented by you from Mrs. Mary Jane Lemon (agent, John Roche Ardill), in which she states that improvements were not taken into consideration in the valuation of her land resumed for railway purposes, I have the honor, by direction of the Commissioner for Railways, to inform you that the valuation of the land in question was made by an appraiser, in the appointment of whom Mrs. Lemon concurred, and under the Railway Lands Resumption Act of 1874, in terms of which the ground was taken, the matter of award cannot be reopened. It is assumed that there was no improvement on the particular portion resumed.

I have, &amp;c.,

A. RICHARDSON

(For the Secretary of Railways).

Dr. Ross, M.P., Sydney.



17

No. 13.

Mary Jane Lemon to The Commissioner for Railways.

Sir,

Amaroo, 9 July, 1887.

In reply to your letter, the number and date of which appear in the margin, I do myself the honor to state that when my land was valued the improvements were not taken into consideration; as a proof, the resumed area is 5 acres 0 roods 22 perches, and the amount is £2 16s. 3d., which is exactly 10s. an acre, and the line goes diagonally through my land, entirely rendering it almost useless.

I have, &amp;c.,

MARY JANE LEMON

(By her agent—JOHN ROCHE ARDILL, L.S.)

Land Valuer.—A.R., B.C., 11/7/87.

If authorized by the Commissioner, I will submit a report on this matter, which I would have an opportunity of doing very soon, as I must visit Molong to attend an arbitration in two or three weeks.—J.B.T., 18/7/87. Secretary.

Approved.—C.A.G., 21/7/87. Land Valuer.—A.R., B.C., 21/7/87. I have carefully inspected this land, and now beg to report that no improvements were taken, and that the award made by Mr. Byrnes is correct.—J.B.T., 2/9/87. Secretary. Inform.—A.R., 3/9/87. Mr. J. R. Ardill informed.—7/9/87.

Mary Jane Lemon to Commissioner.

Sir,

Railway Department, Sydney, 7 September, 1887.

In reply to your letter of the 9th July last, I have the honor, by direction of the Commissioner for Railways, to inform you that the Land Valuer has carefully inspected the portion of your client's property which was resumed, and find that no improvements were taken, and that the award made by his predecessor is correct.

I have, &amp;c.,

A. RICHARDSON

(For the Secretary for Railways).

Mr. J. R. Ardill, Amaroo.

No. 14.

Mr. Licensed-Surveyor Ardill to the Commissioner for Railways.

Sir,

Amaroo, 12 September, 1887.

In reply to your letter, number and date noted in the margin, in which you state "that the Land Valuer has carefully inspected the portion of your client's property which was resumed, and finds that the improvements were taken, and that the award made by his predecessor is correct," I do myself the honor to inform you that there was no value whatever placed on my client's improvements, the area resumed being 5 acres 2 roods and 21 perches, and the amount offered £2 16s. 3d., which is only 10s. per acre, and nothing given for severance, although the line runs diagonally through her land.

I have, &amp;c.,

JOHN ROCHE ARDILL,

Licensed Surveyor.

Land Valuer.—A.R., B.C., 14/9/87.

Mr. Ardill appears to have been misinformed. No improvements were taken and nothing can be given for damage by severance under the Act of 1874 under which this resumption was made.—J.B.T., 19/9/87. Secretary.

Inform.—A.R., 20/9/87. Mr. J. R. Ardill informed, 22/9/87.

Mary Jane Lemon to Commissioner.

Sir,

Railway Department, Sydney, 22 September, 1887.

In reply to your letter, 12th instant, I have the honor, by direction of the Commissioner for Railways, to inform you that no improvements were taken from your client, and that nothing can be allowed for damage by severance, under the Act of 1874, by authority of which this resumption was made.

I have, &amp;c.,

D. VERNON,

Secretary for Railways.

John Roche Ardill, Esq., Amaroo.

No. 15.

Mr. Licensed-Surveyor Ardill to A. Ross, Esq., M.P.

Dear Doctor,

Tea-tree Creek, Amaroo, 23 November, 1887.

I enclose you tracing of Mary Jane Lemon's land, by which you will see that the line goes diagonally through her land, completely destroying it, and all that they are allowing her is £2 16s. 3d.; whereas, by the same valuation of Mr. Lemon's land (£26 per acre) it would amount to £146 5s., without anything for severance, which should be at least £150 more, and there is nothing given for improvements, so that her case is really a hard one.

Yours, &amp;c.,

JOHN ROCHE ARDILL,

Licensed Surveyor.

Presented by Dr. Ross, M.P., and strongly recommended to favourable consideration, 6th December, 1887.

Land Valuer.—A.R., B.C., 8/12/87.

The land was taken under the Act of 1874, and the amount of compensation was fixed by that Act. Further, the Judges have decided that no damage by severance can be charged under that Act. A printed copy of the decision is herewith, and might be forwarded to Mr. Ardill.—J.B.T., 23/1/88. Secretary.

Inform and forward printed copy of decision.—A.R., 23/1/88. Dr. Ross, M.P., informed, 30/1/88.

Sir,

Sir, Railway Department, Sydney, 30 January, 1888.  
 In reply to the letter of the 23rd November last, addressed to you by Mr. Ardill, with reference to the valuation of land resumed by this Department from Mrs. Mary J. Lemon, I have the honor, by direction of the Commissioner for Railways, to inform you that the land referred to was taken under the Act of 1874, and the amount of compensation was fixed by that Act.  
 I am to add that the Judges have decided (*vide* copy of decision enclosed) that no damage by severance can be charged under that Act.

Dr. Ross, M.P., Molong.

I have, &c.,

A. RICHARDSON

(For the Secretary for Railways).

No. 16.

Mr. Licensed-Surveyor Ardill to The Commissioner for Railways.

Sir,

German's Hill, Orange, 14 February, 1888.

No. 67-7,367-48.  
 Date, 30 January,  
 1888.

In reference to your letter, addressed to Dr. Ross, M.P., the number and date of which appears in the margin, I do myself the honor to invite your attention to the 4th clause of the Act referred to in your letter, and the decision of the Judges in the said matter, which clause I quote for your more immediate convenience:—

"After the passing of this Act no compensation for land resumed under the authority of this Act shall be awarded under the provisions of the said Government Railway Act, and no claim or remedy of any person in respect of such land shall be allowed or entertained in any Court, or by any person whomsoever otherwise than under the provisions of this Act."

Not one word is said that compensation for severance should not be allowed, and with all due deference to the decision of the Judges, I think that here they were mistaken, and Judges have been known to differ, for if compensation for severance was not allowed would it not be as bad as open highway robbery, and most particularly in this case, where the line goes diagonally through the farm, cutting it into two triangles, rendering it almost unfit for cultivation, and most assuredly it could never be the intention of the Legislature to spoil an estate and ruin the proprietor, particularly in this case, where the area is only 40 acres, and 5 acres 2 roods and 21 perches of the very best of it, having been taken for the Railway, and only £2 16s. 3d. being allowed for it. Could this possibly be the intention of the Legislature? Were the whole 40 acres resumed it would be far better, and far more equitable.

I hope under the circumstances that you will reconsider the matter and see justice done.

I send this through Dr. Ross, who, I have every hope, will lay the cause before you far more lucid than I can by my pen.

I have, &c.,

JOHN ROCHE ARDILL,

Licensed Surveyor.

Presented by Dr. Ross.

Land Valuer.—D. VERNON (*per* J.P.), B.C., 16/2/88. I can add nothing to my former reports.  
 J.B.T., 20/2/88. Secretary. Inform.—A.R., 21/7/88. Mr. Ardill informed, 25/2/88.

*Re* Mary Jane Lemon's claim.

Sir,

Railway Department, Sydney, 25 February, 1888.

I have the honor to acknowledge your letter of the 14th instant, further respecting the above-mentioned matter.

In reply I am desired by the Commissioner for Railways to say that he cannot alter the decision in this matter communicated to you under date the 22nd September last.

I have, &c.,

D. VERNON,

Secretary for Railways.

Mr. John R. Ardill, German's Hill, Orange.

No. 17.

The Crown Solicitor to The Commissioner for Railways.

Samuel Lemon to you; M. J. Lemon to you.

Sir,

Crown Solicitor's Office, Sydney, 7 May, 1888.

Referring to my letter to you of the 7th instant, returning the papers in the above matters, I have the honor to forward herewith copy of letter received by me from Mr. Samuel Lemon.

I have, &c.,

JOHN WILLIAMS,

Crown Solicitor.

[Enclosure.]

Sir,

Amaroo, 3 May, 1888.

I am in receipt of your letter of No. 88-86, dated 6th February, misdirected, which caused the delay, and in reply I do myself the honor to acquaint you that I will sign no such release, as I was no party to the valuation of the land, nor do I believe it to be just. I want the same as I got for the other portion.

This reply will answer for my daughter, Mary Jane Lemon.

I have, &c.,

SAMUEL LEMON

(By his Agent,—JOHN ROCHE ARDILL, L.S.)

To the Crown Solicitor.

No. 18.

A. Ross, Esq., M.P., to The Commissioner for Railways.

Dear Sir,

Molong, 13 August, 1888.

Enclosed I have the honor to forward two affidavits touching the land now in dispute between your Department and Mary Jane Lemon and Samuel Lemon for compensation *re* resumption of land taken for railway purposes, and which I think they are entitled to your favourable consideration, the claims being reasonable ones.

Yours, &c.,

DR. ROSS.

[Enclosure.]

[Enclosure.]

I, MARY JANE LEMON, of Tea-tree Creek, Amaroo, near Molong, do solemnly and sincerely declare that I have never received any notice of the resumption of my conditionally purchased land, through which the Orange and Molong railway passes, in accordance with the provisions of the "Land for Public Railway Purposes Act," 37 Victoria No. 18, sections 2 and 3: And that I, Mary Jane Lemon, still claim as compensation the sum of £210 for the resumption of the said land, viz., 5 acres 2 roods 21 perches, and which remains up to this date unpaid and unsettled; the only notice ever received by me was a notice from the late Mr. Byrnes, but that notice was not signed by the Secretary for Lands, in accordance with the provisions of the above Act, and therefore it was invalid; and I make this solemn declaration, conscientiously believing the same to be true, and in virtue of the provisions of an Act made and passed in the ninth year of the reign of Her present Majesty, intitled "An Act for the more effectual abolition of oaths and affirmations taken and made in various departments of the Government of New South Wales, and to substitute declarations in lieu thereof, and for the suppression of voluntary and extra-judicial oaths and affidavits."

MARY JANE LEMON.

Made and signed before me, at Molong, this 13th }  
day of August, 1888, —

ANDREW ROSS, J.P.,  
Commissioner for Affidavits.

Land Valuer.—A.R., B.C., 14/8/88.

Mary Jane Lemon and Samuel Lemon, notwithstanding their affidavits to the contrary, were duly served with notices by Mr. Byrnes, and this is proved by each of them sending an intimation of concurrence in the appointment of Mr. Byrnes on the 23rd June, 1884. Thereupon Mr. Byrnes made his award in strict accordance with the Act.—J.B.T., 27/8/88. Commissioner.

Dr. Ross informed, 29/8/88.

Samuel and M. J. Lemon to Commissioner.

Sir,

Railway Department, Sydney, 29 August, 1888.

Referring to your letter of the 25th instant, with affidavits from the above-mentioned claimants, I am desired by the Commissioner to inform you that, notwithstanding their allegations to the contrary, Mr. and Miss Lemon were duly served with notices by the late Mr. Byrnes, this being proved by each of them sending an intimation of concurrence in the appointment of Mr. Byrnes, who thereupon made his award in strict accordance with the Act.

I have, &amp;c.,

D. VERNON,

Secretary for Railways.

Dr. Ross, M.P., Molong.

## No. 19.

Mr. Licensed-Surveyor Ardill to The Commissioner for Railways.

Sir,

Amaroo, 19 October, 1888.

In reply to your letter of the 29th of August last, No. 88-9,671, No. 5,088, addressed to Dr. Ross, M.P., in which you state that Samuel and Mary Jane Lemon concurred in the appointment of Mr. Byrnes as valuator of their respective areas resumed for railway purposes, I do myself the honor to state that this is correct, but yet to acquaint you that the notice necessary for resumption, which the Act sets forth should be signed by the Minister for Lands, was not served on my clients.

I enclose you the only papers served in those cases, which I hope you will be good enough to return. Papers enclosed which please return.

I have again to press the claim of each party for a speedy settlement.

I have, &amp;c.,

JOHN ROCHE ARDILL,

Licensed Surveyor.

Land Valuer.—D.V. (*per* M.O'B.), B.C., 25/10/88.

Mr. Ardill's principals having concurred in the appointment of Mr. Byrnes as appraiser they cannot now object to that gentleman's award on the technical point raised by their agent, which is, moreover, incorrect as well as untenable.—J.B.T., 25/10/88.

Secretary. Inform.—M.O'B. (*pro* Secretary). Mr. Ardill informed, 26/10/88.

Samuel and Mary Jane Lemon to Commissioner.

Sir,

Railway Department, Sydney 26 October, 1888.

I have the honor to acknowledge your letter of the 19th instant, in which you maintain your objection to the amount offered for your clients' land on the ground that "the notice necessary for resumption, which the Act sets forth should be signed by the Minister for Lands, was not served on them." In reply, I have to inform you that your principals having concurred in the appointment of Mr. Byrnes as appraiser, they cannot now object to that gentleman's award on a mere technicality, which is incorrect as well as untenable. I return herewith papers.

I have, &amp;c.,

D. VERNON,

Secretary for Railways.

Mr. John Roche Ardill, Amaroo.

## No. 20.

Mr. Licensed-Surveyor Ardill to The Commissioners for Railways.

Gentlemen,

Amaroo, 3 November, 1888.

I am in receipt of your letter, the number and date of which are shown in the margin, in which you say "my principals having concurred in the appointment of Mr. Byrnes as appraiser cannot now be objected to on a mere technicality, which is incorrect as well as untenable." I do myself the honor to acquaint you that, though they did agree to the appointment of Mr. Byrnes, they thought at the time that he would come on the land and value their land, but he never came near the place, and was only once on the ground when he gave the papers which you have now returned to Mrs. Lemon and Miss Lemon, and  
Lemon

Registered No.  
88-6,080; No.  
6,695; October  
26, 1888.

Lemon never saw him at all. Mr. Thompson having valued the land for which Mr. Lemon is paid, the 80 acres being Mr. Lemon's last take up, and he is paid for both ends but not for the middle, and why he should not be paid for this, as well as the two or three outer portions, is what neither he nor I can properly comprehend. I therefore hope that you will see the advisability of paying both my clients without much further delay.

I have, &c.,

JOHN ROCHE ARDILL,

Licensed Surveyor,

Agent for SAMUEL and MARY JANE LEMON.

Land Valuer.—M.O'B. (*pro* Secretary), B.C., 6/11/88. Mr. Ardill appears to have abandoned his former contention, and there is no fresh argument urged in this letter calling for reply.—J.B.T., 8/11/88. Secretary. Inform that the matter has been finally decided, and that no advance can be made in the offer.—M.O'B. (*pro* Secretary), 8/11/88. Mr. Ardill informed, 10/11/88.

Samuel and Mary Jane Lemon to Commissioners.

Sir,

Railway Department, Sydney, 10 November, 1888.

With reference to your letter of the 3rd instant asking that the claim of Samuel and Mary Jane Lemon in respect of land resumed for railway purposes may, under the circumstances mentioned therein, be reconsidered, I have the honor to inform you that the matter has been finally decided, and that no advance can be made.

I have, &c.,

D. VERNON,

Secretary for Railways.

Mr. J. R. Ardill, Amaroo.

#### No. 21.

Mr. Licensed-Surveyor Ardill to The Secretary for Public Works.

Sir,

Amaroo, 9 February, 1889.

I do myself the honor to acquaint you that myself, Mr. Lemon, and Miss Mary Jane Lemon are about to go to Sydney, and will, with your permission, call on you on Wednesday morning the 13th instant, relative to Mr. and Miss Lemon's claim for compensation for land resumed for railway purposes (extension Orange to Molong), on which subject a good deal of correspondence has passed between me and the late Commissioner for Railways.

I have, &c.,

JOHN ROCHE ARDILL,

Licensed-Surveyor.

Please let me know how this matter stands.—J.B., 11/2/89.

Mr. and Miss Mary Jane Lemon refuse to execute the releases forwarded to them by the Crown Solicitor, being dissatisfied with the amount awarded. The land was taken under the Act of 37 Vic. No. 18, which fixes the amount of compensation to be paid.—A.B. (*pro* J.B.T.), 12/2/89. Under Secretary for Public Works.

The Act provides that compensation for land conditionally purchased from the Crown shall, for a period of five years from the date of purchase, be paid at the rate per acre the purchaser paid for or deposited on the land, with 100 per cent. added and the value of all improvements.—D.C.M'L., 13/2/89.

#### No. 22.

Mary Jane and Samuel Lemon to The Secretary for Public Works.

Sir,

Sydney, 15 February, 1889.

Since Mr. Brown has handed in a written statement, to the effect that we concurred in the appointment of Mr. James Byrnes as sole appraiser, we do ourselves the honor to inform you that we did so under a misapprehension, believing at the time that all appraisements were to be made alike and under the Act of 1858, for the following reasons:—

1st. There was no notice served as directed by the Act of 1874.

2nd. The last purchased portion of 80 acres, taken up on the 29th of December, 1881, was paid for under the Act of 1858, while the 40 acres taken up on the 13th April, 1882, is not paid for, and two other portions taken up previously were paid for under the Act of 1858.

3rd. We therefore contend that as notices were not served as provided by the Act of 1874, that we should not be bound by the provisions of that Act.

The only notices served being those appended hereto.

I have, &c.,

SAMUEL AND MARY JANE LEMON

(By their Agent—JOHN ROCHE ARDILL, Licensed Surveyor).

#### No. 23.

Mary Jane and Samuel Lemon to The Secretary for Public Works.

Sir,

Tea-tree Cottage, Amaroo, 11 April, 1889.

We do ourselves the honor to inform you that, in prosecution of our claim for land resumed for railway purposes, we will call on you on Thursday, the 18th instant, at 11 o'clock, if you have no objection, and we hope Mr. Thompson will be in his office, so that he can give you the required information which was wanted when we were last in Sydney. If it would not be convenient for Mr. Thompson to attend, or you to see us, on the date mentioned, we hope you will be good enough so to inform us not later than Monday next.

We have, &c.,

MARY JANE AND SAMUEL LEMON.

Land Valuer.—D.C.M'L. (*pro* Under Secretary), B.C., 12/4/89. I will be in attendance if required.—J.B.T., 15/4/89. Under Secretary Works. Postponed until Wednesday, the 23rd.—D.C.M'L., 17/4/89. Land Valuer to see. Under Secretary Works.—J.B.T., 24/4/89.

No. 24.

A. Ross, Esq., M.P., to The Secretary for Public Works.

Dear Sir,

Sydney, 30 April, 1889.

In reply to my question last week *re* compensation to Samuel Lemon and Mary Lemon for land taken for railway purposes in the extension of the railway from Orange to Molong, I have to state that the claim of Mr. Lemon and his daughter is a just and equitable one, and I do hope that on the Supplementary Estimates their case in respect to compensation will not be overlooked. I wish to draw your attention to the fact that Lemon is a poor man, a selector, and the land which was taken from them, viz., 5½ acres each, was the best part of their selections, and all cleared, fenced, grubbed, and improved, and fit for cultivation. The taking of the cultivation land from them is a great loss. Mr. Lemon, for other land also taken for railway purposes, received £26 per acre, and therefore he is also entitled to the same price for the 5½ acres, which is now due to him, or £149; and Mary Lemon also, £149 for 5½ acres at £26 per acre. Their case is a just, fair, and reasonable one, seeing that the resumption of the land, by depriving them of the use of the land for cultivation, is a great loss, say nothing of the heavy expenses incurred in improving the land. You have promised the cases your favourable consideration, and I will be glad if you will cause the above sums to be placed on the Supplementary Estimates to indemnify them for the loss of the land. It is time the cases were settled, as it has been going on now for several years, and I am sure you will see justice done to Lemon and his daughter in this matter.

Yours, &amp;c.,

DR. A. ROSS.

Inform how the case stands. The compensation to be paid is laid down by Act of Parliament and the amount cannot be increased. Add that any delay that has taken place is not attributable to the Department, 6/5/89.

Letters signed, 13/5/89. Put by.

Sir,

Department of Public Works, Sydney, 9 May, 1889.

With reference to your letter of the 30th ultimo, requesting that an amount be placed upon the Supplementary Estimates to indemnify Samuel and Mary Lemon for the loss of certain land taken for the Orange and Molong Railway, I am directed by the Honorable the Secretary for Public Works to inform you that the amount of compensation having been determined in accordance with the Act 37 Vic. No. 18, under the provisions of which Act the land was resumed, the amount cannot be increased, and further, that the delay in the payment of the compensation due is caused by the failure of the persons above named to sign and return the releases which were forwarded to them for execution on the 6th February, 1888.

I have, &amp;c.,

J. BARLING,

Under Secretary.

Dr. Ross, M.P., Sydney.

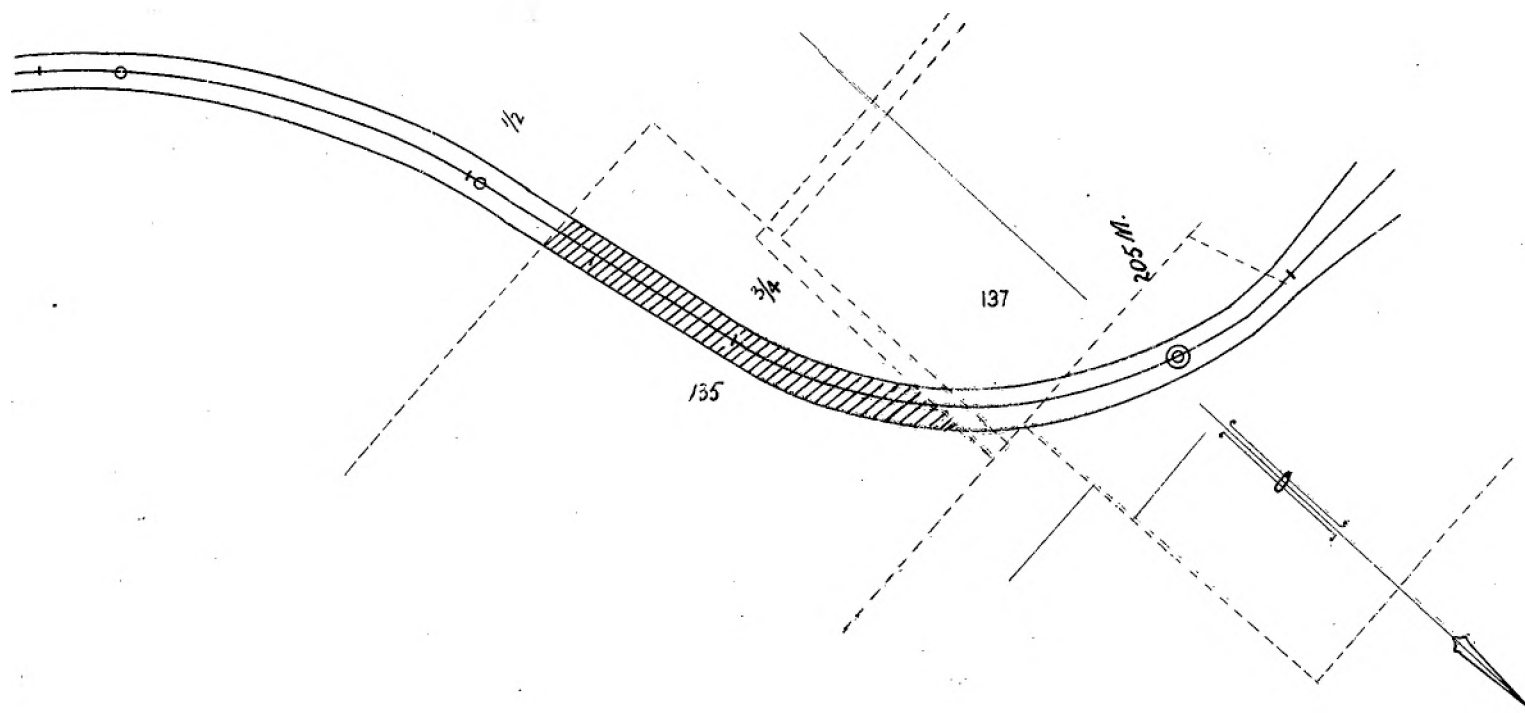
[Two Plans.]



## ORANGE AND MOLONG RAILWAY.

Plan showing land resumed for Railway Purposes under Public Railway's Land Resumption Act of 1874. (shown thus // // // //).

Scale 10 ch.<sup>s</sup> to 1 inch.



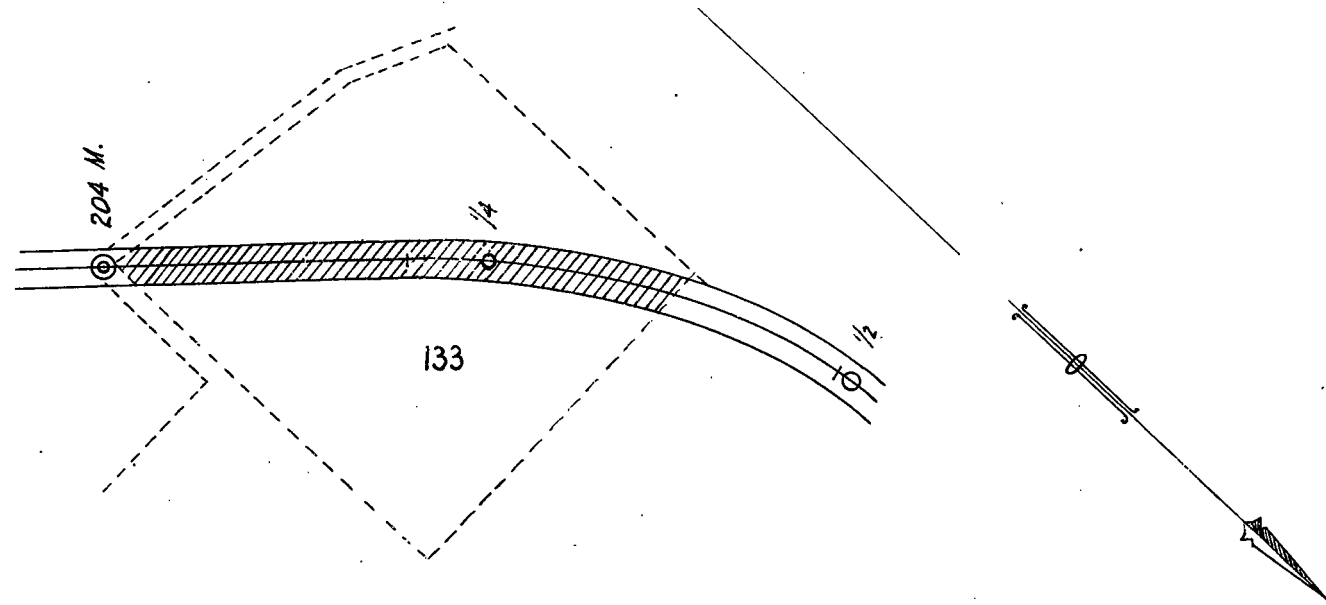
Owner	Parish	County	P <sup>o</sup> N <sup>o</sup>	Area	Area Resumed.	Particulars	Reference N <sup>o</sup> to Prod <sup>d</sup> Plan.
Samuel Lemon	Boree	Ashburnham	246	60.1.0	4.2.5	A.C.P. <sup>o</sup> /30 10 Feb <sup>y</sup>	135
Samuel Lemon.	Nyrang		231	40.0.0	0.2.17	A.C.P. <sup>o</sup> /265 20 Nov <sup>r</sup>	137
				Total	5.0.22		

# ORANGE AND MOLONG RAILWAY.

APPENDIX B.

Plan showing land resumed for Railway Purposes under Public Railway's Land Resumption Act of 1874 (shown thus *|||||*).

Scale 10 chains to 1 inch.



## Reference.

Owner	Parish	County	P <sup>t</sup> N <sup>o</sup>	Area	Area Resumed.	Particulars	Reference N <sup>o</sup> to Proc <sup>d</sup> Plan
M. J. Lemon	Boree Nyrang	Ashburnham.	256	4.0.0	5.2.21.	C.P. 53/17 13 <sup>th</sup> April	133.



1889.

## NEW SOUTH WALES.

## PUBLIC WORKS ACT OF 1888.

(RESUMPTION OF LAND UNDER, FOR ADDITIONAL SHUNTING AND OTHER RAILWAY WORKS AT EVELEIGH.)

Presented to Parliament, pursuant to Act 51 Vic. No. 37, sec. 20.

NEW SOUTH WALES, } Proclamation by His Excellency The  
to wit. / } Right Honourable CHARLES ROBERT,  
BARON CARRINGTON, a Member of Her  
Majesty's Most Honourable Privy  
(L.S.) Council, Knight Grand Cross of the  
CARRINGTON, Most Distinguished Order of Saint  
Governor. Michael and Saint George, Governor and  
Commander-in-Chief of the Colony of  
New South Wales and its Dependencies.

WHEREAS the Railway Commissioners of New South Wales are desirous of constructing shunting works on the land described in the Schedule at the foot hereof, which is adjacent to land belonging to the Railway Commissioners aforesaid, for the purpose of erecting additional shunting and other railway works thereon: And it is estimated that the cost of carrying out the said works will not exceed the sum of ten thousand pounds: And whereas, under the provisions of the Public Works Act of 1888, I, the Governor aforesaid, with the advice of the Executive Council, have in due form directed that the said works shall be carried out under the provisions of the said Act by the Railway Commissioners aforesaid, who, in respect of the said works, I have declared shall be deemed to be the constructing authority; and also, that the land required for carrying out the said works shall be acquired under the provisions of the said Act: And whereas the land described in the Schedule at the foot hereof is the land required for carrying out the said works. Now, therefore, I, CHARLES ROBERT, BARON CARRINGTON, the Governor aforesaid by this notification to be published in the Government Gazette, do declare that the said land in the said Schedule described has been and is hereby appropriated for the purpose of erecting thereon additional shunting works and other works, as additions to the railway works in connection with certain works on the railway land adjacent to the said land so hereinafter described. To the intent that upon the publication of this notification in the Gazette, the legal estate in the said land hereafter described, shall forthwith be vested in the Railway Commissioners of New South Wales, as the constructing authority on behalf of Her Majesty, under the provision in that behalf in the 21st section of the said Public Works Act of 1888. And I declare that the following is the description of the land hereinbefore referred to, that is to say.

All that piece or parcel of land, situate in the parish and Borough of Alexandria, county of Cumberland, Colony of New

South Wales, being part of the Waterloo Estate: Commencing at a point where the northern building line of Pickup-street abuts on the western building line of Phillip-street; and bounded thence partly on the south by part of the northern building line of Pickup-street, being lines bearing south eighty degrees six minutes west two hundred and eighty-three feet two inches, and south eighty-one degrees thirty-nine minutes west two hundred and ninety-five feet seven inches; thence on the west by a line bearing north eighteen degrees twenty-three minutes and thirty seconds west two hundred and eighteen feet ten and one-half inches to a Government lane thirty feet wide, dividing the Eveleigh Railway Yards from the land herein described; thence on the north by the Government lane aforesaid, being lines bearing north seventy-one degrees seven minutes east two hundred and ninety-one feet six and one-half inches, and north sixty-two degrees twenty-one minutes east nine hundred and fifty-seven feet seven and a quarter inches to Garden-street; thence on the east by part of the western building line of Garden-street, being lines bearing south one degree thirty minutes west two hundred and nine feet eleven inches, and south five degrees fifty-four minutes east one hundred and twenty-six feet three inches; and again on the south by lines bearing south sixty-four degrees twenty-one minutes and thirty seconds, west two hundred and forty-nine feet nine and one-half inches, and south sixty-four degrees forty minutes west three hundred and twenty-nine feet nine and three-quarter inches; thence again on the east by part of the western building line of Pickup-street, being a line bearing south twenty-four degrees thirty minutes east seventy-seven feet two inches, to the point of commencement, and containing by admeasurement seven acres three roods eleven and a quarter perches, be it a little more or less, and numbered 40A on the working plan of the railway from Sydney to Parramatta.

Given under my Hand and the Seal of the said Colony, at Government House, Sydney, this sixteenth day of March, in the year of our Lord one thousand eight hundred and eighty-nine, and in the fifty-second year of Her Majesty's Reign.

By His Excellency's Command,

BRUCE SMITH.

GOD SAVE THE QUEEN!

1889.

## NEW SOUTH WALES.

## LANDS FOR PUBLIC PURPOSES ACQUISITION ACT.

(RESUMPTION, TOWNSHIP OF NARRANDERA, FOR APPROACHES TO OVERHEAD RAILWAY BRIDGE.)

Presented to Parliament, pursuant to Act 44 Vic. No. 16, sec. 6.

NOTIFICATION OF RESUMPTION OF LAND UNDER  
44 VICTORIA No. 16.

NEW SOUTH WALES, } By His Excellency The Right Honourable  
to wit. } CHARLES ROBERT, BARON CARRINGTON,  
a Member of Her Majesty's Most  
Honourable Privy Council, Knight  
(L.S.) Grand Cross of the Most Distinguished  
CARRINGTON, Order of Saint Michael and Saint  
Governor. George, Governor and Commander-in-  
Chief of the Colony of New South  
Wales and its Dependencies.

WHEREAS I, the Governor aforesaid, with the advice of the Executive Council of the said Colony, have duly sanctioned the carrying out of certain works for and in connection with the construction of a Railway Bridge in the township of Narrandera, in the said Colony, for and towards the completion of which said works public funds are available; and whereas the lands hereinafter described are required for approaches to the said works: Now, I, the Governor of the said Colony, with the advice of the Executive Council of the said Colony, in pursuance of the powers in this behalf given to or vested in me by the "Lands for Public Purposes Acquisition Act," do, by this notification, published in the Gazette, and in a newspaper, that is to say, in the "Narrandera Argus," circulated in the Police District wherein the said lands are situated, declare that the lands hereinafter described have been resumed for the public purposes hereinafter mentioned, that is to say, for and in connection with the approaches to the above Railway Bridge, to the intent that, upon the publication of this notification in the Gazette, the legal estate in the said lands shall forthwith be vested in the Minister for Public Works and his successors, on behalf of Her Majesty, for the purpose of the said last-mentioned Act, for an estate of inheritance in fee simple in possession, freed and discharged from all trusts, obligations, estate, interests, contracts, charges, rates, rights-of-way, or other easements whatsoever; and to the intent further that the legal estate therein, together with all powers incident thereto or conferred by the said Act, shall be vested in the said Minister as a trustee with the powers stated in the said last-mentioned Act: And I declare that the following are the descriptions of the lands hereinbefore referred to, that is to say:—

All that piece or parcel of land situate in the township of Narrandera, in the county of Cooper, Colony of New South Wales, being portion of lot 6 of section 51, the reputed property of J. P. McIntyre, and containing by measurement 25 perches: Commencing at the south-east corner of said allotment No. 6, and bounded on the north-east by a line running north-westerly 2 chains 63 links to Church-street; thence on the west by the east side of the said street bearing southerly to its intersection with Audley-street; and thence on the south by the north side of Audley-street bearing easterly 2 chains, to the point of commencement as shown on plan herewith.

Also, all that piece or parcel of land situate in the township of Narrandera, in the county of Cooper, Colony of New South Wales, being portion of allotment No. 10 of section 52, the reputed property of J. P. McIntyre, and containing by admeasure-

ment 20 perches: Commencing at a point on the west side of Church-street, distant 1 chain 2 links north from its intersection with the north side of Audley-street; and bounded on the south-west by a line bearing north-westerly 2 chains 27½ links to a point in a lane of subdivision distant 27 links east from the north-west corner of allotment 10 aforesaid; thence on the north by the south side of the said lane bearing easterly to its intersection with Church-street; and on the east by the western side of Church-street, to the point of commencement.

Also, all that piece or parcel of land situate in the township of Narrandera, in the county of Cooper, Colony of New South Wales, being portion of allotments 1 and 2 of section 52, the reputed property of A. N. Jonsen, containing by admeasurement 2 roods and 6 perches: Commencing at a point on the south side of Twynam-street, distant 70 links westerly from the north-east corner of lot 2 aforesaid; and bounded on the north-east by a line bearing south-easterly 3 chains 55 links to a point on the western side of Church-street distant 2 chains 31 links southerly from its intersection with Twynam-street; then on the east by the west side of Church-street bearing southerly 19 links to a lane of subdivision; then on the south by the north side of that lane bearing westerly 2 chains 8 links; thence on the south-east by a line bearing north-westerly to a point on the western boundary of said allotment No. 2 distant 1 chain 64 links northerly from its south-west corner; then on the west by a line bearing northerly to Twynam-street, dividing it from allotment No. 3 of same section, to the north-west corner of lot No. 2; and on the north by the south side of Twynam-street bearing easterly, to the point of commencement.

Also, all that piece or parcel of land situate in the township of Narrandera, in the county of Cooper, Colony of New South Wales, being portion of allotment No. 3 of section 52, the reputed property of Samuel Gill, containing by admeasurement 7 perches: Commencing at a point on the south side of Twynam-street distant 99½ links easterly from the north-west corner of allotment 3 aforesaid; and bounded on the north by the said street bearing easterly to the north-west corner of allotment No. 2; thence on the east by the western boundary of said allotment, being a line bearing southerly 86 links; and on the south-west by a line bearing north-westerly 1 chain 32 links, to the point of commencement.

The above portions being delineated and shown in colours on plan herewith exhibited.

In witness whereof, I have hereunto set my Hand, and caused the Great Seal of the Colony to be hereto affixed, at Government House, Sydney, this first day of June, in the year of our Lord one thousand eight hundred and eighty-nine, and in the fifty-second year of Her Majesty's Reign.

By His Excellency's Command,

BRUCE SMITH.

GOD SAVE THE QUEEN!

1911

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1889.

## NEW SOUTH WALES.

## LANDS FOR PUBLIC PURPOSES ACQUISITION ACT.

(RESUMPTION UNDER, AT TOWN OF WOLLONGONG, TO CONNECT HARBOUR OF WITH THE ILLAWARRA RAILWAY.)

Presented to Parliament, pursuant to Act 44 Vic. No. 16.

NEW SOUTH WALES, } Proclamation by His Excellency The  
to wit. } Right Honourable CHARLES ROBERT,  
BARON CARRINGTON, a Member of Her  
Majesty's Most Honourable Privy  
Council, Knight Grand Cross of the  
Most Distinguished Order of Saint  
Michael and Saint George, Governor and  
Commander-in-Chief of the Colony of  
New South Wales and its Dependencies.

(L.S.)  
CARRINGTON,  
Governor.

WHEREAS the Railway Commissioners of New South Wales are desirous of constructing a Loop Line to connect the Harbour of Wollongong with the Illawarra Railway, on the lands described in the Schedule at the foot hereof, which is adjacent to land belonging to the Railway Commissioners aforesaid, for the purpose of constructing such loop line and other railway works thereon: And it is estimated that the cost of carrying out the said works will not exceed the sum of twenty thousand pounds: And whereas, under the provisions of the Public Works Act of 1888, I, the Governor aforesaid, with the advice of the Executive Council, have in due form directed that the said works shall be carried out under the provisions of the said Act by the Railway Commissioners aforesaid, who, in respect of the said works, I have declared shall be deemed to be the Constructing Authority; and also, that the land required for carrying out the said works shall be acquired under the provisions of the said Act: And whereas the land described in the Schedule at the foot hereof is the land required for carrying out the said works: Now, therefore, I, CHARLES ROBERT, BARON CARRINGTON, the Governor aforesaid, by this notification to be published in the Government Gazette, do declare that the said land in the said Schedule described has been and is hereby appropriated for the purpose of erecting thereon a loop line to connect the Harbour of Wollongong with the Illawarra Railway, to the intent that upon the publication of this notification in the Gazette, the legal estate in the land hereafter described shall forthwith be vested in the Railway Commissioners of New South Wales, as the constructing authority on behalf of Her Majesty, under the provision in that behalf in the 21st section of the said Public Works Act of 1888: And I declare that the following is the description of the lands hereinbefore referred to, that is to say,—

1st. All that piece or parcel of land situate in the town of Wollongong, county of Camden, Colony of New South Wales: Commencing on the northern boundary of the Mount Keira Colliery Railway, at a point bearing south 2° 24' east 20 links from the south-western corner of allotment 21 of section 31 of the subdivision of the late Ch. Throsby Smith's 300-acre grant; and bounded on the south by part of the northern boundary of the Mount Keira Colliery Railway, being a line bearing south 87° 36' west 282 links; thence on the west by a line bearing north 1° 22' west 213½ links; thence on the north by lines bearing south 52° 24' east 34 links, south 59° 20' east 88½ links, south 66° 55' east 98 links, south 69° 21' east 41 links, south 52° 0' east 62 links, north 87° 4' east 103½ links; thence on the east by a line bearing south 2° 24' east 30 links; thence again on the south by a line bearing south 89° 16' west 100 links; and again on the east by a line bearing south 2° 24' east 20 links, to the point of commencement, and containing by admeasurement one rood twenty-two and a half perches, and numbered 205B on working plan of the railway from Sydney to Wollongong, Part No. 3, and said to be in the possession of the Wollongong Gaslight Co.

2nd. All that piece or parcel of land situate in the town of Wollongong, county of Camden, Colony of New South Wales: Commencing at a point bearing south 1° 22' east 142 links from the southern building line of Charlotte-street, at its abutment on the property of William M'Court; and bounded thence on the east by a line bearing south 1° 22' east 213½ links; thence on the south by part of the northern boundary of the Mount Keira Colliery Railway, being a line bearing south 87° 53' west 305½ links; thence on the west by part of the eastern boundary fence of the Illawarra Railway Line, being a line bearing north 0° 59' east 684 links; thence on the north by lines bearing south 16° 33' east 125½ links, south 23° 41' east 96 links, south 30° 50' east 91½ links, south 37° 59' east 92 links, south 45° 7' east 92 links, south 52° 24' east 58½ links, to the point of commencement, and containing by admeasurement one acre and twenty-six perches (1a. Or. 26p.) and numbered 205A on the working plan of the railway from Sydney to Wollongong, Part No. 3, and said to be in the possession of William M'Court.

3rd. All that piece or parcel of land situate in the town of Wollongong, county of Camden, Colony of New South Wales: Commencing at the south-western corner of allotment 23, section 31, of the subdivision of the late Charles Throsby Smith's 300-acre grant; and bounded on the west by a line bearing north two degrees twenty-four minutes west thirty links; thence on the north by a line bearing south eighty-two degrees five minutes east one hundred and fifty-two and a half links; and thence on the south by part of the northern boundary line of the Mount Keira Colliery Railway, being a line bearing south eighty-six degrees thirty-four minutes west one hundred and fifty links, to the point of commencement, and containing by admeasurement three and a half perches (3½p.), and numbered 205D on the working plan of the railway from Sydney to Wollongong, Part No. 3, and said to be in the possession of William Davies.

4th. All that piece or parcel of land situate in the town of Wollongong, county of Camden, Colony of New South Wales: Commencing at the intersection of the southern building line of Smith-street with the eastern building line of Young-street; and bounded on the north by part of the southern building line of Smith-street, being a line bearing north eighty-nine degrees thirty-one minutes east three hundred and forty-five links; thence on the south by a line bearing south eighty-three degrees twenty-four minutes west three hundred and forty-six and a half links to the eastern building line of Young-street; and thence on the west by part of the aforesaid eastern building line of Young-street bearing north one degree fourteen minutes west thirty-seven links, to the point of commencement, and containing by admeasurement ten and a quarter perches, and numbered 205C on the working plan of the railway from Sydney to Wollongong, Part No. 3, and said to be in the possession of W. G. Robertson.

Given under my Hand and the Seal of the said Colony, at Government House, Sydney, this twelfth day of September, in the year of our Lord one thousand eight hundred and eighty-nine, and in the fifty-third year of Her Majesty's Reign.

By His Excellency's Command,  
W. MEMILLAN.

GOD SAVE THE QUEEN!



1889.

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LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

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**RAILWAY LOAN REDEMPTION BILL.**

(MESSAGE No. 74.)

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*Ordered by the Legislative Assembly to be printed, 2 October, 1889.*

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CARRINGTON,  
*Governor.*

*Message No. 74.*

In accordance with the provisions contained in the 54th section of the Constitution Act, the Governor recommends, for the consideration of the Legislative Assembly, the expediency of making provision "for the payment, from the Consolidated Revenue Fund, of an annual sum in reduction of the Public Debt for Railways, and to authorize the application thereof."

*Government House,*  
*Sydney, 2nd October, 1889.*



1889.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

LAND AT CIRCULAR QUAY.

(CORRESPONDENCE RELATING TO THE LEASING OF, TO MR. H. C. ARMSTRONG, BY THE LATE COMMISSIONER FOR RAILWAYS.)

*Ordered by the Legislative Assembly to be printed, 15 August, 1889.*

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, 10th July, 1889, That there be laid upon the Table of this House,—

“Copies of all papers, plans, and correspondence relating to the leasing to Mr. H. C. Armstrong, of land at the Circular Quay, by the late Commissioner for Railways, and the subsequent removal of Mr. Armstrong from the same by the Government.”

(*Mr. McMillan.*)

No. 1.

Memos. by The Commissioner for Railways.

LET me have copy of Bill now passed for sale of land at Pitt and George Streets taken for tramway purposes and for diverting Queen-street. The first step will be to give tenants notice, and to sell old material of buildings when vacated; then form new street, and subdivide for sale.

C.A.G.,  
24/7/88.

The Act says that, as soon as practicable after the passing of the Act, the Commissioner for Railways shall form the new street, &c.

Before the street can be formed, the tenants of the houses must vacate them, and the buildings be removed. Will the Minister, *pro forma*, approve of this course.

C.A.G.,  
29/7/88.

Approved.—J.S., 31/7/88. Write to Messrs. Woolcott and Saunders, and ask them to give the requisite notice.—M.O'B., (*pro SECRETARY*), 4/8/88.

No. 2.

The Commissioner for Railways to Messrs. Woolcott and Saunders.

Gentlemen,

Railway Department, 4 August, 1888.

I have the honor to request that you will, at the earliest moment, give the required notice to tenants of the property, Circular Quay, resumed for tramway purposes in 1882, that they must vacate the premises occupied by them, in order that the Department may proceed with the formation of a street in lieu of Queen-street, in conformity with the “Circular Quay Land Sale and Auction Act, 1888.” As short a notice as is possible must be given. Be good enough to say when it will expire.

I have, &c.,

CHAS. A. GOODCHAP,  
Commissioner for Railways.



## No. 3.

Messrs. Woolcott and Saunders to The Commissioner for Railways.

Sir, Sydney, 8 August, 1888.  
 We have the honor to acknowledge your favour of 4th instant, containing instructions  
*re* Circular Quay tenants.

We have given the necessary notices, and will advise you further in a few days.

We have, &c.,

WOOLCOTT AND SAUNDERS.

## No. 4.

Mr. H. C. Armstrong to The Secretary for Public Works.

*Re* Queen's Wharf Dispensary, 140 George-street.

Sir, Sydney, 15 August, 1888.

The following facts, having reference to the above property, will show the unfortunate position I am placed in by the present Government, they having passed an Act empowering them to sell the property (which was originally resumed for the Circular Quay Railway).

In November, 1885, I inspected the premises that had a short time before been rented by the English, Scottish, and Australian Chartered Bank, who left because they were not habitable. A six-penny restaurant keeper named Greenfield, had just entered into possession, but agreed to vacate if paid the sum of £100 5s. I then, in company with my brother Robert, visited Mr. Goodchap, who received us with his usual courteous and kindly manner, and I explained that I had thoughts of opening a wholesale branch of my business as a chemist and druggist to endeavour to establish a shipping business, that up to that time had gone principally to the Melbourne houses. I was told by Mr. Goodchap that there was not the faintest likelihood of the premises being required for many a year, that the Government finances would not admit of their thinking of the Circular Quay Railway, and that (although he was not in a position to order a long lease) I might rest assured there was no danger of being disturbed.

The dilapidated condition of the property was known to Mr. Goodchap, as well as his agent, Mr. Woolcott, who was also of the opinion that the Government would not want it for a long time. Being thus assured by Mr. Goodchap, whose reputation for straight and honorable dealing is so well known, that I was perfectly satisfied to spend the necessary capital to make the place habitable, I paid the £100 5s. to Mr. Greenfield to vacate the premises, and got myself accepted as the tenant in his stead at a rental of £208 per annum. I employed Messrs. Ellis and Slayter, a leading firm of architects, to prepare plans for the improvements, the contract for which took two months to carry out.

I have paid the Government over £550 rent, and am only beginning to form a connection, having spent upwards of £1,800 on improvements, fittings, advertisements, and circulars, to make known the address and to work up the business, in the hope of doing a good trade in the future.

I have now been verbally notified to vacate the premises without delay, as the property is to be cut up and sold by auction.

I was offered £2,600 cash for the business in April, 1887, and declined the offer. I value the business and good-will to-day, including the outlay named, at £4,000 (and could get it); and if I am to leave and go into other premises my loss will not be short of £3,000.

I draw special attention to the fact that before I took the premises I fully satisfied myself (and my brother can bear witness, and Mr. Goodchap will doubtless confirm) that I was safe for a considerable term of years, quite sufficient to compensate me for the necessary outlay for making the place habitable and safe to carry on my business in, and that the premises would not be wanted for the purpose for which it was resumed, viz., the Circular Quay Railway, for a long time to come.

I feel sure that justice will be done, as it cannot be the desire of the powerful and esteemed Government to ruin my prospects in this City. And I ask you, sir, if such a course of action as that intended by them is carried out in my case, would it be reasonable and in keeping with the actions of honorable men? Would it be just or right between man and man, and between the Crown and its tenant? In point of fact, is it a fair thing?

Leaving the matter in confidence for due consideration.

I have, &c.,

H. C. ARMSTRONG.

## CASH Outlay Account on Queen's Wharf Dispensary 140 George Street:—

	£	s.	d.
To improvements, alterations, and additions throughout the building ...	658	1	6
Fittings to walls, useless for another place ...	250	0	0
Plumbing throughout building ...	61	6	0
Amount paid Greenfield to vacate ...	100	5	0
Taking over Greenfields' contract's ...	12	18	6
Ellis and Slayter architect's ...	11	0	0
Man-in-charge during alteration's ...	15	0	0
Rent paid during alteration's December 1st 1885, to February 1st 1886 ...	36	0	0
Engraving blocks of building for advertising ...	19	18	0
Advertisement's (the business address) and general circular account ...	443	7	7
Interest on total outlay to date ...	218	9	5

15 August, 1888.

1,826 6 0

Railways, J. B., 23/8/1888.

I have given another month to the tenant to find another place. The material will be sold on 1st October, and the purchaser, will have to remove the buildings in a month from that date. The Act is mandatory and requires the Commissioner to take action at once.

As regards the interview the Messrs. Armstrongs are said to have had with me, I can only say that I held out no hope of a long tenancy, the facts give a contradiction to the statement, for at the very time the Messrs. Armstrong say I was making promises, or holding out to them the prospect of a lengthened tenancy, I was urging upon the Minister the desirability of bringing the property to the auctioneer's hammer and had the Bill prepared to provide for that action. To miss the present revival as regard the purchase by investors of City property would be a fatal mistake, and even if the Act permitted of it, I could not recommend that action be postponed.—C.A.G., 24/8/88.

I concur.—J.S., 28/8/88. Mr. Armstrong written, 4/9/88.

### No. 5.

#### The Secretary for Railways to H. C. Armstrong, Esq.

Sir,

Department of Railway, 4 September, 1888.

I have the honor to acknowledge your letter of the 15th ultimo, in which you deprecate the suddenness of the notice given to vacate the railway premises at the Queen's Wharf, and point out that you have laid out a considerable sum, in improvements.

In reply I am desired by the Commissioner to inform you, that he has given another month to the Circular Quay tenants to remove, viz., to the 1st proximo, when the materials will be sold by auction, and the purchaser will have to remove the buildings in a month from that date. I am to add that you will be allowed to remove any material property belonging to you.

I have, &c.,

D. VERNON,

Secretary for Railways.

I have seen Mr. Woolcott, and have told him to tell tenant he must vacate by 1st October, no more rent is to be taken from him for the period after the first notice he received expired.—C.A.G., 24/8/88.

Prior to auctioneer being appointed to sell material. The specification prepared by Engineer for Existing Lines should be referred to Mr. Woolcott, to ascertain if everything for sale has been indicated, or if there be anything included which we cannot fairly claim. I think we should be a little liberal with the tenants, *i.e.*, fixtures and additions which they have made should belong to them, and they should be allowed to remove them, or be credited with their value when sold by Department. Of course there may be good reasons why this concession should not apply generally, in this I should be in a great measure guided by the agents who have let the properties, and who are aware of all the circumstances. I am referring particularly to the case of Mr. Armstrong, who has gone to a large expenditure in improving the property leased by him.—C.A.G., 28/8/88.

Specification handed to Mr. Saunders in the absence of Mr. Woolcott.—M.O'B., 29/8/88.

### No. 6.

#### Memo. by Mr. J. E. Armstrong.

Sydney, 13 September, 1888.

*Re* Queen's Wharf premises occupied by H. C. Armstrong.

If the Government intend selling the property will they reserve a corner lot at reserve price, adding on any difference that may result from competition at fall of the hammer.

Can I purchase this building, and be allowed to remain pending the erection of premises on such lot reserved.

If the Government does not intend selling the property will they allow building to remain until required for the contemplated railway at the present rental, £208 per annum. I agreeing to put and keep all in a thorough state of repair.

Failing all as above, will the Government consider my case as one deserving of some thought seeing the disastrous result to myself, and the loss which will be occasioned by breaking up my business in Sydney, which loss means nearly £3,000.

I have, &c.,

G. E. ARMSTRONG.

In the subdivision of this property, will the building which Mr. Armstrong occupies be on any one allotment;—would its retention be injudicious in the interests of the sale generally. I do not know whether the building could remain standing, even if all the conditions were favourable, because a purchaser might want this particular piece of land with other land, and I believe that any condition of the kind proposed would prejudice the sale, but I should like to have the information I have asked for.—C.A.G., 15/9/88. Engineer for existing Lines.

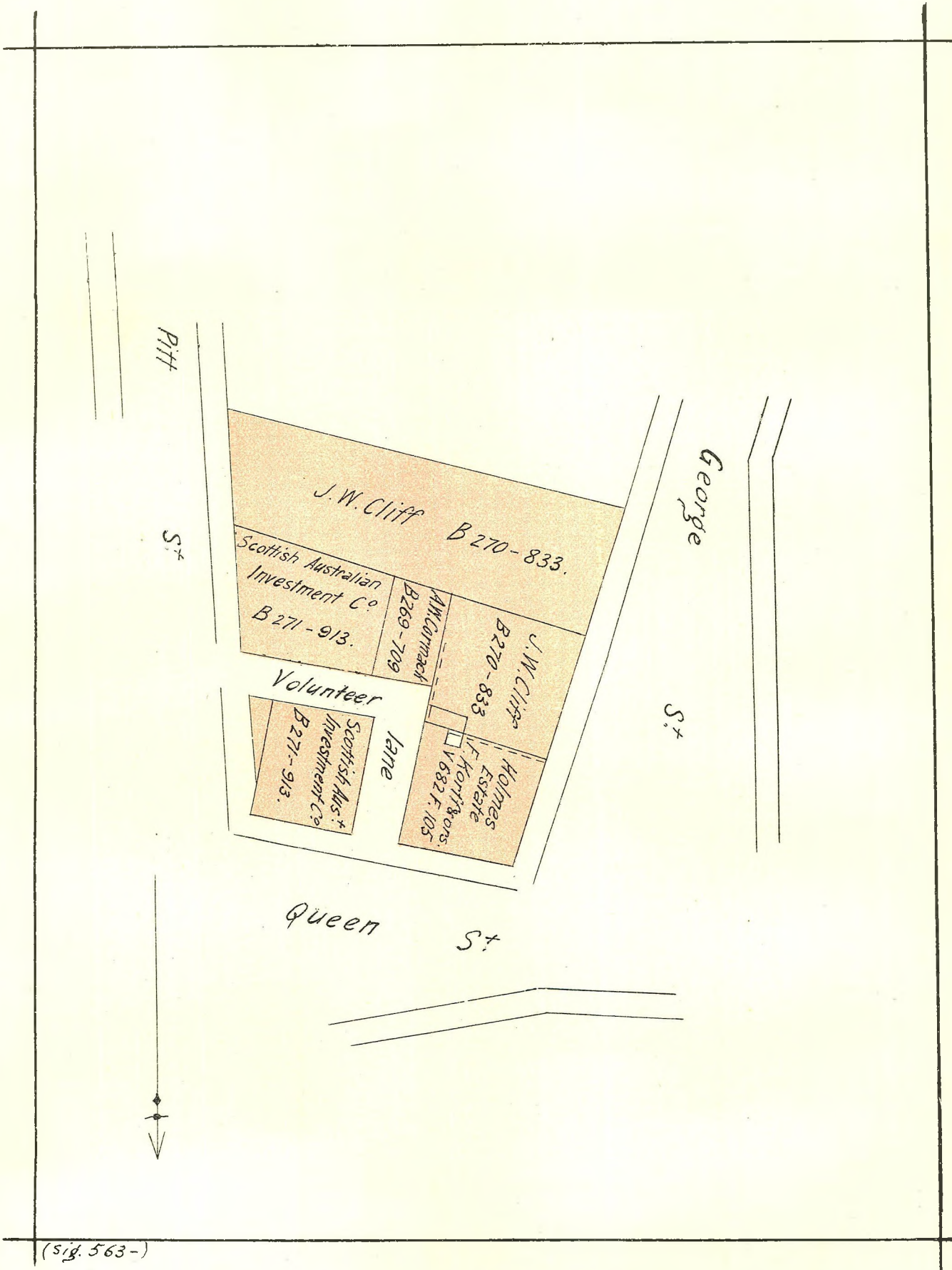
Plan of present street boundaries, and also showing the proposed subdivision, and the position of Mr. Armstrong's premises. The block occupied by Armstrong forms a single block for sale, and in that respect the retention of it would not be injudicious to the sale of the buildings; but, as will be seen from the plan, its retention will interfere with the proposed new street and subdivision.—M.T. (for Engineer Existing Lines), 18/9/88. The Commissioner.

Ask Mr. Armstrong to see me.—C.A.G., 20/9/88.

Mr. Armstrong asked to call, 21/9/88. I saw Mr. Armstrong, and informed him that the Commissioner can do nothing to help him, because to meet his wishes in any way would interfere with the whole project, it being imperative to the carrying out of the scheme that the premises occupied by Mr. Armstrong should be pulled down.—A.R., 26/9/88.

[One plan.]





J.W. Cliff B 270-833.

Scottish Australian Investment Co B 271-913.

AM. Connach B 269-709

J.W. Cliff B 270-833

Holmes Estate F. Kortfons V 682 F. 105

Volunteer Lane  
Scottish Aus. Investment Co B 271-913.

George St

S+

Queen St

Pitt St

S+



1889.

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LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

---

MOUNT KEIRA TRAMWAY ACQUISITION BILL.

(MESSAGE No. 24.)

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*Ordered by the Legislative Assembly to be printed, 28 May, 1889.*

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CARRINGTON,

*Governor.*

*Message No. 24.*

In accordance with the provisions of the 54th section of the Constitution Act, the Governor recommends, for the consideration of the Legislative Assembly, the expediency of making provision to meet the expenditure in connection with a Bill to give legislative sanction to an agreement entered into between the Railway Commissioners of New South Wales and the Mount Keira Coal Company, for the purchase by the said Commissioners of part of the said Company's tramway, together with the land on which the same has been constructed, and all works and structures used in connection therewith, subject to the provisions and conditions herein expressed.

*Government House,*

*Sydney, 28th May, 1889.*

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1889.

## LEGISLATIVE ASSEMBLY.

## NEW SOUTH WALES.

## PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

## WHARFAGE ACCOMMODATION, WOOLLOOMOOLOO BAY.

(RETURN OF VESSELS BERTHED AT COWPER WHARF DURING 1882-1888.)

*Ordered by the Legislative Assembly to be printed, 21 June, 1889.**[Laid before Parliament in connection with the Report of the Parliamentary Standing Committee on Public Works on the proposed Improvements and Additions to the Wharfage Accommodation, Woolloomooloo Bay.]*

RETURN of Vessels berthed at Cowper Wharf, Woolloomooloo Bay, during 1882-1888.

Where from.	Nature of Cargo.	No. of Vessels.						
		1882.	1883.	1884.	1885.	1886.	1887.	1888.
Kiama ... ..	Metal ... ..	266	159	213	184	211	284	184
" ... ..	Coal ... ..	...	...	...	...	2	1	1
" ... ..	Spawls ... ..	...	...	2	...	...	...	1
" ... ..	Timber and sundries ... ..	...	...	...	...	...	1	...
Pennant Hills ... ..	Metal ... ..	...	...	...	...	...	21	20
Back wharves ... ..	Empty ... ..	...	...	3	...	...	...	...
" ... ..	Machinery... ..	1	1	...	...	...	...	1
" ... ..	Iron ... ..	...	1	...	...	...	...	...
" ... ..	Sand ... ..	...	...	...	...	...	...	1
" ... ..	Ballast ... ..	6	37	6	...	...	...	...
" ... ..	Timber ... ..	...	2	...	...	...	...	...
" ... ..	Berth ... ..	...	1	...	...	...	...	...
" ... ..	Berth and tonnage dues ... ..	...	...	21	22	17	26	10
" ... ..	Berth and ballast... ..	...	...	...	5	...	...	...
Parramatta River ... ..	Stone ... ..	6	...	...	...	...	...	...
" ... ..	Berth and dues ... ..	...	...	1	...	...	...	...
" ... ..	Timber ... ..	...	...	1	...	...	...	...
" ... ..	Metal ... ..	...	...	...	...	...	...	3
Chowder Bay ... ..	Ballast ... ..	...	1	...	...	...	...	...
" ... ..	Sundries ... ..	...	1	...	...	...	...	...
" ... ..	Picnic ... ..	...	2	...	...	...	...	...
" ... ..	Berth and tonnage dues ... ..	...	...	25	...	...	...	...
Darling Harbour... ..	Ballast ... ..	...	...	5	4	...	1	...
" ... ..	Berth ... ..	...	...	4	...	...	...	...
" ... ..	Sand ... ..	...	...	...	...	...	1	1
" ... ..	Asphalt ... ..	...	...	...	1	...	2	...
" ... ..	Tonnage dues and berth... ..	...	...	15	8	14	3	1
" ... ..	Coko ... ..	...	...	2	...	...	...	...
" ... ..	Metal ... ..	...	...	...	...	1	...	...
" ... ..	Bonedust ... ..	...	...	...	...	...	...	1
" ... ..	Tar... ..	...	...	...	...	9	...	...
" ... ..	Iron-pipes ... ..	...	...	...	...	...	2	1
Ship in port ... ..	Machinery... ..	...	2	1	4	2	2	...
" ... ..	Coal ... ..	...	...	1	...	...	...	...
" ... ..	Metal ... ..	...	1	...	...	...	...	...
" ... ..	Sand ... ..	...	...	...	...	1	...	...
" ... ..	Timber ... ..	...	2	...	5	1	...	...
" ... ..	Iron ... ..	...	...	...	2	1	...	...
" ... ..	Pipes ... ..	...	...	...	...	...	1	...

Where from.	Nature of Cargo.	No. of Vessels.						
		1882.	1883.	1884.	1885.	1886.	1887.	1888.
Ship in port ...	Sundries ...	...	...	...	...	2	...	1
"	Slates ...	...	...	...	...	...	2	...
"	Spawls ...	...	...	...	...	...	3	...
Circular Quay Jetties ...	Fishing party ...	...	1	...	...	...	...	...
Harbour Steamers ...	Tonnage dues and berth ...	...	...	15	119	79	49	36
"	Coal ...	...	...	...	...	1	...	...
Gas-works ...	Lamp-posts, &c. ...	...	...	...	...	2	...	...
"	Coke ...	...	...	1	...	...	3	...
"	Lamps ...	...	...	...	1	...	...	...
"	Tar... ...	...	...	2	1	18	40	60
"	Iron ...	...	...	...	1	...	...	...
"	Iron-pipes ...	...	...	...	...	1	1	1
"	Tar and coke ...	...	...	...	...	...	6	...
Atlas Works ...	Machinery ...	...	...	...	1	...	...	...
Blackwall ...	Berth and dues ...	...	...	1	...	...	...	...
Loading berth ...	Tonnage dues and berth ...	...	...	...	...	2	...	...
Newcastle ...	Coal ...	44	55	41	53	59	62	91
"	Coke ...	...	...	1	...	...	...	...
"	Iron ...	...	...	...	...	1	...	...
Coal Cliff ...	Coal ...	38	39	30	17	7	2	1
Wollongong ...	"	...	...	12	26	21	34	13
Coastwise ...	Timber ...	135	112	108	84	55	41	40
"	Oysters ...	...	...	6	...	...	...	...
"	Ballast ...	14	2	1	1	...	...	...
"	Bonedust ...	...	...	2	...	...	...	...
"	Kerbing and guttering ...	2	...	1	...	...	...	...
"	Sundries ...	2	...	...	7	2	4	21
"	Produce ...	...	1	...	5	1	3	4
"	Iron ...	1	1	...	...	...	...	...
"	Firewood ...	...	...	2	4	4	5	8
"	Machinery ...	1	...	1	...	...	...	...
"	Slates ...	...	...	...	1	...	...	...
"	Fish ...	...	2	2	...	1	...	...
"	Bricks ...	...	...	4	1	2	...	...
"	Girders ...	...	...	...	...	...	...	2
"	Tonnage dues and berth ...	...	...	...	6	7	4	1
"	Soil ...	...	...	...	...	...	...	1
"	Stone ...	...	...	...	...	1	...	...
"	Bark ...	...	...	...	...	...	...	1
Norfolk Island ...	Oils ...	1	...	...	...	...	...	...
New Hebrides ...	Machinery ...	1	...	...	...	...	...	...
Melbourne ...	Ballast ...	...	...	...	...	...	...	1
"	Kerb and guttering ...	1	...	1	...	1	...	...
"	Stone and timber ...	1	4	...	1	...	...	...
"	Cement and sundries ...	...	...	...	...	...	...	1
"	Metal ...	5	...	7	...	...	...	...
"	Timber ...	1	...	...	...	4	...	1
"	Spawls ...	...	...	1	...	1	1	...
"	Cubes ...	...	...	...	...	2	...	...
New Zealand ...	Timber ...	1	...	...	...	2	1	...
"	Ballast ...	...	...	...	1	...	...	...
"	Tonnage dues ...	...	...	...	...	...	...	2
Puget Sound ...	Timber ...	...	5	4	8	5	8	4
"	Timber and cement ...	...	...	1	...	...	...	...
"	Timber and salmon ...	...	...	1	...	...	...	...
Baltic ports ...	Timber ...	...	...	1	2	...	1	...
London ...	Pipes ...	...	...	...	...	...	1	...
United Kingdom ...	General cargo ...	...	...	1	9	15	4	4
"	Boiler and railway iron ...	...	...	...	...	...	1	...
New York ...	General cargo ...	...	...	...	1	...	...	...
San Francisco ...	"	...	...	...	...	...	...	4
Total number of vessels each year ...		527	432	549	585	555	621	518

JOHN JACKSON,  
Manager, Public Wharves.

1889.

NEW SOUTH WALES.

PARLIAMENTARY STANDING COMMITTEE ON  
PUBLIC WORKS.

REPORT

TOGETHER WITH

MINUTES OF EVIDENCE, APPENDICES, AND PLANS,

RELATING TO THE PROPOSED

IMPROVEMENTS TO THE ENTRANCE

OF THE

RICHMOND RIVER.

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Presented to Parliament in accordance with the provisions of the Public Works Act,  
51 Vic. No. 37, section 8.

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SYDNEY: CHARLES POTTER, GOVERNMENT PRINTER.

1889.

401—a

[8s.]





## NAMES OF MEMBERS OF THE COMMITTEE.

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### LEGISLATIVE COUNCIL.

The Honorable JOHN LACKEY, Vice-Chairman.  
 The Honorable ANDREW GARRAN.  
 The Honorable FREDERICK THOMAS HUMPHRY.  
 The Honorable WILLIAM JOSEPH TRICKETT.  
 The Honorable JAMES WATSON.  
 The Honorable GEORGE HENRY COX.

### LEGISLATIVE ASSEMBLY.

JOSEPH PALMER ABBOTT, Esquire, Chairman.  
 JACOB GARRARD, Esquire.  
 HENRY COPELAND, Esquire.  
 JAMES EBENEZER TONKIN, Esquire.  
 WILLIAM SPRINGTHORPE DOWEL, Esquire.  
 JOHN SUTHERLAND, Esquire.  
 EDWARD WILLIAM O'SULLIVAN, Esquire.  
 JOHN HURLEY, Esquire.  
 CHARLES ALFRED LEE, Esquire.

[Shortly after the first meeting of this Committee, John Sutherland, Esquire, became deceased, and his place was filled by the appointment of Charles Alfred Lee, Esquire. At a subsequent stage of the inquiry the Honorable James Watson resigned his seat on the Committee, and the vacancy was filled by the appointment of the Honorable George Henry Cox.]

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PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

IMPROVEMENTS TO THE ENTRANCE OF THE RICHMOND RIVER.

REPORT.

THE PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS, appointed during the present Session of Parliament, under the Public Works Act of 1888, 51 Vic. No. 37, and the Public Works Act Amendment Act of 1889, 52 Vic. No. 26, to whom was referred the duty of considering and reporting upon "the expediency of carrying out certain improvements to the entrance of the Richmond River as per plans of Sir John Coode," have, after due inquiry, resolved that it is expedient that the works should be carried out, with the proviso that the Northern Breakwater should be the first proceeded with; and, in accordance with the provision of sub-section IV, of clause 13, of the Public Works Act, report their resolution to the Legislative Assembly:—

1. The proposed improvements are those recommended by Sir John Coode in a report which has been presented to Parliament, and which was ordered by the Legislative Assembly to be printed on the 17th May, 1888, and they are required in consequence of the uncertain nature of the channel at the entrance of the Richmond River, and the tendency, under present conditions, of the sand bar at the entrance to become, in periods of adverse weather, so prominent as to make the mouth of the river shallow and dangerous. In his report Sir John Coode states that "the great drawback to the Richmond is the shifting character of its entrance channel, and the extent to which the passage of shipping in and out is hampered by reason of the bar and shoals which encumber its mouth;" and "these evils," he says, "are intensified by the conflict of the waters from the North Creek with those from the main river at their point of meeting between East and West Ballina."

The proposed  
Improvements.

2. The mouth of the Richmond River is peculiar, by reason of having but one rocky headland, the North Head, and between that headland and the point which forms the extremity of the land on the south side of the river a succession of sand banks through or over which the current of the river finds its way, sometimes by one route and at other times by another, to the sea, the uncertainty of the direction in which the stream forms a channel being increased by the water from North Creek, which is in the immediate vicinity of the entrance, and which discharges its stream in conflict with that of the river, and by occasional floods or freshets. There is also a rock in the neighbourhood of the North Head, called Beacon Rock, which has a marked influence upon the river stream, and largely assists in the formation of sandbanks.

Peculiar  
nature of the  
entrance to  
the Richmond  
River.

3. It thus becomes necessary in any permanent improvement of the river entrance to provide for four important requirements,—first, an entrance channel of sufficient width and depth, in a fixed position; secondly, the control of the main stream of the river, so that it shall find its outlet where this fixed entrance channel is formed; thirdly, the removal of the effects which arise from the existence of the Beacon Rock; and fourthly, the guiding of the waters of North Creek so that instead of meeting the main river stream in conflict they shall flow in the same direction, and assist in promoting a scour at the river entrance.

Require-  
ments for  
which pro-  
vision is  
necessary.

Sir John Coode's proposals.

4. These four requirements the works proposed by Sir John Coode are designed to meet. To "fix the channel, and to regulate its width, so that the scour may be confined to a definite track of proper proportions instead of its useful effect being partially lost, as at present," he proposes that a north and a south breakwater, with, if necessary, certain extensions, shall be constructed; to control the main stream of the river, so that it shall flow between these breakwaters, he recommends the construction of a training bank from a point on the southern margin of the river, nearly opposite to the eastern end of West Ballina, to the proposed southern breakwater; to neutralize the effect of the Beacon Rock, he proposes that the north breakwater shall be constructed to and beyond the rock, so as to shut it off from the currents of the river, upon which it has at the present time an unfavourable influence; and for dealing with the waters of North Creek he recommends the construction of a guide bank, which will confine the waters within narrower limits than they now cover and cause them to flow with the main stream between the two breakwaters.

Sir John Coode's estimate of the cost of the works.

5. Sir John Coode's estimate of the cost of the proposed works is £326,000, and he recommends that a portion should be first proceeded with, the cost of which would be £136,000, and subsequently, if found to be necessary, the remainder, which he estimates would cost £190,000.

Works recommended to be first proceeded with.

6. The works he recommends as those which should be first proceeded with are:—

	£
South Training Bank, 4,500 feet in length ... ..	43,800
South Breakwater, 2,000 " " ... ..	32,800
North Breakwater, 2,500 " " ... ..	48,300
Guide Bank, 2,000 " " ... ..	9,600
Lighting and buoying channel ... ..	1,500
Total cost of first instalment of works ... ..	£136,000.

The effect of constructing the first portion of the works.

7. These he considers "would create a fixed and permanent entrance channel, in which there should be a depth of from 16 to 17 feet at high water of spring tides"; they would, during and after freshets, provide a much greater depth than this, and maintain that greater depth for a longer period than under existing conditions; and they would generally have such an effect that "the occasions when traffic would be interrupted by bad weather and freshets would be comparatively few, and the periods of very much shorter duration."

Subsequent works.

8. He does not, however, regard these works which he recommends should be first proceeded with as likely to provide an absolutely perfect entrance, and therefore it will, in his opinion, be necessary ultimately to extend the two breakwaters in the manner which will be found indicated on the plans. This extension of the two breakwaters is the portion of the works estimated to cost £190,000, and it is set forth in his report as follows:—

	£
Prolongation of the South Breakwater for a length of 2,000 feet ... ..	100,000
Prolongation of the North Breakwater, also for a length of 2,000 feet ... ..	90,000
Total cost of the two breakwater extensions, if carried out hereafter ... ..	£190,000.

The point upon which the Committee differ from Sir John Coode.

9. The Committee, it will have been noticed in the Preamble to this Report, concur in the recommendations of Sir John Coode except in one particular. Sir John Coode considers that when it shall have been decided to carry out the works he proposes, the first work to be taken in hand should be the south training bank. The Committee are of opinion, from the evidence before them, that the first work undertaken should be the northern breakwater.

Information before the Committee during the inquiry.

10. In conducting their inquiry respecting these proposed works for the improvement of the entrance of the Richmond River, the Committee have had before them the report and plans of Sir John Coode, plans and documents relating to the subject from the Department of Harbours and Rivers, and plans and descriptions of works similar to those proposed which exist in Europe and America. In addition to this, they have examined as witnesses the officers of the Department of Public Works immediately concerned with the proposals; persons directly interested in the Richmond River and the Richmond River district; shipmasters and others intimately acquainted with the river entrance and with Richmond River trade; a responsible officer of the Lands Department with reference to land in the district; and

and an engineer, familiar with the subject of harbour works and with the requirements of the Richmond River, whose opinion was sought as that of a competent witness unhampered by any connection with the department directly connected with Sir John Coode's proposals.

11. The Committee have not visited the Richmond River, and they have not thought a visit of inspection necessary. The evidence which might have been obtained from persons resident near the river-mouth is not likely to have brought out any point of importance not apparent in the evidence taken from the witnesses examined in Sydney, several of whom have been intimately acquainted with the conditions of the entrance for many years.

A visit of inspection unnecessary.

12. Briefly stated, the scope of the Committee's inquiry has embraced the following points:—

The scope of the Committee's inquiry,

- I. The nature of the proposed works.
- II. The estimated cost, and whether the estimate is fairly accurate.
- III. The necessity or otherwise for the works (which includes the question whether all or only a portion is required).
- IV. Whether the proposals are concurred in by the Engineers of the Department of Harbours and Rivers.
- V. The extent to which the works are recommended by engineering testimony outside the Department of Harbours and Rivers, or by the results obtained from works of a similar nature in this colony or in other parts of the world.
- VI. Whether the proposals are supported by the opinions of persons intimately acquainted with the entrance of the Richmond River.
- VII. The extent to which the Government may expect to be recouped for the expenditure upon the works.
- VIII. The nature and resources of the Richmond River district, and whether its importance is such as to justify the proposed expenditure.

13. Some description of the proposed works has already been given. It may further be said that the breakwaters will be constructed of rubble and large stones, similar to what is to be seen at Newcastle, and will be 16 feet above high water; that the southern training bank, and the guide bank at North Creek, will also be formed of rubble stone; and that the entrance to the river through the breakwaters will be 1,150 feet in width, narrowing down to about 1,000 feet, with an average depth of water of 15 to 17 feet.

Description of the proposed works.

14. Sir John Coode estimates the cost of the proposed works at £326,000, and the Committee endeavoured to ascertain as satisfactorily as possible whether this estimate is a correct one. The result of this endeavour is evidence from the Engineer-in-Chief for Harbours and Rivers, Mr. C. W. Darley, showing that, in his opinion, the amount given by Sir John Coode is somewhat under what the probable cost of the works will be. For the portion of the works, the cost of which is estimated by Sir John Coode at £136,000, the Engineer-in-Chief's estimate is £148,000, and for the second portion or the outer section of the works, the cost of which is set down by Sir John Coode at £190,000, the Engineer-in-Chief's estimate is £208,350. Sir John Coode's total estimate is £326,000, and that of the Engineer-in-Chief £356,350. Mr. Darley explains that the difference may arise from the circumstance that Sir John Coode has not given any particulars as to the dimensions of the works, and his (Mr. Darley's) estimate may be for a somewhat larger section. Sir John Coode gives no quantities, but simply states the length of the work and the sum necessary for its construction. He does not say how much a ton or a yard the works will cost, and he may not have had in view maximum colonial prices. The Committee are of opinion that Mr. Darley's estimate may be taken as the more likely to prove correct.

Comparison of Sir John Coode's estimate with an estimate by Mr. C. W. Darley.

15. The necessity for the proposed works, or for works of a similar kind, is very clearly apparent. So uncertain and dangerous is the entrance to the river under present conditions, that serious disaster or delay to shipping is very frequent, and Sir John Coode points out in his report, that "in the absence of works for training and fixing the entrance and channels, the relative prevalence and strength of freshets, and the direction and force of gales, must of necessity determine the frequency and extent of the changes which are produced in the entrance and on the bar." Vessels have been totally wrecked, or temporarily stranded, and others have been delayed for weeks awaiting a favourable opportunity to cross the bar.

The necessity for the proposed works.

Added

Added to this the dangerous nature of the navigation at the entrance has led to largely increased insurance charges which heavily affect the shipping trade. Mr. B. B. Nicoll, M.P., a shipowner engaged in the Richmond River trade, gives evidence to the effect that since 1880, he has incurred expense to the extent of £22,000, and he and the Clarence and Richmond River Company, together, £40,000, through accidents to vessels on the bar. Mr. Alexander Kethel, who has had over thirty-six years experience of the bar, the river, and the district, says that the impediments to the entrance are as bad now as they were thirty-five years ago, when several vessels were kept in the river for nine months. In his own case he has known a vessel in which he has been interested detained, in consequence of the bad state of the bar, for from six weeks to two months. Captain J. M. Banks, marine surveyor, who is intimately acquainted with the bar at the entrance, states that as long as he can recollect it has been continually shifting, and he considers it to be the most dangerous on the coast. Similar evidence is given by Captain Benjamin Alley, master mariner, who has been trading to the Richmond continuously for the last seventeen years. With regard to insurance rates Mr. E. W. Knox, general manager of the Colonial Sugar Refining Company, states that the Company are taxed in their trade with the Richmond, as compared with the Clarence, to the extent of 2s. 6d. per ton of cargo inwards and outwards, by reason of the greater difficulty of navigation causing them to pay higher freights and higher insurance; and the evidence shows that the high insurance rate is a tax all round upon the industry of the district. There is nothing in the evidence before the Committee to lead them to the conclusion that the proposed works, or remedial works of the kind, are not required at the Richmond.

Whether the south training bank or the northern breakwater should be first constructed.

16. The question has arisen whether the construction of the works should be carried out in the order recommended by Sir John Coode. He proposes that the first work to be taken in hand should be the south training bank; the Committee are, however, of opinion that the first thing to be done in order to bring about an improved entrance is to construct the northern breakwater. In this opinion they are supported by the evidence of the principal engineers in the Department of Public Works, and by that of other competent witnesses. Mr. C. W. Darley, referring to the varying nature of the channel at the entrance to the river, says, in his answer to Question 15, that he recommends the construction of the northern breakwater from the Pilot Station to the Beacon Rock as the first work to be undertaken in order to prevent the river current from getting into Shaw's Bay, and he explains that he does this, notwithstanding Sir John Coode's recommendation, because Sir John Coode never counted upon the current going into Shaw's Bay, and its going there, as it does at present, it is absolutely necessary to prevent. Mr. R. Hickson, Commissioner and Engineer-in-Chief for Roads and Bridges, and lately Acting Engineer-in-Chief for Harbours and Rivers, goes so far as to say that the northern breakwater will in all probability be found in itself sufficient to provide a fixed channel with ample water for the class of vessels which can navigate the Richmond River; and generally the evidence of the witnesses examined upon this point is that it would be well to first construct the northern breakwater and ascertain its effect in producing a fixed and deep entrance before proceeding with the other works. Moreover, in the Appendix will be found a copy of a letter from Sir John Coode to Mr. C. W. Darley, dated 25th June, 1889, in which Sir John Coode, upon information supplied to him by Mr. Darley, concerning the movements of the channel since Sir John Coode's visit, and more particularly the condition of the bar last May, concurs in the view that the northern breakwater, and not the south training bank, should be first proceeded with. The northern breakwater, the Committee consider, should be the first work taken in hand, and the other works proposed by Sir John Coode can be undertaken as they are found to be necessary. All the works may ultimately be required, but it will be wise to proceed with their construction gradually, beginning with the breakwater in the north, and note the effect of each portion, rather than to commence all simultaneously.

Concurrence in Sir John Coode's proposals.

17. From what has already been said it will have been gathered that the proposals of Sir John Coode are concurred in by the engineers of the Department of Harbours and Rivers, except so far as relates to the order of procedure in the construction of the works. As to the extent to which they are recommended by the opinions of engineers outside the Department of Harbours and Rivers, or by the results

results obtained from works of a similar nature in this Colony, or in other parts of the world, the evidence shows that they are in accord with the principle of works of the kind intended to secure the objects sought at the Richmond, which have been constructed elsewhere and have proved successful. The evidence of Mr. Walter Shellshear, C.E., an engineer who has given a considerable amount of study to the question of improving bar harbours, and who, before Sir John Coode's visit to New South Wales, made proposals for the improvement of the entrance to the Richmond River similar to those subsequently made by Sir John Coode, may be quoted as strongly in support of the works which Sir John Coode recommends, and in the evidence of Mr. C. W. Darley, as also in that of Mr. Shellshear, will be found references to the harbour works at Newcastle, in this Colony, an analagous case to that of the Richmond, and to those at the Sulina mouth of the River Danube, and at one of the mouths of the Mississippi, where breakwaters similar to those recommended for the Richmond have been constructed for the purpose of confining the entrance and creating a scour, and have had the desired effect of producing an entrance channel suitable for the purposes of navigation.

18. While the proposed works have the approval of the engineers of the Public Works Department, as well as that of Mr. Shellshear, they are concurred in by all the witnesses examined before the Committee who have an intimate acquaintance with the Richmond River. Mr. B. B. Nicoll states that Sir John Coode's scheme is generally approved by people who understand what is wanted there, and that captains of steamers trading to the river say it will meet the requirements of the port. Mr. Kethel is of opinion that the works will be thoroughly effective in removing the obstructions to the safe navigation of the river, and Captain Banks and Captain Alley express the same view. There is nothing in the evidence of witnesses of this class to show, in any way, that the works have not been well designed, or that they are not likely to be in every respect successful.

Approval of persons intimately acquainted with the Richmond River.

19. As to the extent to which the Government may expect to be recouped for the expenditure upon the proposed works the Committee have endeavoured, as far as possible, to ascertain what charge might be imposed justly in the form of tonnage or harbour dues. Naturally witnesses, when questioned on this point, were reluctant to commit themselves to an expression of willingness to pay any excessive rate, but sufficient was elicited from them to show that a substantial sum may be obtained in this way. Mr. E. W. Knox states that the present disabilities in connection with the navigation are equal, as far as the Colonial Sugar Refining Company are concerned, to a tax of 2s. 6d. per ton, and he expresses the readiness of the company to pay harbour dues of an equivalent amount if, as he puts it, "the works had the desired end of making a navigable entrance with 12 feet of water in it," or, in other words, "if it reduced the cost of insurance." The position of this company is different from that of other traders to the Richmond River, and all might not be able to bear a similar charge, but Mr. Knox thinks the saving effected by the works, in relation to shipping charges generally, would be about equivalent to harbour dues at the rate of 3s. per ton, and on that basis the Government might incur the expenditure necessary to complete the first portion of the works with a reasonable expectation of being paid by harbour dues the interest on the amount. Mr. Nicoll says there is no doubt that shipowners would be willing to pay a tonnage charge, and though he does not think that would be sufficient to recoup the Government for their expenditure he points out that there would be a substantial return through the increased settlement in the district and the sale of land. In the same manner Mr. Kethel, speaking as an agent, and as one who has been a shipowner, states that he would be quite prepared to pay harbour dues in order to have a safer entrance made, and he has no doubt that the trade could fairly and without any harm to the district carry a tax equal to the interest on the money expended. There can be no question that when a safe entrance to the river shall have been established the present charges to which shipping are liable will be materially reduced, and to the extent of that reduction at least the imposition of a tax in the form of tonnage or harbour dues ought not to be found oppressive.

Extent to which the expenditure upon the works may be recouped.



Nature and resources of Richmond River District.

20. The nature and resources of the district of the Richmond River are, in the opinion of the Committee, such as to fully justify the expenditure upon the proposed works. The district is rich in agricultural land; and sugar and maize growing, dairying, and timber-getting are carried on extensively, and form important and valuable industries. The present population, according to a statement supplied by the Government statistician, is 22,000, and it has increased since 1880 by  $11\frac{1}{3}$  per cent. per annum, while the total increase of the whole Colony for the same period has been at the rate of  $4\frac{1}{2}$  per cent. The shipping statistics, according to the Collector of Customs, show that during the year 1888 as many as 208 sailing vessels and 200 steamers, of the aggregate tonnage of 96,600 tons, visited the river, and that the number of passengers during the same period, inwards and outwards, was 11,500. The total area of land in the Casino and Lismore land districts is, according to the Under Secretary for Lands, estimated at 2,670,000 acres, of which quantity about 258,000 acres have been sold in fee-simple, and 600,000 acres under conditional purchase. There is at the present time about 1,800,000 acres of unalienated land, and with facilities for the safe navigation of the river entrance, and the consequent speedy and cheap transit of produce to market, there will be every probability of additional settlement, a great extension of industries, and a largely increased trade.

A suggested counter proposal to those of Sir John Coode.

21. Before bringing this report to a close it is necessary to mention that in only one instance during the course of the Committee's inquiry was anything directly counter to Sir John Coode's scheme advocated, and that was a suggestion from Mr. C. Cowdery, C.E., to abandon all idea of expending money in the improvement of the Richmond River entrance and to connect the Richmond with the Clarence River by a canal. The suggestion will be found in Mr. Cowdery's evidence, and dealt with in a report by Mr. C. W. Darley published in the Appendix; and it is only necessary to say further that the suggestion does not commend itself to the Committee as one that should be adopted. The question of a railway to the district, and the extent to which it would meet trade requirements, also came up for consideration, but nothing was elicited which indicated that railway communication would in any degree make harbour improvements unnecessary.

Conclusion arrived at by Committee.

22. The conclusion at which the Committee have arrived in regard to the proposed works is expressed in the following extract from the minutes of proceedings of the meeting held on Tuesday, 24th September, at which the Committee considered the evidence with a view to reporting upon the subject to Parliament:—

Mr. Copeland moved,—“That the Committee consider it expedient to carry out the improvements to the entrance of the Richmond River as per plans of Sir John Coode, except that the Committee would advise that the northern breakwater be first proceeded with.”

Mr. Garrard seconded the motion.

Mr. Lee moved,—“That the motion be amended by omitting all the words after the word ‘expedient’ and inserting the following:—‘That the first instalment of the works, at a cost not exceeding £148,000, be proceeded with, but recommend that the northern breakwater be first constructed at a cost not exceeding £51,866 Gs. 6d., as estimated by the Engineer-in-Chief for Harbours and Rivers.’”

Mr. Humphery seconded the amendment.

The amendment was negatived on the following division:—

Ayes.	Noes.
Mr. Humphery,	Mr. Abbott,
Mr. Tonkin,	Mr. Lackey,
Mr. Hurley,	Dr. Garran,
Mr. Lee.	Mr. Trickett,
	Mr. Garrard,
	Mr. Copeland,
	Mr. Dowel,
	Mr. O'Sullivan.

The motion was then passed on the following division:—

Ayes.	Noes.
Mr. Abbott,	Mr. Humphery,
Mr. Lackey,	Mr. Tonkin,
Dr. Garran,	Mr. Hurley,
Mr. Trickett,	Mr. Lee.
Mr. Garrard,	
Mr. Copeland,	
Mr. Dowel,	
Mr. O'Sullivan.	

23. Accompanying this Report are plans which represent in detail the works it is proposed to construct; and others which show the result of borings made at the instance of the Committee to ascertain if any rock exists in such a position as to interfere with the depth of the proposed new channel. Plans are also appended to show the watershed of the Richmond River, the land districts of Lismore and Casino, and the schemes which have been suggested for connecting the Richmond and Clarence Rivers by a canal or railway. These, with various other appendices of interest, will be found to contain information of great use in considering the subject which the Committee have had under inquiry.

Plans and  
appendices  
accompany-  
ing this  
Report.

J. P. ABBOTT,  
Chairman.

Office of the Parliamentary Standing Committee on Public Works,  
30th September, 1889.

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# PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

## MINUTES OF EVIDENCE.

### IMPROVEMENTS TO THE ENTRANCE OF THE RICHMOND RIVER.

WEDNESDAY, 26 JUNE, 1889.

Present:—

JOSEPH PALMER ABBOTT, Esq., (CHAIRMAN).

The Hon. JOHN LACKEY.

The Hon. ANDREW GARRAN.

The Hon. FREDERICK THOMAS HUMPHERT.

The Hon. WILLIAM JOSEPH TRICKETT.

The Hon. JAMES WATSON.

JACOB GARRARD, Esq.

HENRY COPELAND, Esq.

JAMES EBENEZER TONKIN, Esq.

WILLIAM SPRINGTHORPE DOWEL, Esq.

EDWARD WILLIAM O'SULLIVAN, Esq.

The Committee proceeded to consider the proposed Improvements to the entrance of the Richmond River.

Joseph Barling, Esq., Under Secretary for Public Works, sworn, and examined:—

1. *Chairman.*] You desire to make a statement with reference to the proposed improvements to the entrance of the Richmond River? Yes; it is as follows:—Proposals for improving the entrance of the Richmond River have been before the Department for many years. As far back as the year 1860 or 1861 the late Engineer-in-Chief for Harbours and Rivers reported upon the subject, and made an estimate of the cost of carrying out the works he proposed. The papers in regard to this matter are unfortunately mislaid; but speaking from memory I think the estimate was something like £500,000. Since that time considerable attention has been bestowed on the matter as the result of urgent representations to the Department, resolutions arrived at by public meetings, and numerous deputations to different Ministers for Works, all drawing attention to the unsatisfactory state of the Richmond River entrance. Each year from the date mentioned the question has become more and more pressing as population has increased. Mr. Coghlan, the Government Statistician, informs me that the present population of the Richmond Electorate is 22,000, and that it has increased since the year 1880 at the rate of 11½ per cent. per annum, while the total increase of the whole Colony for the same period is at the rate of 4½ per cent. per annum. This gives some idea of the almost phenomenal growth which has taken place in this district. From a return kindly furnished me by the Collector of Customs, and which I will presently hand in [*vide Appendix A*] it will be seen that the number and tonnage of vessels entered inwards and outwards during the year 1888, is as follows, viz.:—Sailing vessels 208, steamers 200, having an aggregate tonnage of 96,600 tons, while the number of passengers during the same period, inwards and outwards, was 11,500. In the year 1885 Sir John Coode was commissioned to inspect the Richmond entrance and report as to the works of improvement required. His report was laid before Parliament in May, 1888. In it he points out that the great drawback to the river is the shifting character of the entrance channel, and the extent to which the passage of shipping in and out is hampered by reason of the bar and shoals which encumber its mouth. These evils are intensified, he further says, by the conflict of the waters from the North Creek with those from the main river at their point of meeting, between East and West Ballina. To show the shifting nature of the entrance channel, Sir John Coode points out with regard to the locality of the bar, that whereas in 1871 it was 1¼ mile to the south-east of the north headland, it was only 500 yards therefrom at the end of 1887. The latest information we have shows that the bar was about the same distance from the north headland, but the channel turns sharply north-west and round Shaw's Bay. The works designed by Sir John Coode to remedy this state of affairs may be divided into two distinct sections. The first deals with the works required to make a fixed channel, including lighting and buoysing it. The second section or instalment comprises the extension of the south and north breakwaters for the purpose of making the entrance perfect, that is, giving a uniform depth of water throughout. The first work proposed to be taken in hand is the construction of the south training bank. The total length of this is 4,500 feet, to be formed of rubble stone brought up to say 6 feet above high-water mark of ordinary spring tides. The second stage is the construction of the north breakwater from the Pilot Station, across the present deep water channel, thence from the south-west flank of the Beacon Rock, and seawards in the direction of about east south-east. The total length of the first instalment of this arm will be about 2,500 feet. When this last work is completed for a length of 1,200 feet, it is proposed to commence the south breakwater, which will be a continuation of the south training bank. The first instalment of this work is shown as 2,000 feet in length. It is proposed also to form a guide bank of 2,000 feet in length at the mouth of the North Creek, for the purpose of preventing the conflict of waters of that creek and the currents with the main river. The total estimated cost of these works is as follows:—South training bank, 4,500 feet in length, £43,880;

J. Barling,  
Esq.  
26 June, 1889.

J. Darling,  
Esq.  
26 June, 1889.

south breakwater, 2,000 feet, £32,800; north breakwater, 2,500 feet, £48,300; guide bank, 2,000 feet, £9,600; lighting and buoying channel, £1,600; total—£136,000. The second instalment of the works will comprise the prolongation of the north and south breakwaters for a length of 2,000 feet each, the total cost of the two works being £190,000, or a total cost for the whole of the works of £326,000. The works proposed would, it is contended, create a fixed and permanent entrance channel, in which there should be a depth of 16 to 17 feet at high-water spring tides. The area of the Richmond basin is 2,635 square miles. The principal tributaries which run into the main river are North Arm, having a basin of 610 square miles, the South Arm having a basin of 1,050 square miles, and Bungawalbin Creek having a basin of 650 square miles. I hand in a sketch plan [*vide Plan No. III*] showing the course of the Richmond River and tributaries, with the principal towns and distances marked thereon. The President of the Marine Board has furnished me with a statement of the wrecks which have taken place since June, 1879, and which I now hand in. [*Vide Appendix A 1*] From this it will be seen that there has been an approximate loss of over £24,000 from this cause, but this must not be taken as representing the total loss, as evidence will be placed before you to show that large sums of money have had to be expended in repairing vessels which have been seriously damaged while entering or leaving the river. Another serious item of loss will also be found in the frequent detention of vessels plying to this river. Mr. Nicoll, M.P., and others will be prepared to give evidence on this head. I have also obtained from the Under Secretary for Lands a return [*vide Appendix A 2*] which shows that the total area of land in the Casino and Lismore land districts is estimated at 2,670,000 acres. Of this about 258,000 acres have been sold in fee simple, and 600,000 acres sold under conditional purchase. The total number of conditional purchases made reaches 6,122. The unalienated land represents about 1,800,000 acres, of which about 470,000 are reserved. This return is of value as showing the importance of the district of which the Richmond River is the natural outlet. It may be interesting to state that Sir John Coode, on his visit, said that he was much struck with the richness and extent of the district through which the river passes, and he pointed out that its navigable length exceeds that of any other coast river in New South Wales. The Engineer-in-Chief for Harbours and Rivers, the late Acting Engineer-in-Chief, and one of the Assistant Engineers, who is acquainted with the district, are in attendance to give such professional evidence as may be required. In conclusion, I would point out that in 1888 a sum of £50,000 was voted on the Loan Estimates towards carrying out the works proposed by Sir John Coode. I may mention that the estimates which I have given are the estimates of Sir John Coode, and the order of the work is that arranged by him; but it is possible that Mr. Darley may give an amended estimate, with a slightly different arrangement of the work.

2. *Dr. Garran.*] What officer of the Department has been stationed on the ground? Mr. Keele, an officer, who will be before you, has just come from the Richmond.
3. He made the observations for Mr. Moriarty? No, I do not think he made those particular observations; but he has just come from the Richmond.
4. Who made the observations for Mr. Moriarty which were put before Sir John Coode? I can get the information for you. Several people had to do with that.

Cecil West Darley, Esq., M. Inst. C.E., Engineer-in-Chief for Harbours and Rivers, sworn, and examined:—

- C. W. Darley, Esq.  
26 June, 1889.
5. *Chairman.*] What is your position in the Public Service? Engineer-in-Chief for Harbours and Rivers.
  6. Have you inspected the Richmond River yourself? Not recently, though I have been there several times.
  7. When were you there last? Four years ago.
  8. Were you there with Sir John Coode? Yes.
  9. Of course you have read his report? Yes.
  10. What have you to say about that report generally? Generally I think the scheme laid down by Sir John Coode should be effective. Of course there are a good many details which he does not go into, such as the dimensions of the breakwater. Those we must lay down. The general principle of the scheme I think is the right one.
  11. Does the plan before the Committee show the scheme as proposed in Sir John Coode's report? Yes.
  12. And that is the scheme which you agree with? Yes, I agree with that design.
  13. In your opinion what effect will the construction of these proposed works have upon the entrance to the Richmond River? I think it will maintain a permanent depth of water there.
  14. What depth? 16 or 17 feet. Of course, whenever there is a fresh the channel will be scoured out deeper; but I think the depth mentioned is the one which will be maintained.
  15. What is the width of the channel at the present time? It varies. Sir John Coode mentions in his report that when he visited the locality the channel was further north than it had ever been known to be before. It was then about 500 feet south of North Head and passing on the north side of the Beacon Rock. Since then the channel has gone further north, into Shaw's Bay. When I went up with Sir John Coode the channel went through where the words "North Spit" are written on the plan. Now it passes into Shaw's Bay—which appears on the map as a lagoon—runs round close under the headland, and striking a patch of rocks upon which the "Ballina" was wrecked, turns south. Two months ago when the entrance was so bad that the navigation of the river was almost completely blocked, the north-east winds had swept the sand down south, and formed a bar; but it could not remain long in that position, and gradually worked north. Sir John Coode in his report suggests that the south training wall, which will have to be erected, should be commenced first; but when the entrance to the harbour was so bad the Minister asked me what I could do to remedy it, and I then suggested that we might commence upon the northern portion of the work, and build the breakwater from the pilot station to the Beacon Rock. The object of that was to prevent the current getting into Shaw's Bay. I now recommend that that part of the work be commenced first, notwithstanding Sir John Coode's recommendation, because he never counted upon the current going up there, and that I think it is absolutely necessary to prevent.
  16. Where does the current set from—from the sea? I am speaking of the ebb of the tide. It strikes the Beacon Rock and is deflected north, and then strikes the rock upon which the "Ballina" was wrecked, and is driven south, almost at right angles to the incoming wave. We propose to commence on this work while making preparations to get the stone down to construct the other portions.
  - 17.

17. You say that the current sets in to Shaw's Bay. I want to know where the current comes from—is it the current, from the river, or from the ocean? It is the ebb and flow of the tide. The ebb exceeds the flood tide by the quantity of water passing down the river. C. W. Darley,  
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18. Then the current is not caused by the water from the river? It is the outrush from the river.
19. The flow into Shaw's Bay took place in a time of drought, when the river was not in flood? It was caused by the south bank building up because there was not so much water passing down the river.
20. The lowness of the river tended to build up the south bank? Yes. The river scours out the sand.
21. *Dr. Garran.*] Was there a sand pit between the island and mid-channel? There is now; you could walk across there. We always find that the north-easters drive in the sand on the coast and help to build up the sand-banks, while the current scours them out again.
22. Is the current at the present time going out by the circuitous route you described? Yes.
23. Is the entrance obstructed? It is pretty good now since the heavy rain. It is very much better than it was two months ago.
24. *Mr. Lackey.*] How long have you been in charge of the works at the Richmond River? We have done no work there at all.
25. The charge of maintaining the entrance to the Richmond has always been considered a standing work? The department has done no work there at all; we have only been working on the Clarence.
26. Have you not had an officer on the Richmond? We have done nothing more than make surveys there. The construction of any works has not been attempted.
27. You have been carrying on dredging operations? Yes.
28. Those operations were carried on under your department? Yes, we have been doing a little dredging there; but most of that work has been done higher up the river.
29. Was your department ever asked to give an estimate of the probable cost of making a good entrance to the Richmond? I believe Mr. Moriarty made an estimate something like twenty-five years ago. I never saw it, but I know that the cost of the work was put down approximately at £500,000. He did not go into very full details.
30. Then in fact the proposed work has never been critically estimated by the department? No.
31. Has any recommendation at any time been made as to the best description of work to give a good entrance? No, a plan has never been made.
32. Have any of your officers been consulted with reference to the project of Sir John Coode? No.
33. Was Sir John Coode's proposal entirely the result of his own inspection of the locality? Practically so. He really worked it out in London after he had gone home, but he visited the spot and made a thorough investigation.
34. Is £136,000 Sir John Coode's estimate of the cost of the work? Yes, for the first portion of it. He estimates that the further extension will cost £190,000.
35. And that makes the total cost £326,000? Yes.
36. What does this work consist of—simply of excavations, or excavations with walls at the sides? Simply of the construction of breakwaters and training-walls.
37. What are the walls to be constructed of? Rubble stone.
38. Such as shown by the sections before the Committee? The sections were not prepared by Sir John Coode. I had them prepared. Sir John Coode in his report says nothing about the dimensions of the breakwater. In one place he mentions that the training wall would be 6 feet above high water, but that is the only reference he makes to the dimensions of the wall. But from our experience on the coast 6 feet above high water would not be sufficiently high for a breakwater. It is sufficient for inside work, where you get no sea; but 16 feet above high water is the least height to which we find it safe to carry a breakwater.
39. How far is the breakwater supposed to go into the ocean beyond the sand-bank? Sir John Coode, in his estimate of £136,000, only proposes to carry the southern training-wall to a point opposite the middle of North Head. That portion of the work is marked a deep red on the plan.
40. Would that be sufficient to maintain a scour? He is anxious to see the effect of the work before going on with the further extension.
41. Then the plan is not complete? Yes, it is complete; the extension is shown by red hatching.
42. How far will the expenditure of £326,000 carry the work? That sum is estimated to pay for the construction of the whole of the work.
43. Including the extension of the breakwaters out to the deep water? Yes.
44. *Mr. Garrard.*] Will it include the part of the work shown on the plan with red hatching? Yes. The portion of the work which is estimated to cost £136,000 is shown on the plan in solid red.
45. *Mr. Lackey.*] What will be the width of the channel if these works are carried out? 1,150 feet at the end of the first section, and then it narrows down to about 1,000 feet at the end of the breakwater.
46. What will be about the depth of the channel? Sir John Coode estimated that he would get an average depth of 15 to 17 feet.
47. Would that be obtained by dredging? By scour.
48. The maintenance of the channel after the walls are erected will depend upon the natural scour? Yes.
49. That will be governed by the quantity of water that has to pass in and out every day? Yes; and a depth of at least 16 feet will be required to compensate for the present surface area.
50. Does the result of your experience lead you to conclude that the tidal influence would be sufficient to effect the scour? It does.
51. Have you constructed other works on the coast of a similar character to this? We have not quite a parallel case at Newcastle, but very nearly so. There we did no dredging whatever on the bar, and the channel has deepened from 14 feet to 22 feet.
52. Is the tidal influence as great at the Richmond as it is at Newcastle? In proportion to the size of the river it is.
53. Have you not had some work of this description at Twofold Bay or Moruya? Yes; but it is only partly finished. The breakwater has not been extended out at all.
54. Has the tidal influence there resulted as you expected? The work has not been completed.
55. In what stage is it at present—is it regarded as a success? Anything but a success, because it is only in a half-finished state.
56. Is it not the fact that floods exercise an influence in the deepening of these channels? Undoubtedly.
57. Do you think that it is as great as that exercised by the tide? In the case of a flood you get the current

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current only one way, sweeping outwards. I might mention that in 1887 we had a straight channel out from the Richmond, with some 14 feet of water in it; that was while we were making the survey. I think that during the few (six) months that our officer was making the survey there he reported that 6 feet of rain had fallen.

58. You were saying that Sir John Coode, in his estimate and design, did not provide for the course which the current takes to the north round past Shaw's Bay? I gather from his report that he was not aware that the channel ever went there. On page 2 of his report, under the heading, "The River entrance under existing conditions," he says: "When visiting the site in November, 1885, I was informed that the entrance had never been known nearer the North Head than at that time."

59. At the present time then the channel goes up into Shaw's Bay, and is not as it is shown on the plan? Yes; it goes up into Shaw's Bay, and afterwards takes a southerly course.

60. Your opinion is that the work would be incomplete without the northern wall being carried further inland, so as to intercept the current going up into Shaw's Bay? Undoubtedly that is part of Sir John Coode's scheme. I said that I thought that portion should be first constructed.

61. I understood that Sir John Coode did not provide for the continuation of the wall? Not in the first instance. He thought that the southern wall should be commenced first. I only suggest the trifling alteration that the northern wall should be first commenced.

62. Is it your professional opinion that if this work is carried out it will do what is required in improving the entrance of the river? I think so, from what I know of similar works that have been carried out in other places. The work is similar in character to that carried out in the Mississippi Pass, which has been eminently successful, and it is also very like the North Sea Canal at Amsterdam, which I recently visited. That canal is cut through a sand bank.

63. Has your attention been specially called to the estimate of cost? I have gone into the estimate very fully.

64. Do you think it is a fair approximate estimate? My estimate is a little higher than that of Sir John Coode, but it is wonderfully near it. That portion which Sir John Coode estimates will cost £136,000, I estimate at £148,000. Sir John Coode has not given any particulars as to the dimensions of the work, and my estimate may be for a triflingly larger section. He gives no quantities, but simply states the length of the work and the sum necessary for its construction. He does not say how much a ton or a yard it will cost.

65. You were saying that Sir John Coode had not made the walls of sufficient stability to withstand the storm-water? I am afraid you misunderstood me. Sir John Coode mentions in one place that the height of the training-wall would be 6 feet above high water. That I consider sufficient, but he does not mention what height the breakwater would be. On page 3 of his report he says: "The total length of this bank, as shown, is 4,500 feet, and it would be formed throughout of rubble stone brought up to (say) 6 feet above high-water of ordinary spring tides." That is all he says as to the dimensions of the wall.

66. Does he not give the dimensions upon which he has based his estimate of the cost of the work? No; he neither gives the dimensions nor a cross section.

67. Your department has frequently constructed works of this kind? Yes.

68. And you have, I suppose, pretty well defined what the widths and the heights for work of this kind should be? We know now pretty well what is necessary.

69. If your department were called upon to give a design for the construction of this work at the Richmond would it not be similar in character to, or of the same character as, that proposed by Sir John Coode? That is a difficult question to answer.

70. Is it not the case that the entrances to the whole of these bar harbours are improved by making a strong scour;—is not that the theory? A strong scour and a confined entrance.

71. That is what is proposed in this case? Yes.

72. And in most other cases? Yes.

73. *Chairman.*] That is what was done at the Mississippi? Yes.

74. *Mr. Lackey.*] You have carried out similar works to this on a smaller scale on the coast? Yes; at Newcastle.

75. And at Lake Macquarie? Yes.

76. And to the south, on a smaller scale. Has the work been found effectual in those cases? At Newcastle it has been very successful; but the works at Lake Macquarie have not been completed.

77. Then something similar to the scheme proposed by Sir John Coode would have been suggested by the department if that gentleman had never visited the Colony? Yes. Not exactly on the same lines perhaps, but on the same principle.

78. Are you at all acquainted with the country behind the Richmond River entrance? Pretty well.

79. It is a large and rich country? There is very rich country lying to the north-tropical country.

80. Do you think the present difficulty of access has interfered with the settlement of the country in any way? I think that it has retarded settlement there very much.

81. You think that if facilities, such as would be given by the removal of this impediment to the entrance to the river were afforded, for getting at the land, settlement would take place to a larger extent than it has done in the past? Yes.

82. The lands are very rich? A great deal of the land has been taken up, but in many cases people find it hard to get a living out of it.

83. What is the principal town on the Richmond? Lismore. Ballina is the town just inside the Heads.

84. Is that on the north or south side of the river? It is on the north side just at the entrance. There is no town on the south side. Ballina is a comparatively small town.

85. Within your knowledge has there been a project to connect the Richmond and Clarence by means of a railway? Yes. There was also a project for connecting the two rivers by a canal.

86. Your professional opinion is that the construction of the proposed harbour works will be the best course to adopt of the three? It is.

87. *Mr. Copeland.*] Do you know the set of the current outside? As on most parts of the coast the current has a southerly set.

88. What is its rate? That varies at different times of the year from  $1\frac{1}{2}$  to  $2\frac{1}{2}$  knots.

89. Do you not think that the outflowing water from the river meeting the current at right angles will silt up the sand as it comes out between the breakwaters. You may notice that the outflow will be about east-

east-south-east, while the set of the current is south. Would it not be better to have the breakwaters bearing about south-south-east, so as to be more according with the current? I might explain that although the set of the current is to the south it is not felt very strongly immediately off the coast; the headlands keep it farther out.

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90. Does not the current sweep round the coast at this point? No. It is well known that there is not so much current in shore as there is a mile or two out, and hence ships going north hug the coast; consequently all the wrecks that have taken place on the coast have been those of vessels going north.

91. What rate of current is there near the coast? A good deal depends upon how near you are to a headland. I do not think there would be much current passing by these breakwaters.

92. If the outfall was in the same direction as the set of the current would not there be a better opportunity of getting rid of the sand in the channel? That difficulty could be overcome by keeping the southern breakwater a little shorter than the northern one, so that the northern water would project beyond and shelter the southern, but then again there is the difficulty that we get some of our worst seas from the south-east.

93. It seems to me that if the breakwaters were constructed as proposed the sand which was scoured out of the channel meeting with the current would be deposited near the mouth of the channel instead of being carried away by the current into deep water? I do not think you would gain much by altering the direction, because if you did the channel would face round more to the south, from which direction come most of the heavy gales.

94. Is it not a fact that the principal cause of our river entrances on the coast being silted up is that the outfall has a northerly tendency, and consequently meets the southern current; is not that the reason of the formation of bars at the mouths of our coastal rivers? I do not think the coastal current affects the rivers much.

95. Would it not be better, whatever current there is, for the river channel to turn in the same direction as the ocean current, instead of meeting that current? You must weigh that with the effect of the prevailing winds. You must not depend merely upon the direction of the current, but you must have regard to prevailing wind, for very often the wind will create a local current greater than the coastal current.

96. Where are the prevailing winds? We get the bad weather from the south and the south-east.

97. Is not that in the very mouth of the proposed channel which bears east-south-east? The channel is almost at right angles to the line of coast.

98. Would not the tendency of a south-east gale be to silt up the sand at the entrance of the channel;—if there were a goodebb tide going out of the channel and a south-east gale blowing at the same time, would not the channel become silted up? That would be the tendency, but after the gale the current in the channel would clear the sand away again. It is a very difficult thing to determine the precise effect which the action of the wind and current has upon the sand.

99. Still, if there were ever so little a current, would it not be better to give the channel a more southerly direction than that which it now has. Supposing you were to have the channel two points more to the south, making it face south-east or south-east by east, would not that afford more facilities for getting rid of the sand? No; I think it would be better to carry the channel out straight as it is proposed. The more you deflect it to the south, the more tortuous you make the course inside—the more you bend it round the more acute you make the angle inside.

100. You have a pretty straight channel in the North Creek? There is no navigation there.

101. What is the object of the guide bank there—is it to scour the North Creek and make it navigable? It is more to direct the course of the creek towards the channel.

102. How can that wall have any effect. Supposing there were sand and mud to the north-east of the wall, how would the water affect it? You mean the water going out of the North Creek. That creek receives a great deal of tidal water, so there is always a considerable amount of water flowing in and out of it. Unless there was this wall the tide would flow at right angles to the channel; but the wall directs it towards and with the channel.

103. If you wanted to make a scour would you not have to construct a parallel wall on the northern side of the creek, so as to prevent the water getting away by the eastern arm? The headland protects it there. The water coming down will strike the training-wall and run along it.

104. But the training-wall is not carried out into the river? It is supposed to be. We always find in works of this kind that the water invariably follows the hard side of the channel. The plan shows the state of the entrance at low water.

105. What is the width of the channel between the breakwaters? 1,150 feet, where it is proposed the first section shall terminate, tapering to 1,000 feet at the end of the breakwaters.

106. What is the average width of the river;—I suppose it will be a little more than twice the width of the channel? It is more than twice the width; but it narrows in in places.

107. If a channel is constructed only half the natural width of the river and there is a fresh, will it be sufficient to carry off the water? The channel will have a greater depth than the river has at present. Although the river is very wide it has only a depth of a few feet. The sectional area of discharge in the river and in the channel will be nearly equal.

108. Do you propose to deepen that part of the channel by excavation or simply by building up training-walls? The scour will deepen it.

109. Will not the other parts of the river deepen also? Yes, if the river is confined in width.

110. Will there not be a danger of the channel being flooded if there is a fresh in the river, seeing that you have compressed 2,500 feet of superficial area of water into 1,100 feet? The river now is 2,500 feet wide; and the average depth is but from 6 to 8 feet, whereas in the channel, though the width would only be 1,100 feet, there will be a depth of 15 or 16 feet.

111. But the water would not pile itself up, and you would therefore have no greater depth outside the channel than inside it? There are points where the river is not more than 800 or 900 feet wide, but there it is very deep.

112. In a narrow channel like that proposed, would not the current be so strong that if there were a fresh in the river it would be impossible for a vessel to get up;—could any vessel face the current that would be running out of the channel? There is no doubt that there would be a strong current there, if there was a fresh, which a sailing vessel could not face.

113. If a steamer attempted to get up the channel when there was a strong current flowing out of it, would



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- would there not be a danger of her being turned out of her course;—a thousand feet is a very narrow channel for a sailing vessel to make when the current is setting against her? In very heavy weather it would be better for a sailing vessel to stand off.
114. Then we should not be making a harbour of refuge by constructing these works, but rather a ship trap? You could never call a harbour of this kind a harbour of refuge. Vessels have to stand off Newcastle in heavy weather.
115. If the channel was bell-shaped at the mouth would it not be easier of access? That would lessen the scour.
116. You would not lose your tidal scour if you diverted your channel more to the south. I am still harping on the question of the current. I know there is a strong current setting south, and I am strongly of opinion that the channel should be diverted more to the south. That being the case, if you took the breakwaters further apart, into the deep water, I do not see that the sand would silt up by making the mouth of the channel bell-shaped, so as to give a vessel an opportunity of entering it. If the channel were bell-shaped at the mouth, would it not be easier for a vessel to make the entrance? The first section of the channel is practically bell-shaped. The width of the channel is only reduced to 1,000 feet at the extreme end; it widens very rapidly at the beginning of the first section.
117. What is the width of the channel between the breakwaters at Newcastle? From the northern breakwater to Stony Point is I think about 1,200 feet, but there is an indication of that width being too much, because a spit of sand has formed against the northern breakwater which has reduced the width available for navigation to not more than 600 or 700 feet. That is what we want to avoid. If you make the channel too wide you will have sand-spits formed within it.
118. What is the volume of water coming out of the Hunter River compared with that coming out of the Richmond? There is no doubt it is much less than in the Hunter, but I could not give the number of feet per second.
119. You think it would be no advantage to have the training-walls bearing more to the south? I do not think it would.
120. The proposed bearing is that laid down by Sir John Coode? Yes.
121. Do you think that the breakwater goes sufficiently far out? I think it goes quite far enough out.
122. You would not have to take it further out? I think not. In fact we may find—and Sir John Coode indicates this—that it is not necessary to go quite so far out.
123. What depth of water is there at the end of the breakwater? I think there is at present 22 feet at the end of the southern breakwater.
124. How much at the end of the northern breakwater? About 18 feet.
125. Considering the quantity of sand you will have to scour out, would it not be better to continue the breakwaters into deeper water;—is there not a danger of the sand only being removed from the river to silt up again at the mouth of the channel? I think not. I think the channel is sufficiently narrow to create a scour outside.
126. Can you tell me whether the water deepens rapidly outside, or does it continue shallow? It deepens very rapidly.
127. Do you expect that all the sand-banks inside the river will be scoured out by the channel? I do not say that they will all be scoured out, but the river will have one good channel. Some dredging may be necessary.
128. Have you made any borings? Yes.
129. Did you find it all sand and mud? It is all sand on the southern side.
130. Is there no gravel or shingle? No.
131. And no rock? There is no rock within 24 feet.
132. What is the explanation of the different colours on the map? Those portions of the map coloured yellow indicate sand; the pink tint shows the channel which Sir John Coode proposed should be improved by dredging. Probably the greater part of it will be scoured out, but it will be helped by dredging.
133. *Mr. Garrard.*] You have had some years experience of the harbour works at Newcastle? Yes.
134. You have had personal supervision of the works there? Yes.
135. Those works are similar in principle to the works which it is proposed to construct at the Richmond River, where a channel is to be formed by training-walls? Yes.
136. A very great improvement is being made at Newcastle through the works which have been carried out there? Yes.
137. Can you tell us why the northern breakwater of the Richmond takes a bend where it touches the coast instead of going straight? It is really shortened by that—there is nothing to be gained by carrying it out straight.
138. It could, I presume, be as well taken to the point south of that to which it is proposed to take it? Yes.
139. Will not the sand silt up in the pocket which is formed at that end of the breakwater? That corner very likely will silt up and form a beach, but that will not matter. In fact, to some extent, a beach in a position like that is desirable, because it forms a wave-trap.
140. A cushion for the wave? Yes. If a wave comes in it is a good thing to have a beach for it to break upon, instead of letting it run up into the harbour.
141. Will not the sand silt up at the end where the southern training bank touches the shore? You must have a point for this wall to touch the shore. Sir John Coode turned it in there because he thought it had gone far enough.
142. Will not the sand silt up there? Just at this place the river makes a bend round.
143. I understand that the map shows the position of the channel at the time Sir John Coode visited the locality? Not quite. It shows the state of the entrance when we made the survey in the beginning of 1887. Sir John Coode visited the place at the end of November, 1885, and we were not able to undertake the survey for a year afterwards.
144. Mr. Copeland was asking you just now as to the desirability of extending the channel more to the south-east. Is it not a fact that our heaviest coast rain comes from the south and south-east? Coast rains, I think so.
145. Are you aware that the last heavy rainfall came from the south-east? Some of the heaviest weather we get is from the south-west.

146. But as a rule, is it not the fact that our coast rains are usually from the south-east, and accompanied with heavy weather? Yes, as a rule.
147. More frequently than heavy rains are accompanied by north-east weather? Yes.
148. North-east winds are the exception with heavy rains? You do not get continuous rains from the north-east, as a rule.
149. Therefore with south-east weather and a heavy rainfall, if the channel were diverted to the south-east, as suggested by Mr. Copeland, the evil which he wished to prevent would take place? I think Sir John Coode in fixing the direction of the channel took all that into consideration. He took a great deal of evidence and obtained a large amount of information as to the prevailing winds at this place.
150. As a rule it is not desirable in carrying out works of this sort to have the entrance of the channel facing a prevailing wind? No, you want to avoid that as far as practicable.
151. As the channel is now, it would be at right angles to the south-east and north-east winds? Yes.
152. I understand that Sir John Coode recommended that the southern walls should be commenced first? Yes.
153. But you consider he was ignorant at the time that the channel ever worked round into Shaw's Bay as it does at present? Yes.
154. You therefore urged that the portion of the northern wall between the pilot station and the Beacon Rock should be commenced first? The department urged that.
155. If the work is commenced between the pilot station and the Beacon Rock, will it not block up the present channel? As the work advances the channel will run to the south of the Beacon Rock.
156. That is to say, that every load of stuff you tip in will probably make it run more as it appears on the plan? It will make it run south of the Beacon Rock.
157. Where do you propose getting the material for constructing the breakwaters from? From a quarry above Wardell—about 18 miles up the river.
158. Do you propose to go on with the guide bank at the North Creek simultaneously with the other work, or to leave it until afterwards? I think we should commence it during the progress of the other work. It is not of so much importance.
159. North Creek does not drain a large area? Not a very large area.
160. The proposed deep water channel inside, I presume, will have to be assisted by dredging? Yes.
161. *Mr. Humphery.*] In checking Sir John Coode's estimate of the cost of the two sections, have you taken into consideration the difference between the 6 feet above high-water-mark which he mentioned, and the 16 feet which you think will be necessary? Yes. I have based my estimate on the sections before the Committee.
162. What is your estimate of the cost of the second portion? I have not brought the figures for the second portion with me; I only dealt with the first portion, because it is not contemplated to go on with the second portion for some time.
163. Do you know whether the £190,000, which is Sir John Coode's estimate for the second portion of the work, will provide for breakwaters 6 feet, or 16 feet, above high-water-mark? I judge that it will provide for 16 feet, seeing how closely my estimate for the first portion agrees with his. I fancy he must have proposed to take the outer portion of the work to a considerable height.
164. The first portion is only 6 feet? Part of it; but a good part of it will be a breakwater which will have to be 16 feet above high-water.
165. Would not a difference of £12,000 account for that portion? No; it would not account for it. Because, I might point out, I propose to commence the northern wall from the pilot station with a height of 6 feet above high-water, and to let it go to a height of 16 feet very soon after it passes the Beacon Rock. With the southern breakwater, I propose to commence with a height of 6 feet and bring it up to 16 feet at the end of the first 4,500 feet.
166. Then 2,000 feet of the wall will be 16 feet above high-water? Yes; and quite 2,000 feet of the northern breakwater.
167. The probability is that Sir John Coode's estimate of £190,000 will be very near yours? If £20,000 were put on to it; but I will have the exact figures next meeting.
168. Sir John Coode in his report says: "Before commencing the first instalment of the works proposed, it will be desirable to put down a series of borings on the precise line of the new entrance and channel;"—has that work been done? No, we have made borings in part of the southern channel, and in the northern channel; but as there has been no vote we have not done anything further.
169. Should not that preliminary work be done before the Committee recommend that these works be carried out? It might be well. From the borings we have already obtained I do not anticipate that we will find any rock.
170. Sir John Coode continues: "Although occasional borings of the old series were made within this area and gave favourable results, it is only prudent, in a matter of such moment, that the bottom within the limits proposed to be scoured should be fully investigated before operations are commenced." It appears that the Committee are considering the carrying out of the work before preliminary steps have been taken? —
171. *Mr. Garrard.*] I understood Mr. Darley to say that borings had been made in the northern channel? From the borings we have made I think the chance that we shall come upon rock is very remote. We have worked all over the patch of rocks in the northern channel.
172. *Mr. Humphery.*] Sir John Coode in his report further says: "The observations which have been made show that the throttling of the flood discharge mainly occurs above the elbow;"—what part of the channel is that? It is some distance up the river above Woodburn.
173. It is not any portion of the proposed channel? No, it is between Woodburn and Coraki Junction.
174. It is not marked on the plan? No.
175. I think you said that at Newcastle the channel between the training-walls was about 1,200 feet wide? Yes.
176. And it has been found that that was too wide? 400 or 500 feet of that width is very shallow indeed.
177. Would it not have been better if instead of having a channel of 1,200 feet between the breakwaters there had been one only of 600 or 800 feet? I do not know that we would have gained anything. The velocity of flood waters would have been increased.
178. It would not have been any advantage? I do not think it would have been much advantage.
179. Therefore you do not think that the 1,100 feet will be too wide for the channel at the Richmond? I do not think so.

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180. Mr. Copeland, I think, referred to the increased danger that vessels approaching the port would run if this channel were completed? During heavy weather there is no doubt there will be a very great scour.
181. There is at the present time? It is almost impossible to enter at present.
182. So the danger would not be increased? No; it would be lessened.
183. *Mr. O'Sullivan.*] You think it is safer to have this channel constructed across the south spit than it would be to follow what appears to have been the natural channel for many years between the north and south spits? Our object is to get away from the rocks.
184. Beacon Rock? Yes; that rock works south.
185. Could it not be blown up? That would be very costly.
186. Mr. Garrard asked you just now if the navigation of the river could go on while you were filling up. At the present time the waters flow round Beacon Rock into Shaw's Bay, but when you begin to fill up where will it go? The channel will open out south of Beacon Rock.
187. You think that the navigation can go on while you are doing the work? I think so. The water will always keep a channel open for itself.
188. The total cost of this work is to be £320,000? Yes, that is Sir John Coode's estimate.
189. Do you not think, in view of all the dangers surrounding this proposition, that the money could be better expended in constructing a railway to the district? A railway will not open up the navigation. Carrying goods by water is cheaper than taking them by rail.
190. You are aware that a railway is going to this district? I am aware that it is proposed.
191. Would not communication by railway be safer and more certain than it could possibly be by water, even if this harbour were a success? No. To some extent it may be safer—but a railway can never beat a good water-carriage.
192. You do not anticipate that this scheme is likely to be a failure, notwithstanding the many difficulties in the way of constructing a harbour? I do not. I think that the work can be successfully carried out.
193. Do you consider it an urgent work? I think it is, and I think that it is well worth the expenditure.
194. *Mr. Tonkin.*] I should like to ask whether there are any rocks on the south spit to prevent a channel going south? No, there are not.
195. Then can you explain why you prefer to bring the channel straight from the North Creek, so as to cut through the northern part of the south spit? One reason was that it should not be taken too far from the North Head.
196. But is there any object in having the channel as proposed instead of bringing it further to the south? If it were brought further to the south the construction of the northern breakwater would be more difficult, and there would be more work in it.
197. I am asking you this question because I think Mr. Copeland's idea is wrong. His idea is that the entrance of the channel might just as well be made further to the south, but I think that as the current is from the south it would be necessary to have the entrance to the channel more to the north? The current Mr. Copeland asked me about has a southerly set; it runs towards the south.
198. It is the set of this current that silts up our river harbours and forms bars? Not always. I do not think the current has so much to do with the silting up as the winds have. The north-east wind causes more injury to the harbours along the coast than a southerly wind does.
199. Then that would not be the reason why Sir John Coode suggested that the entrance to the channel should be shown on the plan? By keeping the channel more to the north you do not have to place the northern breakwater in such deep water.
200. But if that breakwater were brought straight to the south would you not have a greater scour? No; because the breakwater would then be at right angles to the channel, and there would be a confusion of the currents.
201. Does not the current go south now? Yes.
202. And before it takes its course to the north it strikes against the south spit;—if the channel were cut through that spit would it not provide a more natural outlet? Then what would you do with the North Creek?
203. The northern breakwater could come quite south, and then the outflow of the creek would help to scour the channel? [*Witness explained that the current should be led in the way it was proposed to take it, and that if the northern breakwater were constructed, as suggested by Mr. Tonkin, all the water coming down the river would be piled up against it.*]
204. *Mr. Trickett.*] Could you give the Committee any idea as to what would be a reasonable time for carrying out the work? I think it will take between six and seven years. It will naturally take a long time to bring the stone such a distance.
205. Would the outer breakwaters be constructed merely by depositing stone, or would they have to be built? By depositing stone.
206. Concrete blocks, such as those used at Newcastle? We did not use concrete blocks there, but large blocks of stone, as large as we could handle.
207. With regard to the question asked by Mr. Humphery, do you think the Committee would be justified in considering this work without having borings made at the proposed entrance;—do you think that it is absolutely necessary to have those borings made? I really do not think so.
208. Do you think the Committee would be justified in considering the matter without having those borings made? I think they would be quite safe in doing so. We have not made borings over the whole area, but we have made what we call spot borings without detecting rock.
209. From your general knowledge of the river, do you think this proposal for improving the entrance is the best one that presents itself? You could vary the direction of the channel a little, but I do not think that you could better the general scheme.
210. You think that the navigation of the river will not be disturbed while you are building the breakwater between the Beacon Rock and the mainland? I do not think it will. If we got out 50 feet or so the current would be sent across the Beacon Rock and would gradually work round it.
211. *Mr. Douel.*] What is the nature of the foundations of the proposed south breakwater? Nearly all sand bottom for a great distance.
212. If a portion of the northern breakwater were constructed, as you suggest, would it not have the effect of destroying the foundations of the southern breakwater by scouring out the sand? That short length would have no effect.

213. How do you intend to provide for the traffic, if you block up the existing channel by the construction of the northern breakwater? I think I have already answered that question by saying that the current will work a channel for itself to the south of the Beacon Rock, where it has frequently been before. In fact they have never had a bad channel when it has been south of the Beacon Rock, but when the channel is north of the Beacon Rock it is bad. C. W. Darley,  
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214. What is the estimated cost of removing this rock? I have not made an estimate; but it would not be wise to remove it. If you wanted to make the channel in that direction you would have to remove not only Beacon Rock, but the spit in the North Head.

215. If the Beacon Rock were removed would not the whole difficulty be got over, and would not a better channel be formed than that which it is proposed to construct? No; I do not think so.

216. Has it not been suggested that as the point at the pilot station is rocky, and as the North Head is rocky, if a wall were constructed across from one point to the other so as to cut off the spit at the North Head, a more complete, safe, and less expensive channel would be formed than that which it is proposed to construct? I do not know that it would lessen the expense much, because you would have to bring the southern breakwater further north. You could not do anything without confining the channel. I think it would be more expensive because of the necessity for lengthening the southern breakwater.

217. Would not the outlet be more direct;—the channel would still be confined, and there would be a more direct and perfect scour? I do not know that.

218. When your proposed works are completed what depth of water will you have? From 15 to 17 feet.

219. What is the depth in the present channel? About 6 feet.

220. And it has a sandy bottom? The present channel has a rocky bottom. Wherever there is rock the channel is deep.

221. I suppose you have taken the bearings where the north spit is? Yes.

222. What is the nature of the ground? Near Beacon Rock and round Shaw's Bay the bottom is rocky. As you go north you get on to the rock, but going south you leave it. I might mention that it is intended to build the north breakwater upon the rock.

223. *Mr. Humphrey.*] How do you propose to get the material for the construction of the two breakwaters? There has not been much said as to how we propose getting the stone. At Newcastle we had to bring it down by two railways—a private company's railway and the Government railway.

224. Perhaps you would explain how you propose to do in this case? There are two quarries available, one on the north side and the other on the south side of the river, a few miles above Wardell, and about 18 miles from the entrance. The stone could be conveyed to the south breakwater by the construction of a tramway or a railway 16½ miles in length; but it would then have to be taken across in punts to the northern breakwater. As that length of railway would cost over £40,000, and as fully one-half of the stone would have to be reloaded into punts, and carried to the other side of the river, it is proposed instead to construct four large punts which would hold 30 tip-trucks—strong waggons that are used for tipping the stone. We would lay three lines of rails on the punts, and I estimate that we could keep three steam-tugs at work towing the punts. Each tug would make about one trip a day. We would also require four lighter punts to convey the stone that could be handled. This stone would be discharged from the punts so as to cover the bottom stones of the breakwater and prevent a scour. We should require 150 tip-trucks—four sets for actual use, and one set to be used in case of emergency. We would also require landing stages at the quarries and at the breakwaters, together with cranes, equipment, and plant.

225. *Mr. Garryard.*] What would be the life of the plant? I would only expect it to last out the first portion of the work, though at the end of the time it would still be available. I think in an estimate like this it is better to wipe it off altogether.

226. You treat the plant as being of no value at the end of the work? Yes. The following is a detailed estimate of the cost of quarrying and carrying the stone to the breakwaters:—

ESTIMATE OF PROBABLE COST OF CARRYING OUT FIRST SECTION OF SIR JOHN COODE'S PROPOSALS.

Length in feet.	Quantity of Stone.	Tons.	
2,500	North Breakwater	=	230,517
4,500	South Training Wall	=	187,576
2,000	South Breakwater	=	190,000
2,000	North Creek Guide Bank	=	42,957
	Total.....		651,050

Estimated cost of plant necessary to carry out this work, including tug-boats, punts, tip-waggons, landing-stages, rails and sleepers, cranes, weighbridges, offices, &c. (say) £42,000

As the plant will require a considerable expenditure in repairs and renewals owing to the heavy nature of the work, I propose to charge the whole cost of the plant against the above amount of work, and thus practically write it off.

Therefore, £42,000 amounts to (say) 651,050 tons is. 3½d. per ton.

I estimate the cost of quarrying, loading, haulage, unloading, stores, supervision, and contractors' profit @ 3s. 2½d. per ton.

Total estimated value of stone in place @ 4s. 6d. per ton.

From the foregoing figures I estimate the value of the first section of the work proposed by Sir John Coode as follows:—

	Tons.	s. d.	£	s. d.
North Breakwater .....	230,517	@	4 6	= 51,866 6 6
South Training Wall and Breakwater .....	377,576	@	4 6	= 84,954 12 0
Guide Bank .....	42,957	@	4 6	= 9,655 6 6
Lights and buoying, as estimated by Sir J. Coode .....				1,500 0 0
				£147,986 5 0
				(Say).....£148,000

Estimating that the work will progress at the rate of 450 tons per day, once all the plant is ready, and allowing for 270 working days in the year, the whole work should be completed within six years from acceptance of the contract.

THURSDAY, 4 JULY, 1889.

Present:—

JOSEPH PALMER ABBOTT, Esq. (CHAIRMAN).

The Hon. JOHN LACKEY.  
 The Hon. ANDREW GARRAN.  
 The Hon. FREDERICK THOMAS HUMPHERY.  
 The Hon. WILLIAM JOSEPH TRICKETT.  
 HENRY COPELAND, Esq.

JAMES EBENEZER TONKIN, Esq.  
 WILLIAM SPRINGTHORPE DOWEL, Esq.  
 EDWARD WILLIAM O'SULLIVAN, Esq.  
 JOHN HURLEY, Esq.  
 CHARLES ALFRED LEE, Esq.

The Committee further considered the proposed Improvements to the entrance of the Richmond River.

Cecil West Darley, Esq., Engineer-in-Chief for Harbours and Rivers, sworn, and further examined:—

C. W. Darley, Esq. 227. *Dr. Garran.*] I understand that there is always a southerly current along the coast? Further off the coast. It is not much felt under the lee of a headland, such as the entrance to the mouth of the River Richmond.

4 July, 1889. 228. But is not the effect of that current gradually to create sand-drifts as it goes south? No; we do not detect the sand drifting immediately along the coast. You see the entrance to the Richmond is sheltered by Cape Byron, the eastern point of Australia. It would lie considerably to the west of a line drawn south from Cape Byron, so that the ocean current is not much felt; in fact we often have a back eddy.

229. Where is Cape Byron from there? It is about 15 miles north.

230. And it breaks the current? Yes; and sends it out to sea. In some of these bays, off the Richmond particularly, there is, if anything, a slight northerly set.

231. A little eddy? Yes.

232. So far as there is a current at all it is an advantage to have the north head projecting slightly beyond the south head? Yes.

233. It is always an advantage at our bar harbours to have the north head a little projecting beyond the south head? Where the south head projects the harbour is best.

234. But the north head projects at Sydney? There are two headlands at Sydney, but there is no bar. Here there is only one headland. Where there is only one headland the best bar is when the headland is on the south side of the entrance. Take Newcastle and the Clarence for examples. The worst bars are those where there are no headlands at all, the next where the headland is on the north side, and the best where the headland is on the south side of the entrance.

235. Would there be any advantage, other things being equal, in making the entrance as near to the north headland as possible? I think so. I think it would be wise to keep it as near to the north headland as possible.

236. Here we have a long strip of sand, at any one point of which we can make an artificial entrance, and I understand that nature has shifted the channel from the north headland to the extreme south of the south spit? Yes; it has been down there.

237. In the plan showing the state of the place in 1871, the entrance is close to the south end of the south spit? That is so.

238. Do you know from the statements of the captains trading to this place, whether, while the channel under the influence of the tides and currents has been shifting north and south, there has been one place better than another? They always say that the best water is when the channel is further south; but of course it was not good when it was so very far south as in 1871, because it then really broke out in two places.

239. So that there were then two bad entrances instead of one? Yes. I have no doubt that Sir John Coode would have put the channel further north, but what has governed the position has been the rock bottom.

240. What I was going to ask was this: If we were to go quite under the cliff at North Head, would we have to blast the rock away? In the bottom of the channel?

241. Yes. Would the advantage of having a channel near to the North Head be sufficient to justify us in going to the expense of blasting the rock away? No, we would have to go through not merely the patch of rock you see, but through rock all the way from that to Beacon Rock. There is rock under the patch of sand marked "the middle spit."

242. The rock, which is really an outcrop of the North Head, practically goes to a line drawn through the middle spit? It very nearly follows the contour of what appears on the plan like an island.

243. There is no available entrance between the northern breakwater and the north head, in consequence of the underlying rock? No.

244. And to make a channel you would have to go to a very great expense in blasting the rock? Yes.

245. For other reasons it would be an advantage to go as close under north head as possible? I think so. I should certainly have put the channel further north had it not been for the rock, and I am certain Sir John Coode would have done so also.

246. At present the channel goes round under the north head. I see wrecks marked there? They were thrown up there. The channel has never been over the rock that projects. The wrecks were thrown up on the rock by the heavy seas.

247. For the sake of avoiding the submarine difficulty we are practically bound to bring the channel further south; we have no option to make it follow the course it now takes? Nothing short of moving the rock.

248. Our only choice lies between the proposed entrance and one further south? Yes.

249. One of Sir John Coode's objects in suggesting that the channel should be in the direction proposed, was to give a straight run for the waters of North Creek? I do not know that he placed any importance on that, although he proposes to guide the flow, to give it a larger scouring influence. There is a considerable tidal influence there, and it will help the scouring very greatly.

250. Is there any other reason, besides hitting the North Creek so exactly, why you go so far north? No other reason, except to get near the north headland.

251. You want to get as near the North Head as you can? Yes, as near as is practicable.

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252. And the proposed channel is as near as you can go? Yes.
253. And it suits the sweep of the main river as well as any other outlet would? It will make a good channel.
254. The curve is no disadvantage? No. It is nothing to the curves further up the river, and it will always maintain good water along the line of breakwater.
255. Mr. Copeland asked you on a former occasion if there would not be an advantage in carrying out the northern breakwater; but, if you are right in saying that where you have a projecting south headland the bar is best, would it not be better to bring the southern breakwater out? I do not think so, when we have got past the sand.
256. You think nothing will happen if you have them both the same length? Not when you get out a good distance.
257. The portion marked on the map "constant break" is not rock? No, sand.
258. And also the portion between the breakwaters? We have spot borings about there which show that we can get 27 feet of water.
259. Have you made any borings in the portion of sand which is to be washed away by the current? There is one about the middle; but the only place where we want a few more borings is further in on the bend. From the borings we have got, there is nothing to indicate that we shall find rock.
260. We shall have to run a little risk? I propose to get the borings put down at once.
261. And make sure there is no rock? And make quite sure. We have a line of borings from the Beacon Rock across the harbour and some spot borings between the breakwaters.
262. And you have found no rock? None.
263. I understand that an entrance has been made at the place where the proposed channel is to be excavated? The scour has made an entrance in every position on the sand spit.
264. At the time there was a natural entrance at this place, was it as good an entrance as others have been? The pilot reports that when the entrance has been down about this position they have always had good water.
265. Nature has tested the whole locality, and experience has shown that the proposed channel will be in the best possible position? About the best position.
266. How many years did the natural entrance remain in this position? The entrance was in this position about the year 1875.
267. It was in that position long enough to make a good test? Yes.
268. And the pilot said it was the best channel? He says there was no trouble when the entrance was about there.
269. In dealing with all sand bar harbours the great object of the breakwater, I presume, is to get out to a point beyond which the sands make a bar? Yes.
270. And you will go out deep enough here to prevent any possibility of the sand silting across the mouth of the entrance? I am told that there has been about 34 feet where the head of the breakwater will be.
271. Your breakwaters will be built on the sand? Yes.
272. Will you have any protection for the end of the wall? We will have big stones at the end.
273. As at Newcastle? Yes.
274. How does the work stand at Newcastle? It stands very well.
275. Nearly as well as a regular facing of stone? Almost better. With the Jersey breakwater they had a great deal of trouble, because of the small stone washing away from under the built work.
276. You propose to put only large stones down and to make the ends strong? Yes.
277. You are not afraid of the work being damaged by the sea? No. I have often watched the action of the sea on the breakwater at Newcastle; it comes up and goes through the big stones with a thud, whereas with a smooth wall it would go over.
278. Then you would have large spaces between the stones? Yes; in using large blocks of stone you must have voids.
279. You are not afraid of the breakwaters being hurt by a large sea? Not after they have settled down.
280. In dealing with the sand bars generally there is no better plan known to engineers than to make a confined channel, and to run breakwaters out to a sufficient depth? That has been found successful.
281. Where has it been tried in corresponding localities? It has not been tried in localities in every way corresponding to this, because it is not everywhere where there is a coast like ours, but I can mention one place, the Sulina mouth of the Danube. There is a very large pass there which has been narrowed in. The Danube has two other mouths, but the Sulina mouth is the one which is used for the purposes of navigation.
282. The bottom there is more mud than sand? Yes; and the same is the case at the Mississippi, where it is principally mud.
283. It is, in fact, the delta of the river? Yes.
284. You have nothing but sand here? No.
285. Sand is harder than mud? Yes; and for this reason the entrance to the Richmond would hardly compare with the other two I have mentioned.
286. Practically if we open up the mouth of this river at all we are shut into a scheme of this kind; we have nothing to do but to narrow the entrance and carry out breakwaters; no cheaper plan will do? I do not think so.
287. If we begin by making the line of wall to the extension of the southern breakwater, that to some extent will improve the entrance? I think we shall get a good result as we get to that point.
288. You are trusting to nature to scour out the channel? Entirely.
289. If you begin with the southern breakwater you think the water will run along the wall and commence to scour the channel? Yes.
290. That will gradually fill up the northern part of the entrance? Yes; above the northern breakwater it will all gradually silt up.
291. The current running down will make beaches there? Yes.
292. When the whole of that is filled up will there be any danger of the sand coming down in front of the channel? We trust to the scour to keep the channel open.
293. At Newcastle you have a bank of sand that narrows the entrance? Simply because the Newcastle entrance may be a little wider than is required. The entrance there has narrowed down, but while it is narrow it is deep.

- C. W. Darley, Esq., 294. You think if you had made the entrance at Newcastle the width which nature has made it you would have a better harbour? You would then have too great a current in flood-time.
295. Could you not have the breakwater so low that the flood-water would run over it? There would be a difficulty in making it so low.
296. Could you not make a small piece low near Beacon Rock, over which it could run? The sand would silt up behind and prevent the water getting away. With the proposed channel there would be an ample width.
297. But if your object is to narrow the channel, could you not make a weir to enable the flood-water to escape? No; the sand would pile up and block the water from getting away.
298. After a long drought and no scour the sandbank might cross the mouth of the channel? The tidal influence will keep the channel open.
299. How many miles does the tide go up the river? Almost 60 miles—up to Lismore.
300. What is the rise of the tide? The tide rises 3 feet 16 miles up the river.
301. Then you do not trust to floods; the natural tide will scour out the channel and keep it deep enough? Yes. I might mention that at Dublin the tide influence has given a good mouth at the entrance of the Liffey, where it was previously very bad.
302. What kind of rock have you got to make the walls? It is coarse sandstone.
303. Pretty hard? We have not opened the quarry up very far.
304. Is it as hard as the Newcastle stone? Rather harder.
305. And quite as good? Quite as good.
306. Will it stand the work? I am putting down a shaft now to make sure.
307. You have no reasonable doubt? No.
308. In estimating the prices for the carrying out of the work you think you have given fair maximum prices? Yes.
309. You say that the whole work will cost £350,000? Yes. I have got my estimate here for the second portion of the work.
310. You do not think the cost of the work will go to £400,000? No.
311. You make full estimate for Colonial prices? Yes.
312. You think we shall be pretty safe to keep the expense within £400,000? Yes.
313. If we sanction the work you think the country may rely on its not exceeding £400,000? At my last examination I said that my estimate for the first section of the work, which Sir John Coode says will cost £136,000, is £148,000, and for the outer section my estimate is £208,350, whilst Sir John Coode's estimate is £190,000. My estimate for the whole work is £356,350. [*Vide Appendix B.*]
314. *Chairman.*] You estimate for retaining-walls 16 feet high, as against Sir John Coode's 6 feet? I do not know what height he proposes to make his breakwaters; 6 feet would not be sufficient. You must raise the work a sufficient height to enable the men to work safely. For three parts of the year the seas would be rolling over a breakwater 6 feet high.
315. *Mr. Copeland.*] What do you estimate the wall along the North Creek will cost? £9,000. I do not think it will be necessary to carry it out at once, but it would be advisable to carry it out in the course of time. The plan before the Committee is rather misleading, as the water does not follow the course shown there. All the part marked yellow is covered with water before half-tide, so that the current coming out of North Creek falls due south, and you get a conflicting action of the currents. The wall would give the water a turn towards the mouth of the channel.
316. Is not the pink part near the training-wall also covered with water? As you go on with the construction of that wall you will find that the water will follow it. It invariably follows any solid work of that description.
317. But is the water there at the present time? At the present time the best water—it is only a matter of about 18 inches altogether—is the lower of the two blue tracks.
318. *Dr. Garvan.*] If the water clings to a stone wall on a sandy bottom, is there not a danger of the wall becoming undermined by its action? It will to some extent.
319. You will have to keep building up the wall for some time? We have estimated to take the wall down 12 feet. Not only will the water cling to the wall, but it will scour out a channel, and we shall be tipping into several feet of water the whole way. On the spit, in the construction of the south breakwater, I estimate that we shall have to go down 22 feet where there is now dry land. We know pretty well the depth to which we shall go in constructing the northern breakwater, because we will take it to the rock all the way—30 feet. I think I have estimated a sufficient depth for the southern breakwater. As we get out to the end I have estimated for the stone going down 30 feet.
320. *Mr. O'Sullivan.*] I find that in some of the breakwaters that have been successful in the Old World and at the Mississippi the stones have been linked together with iron bands. I see no provision for that here? That is only when you go in for solid dressed blocks like a quay wall, such as Dover pier. That has been built with large blocks of masonry or concrete, but it is not proposed to do anything of the kind here, because the cost would be simply enormous. Dover pier is only a few hundred yards long, and it cost more than the whole of this work will do.
321. At the Mississippi the stones are linked together with iron bands? On the Mississippi they put a small length of coping with concrete blocks upon the rough work.
322. At the mouth of the Rhone training-banks have proved a failure, as the water decreased there from 13 feet to 4½ feet in sixteen years, and side canals had to be resorted to. Do you think a side canal in this case at Ballina would be of any assistance? I do not remember the particulars of the Rhone entrance.
323. At the mouth of the Rhone they have a side canal leading into the sea? That would make a second mouth, and if you can make one mouth good you can make the other good also.
324. It appears that this side canal was resorted to because of the failure of the training-walls? We have had a pretty good experience of the training-wall system at Newcastle, where there is as heavy a sea as we have on any part of our coast. The breakwaters have been standing now for some years. The end is in about 30 feet of water, and during the late gale hardly a stone moved.
325. *Mr. Copeland.*] What are the bearings of the breakwater at Newcastle? East by north. In a great many cases in the old country they have made breakwaters with small stones at the bottom and a solid superstructure built upon them. Holyhead was made in this way, but it has not proved a success. Sir John Coode, who carried out that work, would not attempt to do anything of the kind again. The small stone

stone is always moving, and threatens now to block up the mouth of the harbour. Alderney Harbour has been almost completely wrecked by this system. The small stone wears away and drifts up, while the big stones which have been placed on top slip about like on marbles.

C. W. Darley,  
Esq.  
4 July, 1889.

326. *Dr. Garran.*] Is not the breakwater at Port Said one of the most recent? Port Said breakwater is built with big blocks of concrete.

327. You do not propose to use any concrete here? No; it would be too expensive.

328. *Mr. Trickett.*] You will commence the rubble walls with large stones? We shall use all the stone that comes from the quarry, quarrying it as large as possible. We find that the larger the stone the cheaper it is.

329. I see by reference that at the Sulina mouth they commenced with small stone and afterwards built a concrete top. Here you propose only to use the large stones? We will use all that comes from the quarry, quarrying it as large as possible.

330. You think there will be no fear of its shifting? I think not. From my experience of the coast I do not think it will shift much.

331. *Mr. Lee.*] Will the scour that is provided be sufficient to carry the sand entirely out to sea, or will there be any danger of sandbanks being formed outside the north and south breakwaters? I do not think that it is likely that they will form there. There is 33 feet of water at the points where we propose to have the ends of the breakwaters, and it deepens very rapidly. I may mention that the 30-fathom line on the coast is nearer to the entrance of the Richmond than it is to any river on the northern coast. It is very close off Sydney.

332. There is a deep slope there? Yes.

333. *Mr. Dowel.*] What time do you estimate it would take to construct these works? I think six years for the first section.

334. When constructing, I understand that you think there will be no difficulty, and that a good straight run for the current will be created? I think so. I think that we shall get a good result.

335. What width are the walls you propose to construct? Sixteen feet on top. The training wall would have a slope of 1 to 1, and the breakwater of  $1\frac{1}{2}$  to 1, and  $1\frac{1}{2}$  to 1 on the seaside, and, as it goes out further,  $1\frac{1}{2}$  to 1 on both sides.

336. The wall as constructed would have a natural batter made by the fall of the stone? The fall of the stone and the draw of the waves. The stones are only tipped at a slope of about 1 to 1. A good deal of the Newcastle breakwater is standing at a slope of not more than 1 to 1, except at the very end. I have estimated for a slope of  $1\frac{1}{2}$  to 1 here, to allow for the drawing action. We could not put it at that slope by tipping.

337. You anticipate that there will be no danger of the foundation of that wall being scoured out by the currents? Under the stone?

338. Yes? The stone will slide down as the scour takes place. The scouring action will take place as we advance with the work. It will keep deepening the foundations, and the stone will have to go to a considerable depth.

339. The walls will go down as the work proceeds? Yes. Where it is now dry land I anticipate that there will be a depth of 20 feet, which will be made by the scouring of the water in front.

340. You propose to use both small and large stones as they come from the quarry? Everything that comes.

341. What is the distance of the quarry from the works? Eighteen miles by water. A comparison was made the other day between the Richmond and the Hunter River. I have a statement here which I should like to put in. The watershed of the Hunter is 8,072 square miles, and that of the Richmond, 2,635 square miles—just one-third. [*Vide Appendix B 1.*]

342. *Dr. Garran.*] Is the velocity of the Richmond greater—is the slope greater? No, not on the lower part; it is about equal. For the first 30 miles, from Woodburn down, the slope is not so much in the Richmond; but at Casino it is very rapid, because the river is there confined in a narrow gorge.

343. The tide goes so far up the Richmond that at the mouth you get no advantage of this rapid descent? You get a descent equal to that of the Hunter.

344. In the Richmond the tide goes so far up that you get no benefit, at the mouth, of the steep slope in the upper portions of the river? At Wardell the tide rises 3 feet while the flood-level is 7 feet.

345. Which of the two rivers has the better natural fall? I could hardly compare the two in that respect.

346. Has either river any advantage over the other through the slope of the river bed? Not in the last 15 miles; they are about equal.

347. It is only the last 15 miles that will effect the scour at the entrance? Yes.

348. So far as you can see the flow of the stream is about equal in both rivers? Yes; except that the flood velocity of the Hunter is three times that of the Richmond, all things being equal, since it has a larger catchment.

349. Apart from the flood-flow, your experience of the Hunter will be available for the Richmond? I think so.

350. So we are not commencing an entirely new enterprise? No; the Newcastle work would be a substantial guidance.

351. *Mr. Dowel.*] Has any information reached the Department recently that suitable stone could be procured about 8 miles from the works? I may mention that I am getting the whole matter thoroughly investigated. We have been opening up a quarry about 8 miles from the entrance, but the stone has turned out very small and breaks up easily. We cannot get any stone larger than a man's head from it, so I have moved a gang of men up to Wardell.

352. If suitable stone could be got at this place it would lessen the cost of construction? For one side, of course, it would. The difficulty is that we have works on each side, and you would still have to punt across the stone from one side or open up another quarry.

353. *Dr. Garran.*] Are these quarries on public or on private land? Upon public land; they are upon a reserve.



Thomas W. Keele, Esq., M.I.C.E., District Engineer, Department of Harbour and Rivers, sworn, and examined:—

T. W. Keele, Esq. 354. *Chairman.*] What is your position in the Government service? Engineer.

355. *Mr. Lackey.*] Where are you at work? On the Richmond.

356. Have you been there long? I have been only three weeks there.

4 July, 1889. 357. You have not been in any way engaged in connection with these proposed works? Only in searching for stone.

358. You have been engaged in that? Yes.

359. Have your investigations resulted satisfactorily;—have you got good stone? We have got good stone 18 miles up the river—sand-stone. I searched up the coast, and also at the back of Ballina; in fact, I searched over the whole district within a radius of 18 miles towards the south, and 5 or 6 miles west and north.

360. Is the stone of good quality for the purpose intended? It is very hard and durable.

361. Have you gone into the matter of conveying the stone from the quarry to the entrance of the river? I have been assisting Mr. Darley in the matter.

362. Do you think the stone could be conveyed from the quarry to the works within the cost estimated? I think so.

363. How is it proposed to convey the stone;—by punt? To punt it the whole distance from Riley's Hill.

364. How close is the quarry to the river? It is on the river side.

365. The cost of carrying the stone would come within Sir John Coode's estimate? Very nearly.

366. If you take the stone from the locality which you have discovered it will not increase the cost of the works? Only to a small extent. I think Sir John Coode must have intended to go to that place for the stone.

367. He knew where the stone was? It seemed so. The figures work out within a few thousand pounds.

368. You have been there only for three weeks? That is all.

369. Were you ever there before? No; never.

370. You do not know much about the country there except from the information which you gained during that period? No; I was simply instructed to go up there to start the works to the Beacon Rock, and to search for stone and report upon it.

371. Have you given any attention to the engineering part of the scheme? No; I have not studied it very deeply. Of course I have gone through Sir John Coode's report; but I have taken that as a settled thing.

372. Have you given special attention to this branch of the engineering profession? I have had to do with harbour works before.

373. In this Colony? Not with the actual carrying out of works. I have had to report upon many bar harbours. I surveyed Newcastle Harbour, Lake Macquarie, the Clarence, Moruya River, and other places.

374. From your professional knowledge you think this scheme a good one, and one which it is desirable to carry out? Yes.

375. You think that the scour would be sufficient to remove all impediments and to maintain a clear channel? Yes.

376. *Mr. Copeland.*] What is the general velocity of the ebb tide? From Sir John Coode's report I believe about three knots at the Beacon Rock. I think that is the greatest velocity. There is a very strong rip there, but I have not tested the speed of the tide myself.

377. Do you think the channel between the breakwaters would be sufficiently wide to allow of the flood waters running out, supposing there should be a fresh? I have not gone into the question.

378. Judging from the width of the present entrance, which is two and a-half times that of the proposed channel? I have not studied the question. The matter is one which would require considerable attention before one could form an opinion upon it.

379. Have you paid any attention to the set of the current outside? No.

380. Have there been any observations made since you have been connected with the work? Not outside the heads, not beyond the bar.

381. You are not aware whether or not there is a current outside? There is an ocean current—a southerly set. The direction of that has been taken from Captain Sydney's chart, I think.

382. What is the velocity of the current? I think about 2 miles an hour all down the coast.

383. Do you know whether the current comes near to the land at this part of the coast? No.

384. Would it set off from Cape Byron? It would be likely to set off from Cape Byron, since that is the most easterly point.

385. Do you think the breakwaters have the best bearings they could have, or do you think there is any chance of their being improved. They are about east-south-east now. Supposing they were to come two points—20 or 25 degrees—further south so as to allow the river current to discharge in the same direction as the set of the ocean current, do you think it would be an improvement; there would then be two currents combining to carry the sand out to the ocean? I would not like to give an opinion without going further into the matter. It has evidently been well considered by Sir John Coode, but I have not given it any consideration.

386. Do you think it would be better if the water had a straighter run, instead of making a curve as there will be in the proposed channel? The North Creek has to be taken into consideration, and I presume that is the reason why the breakwaters are placed in the position in which they are shown on the map.

387. If the breakwaters were placed further south, would not that make a straighter run for the North Creek? I think not, without an alteration in the direction of the training bank. The velocity of the discharge of that creek being less than that of the river, I think the meeting of the two waters would create a disturbance at its mouth.

388. Is not the river current, being stronger than that of the creek, likely to jam it back? I would not like to give an opinion about that without further study.

389. I suppose you have not been long enough at the work to know much about it? No. For some years previous to going to the Richmond I was engaged on water works. I have not been engaged upon harbour works for some time.

390. You have made no personal observations? No.

390½. Your time has been occupied in finding stone? Yes.

391. *Dr. Garran.*] What kind of rock is the north head composed of? That is basalt. There is about 15 feet of face to it, and it dips rapidly back in a north-westerly direction, and is seen just on the edge of the North Creek; it continues to dip back for three miles, and then rises up and presents a face of 30 feet, and finally dips back again.

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392. You say you have been up and down the coast? Yes.
393. Have you come across any stone like that found at the quarry? No.
394. There is no stone exposed to the action of the sea by which you could test the quality of the other stone? The stone used in the construction of the Newcastle breakwater which came from Waratah is similar to that I found.
395. Could you make any test before you used it by exposing some blocks of stone to the action of the sea? It would take some time to make a test in that way; but it could be done.
396. How do you test its quality at the present time—simply by its look? By its appearance, and by its strength when we are blasting. Of course we could analyse it.
397. You have not made a chemical analysis yet? Not yet.
398. Does the cleavage promise fairly for getting out large blocks? I think so, almost to any size you may require.
399. Is it perpendicular? The stone dips in a north-westerly direction.
400. It is a horizontally stratified rock? At the present time we have not opened it up sufficiently.
401. You have not made a good face to fairly test? No.
402. It will make good large blocks you think? Yes.
403. As far as you can see the quarry is a good one? Yes.
404. Will the other quarry, eight miles up, compare with it? There is a basalt quarry three miles north-west from Ballina. Since I have been away the men have reported to me that they have opened it up, but that they could not get any large size stone from it.
405. Is basalt good? Yes; if it can be got out in large blocks.
406. Better than sandstone? Its specific gravity is greater.
407. The sandstone which was obtained from Waratah wears well? Yes.
408. Have you been engaged on the Newcastle work? In 1875 and 1876 I was employed under Mr. Darley there, and saw something of that work.
409. Did you help to construct it? Yes; I was engaged upon it for about a year.
410. When you were making that breakwater did you find that the stone settled down in it? I do not recollect that it did so.
411. While it was being constructed? The bottom scoured away from the toe.
412. Did the stone spread out at the bottom or sink straight down? As the breakwater proceeded the sand was scoured away at the toe.
413. Did the base of the wall spread out and make a broader foundation, or did it begin to sink? I think it did. The heavy surf on the sea-side brought it down to a flatter slope.
414. And it sank more deeply into the sand? I think so.
415. How much did it sink in the course of two or three years? I have not heard since I left. I think the scour in the first instance provided a foundation, and that it did not go beyond that.
416. When it once found a bottom it kept it? I think so.
417. You do not anticipate a further difficulty at the Richmond? I think not.
418. The conditions are not more unfavourable—the sea has not a heavier break? I think not.
419. You have seen the surf at Newcastle and at the Richmond? Yes.
420. And it is not heavier at the Richmond? I think not.
421. *Mr. O'Sullivan.*] Do you notice on the plan the reef between the two extended breakwaters;—is that likely to impede the navigation at all? That is not a reef. It is intended to represent a rip on the bar, the constant break of the sea.
422. *Mr. Humphery.*] Is there an unlimited supply of stone at the quarry you speak of? There seems to be; it is over 100 feet in height, and I should say a quarter of a mile in length.
423. *Mr. Hurley.*] The distance from the proposed works you say is something like 18 miles? Yes.
424. Can you tell us the difference between the estimated cost of carrying the stone by railway and carrying it by water? We did not go thoroughly into the question of taking the stone by railway. We started to do so, but when Mr. Darley found that we should have to punt the stone across for one side, he thought it would be better to punt it altogether.
425. Do you recognize the fact that the cost of bringing the stone from the quarry to the proposed works will be a very important item? Yes.
426. Would it not be better to construct a railway line 16½ miles long in order to convey the stone, instead of using four punts which could only make one trip a day? You could not tip more than a certain quantity per day off the breakwater, and the punts would carry that quantity.
427. Still the actual difference between the cost of carriage by rail and water has not been estimated? I do not know whether Mr. Darley has since gone into the matter; but I have no doubt he has done so. I have had nothing to do with it.
428. There is no doubt in your mind of the durability of basaltic rock as compared with sandstone? There is no question about it.
429. There being rocks of basaltic formation at a short distance from the proposed works would it not be possible to obtain large blocks from North Head instead of going 18 miles up the river? I do not think the nearest headland would contain sufficient stone to complete the work. I do not think it would take the work much beyond the Beacon Rock. The rock at the North Head dips rapidly back; it presents a face of 15 feet, and the stripping would be enormous. I saw a shaft 40 feet in depth at a distance of 100 feet back from the cliff; it went through decomposed material which would form the stripping. There is a very small quantity of rock in the hill. In the next hill, Black Head, there may be a slightly larger quantity of rock, but it has been taken up by a syndicate for mining purposes.
430. You could not term the rock basaltic if it is a decomposed formation? There is decomposed material above and below the basalt, and it is in that material that they have found gold.
431. How far from the proposed works is the basaltic formation to which you referred in answer to Dr. Garrahan? That is at Chilcott's Hill; it is in a north-westerly direction from Ballina.
432. How far is it? A little over 3 miles from the end of the North Creek training wall.
433. In your opinion, knowing the relative value of these two kinds of rock, would not the basaltic rock be more useful in constructing a work of this character, even if it cost a little more, than sandstone rock? If we had sufficient of it, and it would come out in large blocks. The hill at Chilcott's has been tested, and we find we cannot get large blocks out of it. It flies like glass.

- T. W. Keele, Esq.  
4 July, 1889.
434. You think the country round there for 18 miles has been sufficiently explored, and that you have secured the most suitable place for obtaining stone? I think so. I do not know of any more suitable stone about the district. I searched the coast as far as Lennox Head back in a north-westerly direction, and then up the river. I think I have seen all the places where stone can be obtained.
435. *Mr. Dowel.*] What is the character of the country between the quarry and the proposed works? Through which a railway line will have to be made?
436. Yes? It is very flat on each side of the river for a short distance.
437. Is it good country? Remarkably good.
438. What do you estimate the cost of construction of that line will be? About £3,000 a mile.
439. When constructed, will it open up good country? It will have to pass along the sea-beach. We could not take it in a direct line, because it would pass through farm lands. If we made it at all, we should have to take it within the 5-chain reserve, along what is called the Beach Terrace, for a distance of about 12 miles, and then make a curve towards the quarry for a distance of about 4 miles.
440. Are you aware that the landowners of that part of the country are prepared to give the Government any land they may have to acquire for the purpose of making this railway? I have not heard of it.
441. If the stone were carried to the works by railway, instead of on punts, could they not be constructed in a much shorter time? We could bring down a larger quantity of stone, but there is a limit to the tipping of it. You cannot get rid of the stone at the breakwater very fast. Not more than 200 or 300 tons a day could be tipped from each breakwater, and that quantity could be brought down by punts.
442. What is the difficulty? Very often these large blocks of stone, after they have been tipped from the waggon, have to be moved into their place by means of crowbars. I remember that when the Newcastle breakwater was being constructed blocks of 10 or 15 tons took some time to get into their places. They often stuck on the edge, and there was a good deal of time lost in many ways. They do not fall into place rapidly. Of course with a double line, making the top of the breakwater wider, you would be able to get rid of more stone, but the work would be more costly, because you would have a larger cross-sectional area and the progress would not be greater.
443. But that would only be for a certain portion of the line? If you had a double line to the extreme end of the breakwater you would have to have a much wider top, and that would require more stone.
444. Do you not think, from your own knowledge, that the work would be done in about half the time by rail? The railway line would take about a year or eighteen months to construct in a district like that, where they have to convey everything by means of bullock-drays along very bad roads.
445. *Mr. Copeland.*] Would such a railway be of any service after the construction of the breakwater? I think not.
446. So that after the breakwater was finished the railway would have to be abandoned? I daresay it would. It would only lead to Broadwater, where the Sugar Company's mill is. It would pass through no farm land.
447. And they would not be likely to make any use of the railway if the river was navigable? They would be more likely to use the river.
448. *Dr. Garran.*] Is the quarry on the north bank, or on the south bank? It is on the north bank.
449. Then you will have to punt the stone over to the south side? You would have to punt it across. Of course there is stone on the south side; but I do not think there would be a sufficient quantity there to complete the work.
450. If you had another quarry on the south side you could work both breakwaters at the same time? Yes. It might be possible to use some of the stone in the North Head for carrying on the north breakwater, but there would not be sufficient to carry the work out very far.

Henry Richard Carleton, Esq., B.E., M.I.C.E., Resident Engineer, Department of Harbours and Rivers, sworn, and examined:—

- H. R. Carleton, Esq.  
4 July, 1889.
451. *Chairman.*] What is your position in the Department? Resident Engineer, Lake Macquarie Harbour Works, but at present I am at Orange, in charge of the construction of a concrete dam.
452. *Mr. Copeland.*] How long were you at the Richmond? I was there about six months making a survey.
453. And taking borings? Yes. That was in the summer of 1887.
454. In the channel shown on the map, I suppose when the sand is cleared away there will be no rocks or other impediments to navigation? The portion between the breakwaters has not been completely bored, but the borings that have been taken lead one to believe that rocks will not be found there above 24 feet below low water. The rock dips away to the south-east from Beacon Rock.
455. You say that borings have not been made in the proposed channel? A few borings have been taken; but it has not been so completely bored as the other portions have.
456. Do the borings show that there is no rock? I do not think any will be found between the breakwaters down to 24 feet below low-water.
457. What does the bottom consist of—sand, or shingle? Sand, and a band of indurated sand, hard black sand which varies in thickness from 5 to 14 feet.
458. Is that the black sand in which they wash platinum and gold? It is somewhat harder. There is some difficulty in putting the drill through it at times.
459. Do you think the scour will take it away? It will not be found in the proposed entrance.
460. What is the direction and rate of the ocean current? I have not tested it. I have made observations of the current over the area shown on the plan; but I have not gone outside.
461. From the observations which you did take, did you find that the current has a southerly set? I took no notice of the ocean current. I merely made observations of the river current, which, of course, follows the channel approximately.
462. There is a considerable rise and fall of the tide at the Richmond, is there not? About 5 feet 6 inches outside the bar, decreasing to 4 feet at the pilot station, and to 3 feet higher up the river, at Ballina.
463. Taking into consideration the width of the river entrance, do you think the channel between the breakwaters will be sufficiently wide to carry away an ebb tide when there is a fresh in the river? I do. I was there at the time of one of the highest floods, and the water at that time was passing through a channel narrower than that which it is proposed to construct. That flood rose to 70 feet at Casino.
464. You cannot give any information with reference to the ocean current outside? I think it is from the south along the beach.

465. From the south or to the south? From the south, along the beach.
466. Is not that different to the other current on the coast? Yes; but it is simply so close to the shore.
467. Did you notice anything with reference to the prevalent winds? I collected all the information with regard to that from the pilot's log book, and put it in a tabulated form. The greatest number of the winds come from the south-east. It is two years since I made the survey.
468. Had you anything to do with the scheme;—I suppose you had not? I had nothing whatever to do with it.
469. Can you see what benefit the guide bank on the North Creek would be? To prevent the two currents from opposing one another, and to make them unite at a sharp angle and concentrate on the bar.
470. I suppose one of the objects of the guide bank is to help to scour away the sand bank at the mouth of North Creek. Would not the effect be better if another wall were constructed on the opposite side of the North Creek, so as to send the water right through the sand banks? No.
471. What is that part on the plan marked pink? It is sand, and is all covered at high water.
472. Supposing you had another wall opposite the proposed wall, would it not force the water through the sand banks and scour out the channel? Yes; but you could not get the same body of water through at flood tide. You want to impound a large body of water in the creek at high-tide.
473. If there was a clear course for the ebb-tide would there not be a clear course for the flood-tide? If you contracted the channel you would not get so large a body of water in at flood tide. At present there is a rip from the meeting of the currents, which I take it is the object of the guide bank to prevent.
474. Would it not have been better to have had the breakwaters bearing further south, so as to force the channel through the south spit;—it would give a less curve, and instead of the river having to make a bend it would take a clear course? You cannot go through the south of the spit, because of the indurated sand there. I think the proposed channel is at the softest part.
475. You do not know of any obstacle in the channel to prevent the scour? No.
476. As a matter of fact the channel has not been bored? Not completely. I went down 24 feet below low water, and made borings in two or three places. I have tables of the borings in the office.
477. Do you remember what they show? Sand, shingle, and indurated sand.
478. *Dr. Garraan.*] How far south on the spit is the indurated sand? 1,500 feet south of the northern breakwater.
479. It does not reach as far north as the southern breakwater? No.
480. Do you know how many bores have been made across the channel between the breakwaters? Five or six on the eastward side of the spit.
481. Can you give us any idea of the sections of those bores? They are all sand.
482. No shingle? A small amount of shingle perhaps, but as a rule the bore was put down in half a minute. The boring was done from a steam punt.
483. Have you made any bores north of the northern breakwater, between it and the North Head? Yes; we got rock there.
484. It is all rock? Not quite up to the northern breakwater, but the rock extends 500 feet south from the cliff.
485. Is it altogether too rocky to think of making a channel there? Yes; I should say so.
486. Does that rock dip towards the south? Both the Beacon Rock and the rock at the North Head dip towards the south-east.
487. By the time you get as far south as the northern breakwater the rock has dipped so much as to be beyond your reach? It is 24 feet below low water.
488. Have you struck the rock between the breakwaters? No.
489. You are still engaged in boring there? No; it is two years since we made the borings.
490. Are any borings going on now? Not that I am aware of.
491. Do you think it would be desirable to make more borings before we gave our decision upon the work? I am satisfied in my own mind that no rock will be found.
492. Where was the channel before you went up there? Close to the north headland.
493. Did you hear anything at all about its having been where it is now? I have seen old plans showing it almost down to the green patch on the south.
494. As far as you could see while you were there the proposed entrance is in as good a position as it could be? I could not suggest any better.
495. You do not think it would be any advantage to have it further south? You could not get it further south because of the indurated sand.
496. Then we are pinched between the rock on the north side and the indurated sand on the south side? Yes.
497. And there is not above 1,500 feet of choice altogether? No; you cannot move the proposed channel much from the position in which it is shown at present.
498. When the south entrance was open the water used to go over the indurated sand? It is said that they had 17 feet of water over it, but there is no record of that.
499. Did any vessels go in then? Yes; vessels went in.
500. They must have gone over the bar of indurated sand? Yes.
501. That could be blasted away by dynamite? The draft of those vessels could not have been more than 8 or 9 feet, and they could therefore have gone in at high-water.
502. As far as you have had an opportunity of observing there is no better position for the channel than that marked on the map? I know of no better.
503. *Mr. O'Sullivan.*] What is the cause of the rip between the breakwaters? That is a break of the ocean on the sand; the water shelves rather abruptly. The sand has been thrown up by the sea.
504. Would it not be better to make the channel across the extreme south of the south spit? No; because of the indurated sand.
505. *Mr. Humphery.*] Sir John Coode suggests that "the bottom within the limits proposed to be scoured should be fully investigated before operations are commenced." You are apparently not of that opinion? The borings that have been taken lead me to believe that no rock will be found between the breakwaters.

H. R.  
Carleton, Esq.  
4 July, 1889.

H. R.  
Carleton, Esq.  
4 July, 1889.

506. *Chairman.*] The borings have been made since Sir John Coode's visit? They were made for Sir John Coode.
507. *Mr. Humphery.*] Sir John Coode says, "Before commencing the first instalment of the works proposed it will be desirable to put down a series of borings on the precise line of the new entrance and channel. Although occasional borings of the old series were made within this area and gave favourable results, it is only prudent, in a matter of such moment, that the bottom within the limit proposed to be scoured should be fully investigated before operations are commenced." Do you think that Sir John Coode's recommendation should be dispensed with? It would not cost very much to have these borings made, and perhaps it would be better to have it done.
508. Within what period could it be done? If the westerly winds were caught it would only take a few days.
509. What do you think the cost of the investigation suggested by Sir John Coode would be? I could not give an estimate of it.
510. Could you do so in the course of a few days? Easily.
511. You could also estimate what time it would take? You must wait for westerly winds. We might have men waiting for months without getting an opportunity to take the punt out. If you caught the westerly winds you might get the whole work done in a week.
512. Westerly winds are prevalent in the winter-time, so that it would not take long to make the borings now? Yes.
513. *Dr. Garran.*] When the sand is dry you can make the borings at any time? Yes; anywhere along the beach.
514. *Mr. Dowel.*] Do you know the nature of the country between the quarry and the proposed works? I have been up and down the river very often, and have sounded the whole of it. It is between Riley's Hill and the entrance.
515. Is it good country—is it pretty level? It is very flat country. There are one or two small hills near the Colonial Sugar Company's works, but the country on the whole is flat.
516. There would be no engineering difficulty in the construction of the line from the quarry to the works? I should say not, though it would be costly.
517. *Mr. Leo.*] You have read Sir John Coode's report, have you not? Yes.
518. On page 4 he says, "Upon the completion of the south training bank the breakwaters and the guide bank at the entrance to the North Creek, which will be presently described, a new channel may be expected to be formed and permanently maintained by scour to the westward of the south spit in the position shown. A fixed depth of 12 feet in this channel at low-water of spring tides may be confidently looked for." Since this report was written you have visited the entrance to the Richmond? No; I collected this information for Sir John Coode, and it was sent home to him.
519. Then the borings of which you spoke just now were made prior to the writing of the report? Yes. Sir John Coode asked for this information, and it was sent home to him.
520. The wording of the paragraph I read is rather indefinite. It says, "A new channel may be expected." From your knowledge of the formation of that part of the entrance, the nature of the borings, and the influence of the wind, tides, and currents, have you any reason to suppose that a new channel will not be formed or that a permanent depth of 12 feet will not be maintained? No.
521. Are there any existing impediments such as reefs or bands of indurated sand, or anything of that kind, which would divert the channel? Between the breakwaters?
522. Yes? I think not; nothing down to 24 feet below low-water.
523. So far as your experience has gone, you are of opinion that a fixed depth of 12 feet could be maintained? I cannot say to what depth the channel would be scoured out. I saw 14 feet on the bar during the time I was making a survey. I should think the channel ought to scour out to 12 feet when the training walls are erected.
524. Then I understand it is problematical whether this depth of water will be maintained if the works are constructed? I think it is pretty certain.
525. What other information had Sir John Coode supplied to him by yourself to lead him to confidently look for that depth of water? The soundings, the depth of water which had been on the bar heretofore, and the way in which the sand was scoured out in flood-time. The depth increased, as well as I recollect, from 8 feet to 14 feet, during the time I was making the survey.
526. Sometimes it was shallow and sometimes deep? Yes; but there was rather good water at the time I was there.
527. Do I understand that Sir John Coode bases his opinion on the fact that if the guide banks and breakwaters are constructed the scour will be sufficient to create and maintain a depth of 12 feet? That is what he thinks, I suppose.
528. He says he confidently looks to that;—I want to know why he does that? I cannot say.
529. You prepared the information for him? The soundings and the borings. I made a survey of the entrance and put down borings, and collected the information he asked for.
530. *Dr. Garran.*] Did the borings all go 24 feet deep? Yes; or until rock was struck.

WEDNESDAY, 10 JULY, 1889.

Present:—

JOSEPH PALMER ABBOTT, Esq., (CHAIRMAN).

The Hon. JOHN LACKEY.

The Hon. ANDREW GARRAN.

The Hon. FREDERICK THOMAS HUMPHERY.

The Hon. WILLIAM JOSEPH TRICKETT.

JACOB GARRARD, Esq.

HENRY COPELAND, Esq.

JAMES EBENEZER TONKIN, Esq.

WILLIAM SPRINGTHORPE DOWEL, Esq.

EDWARD WILLIAM O'SULLIVAN, Esq.

JOHN HURLEY, Esq.

CHARLES ALFRED LEE, Esq.

The Committee further considered the proposed Improvements to the entrance of the Richmond River.

Edward William Knox, Esq., sworn, and examined:—

531. *Chairman.*] What are you? General Manager of the Colonial Sugar Refining Company.
532. Do you know the Richmond River District? I have been several times through the district.
533. Have you had an opportunity of considering Sir John Coode's scheme for deepening the entrance to the Richmond? I have read all the papers in connection with the matter to which I could get access.
534. Do you know anything of the entrance to the Richmond? I have no personal knowledge of the entrance.
535. Is there a necessity for facilitating navigation at the entrance of that river? I think it is very desirable that the entrance should be improved.
536. Are there any industries there which depend to a great extent upon the facility with which vessels can enter and leave the river? Yes. The extension of the dairying industry in the district renders it very desirable that there should be better and speedier means of communication than have existed hitherto.
537. Do you think dairying is likely to become a valuable industry there? Yes, very valuable.
538. Is it affected at the present time by the want of facilities for communication—by reason of the delay and uncertainty of obtaining a market? It is affected by the delays which occur. In a warm climate it is very unsatisfactory for shippers of dairy produce to have it detained for some time on board a steamer.
539. Does the dangerous state of the bar affect the cost of carriage, or the cost of insurance, to any great extent? Speaking with regard to our own business, I should say that the extra freight and insurance which we have had to pay on the sugar we have taken from the Richmond, as compared with that taken from the Clarence, during the past eight years, has been 5s. or 6s. per ton against the Richmond.
540. What about maize and timber—do you think the trade in those commodities is likely to be more developed if greater facilities are given for getting them away? I think that improved communication might to a certain extent increase the output of maize and timber, but I imagine that the extra cost for freight and insurance to which shippers of these products are subjected is less than that which shippers of sugar have to pay, by reason of the smaller value of the maize and timber.
541. Looking at the proposed scheme as a commercial undertaking, do you imagine that dues could be levied at the Richmond which would recoup the Government the interest on the money expended in the construction of the works? I think that if the works were to be constructed only on the condition that the interest on them should be recouped by dues on the produce, it would not be worth while for the residents of the district to subject themselves to the taxation, because, although the additional freight on sugar is so great, comparatively speaking, no additional freight has to be paid on the coals which are required by sugar manufacturers. I think the disadvantage under which they labour may, on the whole, be taken to be about 2s. 6d. per ton for each ton of cargo carried inwards and outwards. I think that at least 3s. per ton would have to be paid as dues in order to cover the interest and the up-keep of the works proposed by this scheme; that is to say, on the first portion of the works proposed.
542. They are estimated to cost £136,000? Yes; and you cannot put the interest and up-keep at less than 5 per cent. per annum, which would represent £6,800 a year. This amount, I think, would be at least 3s. per ton on all cargo taken into or out of the river, including coal.
543. How many mills have your Company on the Richmond? One—a very large mill.
544. Has the Company been put to any inconvenience owing to the difficulty of navigation? No. On the whole I think the inconvenience has been somewhat exaggerated, for during the nine years we have been there we have not, to my knowledge, suffered any special inconvenience by reason of the bad navigation of the entrance.
545. What quantity of sugar have you taken away from the district during that period? 32,000 tons.
546. Did you lose any of it, or has any of it been damaged? No; we have never lost a bag or had one damaged. For that reason I think the rate of insurance charged so far has been unduly high.
547. Do you think there is any necessity to carry out the whole of Sir John Coode's scheme at the present time? No; I think there would be no warrant whatever for going beyond the first portion of the scheme, and for two reasons: the first being that the trade in the district is not likely to increase to such an extent as to warrant the additional expenditure; and the second, that a depth of 12 feet of water is ample for serving a district like the Richmond, where the products exported or imported are of such a character that large steamers are not needed for the trade.
548. Is not the district capable of being developed to a very much greater extent than it is at the present time? I think it is. It is, I believe, the richest and the largest of all the agricultural areas on the rivers north of the Hunter.
549. Do you think Sir John Coode's scheme, if carried out, would have the effect of improving the navigation of the North Creek? Yes; and the navigation of that creek wants improving very badly. The North Creek runs parallel with the coast, and the land on both sides of it, I think—certainly on one side—is extremely rich. It is very suitable for the cultivation of sugar-cane, because it is so near the coast, and is therefore almost exempt from the attacks of frost. We have been compelled, however, to allow the contracts we made with farmers there to expire, because of the extreme difficulty of navigating the entrance.

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550. *Mr. Lackey.*] How long have your Company carried on operations on the Richmond? It is nine years since we commenced to erect a mill there. We have worked the mill for eight years.
551. You crush at the mill, and buy cane from the farmers? Yes.
552. Is there much land under cultivation to supply you with cane? Speaking under correction, 8,000 acres.
553. Do you suppose the area is likely to increase? The land under cultivation produces about as much as the mill can take.
554. Is there a probability of other mills being built by your Company, or by any one else? Well, we might enlarge our mill if inducements were offered to us to do so.
555. What are the principal industries on the Richmond besides cane-growing? I think the value of the sugar exported is the largest. Then come timber, maize, and dairy produce, in, I believe, the order named; but the increase in dairying of late has been so great that that order may be wrong.
556. Dairying is an industry which has only recently begun to be developed there, I think? Yes.
557. Are there any saw mills on the river? Yes; some very large saw mills.
558. Is the timber of a valuable character? It is what is known as Richmond River pine.
559. Do they cut much cedar there? I think most of the cedar is gone now.
560. There is a large area of alluvial country on the banks of the river? The area of alluvial country on the banks of the river is large, and in addition to that there is a very large and important district known as the Big Scrub, which extends parallel with the river for some distance, and then along the coast to the Tweed. It is the district which the proposed railway from Lismore to the Tweed would traverse.
561. Is it the case that the difficulty of entering the river is becoming greater every year? No; I think not.
562. Do you think it is becoming less? No; I do not think there is any change. The entrance varies from year to year, but I do not think there is any indication that it is better or worse than it was twenty or thirty years ago.
563. Do you think it would be desirable to carry out the scheme for improving the entrance proposed by Sir John Coode? Not the outer portion of the scheme. I think it would be desirable to carry out the inner portion of the work.
564. Have you had any experience from a scientific point of view of the result of confining the channels of rivers at their entrances? I have seen nothing of it, except at the Clarence, where a quarter of a million has been thrown away in trying to make a good entrance.
565. You understand that the object of Sir John Coode's scheme is to confine the outrush of water so as to make a scour, which it is supposed will give a permanent depth of water; does your knowledge of works of that sort enable you to form an opinion as to the likelihood of this result being attained? I know that the flood waters of the northern rivers when passing over the bars sweep out a channel, and I conclude from what I have seen of that, that if the water is confined within a moderate limit it will always maintain a channel of a fair depth.
566. That is the object of the proposed works? Yes.
567. Is it your opinion that the value of the public estate on the banks of the Richmond is sufficiently great to warrant the expenditure of the proposed amount in approving the entrance? Yes; I think it is.
568. You think if the district were a large private estate there would be no hesitation in constructing these works to give proper access to the river? Not if there were a certainty of the end aimed at being achieved. There is a certain amount of uncertainty however. I do not know of any place on the eastern coast of New South Wales where a south head at the entrance of a river has been artificially formed. With reference to that I may explain that those rivers on the coast which run into the sea alongside a south headland generally have fair entrances, while those which have a north headland, or run into the sea at the south of a rocky headland, have almost invariably bad entrances.
569. Is that the case at Newcastle? Yes; I think the entrance to the Hunter was comparatively good.
570. Originally? I think there was always 12 or 14 feet of water, before any improvements were effected there.
571. But I think it was frequently silting up. You have no hesitation in giving it as your opinion that it is desirable in the interests of the public that these works should be carried out? I should say it was.
572. *Mr. Copeland.*] Did I understand you to say that there are 8,000 acres of land being cultivated for the purpose of supplying your mills with cane; do you take the produce from 8,000 acres? Yes.
573. Do you know what other land is being cultivated besides that from which you obtain your cane? Practically, the whole of the river frontage, from Ballina to Lismore and Casino, is under cultivation.
574. How many other mills are there on the river besides your own? I cannot say exactly. I think there are about eight working besides ours.
575. Can you give the Committee any idea of the total amount of cane produced on the average each year? In 1887, I think, there must have been 140,000 tons crushed on the Richmond.
576. What is the general value of the cane in its uncrushed state? 12s. a ton on the field, before it is cut, or anything done to it.
577. Have you any reason to believe that if the proposed works were carried out there would be a greater production? Only through the district being rendered more accessible.
578. During the three years you have had your mill at work, have you suffered any loss or delay because of the entrance to the river being blocked up? I have answered that question already. I said that we had experienced no special inconvenience, and that we had not lost a cargo on the bar outwards. We lost one or two small cargoes of coal inwards.
579. As a matter of fact, I suppose the production goes on just as prosperously now as it would do if the entrance were more navigable? No. At present we are taxed as compared with the Clarence to the extent of 2s. 6d. per ton of cargo inwards and outwards.
580. What for? By reason of the greater difficulty of navigation, causing us to pay higher freights and higher insurance.
581. You have to pay 2s. 6d. a ton? Yes. As far as our business is concerned, it amounts to a difference of £1,000 or £2,000 a year.
582. How does it affect the producers themselves; I suppose if you have to pay that large amount extra for freight, you are only able to give them a less price for their cane than you would be able to give them under other circumstances? Practically we pay them the same price for their cane as we pay the producers on the Clarence, and the loss sustained is paid out of our own pockets. 583.

583. It is only the large amount of business that you do that makes the thing profitable? We could not fairly pay the growers on the Richmond a lower price than that which we pay the growers on the Clarence. E. W. Knox,  
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584. Would you be able to pay them a higher price on their cane if the proposed works were carried out? It would make a difference to us of from 3d. to 6d. for every ton of cane we worked; but as we are already giving that to the farmers, I do not see how we could pay them any more. 10 July, 1889.

585. Then we should be carrying out this public work for the especial benefit of your Company and other mill-owners? No; because I think these works are more required by the people who do not grow sugar-cane than by those who do. The farmers who grow sugar-cane have no interest in the improvement of the entrance except in the matter of being better able to obtain supplies from Sydney. Their crop is bought and paid for on the spot. It is the men who grow maize, make butter, or cut timber who are interested in the improvement of the entrance.

586. You think the cane-growing industry would not be developed to any material extent by the carrying out of these works? No; I do not think they would have any effect upon it, except that if the district were made more accessible a larger number of people might be induced to go and settle there.

587. Is there any land unoccupied? There is no Government land unoccupied, but a great deal of land has been taken up which has not yet been cleared and planted.

588. Supposing the land were cleared and planted with cane, would you be able to purchase the cane from them? It would only be a matter of increasing our plant.

589. You would be prepared to increase your plant? If we saw that the increased production of cane would be permanent.

590. The present state of the navigation of the river in no way impedes them from increasing their production of cane? No; and it does not affect us to nearly the same extent as it does other producers, because we are never in a hurry for our sugar. It does not matter to us whether the sugar is two days or two weeks coming to Sydney.

591. Then I suppose we may assume that the carrying out of these works will not materially benefit the sugar industry? It would to the extent I have named.

592. I do not see that you have named any extent? I mentioned from 3d. to 6d. a ton of cane.

593. I asked you before whether, if the works were carried out, you would be prepared to pay a higher price for the cane which you purchased? You said, "The sugar industry." I did not know whether you meant the manufacturing or the growing industry.

594. I understand that you would not be prepared to pay a higher price for the cane you purchased? We already give the higher price.

595. Therefore the carrying out of these works will not materially benefit the cane producing industry? No.

596. There is at the present time plenty of land uncultivated which would grow cane? Yes.

597. Can you tell the Committee whether cane growing at the present time is a profitable employment? I imagine so from the eagerness with which the farmers increase their plantations.

598. Have you any idea of what the proportion of good land under cultivation is;—out of so many acres of good land how many are under cultivation? I could not tell you that.

599. Still it is a fact that there is a large area of good land uncultivated which would be capable of producing cane? Yes.

600. And if the cane were produced your Company and others would be willing to erect mills to crush it, irrespective of any improvement in the navigation of the river? Yes.

601. You mentioned that there was a large amount of money thrown away at the Clarence; how does it strike you that the Clarence bar works are objectionable? The money spent there has never effected any improvement in the entrance, and I see that Sir John Coode now proposes to wipe all the works out. I therefore assume that there is nothing to show for the money expended.

602. And is it your impression that a similar result would be brought about at the Richmond if the proposed works were carried out there? No. These works proceed on an entirely different system. Well, perhaps I am hardly justified in saying that, but they are laid out in a different way.

603. Supposing these works were carried out, would it, in your opinion, be necessary to construct a railway to the Clarence? I do not know what useful purpose a railway from the Richmond to the Clarence could serve.

604. Do you think it will be necessary to construct a railway to—say the table-lands of New England, if the works are carried out? I do not know what purpose that would serve either.

605. Have you connection with any other branch of trade besides the manufacture of sugar? No.

606. I suppose the whole of the natural products of the place at the present time come out of the river to Sydney by sea? Yes.

607. *Mr. Garrard.*] How many months in the year do your Company use the river entrance? We ship coal more or less during the whole year, and we remove the sugar between the end of July and the middle of January.

608. During about six months of the year? Yes.

609. The months between July and January are the spring and summer months;—is the bar usually better during those months than during the other months of the year? I think it is usually worse during the first half of the year. I think it is the north-easters that close the bar, but on that point I am not certain.

610. On your inward trips you have lost several colliers? We have lost one or two cargoes of coal; that is all.

611. Can you tell me in what months of the year they were lost? No, I cannot. We never lost anything on the outward trips.

612. You stated just now that it cost you somewhere about 2s. 6d. per ton on your outward and inward cargoes owing to the extra insurance, and so on, and that you could not see your way to give an increased price for cane. Had you not in your mind's eye the harbour dues which would bring the cost up to 2s. 6d.? I said that we already gave the farmers on the Richmond the same price as we paid to the farmers on the Clarence. We are virtually paying the difference out of our own pockets.

613. But surely if the entrance were improved your profits would be increased unless you gave them to the growers—you would save 2s. 6d. per ton upon the insurance. Would your Company be prepared to

pay



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- pay harbour dues to the extent of 2s. 6d. per ton? If the works had the desired end of making a navigable entrance with 12 feet of water in it.
614. In other words if it reduced the cost of insurance? Yes.
615. Do you know the average depth of water in the river;—vessels drawing what depth can get up to Lismore? Practically any vessel that can cross the bar.
616. There would be no object in having a greater depth at the bar than there is at the shallowest part of the river? No.
617. How many mills have your Company on the Clarence? We had two; but we have thrown them into one now.
618. You have a larger interest on the Clarence than on the Richmond? No, I think we have on the whole more money expended upon the Richmond than upon the Clarence.
619. Where is your mill situated;—on the south or on the north bank of the Richmond? On the south bank.
620. That is the bank nearest to the Clarence River? Yes. I think it is about 16 miles from the entrance of the river.
621. At the present time do you get any of your supplies across from Chatsworth, on the Clarence? None whatever.
622. No trade exists across country between the two rivers? Only passengers go that way.
623. I suppose your Company would as soon see the Richmond develop as the Clarence? I think the Richmond is the more valuable district.
624. To the Company? No, to the Colony.
625. Has your Company any interest in seeing the Clarence develop as against the Richmond, or the contrary? I do not think the Clarence needs developing. It is good enough as it is.
626. *Dr. Garran.*] You say you have never lost a bag of sugar going out of the river? Yes.
627. You have therefore never lost a steamer? That is so.
628. Do you run your own steamer there? Not to the Richmond. We have done a large portion of our carriage by sailing vessels.
629. You say you are handicapped at the Richmond to the extent of 5s. a ton? On the sugar.
630. If the proposed works were carried out, and you had to pay 5s. a ton on your trade, you would be no worse off than you are now? If the works enabled us to carry the sugar at 5s. a ton less.
631. Supposing you saved in time and insurance the 5s. by which you are now handicapped, you would be no worse off than you are now if you had to pay that sum to the Government instead of to the insurance companies? No.
632. Therefore you could afford to pay 5s. a ton on your exports? Yes.
633. Do you think all the other traders and importers there could afford to pay the same amount? No, not so much, because the value of the products they import is much less, so that the insurance they have to pay is not so heavy as that paid by us. You see maize is worth £7 a ton, whereas sugar is never insured as worth less than £20 a ton.
634. Taking the trade for what it is at present would 3s. a ton on all inward and outward cargoes pay the interest on the first portion of the work, and the cost of maintenance? Making a guess, I should say the total quantity of cargo inwards and outwards at the present time does not exceed 50,000 tons.
635. That would be only £7,500 a year? Yes.
636. Then, as a speculation, it would not pay to go into this work with the trade as it is? No, not as a speculation.
637. But if the work were carried out it is reasonable to suppose that the trade of the district would increase? Yes, because of the development of that important tract of country known as the Big Scrub.
638. You attach the greatest importance to the development of that part of the district? I think it is the richest piece of country in New South Wales.
639. Is the timber on it worth anything? Yes.
640. If a railway were run through it do you think there would be a large timber trade? I could not say that; but that there is good timber on it there is no doubt.
641. The land itself is extremely rich? It is extremely rich land.
642. Would it grow sugar-cane? Some portions near the coast would; but it is uncertain to what extent the frosts would affect it.
643. The whole of it would grow Indian corn? Unquestionably.
644. At present is there a market for the produce which the Big Scrub might yield? There is always a market for corn, but the Big Scrub is not cultivated now because of the absence of roads.
645. If a railway were run through it do you think it would come under cultivation? I think it would.
646. And the Richmond is the natural port for the Big Scrub? Yes, because the Tweed, at the other end of the scrub, is much more inaccessible.
647. Apart from the Big Scrub, is there not a large quantity of land on the banks of the river which can be taken up? It is all taken up. Virtually the whole of the river frontage is cleared, but there is a large quantity of good land on the southern bank, between Broadwater and the entrance of the Richmond, which is yet to be cleared.
648. There is a large opening for the settlement of an industrious population in the district? The district would support a large agricultural population.
649. Supposing there were a market for the produce? Yes.
650. And the opening of the river to commerce would greatly stimulate the industry? It would very much.
651. Do you think that the district as a whole will pay for the complete work, which will cost nearly £400,000? I do not think that there is a chance of its doing so.
652. Supposing the whole district belonged to a syndicate would it be worth their while to pay £400,000 to develop it? No.
653. Would it be worth while for the State to do it? No, I do not think there is any justification whatever to provide for the navigation of steamers drawing more than 12 feet of water. I may also say that I think there is very great uncertainty as to whether the breakwaters which will run out into the sea will stand against heavy south-east gales.
654. You think that it is a critical work altogether? Yes, the extension, not the first part of it, because you will see by looking at the map that the first portion of the work is backed up by sand.

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655. But is the sea at the Richmond heavier than it is at Newcastle? No, I do not think so.
656. The Newcastle breakwater stands? It is sheltered by Nobby's, is it not?
657. This place is partly sheltered, we are told, by Cape Byron? Not from the south-east seas.
658. But from the north-east? The heavy seas come from the south-east.
659. The Newcastle breakwater gets a good trial with the south-east gales? I think the Newcastle breakwater does not run 200 yards straight into the sea.
660. You do not think the Newcastle breakwater is a fair test of what this is likely to be? No.
661. You think there is a certain amount of novelty in this experiment which there is not at Newcastle? Yes, in the outer portion of the work.
662. Do you think it would be advisable to establish a harbour trust at the Richmond, to deal with the harbour works there? No; because the population is almost purely an agricultural one.
663. As a person interested in the district you would not like to undertake the responsibility? I think I should sooner pay the extra 2s. 6d. freight and insurance.
664. Do you think it would be possible so to endow the harbour trust with valuable land, as it is proposed to do at Wollongong, that the endowment would pay for the work? I doubt whether there is any land available.
665. *Chairman.*] The total area of land in the Casino and Lismore land districts is estimated at 2,670,000 acres. Of this about 258,000 acres have been sold in fee-simple, and 600,000 acres under conditional purchase. There are about 1,800,000 acres unalienated, of which about 470,000 are reserved? The best of the land is all gone. I do not know how far the Richmond electorate extends, nor do I know anything about the country away from the river.
666. *Dr. Garra.*] The most suitable land with which to endow a harbour trust would be land improved by the harbour improvements? I imagine so.
667. Is there any land near the mouth of the Richmond which would greatly increase in value in consequence of the harbour improvements? I do not know of any in the hands of the Government, unless it is the reserves in the Big Scrub.
668. The benefit of the harbour improvements would be spread over the whole district? The harbour improvements will be mainly to the advantage of the people residing on the river, the back country being almost entirely in the occupation of graziers.
669. But if the river were improved grazing would give way to farming? I know nothing of the land away from the river.
670. Is there not a point at which the Richmond comes within 20 miles of the Clarence? Yes, at Woodburn.
671. It is 20 miles from Woodburn to Woombah? Yes.
672. That is pretty level country? Yes.
673. Supposing a railway were run across there—is the country fertile? No; extremely barren.
674. Sandy? Sand and pipe-clay.
675. Not very likely to tempt farmers to settle down? I think no one could live on it.
676. Supposing such a railway were constructed, and that the mouth of the Richmond were closed by the bar, would it pay you to send your sugar across to the Clarence by railway? No.
677. It would not pay you to pay 1d. a ton per mile to send it by such a railway, instead of waiting until steamers could get out of the river? No, because from previous experience I think we should not have to wait long for the bar to open.
678. Your produce does not deteriorate by being kept on board a steamer? No.
679. It would only be perishable produce that would be sent across by railway? Yes.
680. Still, with such a railway, if the mouth of the river were closed, there would be an exit by way of the Clarence? Yes; if the bar were closed.
681. The Richmond bar in your experience has never been absolutely closed, I suppose? I do not think it has ever been absolutely closed.
682. There has never been a week in which something could not get in and out? It has only been a matter of the draft of vessels.
683. What is the greatest detention your produce has ever had? I could not say.
684. Has it exceeded a week? Oh, yes. Quite recently no vessels went in and out of the Richmond for three or four weeks.
685. That happened quite recently? Quite recently; but I may add to that that I think it was partly due to the absence from the river of the powerful tug which is generally stationed there.
686. Not due to nature? Not altogether.
687. You think if the tug had been there, in spite of the condition of the entrance vessels could have got in and out? Vessels of a light draft could have done so.
688. You do not think it would be a good thing to connect the Grafton and Richmond districts by railway? I do not see how such a railway would pay for grease for the wheels.
689. You think both passengers and produce would prefer to wait at the mouth of the Richmond, instead of going by railway to the Clarence? Produce would certainly wait there. I could not speak for passengers.
690. Then this line would only be a passenger line? Certainly.
691. Would it not pay storekeepers to send up their produce that way if they could save a week? No.
692. Cheapness of freight is of more importance than a saving of time? Yes.
693. It would always be cheaper to send produce by the Richmond than to take it by railway to the Clarence? Yes, I think so; because there are always a number of vessels going to the Richmond for timber, which carry up cargo very cheaply.
694. Then, if the Richmond is to be made more accessible, it is your opinion that we must not seek to get to it from the Clarence, but through a separate entrance up the river itself? Certainly.
695. Do you think the inhabitants there would be willing to bear the charge of the interest on the proposed works, and the cost of maintenance? I do not suppose they would show more anxiety to be taxed in that way than the residents of any other part of the Colony would.
696. We are promised large local Government arrangements. Supposing the Government said, "We shall expend £400,000 in improving the entrance to the river if the residents will agree to pay 4 per cent. upon the money borrowed, plus the maintenance?" I am sure the district could not pay 4 per cent. on £400,000.
697. Will it have to double its population before it can pay that? More than double it. 698.

- E. W. Knox, Esq.  
10 July, 1889
698. Do you think they could pay half of it? No. I think if they had to pay 4 per cent. on half that amount they would prefer to stay as they are.
699. You, as one of the people interested in the district, would prefer to do so? Yes, because of the uncertainty of the desired result being achieved.
700. If half the work were carried out, and the entrance made twice as good as it has hitherto been, what new industries, and what larger industries, would be stimulated in the district? Chiefly the dairying industry, I think.
701. Is there not a mineral district upon the upper branch of the river? Not on navigable water.
702. And I suppose mineral explorations do not depend upon the facilities of river navigation? That I cannot speak of, as I know nothing about the subject.
703. You are of opinion that the Richmond is more valuable than the Clarence? Much more valuable.
704. If it is much more valuable it is surely desirable to give it some encouragement? That is why I advocate the carrying out of the first portion of this scheme.
705. If the first portion were carried out, do you think the entrance would be for vessels that trade there comparatively as good as that to the Clarence is now? I do not think it would be as good as the entrance to the Clarence; but it would be good enough.
706. You think all the district can fairly claim is the carrying out of the first portion of the scheme? Yes.
707. You think it has a fair claim to that? I do, apart altogether from my individual interest in the district.
708. You have sugar-mills in both districts? Yes.
709. Is there any difference in the quality of the sugar grown in the two districts? None whatever.
710. Is there any difference in the fertility of the soil? The Richmond soil on the whole is stiffer and less suitable for maize, but more suitable for sugar than is the Clarence soil.
711. Would it pay a planter better to go to the Richmond than to the Clarence? The Richmond land has been much less worked than the Clarence land, and I think a man would do better on the Richmond.
712. How far up the river do the steamers go which carry your produce? I think a little above Lismore, and up the south arm as far as Tomki.
713. What is the limit to their draft? I do not know. I think Sir John Coode's report gives more information on that point than I can give.
714. What is the maximum depth which you think is at present required on the bar? Twelve feet.
715. If you get 12 feet the entrance will be deep enough? I think so.
716. But even if the works were constructed you could not get in during an easterly gale? I do not think so.
717. Whenever an easterly gale is blowing, ships must stand off the coast? Yes.
718. All that the carrying out of the proposed scheme could do, would be to make a depth of water sufficient to enable vessels to come in when there was no gale blowing? Yes. I may say that I have only once seen the Clarence bar so that it could not be crossed, except when a flood was running out. When a flood is running out, there is not only the difficulty of stemming the current, but the muddiness of the water prevents you from seeing where the channel is.
719. You said our coast harbours were always better when the south headland projected beyond the north headland? Yes.
720. Do you know the reason of that? It is due to the set of the winds and currents.
721. When the south head projects most, there is less risk of a sand bar being formed? There is more water on the bar.
722. Is not the drift of the sand always to the south? The current is always to the south. I could not say about the sand.
723. If the current is to the south, whatever sand there is must go to the south with it? Yes, except that the tide in the river helps to sweep it out beyond the south head.
724. There is no part of the coast where there is a natural headland north and south, projecting about equally into the sea? Not to my knowledge.
725. Either the north or the south headland always projects? Yes.
726. I judged from some answers you gave that there is a doubt as to the stability of the breakwaters? As to the stability of the outer portion of the work.
727. I call that part the breakwaters to distinguish it from the other part which consists of training walls. You doubt whether there would be any practical benefit from completing the work, instead of leaving it half finished? No, I would not venture my opinion against that of Sir John Coode. He says that there will be a greater improvement by the construction of the whole work. I know nothing about that. I only said that the greater improvement is not wanted.
728. As one connected with the trade of the river, you would be quite content if the work were only half carried out? Yes.
729. Do you think the people in the district generally would be content with that? I could not say.
730. If the first half were done the other portion could be added at any time? Yes.
731. The work would be complete in itself, simply by the erection of training walls? Yes.
732. And the mouth of the river would be kept open? I think so.
733. It would make a better entrance than was ever made by nature? No, you cannot say better, because after heavy flood, the entrance is very deep for a short time.
734. But it would keep the entrance all the year round in a better state than it was ever in for a whole year? Yes.
735. And the district is worth the expenditure? Yes.
736. And if pressed it can afford to pay interest upon it? It could afford to pay it.
737. Without losing money? Yes.
738. *Mr. O'Sullivan.*] If the extensions are not carried out, is there not a danger that a bar will form at the end of the first section of the work? I do not think I could venture to answer that question. I do not like to express an opinion about engineering matters, of which I have no knowledge.
739. You see by the map that there is a rip in the centre of the proposed extension? Do you mean that a bar would form across the entrance of the channel?
740. Yes? I could not express any opinion about that.

741. What effect would the abolition of the sugar duties have upon the sugar industry in that district? E. W. Knox, Esq.  
I am afraid a very disastrous effect.
742. In view of the probability that the abolition will take place, shall we be justified in incurring a large expenditure upon these works, having for its object the benefit of the sugar industry? I have explained that I think the works will be justified by the general improvement of the district, and of the various industries there. The sugar industry is the least concerned in the carrying out of the works.
743. But still if the sugar industry were to suffer disaster, I presume there would not be a very rapid increase of population there? The sugar industry is a very important one there, by reason of the large amount of money which it circulates in the district, but I think the breakwater ought to be made in the interests of the district generally, apart altogether from any individual interest.
744. But is not the sugar industry the most important at the present time? In money value I believe it is.
745. Do you know the limit of the navigation of the Richmond river? Do you mean the length which can be navigated?
746. Yes? The river is navigable to Lismore, on the one arm, and to Casino on the other.
747. Can you call to mind the distance of those places from the mouth of the river? I think the river is navigable for something over 100 miles, but I believe that information is given in the report.
748. How many hands have you employed in your sugar mill and connected with it? I think we have had about 500 in our pay there. That, of course, is entirely independent of the men employed by the growers.
749. If the river were made more accessible, and a large population settled there, and more sugar was planted and grown, you would be able to employ a larger number of persons in the mill? Yes, if we had more work to do, we should want more men to do it.
750. *Mr. Humphery.*] Could the land under cane at the present time be used for growing maize, or for dairying? Yes, but it is not so suitable for maize as it is for cane. It does not grow large crops of maize.
751. Is it suitable for dairying? Yes; but dairying can hardly give the same return per acre as agriculture.
752. If it were used for dairying, it would not give such a good return as if cane were grown upon it? No.
753. What tonnage did you say passed through the Richmond heads annually? I do not know anything about the tonnage. The tonnage is greatly in excess of the cargo carried. I believe 40,000 or 50,000 tons of cargo are carried.
754. Inwards and outwards? Inwards and outwards.
755. You think that could bear 3s. harbour dues, assuming that the improvements gave a depth of 12 feet of water on the bar? I think the saving effected would be about equivalent to that.
756. That would be about £7,500 per annum? Yes.
757. If the cost of the first portion of the work were less than £150,000, 4 per cent. upon the amount would only be £6,000? But the up-keep would be something considerable.
758. That would allow £1,500 for the up-keep? Yes.
759. So that the Government might incur the expenditure necessary to complete the first portion of the work with the reasonable expectation of being paid by harbour dues the interest on the amount? Yes, if the Richmond River were singled out as the only district in which no Government money was to be spent unless it was repaid by the inhabitants.
760. But it could afford to pay by reason of the saving which would be effected by the improvements? I think the saving effected would be equivalent to the interest on the expenditure.
761. What quantity of sugar do you anticipate this year? Between 6,000 and 6,500 tons.
762. *Mr. Tonkin.*] What towns would be principally benefited by the proposed works, in addition to the sugar-growing lands on the river? The principal towns on the river are Ballina, Lismore, Casino, Coraki, Woodburn, and Wardell; I think in the order named.
763. Have you any idea of the population of those towns? No.
764. Do you think that if the proposed works were carried out the residents would be prepared to pay, by taxation, interest on the outlay incurred, in consideration of the benefits which they would derive? I should certainly advise them not to undertake to do it.
765. Do you think that the construction of these works would be more beneficial to them than the construction of a railway from the Tweed to the Clarence? I think that this work is of infinitely more importance to the district than a railway from the Richmond to the Clarence, but the construction of a railway from the Richmond to the Tweed would add greatly to the necessity for it, because it would induce communication from a large district which is at present cut off from any port because of the want of roads.
766. Have you any idea of the distance between the Tweed and the Richmond? I think the railway projected is 60 miles; but I am not sure of it.
767. Is the whole of the land through which it would pass valuable land? I believe so.
768. *Mr. Trickett.*] What distance up the river are the Sugar Company's works? 16 miles from the heads.
769. What is the name of the place—Broadwater? Yes.
770. Do you ship by sailing vessels, or by steamers? By both.
771. What freight do you pay per ton to Sydney? I think 10s. by sailing vessels, and 14s. by steamer.
772. The navigation of the river after it is entered is fairly good? Except that there is sometimes a difficulty at the lower parts near the sand banks marked on the chart.
773. After passing those sand banks there is no difficulty? No.
774. Can you tell us about the average draft of the vessels which go up and down the river? I think between 9 and 10 feet.
775. Do you know a place on the river called Wardell? Yes.
776. Can you tell the Committee whether you think it would be any advantage, other than affording convenience for carrying the material required in the construction of the breakwater, to construct a railway from the mouth of the Richmond to above Wardell? No. It would, I fancy, run parallel to the river, and I do not see what advantage would be gained, because the stone will be wanted on both sides of the river, and at the point between North Creek and the river.
777. The object I had in asking you the question was to ascertain whether it would be better to convey the stone from Wardell to the works by punts, or by railway? I should say by punts.

- E. W. Knox, Esq.  
10 July, 1889.
778. With regard to the entrance of the Richmond;—is it not a fact that it is always a difficult port to enter? Always very difficult, but it has been much more easy of recent years, since the Government established a subsidized tug service there.
779. All sailing crafts have to be towed in? Yes, and steamers too.
780. Is it not a fact, as far as your knowledge goes, that when there is a fresh in the river vessels have to stand off? They have to stand off all the rivers on the coast in such a case.
781. Until they see that it is safe for them to enter? Yes.
782. *Mr. Lee.*] Have your sailing vessels been detained any time outside the bar, because they were unable to get in? Yes, I fancy so.
783. For how many days at a time? I never had the curiosity to inquire. We do not own any sailing vessels.
784. Have your steamers been detained inside the bar? We have no steamers trading there either.
785. You convey your produce in other peoples' vessels? Yes.
786. Can you furnish the committee with the data which led you to estimate the annual tonnage going in and out of the river? No; it is simply a rough estimate.
787. I understood you to say that during the last eight years you received 32,000 tons of sugar? Yes.
788. That would be equal to an annual return of 4,000 tons? Yes. The most we ever received in one year was 9,000 tons.
789. And you estimate that you will receive this year about 6,500 tons? Yes.
790. That would be equal to  $\frac{1}{3}$ th of the estimated tonnage going in and out of the river during the year? Yes. I think that our business is about one-fourth of the Richmond trade.
791. Does that include coals? Yes; practically we have 1 ton of cargo inwards for 1 ton outwards.
792. Therefore, if the proposed works were carried out, they would not be essentially for the benefit of the sugar growers? Not to the individual growers.
793. Is there not a shipbuilding yard on the Richmond? They build small launches there, I think, but I never heard of them building a large vessel.
794. Are there not large cattle stations there? There are some large stations on the upper portions of the river, and on some of them dairying has been commenced on a large scale.
795. Are the cattle shipped from there to Sydney? No; I never heard of cattle being shipped from the Richmond; but I have seen plenty shipped from the Clarence.
796. Supposing the first portion of the work were carried out and there were a permanent depth of 12 feet, would the entrance not be available in all weathers? No; you cannot enter Newcastle in all weathers, and there is 25 feet on the bar there, I think.
797. Can you tell the Committee whether the shipping industry has increased on the Richmond during the last year or two? Very much.
798. You look upon the Richmond as a permanently settled district? Yes.
799. And you think the settlement is likely to increase? Yes.
800. And consequently the tonnage is likely to increase, and the freight on the goods carried? Yes.
801. It is not likely to be less than it is at the present time? No; it will continue to increase.

Bruce Baird Nicoll, Esq., M.P., sworn, and examined:—

- B. B. Nicoll, Esq., M.P.  
10 July, 1889.
802. *Mr. Lackey.*] You represent the electorate of the Richmond in Parliament? Yes; I am one of its three representatives.
803. Have you been long connected with the trade of the Richmond? I think for twenty years.
804. Have you resided on the Richmond during part of that time? I have never resided on the Richmond at any time; but on the average I make two or three journeys there a year, and I have been through the district twenty or thirty times.
805. You have had commercial relations with it during the whole of that time? Yes.
806. Have you vessels trading between the Richmond and Sydney? I have two steamers trading there at the present time. I have had steamers and sailing vessels trading there since 1871.
807. Then you are alive to the great inconvenience caused through the bad state of the entrance to the river? I am very much alive to it, because I have suffered very heavily. I have made a memo of the losses which I have sustained there, and I find that since 1880, through wrecks and repairs to steamers, I have spent the sum of £22,500.
808. *Mr. Garrard.*] Was the damage caused by the bad state of the navigation of the river? Through the vessels going ashore at the entrance.
809. Repairs were necessary because of the vessels going ashore—they were not ordinary repairs? No; they were not ordinary repairs. I might also state that the Clarence and Richmond River Company, another company which runs steamers there, told me that they had lost £15,000 in the same way. That would make a total loss of nearly £40,000 since 1880.
810. *Mr. Lackey.*] Do you insure your vessels? Up to 50 per cent. Ship owners generally insure their vessels to that extent.
811. Is the trade of the district developing largely? It has increased very much during the last few years, notably during the last five years. When first we opened up the district and gave communication to it, the population was about 2,000 altogether; now I believe it is about 20,000. That shows a large increase.
812. And it is still going on increasing? It is increasing fast.
813. Do you think that if the entrance to the river were made easier trade would increase at a still greater ratio? My opinion is that if we had a good entrance to the river the trade would double itself in a very few years.
814. What are the principal industries there now? A very large industry is timber getting. I suppose the Richmond district has supplied more timber to the Australian colonies than any other district in the Colony. Then there is the sugar industry, and a very large and important industry it is. Maize is also grown very extensively. In some places they grow maize where they cannot grow sugar. There is a variety of climate there, and some places are not fit for sugar-growing at all, while they are very suitable for maize. Arrowroot was grown in considerable quantities two or three years ago. Tobacco and coffee are also grown there. I have seen very good coffee produced there. The residents are now going in for butter-

butter making. I suppose at the present time 300 kegs of butter come from the Richmond every week, and in another twelve months or two years there will be as much butter produced there as comes from the whole of the Illawarra district. About three years ago there were not five kegs sent from the district.

B. B. Nicoll,  
Esq., M.P.

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815. You are aware that there is considerable emigration from the Illawarra district to the Richmond? Yes; nearly every week the steamers take up live stock and settlers.

816. Is it the case that some of the large stations there are being turned into cheese producing establishments? There is a station at Woorewoolgen where at present they milk 500 cows and produce good butter. They also produce very good cheese. I saw that last week it brought a price equal to that of New Zealand cheese.

817. You think the industry is likely to increase? I am sure it must do so.

818. There is plenty of room for it? Yes.

819. Is the timber industry increasing, or diminishing? The output is about the same. I can hardly remember the amount of timber exported, but it can be obtained by looking up the exports from the district.

820. It is principally hardwood, is it not? There is a great deal of pine and cedar, and some beech. These are the principal timbers exported, but there are many other valuable timbers there which are not shipped away. They have mahogany and teak. The district is very rich in timbers.

821. Is the teak there the same as American teak? I do not know the American teak, but it is not the same as the Indian teak. It is, however, good durable wood.

822. Have you given any attention, from a scientific point of view, to the proposed works at the entrance to the Richmond? I have given a little attention to the scheme; having crossed over the bar so many times, of course I could not help noticing the effect of the storms that occur on the coast. It is a notable fact that whenever we get a south-easterly gale of wind the bar generally shoals up to 6 or 7 feet. I might say in support of that, that about a fortnight ago there was 10 feet on the bar there, and to-day there is only 7 feet at high-water, showing that it has shoaled up 3 feet through the last south-east wind.

823. A good deal of the sand is washed up by the south-easters? It is washed up by the sea on to the bar. Besides this, the tide running down from North Creek carries with it a certain amount of sand, which goes into the channel over the bar. When the south-east wind meets this current, of course there is a shoaling up.

824. Then there is an accumulation of sand from both sides—from the sea side and from inside the entrance? Yes. The westerly winds tend to clear the channel out.

825. Have the floods any influence upon the bar? A big flood has several times made a really good entrance, lasting twelve or nine months; but we have not had one for five or six years. A small flood very often makes the channel worse. It generally shoals it up altogether, and then it takes some time before a new channel is formed. Frequently there is a depth of only 7 feet there.

826. Is it your opinion that if the channel were confined in the manner proposed a sufficient scour would be obtained to keep the bar navigable? It is certainly my opinion that if you could confine the water there is no doubt that you will get permanent depth there. At present, the entrance is 2 or 3 miles wide, if you confine water within a narrow channel you get fifty times the power which you would get if it were spread over a large surface. It is my opinion, and the opinion of most of the gentlemen to whom I have spoken, that by a small outlay we should get a permanent depth of 12 or 15 feet of water there.

827. Do you think that that result could be obtained by carrying out that portion of the proposed scheme indicated on the map by red lines, or would the scheme have to be carried out to its full extent? I think if the north wall only were constructed we should get from a depth of from 10 to 12 feet.

828. Do you mean the north wall only as far as the red lines on the map, or to its full extent? As far as the red line goes—that is the opinion of captains trading to the place and of people who have lived there for a number of years and watched the entrance. The great drawback is that the bar always goes to the North Head, and we have noted that whenever it is at the North Head the channel is shallow. Where the bar is at present it is very dangerous. There are rocks close to the channel, and I have suffered several times through my steamers striking against rocks in shallow water and getting holes knocked into them.

829. Instances have occurred where lives have been lost there? There may have been one or two lives lost; but it is not so dangerous to life as is the Clarence bar.

830. You think, on the whole, the Government would be warranted in undertaking the work, considering the value of the property concerned? I think it is very necessary, and that the large trade that will spring up will warrant a large sum of money being spent upon the entrance. Of course, there is no doubt you would have a very large trade there in the future. The place is partially settled now; but, to my knowledge, there is room for a million of people to settle there. The district is only in its infancy.

831. You are decidedly of opinion that the work is essential? I think that it is absolutely necessary. If something is not done, the district, of course, will go back.

832. I suppose you know the opinions fairly well of the persons engaged on the river in similar commercial transactions to those in which you are engaged;—are their opinions the same as yours? There is no doubt that the burning question with the people there is the improvement to the entrance of the river.

833. They think, as far as you are capable of judging, that the proposed scheme is the best way of dealing with the entrance? Sir John Coode's scheme is generally approved of by people that I have spoken to;—by marine surveyors, and others who know a little about it. Captains of steamers trading to the river say that Sir John Coode's scheme is a good one, and that it will meet the requirements of the port.

834. *Dr. Garran.*] So far as you have heard from your captains, do they approve of the proposed scheme? I think so.

835. I gather from you that the work may be done in sections, and that if the north training-wall alone is constructed, a great improvement will be effected? Yes; but there is no doubt, because of the importance of the district, that the whole scheme is necessary.

836. The present entrance is north of the proposed training-walls? I believe so. I have not been to the river for some months, and the entrance shifts sometimes every week or every fortnight.

837. The channel at present is as dangerous as it can be? It is very dangerous. It has been even more dangerous when further north. We have to use the tug-boat in and out in order to guide the steamer. The channel is so narrow that with the least deviation, she might go ashore on the rocks.

- B. B. Nicoll, Esq., M.P.  
10 July, 1889.
838. Have you seen the entrance where the proposed channel is marked on the plan? Yes.
839. Is it pretty good there? I have known the entrance near there.
840. So far as you know that would be as good a place for an entrance as any? I think so.
841. Have you heard the opinions of the pilot on the subject? Yes. The pilot is of opinion that the entrance should be made towards the southern head.
842. As near to the southern head as it is marked on the plan, but not nearer? Looking at the proposed entrance, it strikes me that its position is very suitable.
843. Do you know Cape Byron? Yes.
844. Do you think it is capable of being made into a harbour? Yes; but it would take a large sum of money.
845. Is the land between Cape Byron and the Richmond suitable for the construction of a railway? As far as I can judge it is fairly level, and there are not many engineering difficulties.
- 845½. Would the making of a railway to Cape Byron, dispense with the necessity for improving the entrance to the Richmond? I do not think so. A large portion of the Richmond River would not be benefited at all by such a railway.
846. Would the construction of a railway to the Clarence dispense with the necessity for improving the entrance? No; because the people could never pay the cost of haulage from the Richmond to the Clarence.
847. Then you do not think a railway to Cape Byron on the north, or to the Clarence on the south, would be an improvement? I admit that the construction of a railway is very important. A railway would touch sections of the country which cannot be reached at present.
848. If railways are made it must be for the purpose of bringing produce to the Richmond, not for the purpose of taking produce from it? Yes. There is no doubt that if a railway were made to the Tweed, the Richmond would be its shipping port for a good deal of its produce.
849. You do not think the trade would stop at Byron Bay? If a large amount of money were spent on a breakwater there it might become a shipping port.
850. Would it pay the people there to send their produce to the Richmond? From the Richmond to the Tweed is a distance of 75 miles. The people living near Lismore would send their produce to the Richmond, while those living at the other end of the line would send their produce to the Tweed. There is no doubt that the construction of the railway is a very necessary work; but, as I mentioned before, it would not affect Ballina and the Lower Richmond—that country depends upon the bar.
851. So far as the Richmond district itself is concerned, you look upon the Richmond River as the natural outlet? Certainly.
852. And you think the one thing wanted is the improvement of the entrance? Yes.
853. You think that would be the best investment of public money on behalf of the district? Yes.
854. You think the district is important enough at the present time, and that its future will justify the expenditure? Yes. I may state that the river is navigable 75 miles from Ballina. It is studded with farms, and if you go back 40 or 50 miles the land is all first-class, and the soil very good. A great deal of it is not under cultivation yet; but of course when the entrance is made, and the country more settled, there will be an immense trade through the mouth of the river.
855. You feel quite sure that if the entrance to the river is improved the development of the district will be greatly stimulated? I feel certain of that, because at the present time people are frightened to ship live stock or perishable goods. Sometimes a steamer is kept at the bar ten days. I have had them waiting three weeks to get out, because of the shallowness of the water on the bar, or the heavy seas outside. I might mention that a number of years ago I had two sailing vessels detained behind the Richmond bar for six months. At that time there were about fifty or sixty vessels there. Things are not so bad now, because steamers going backwards and forwards deepen the channel. There is no doubt that steamers crossing in and out make a difference. The tug service at the Richmond is rather an expensive item to shipowners, and it comes to a considerable charge at the end of the year. I had one steamer for which I had to pay £500 a year to the tug proprietor, for towing in and out.
856. Do you think that the development of the district is distinctly retarded by the want of river communication? I think that there can hardly be any doubt about it. There is no doubt that it has been retarded for many years from that cause.
857. The inconvenience is chiefly felt by people who wish to ship perishable articles? It is felt by everyone. I have known passengers time after time to wait for a fortnight, and then have to go back, not being able to get over the bar. People are frightened to ship perishable produce. The inconvenience is also felt by shipowners and people trading to the district. The insurance on goods that have to pass over the Richmond bar is higher than that upon goods which have to pass over the Clarence, or any other good bar. It is a tax all round upon the industry of the district. I might point out another way in which shipowners lose very heavily. At the present time there are only 7 feet of water on the bar, and the steamers have to come out half empty because they draw 9 feet of water. Sometimes we can only bring perhaps one-third cargo. When the bar has been bad I have known produce to spoil on the wharf, and I have known farmers to have their maize weevil-eaten because they cannot get it away.
858. You say the present state of the entrance to the river is a heavy tax upon the people of the district? Because they have no certain communication.
859. Could they afford to pay interest on the cost of making the improvements, and then be no worse off than they are now? That is a question which it is very hard to answer. There is no doubt that the Government would benefit very much if the district were opened up. If the district were opened up and railways made, a great deal more land would be taken up, and the Government recouped by the sale of it.
860. I understood you to say that the Clarence and Richmond River Company and your Company had together been put to an unnecessary expense, amounting to £40,000, during the last nine years, for repairs to steamers? Yes.
861. That is over £4,000 a year? Yes.
862. Supposing the harbour dues amounted to £4,000 a year you would be in no worse position than you are in now? The underwriters bear half of our loss. If the improvements were made to the entrance, I believe our steamers could get in and out in every weather. At present they are detained sometimes a week or more because of the lowness of the water, or by heavy weather.
863. The present state of the entrance has been equivalent to a tax of between £4,000 and £5,000 annually, borne by the two Companies and the Underwriters? Yes. 864.

864. So that the insurance companies and steamship owners could afford to pay £4,000 a year for a good entrance? Judging by the past, but I hope we shall not have a repetition of that experience. If I thought I should lose in the future what I have lost in the past, I should give up the trade altogether. It would not pay me to continue it.
865. Do you think the inward and outward commerce would bear a moderate tax? I estimate that the tonnage there is about 80,000 tons per annum, and there is no doubt that shipowners would be willing to pay a tonnage charge, because, at the present time, they have to pay the owner of the steam-tug there, and what we pay to the steam-tug proprietor they would perhaps be willing to pay in dues.
866. How much would that come to on 80,000 tons? It is very hard to give the figures. There is no doubt that ship owners, like other people, would be very well pleased if they had not to pay any taxes, but they are perfectly willing to pay a reasonable charge.
867. You think the district is prepared to pay a reasonable charge? I think so, but I do not think the district would be willing to pay for these improvements unless the Clarence district and other places were treated in the same manner. I do not think the Richmond should be treated differently from other places.
868. Supposing we had a provincial system in which each district repaid some portion of the Government money expended in it, would the Richmond be willing to pay then? The shipowners would have to pay;—the people would not.
869. You think the district tax is no good? Certainly.
870. If it is levied at all it must be levied on ship owners? Yes.
871. Do you think it would be a good thing to have a Harbour Trust for the Richmond? Certainly. I think it would be a good thing if there were a Harbour Trust for the northern rivers.
872. Do you think there is public spirit enough? I think a Harbour Trust for the whole of the northern rivers would be much better than a single trust for each river.
873. But that would get rid of the local interest? I think the northern rivers could be taken together.
874. But the interest of the Richmond is not the interest of the Clarence? You could have representatives from each river.
875. But would not there be quarrelling about the money spent in the different districts? I think it would be better for the Government to levy a tonnage rate. I do not think they would recoup themselves by that for their expenditure, but they would in other ways through the increased settlement in the district and the sale of land.
876. Are you of opinion that the training walls alone, without the extensions, would give a good entrance? I think if the first section of the work were carried out it would give a good entrance, though there is no doubt that the additions would be a great improvement.
877. You think the district would be fairly content if the first portion only were done at the present time? I do not think any district is ever content. I think you know as well as I do that districts like to get as much money as they can spent upon improvements within them so as to increase their prosperity. There is no doubt that the second extension would make a really good entrance, but I believe the first section would make a fair entrance. I think Sir John Coode mentions in his report that he expects to get three or four feet more water in the channel by carrying out the second extension.
878. So far as you are concerned as a steam-boat proprietor, you would be content with the training walls only for the present? For the present I should be satisfied if only the first section of the work were carried out.
879. You think that the Government would be justified in waiting to see the effect of the first portion of the work before going on with the extension? I am not prepared to give an opinion about that. I think Sir John Coode wishes the whole work to be done at once.
880. But it can be done in sections? I believe so.
881. It would be a legitimate experiment to try the effect of the training walls first, and see how they answered? I think so. I think we should do well to have training walls carried out.
882. *Mr. Garrard.*] Have the captains in charge of your vessels been trading to the port long? One has been trading there over twenty years, and the other about fifteen.
883. Continuously? Almost continuously.
884. What are their names? Captain Alley is the name of one.
885. Is that the gentleman who has been trading there for twenty years? Yes; over twenty years ago he had charge of sailing vessels belonging to my brother and myself.
886. What is the name of the other? Captain Macarthur.
887. Is Captain Alley in port? Yes.
888. Will he remain in port long? His vessel is laid up, so he will be here for a week.
889. And he will be able to give evidence before the Committee? I am sure he will be very glad to give evidence.
890. *Mr. Humphery.*] What would be the reduction in insurance and the saving in freight if a good entrance were made to the Richmond? We pay 9 per cent. now, but I think we ought only to take 7 per cent. if the improvements were effected.
891. What is the insurance for vessels trading to the Clarence? I think about 7 per cent.
892. There is a difference of 2 per cent. between the insurance on vessels trading to the Richmond, and on those trading to the Clarence? I think so.
893. And there would be a considerable saving of time, if the improvements were made? There is no doubt that there would be a considerable saving of time. The vexatious delays which now occur would be avoided, and a steamer could make the trip with regularity and despatch.
894. What is the difference between the freight to the Clarence and that to the Richmond? The difference between 7s. 6d. and 10s. per ton.
895. What do you think would be the saving in freight, if the improvements were made at the Richmond? I think the freight could be reduced from 10s. to 7s. 6d. per ton.
896. If there were so great a saving as that, do you think Mr. Knox's estimate of 3s. per ton harbour dues is a moderate one? Well, the steamers make quick trips. If there were a good harbour a steamer would make a trip a week, and the dues would then press very heavily.
897. Would there not be a very considerable saving to ship owners even if they had to pay 2s. 6d. per ton harbour dues? It would be a saving one way.
898. I mean in insurance? It would all depend upon the competition. Sometimes there is more tonnage

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tonnage afloat than is required, and you have to run your ship nearly empty. If you were always sure of good cargoes both ways you could afford to pay those dues easily. When there is an overtonnage your earning power is reduced very much, and you are not in the position to pay heavy dues which you would be in if you were doing well.

899. Do you estimate the present trade of the Richmond at 80,000 tons a year? I think there are 70,000 or 80,000 tons go there every year.

900. You mean inwards and outwards? Yes, inward and outward. Of course sailing vessels go to Melbourne, Brisbane, and Newcastle, and other places with timber—they do not all come to Sydney. There is a large number of sailing vessels trading there.

901. You do not think your estimate is excessive? I do not think so. I think it is a fair estimate. I may state in connection with this that I made an estimate the other day of the value of cargo carried inward and outward at the Richmond, and I put it down at £1,000,000 per annum. I think that estimate is within a few thousand pounds of the correct amount.

902. *Mr. O'Sullivan.*] Did I understand you to say that you have had to pay £22,000 for repairs needed by accidents on the bar since 1880? Yes.

903. Have you lost any steamers there? Two, and one went ashore. One or two of my steamers have gone ashore several times, but have been got off again. Sometimes £500, sometimes £800, and sometimes £1,200 is needed to effect the necessary repairs, according to the extent of the damage.

904. Were the wrecks total wrecks? The "Lismore" was a total wreck; I valued her at £10,000 in my books. I could have sold her for that. Another vessel went ashore which had cost £1,000 to repair, and another £1,500. I have also had repairs costing £500, £600, and £700.

905. Is the cost of the wrecks included in the £22,000? Yes.

906. For how long a time is the bar closed;—how long are vessels bar-bound? It varies. Sometimes, in heavy weather when the bar is shallow, it is very dangerous to attempt to cross the bar, and ships have to wait a fortnight for the spring tides, which rise 2 feet higher than ordinary tides do. The detentions vary from three days to a fortnight, and sometimes they have been as long as three weeks.

907. The Tweed River is not navigable at all? I heard recently from a captain trading there that there was 6 feet 6 inches of water on the bar when he crossed out a few days ago. Sometimes there is only 5 feet.

908. Do any timber vessels go into the Tweed? A good deal of timber comes from the Tweed, principally cedar. Sugar and a little maize are also grown there.

909. I suppose the railway between Lismore and the Tweed is absolutely essential to the development of the trade of the district? It would open up an immense tract of country that cannot be used now. The people there do not grow produce, because they cannot get it shipped.

910. *Mr. Tonkin.*] You say that you believe that more timber has been taken from the Richmond district than from any other part of the Colony;—does not that lead you to believe that there is not much left behind? Twenty years ago it was said that the Richmond was done, but millions of feet per annum have been taken out since, and I believe there is any quantity left. I think there is twenty years supply left yet.

911. From your own knowledge do you believe the shipowners themselves would be prepared to pay, say, a shilling a ton, if the improvements were carried out? I think the shipowners would be prepared to be treated in the same way as they are at Wollongong, Newcastle, and other places. I think if they were put on the same basis as shipowners trading to other places they would be satisfied.

912. Do you think the amount I mentioned would be too much for harbour dues? I think it would.

913. I ask you that question because you say that the tonnage there is 80,000 tons per annum—a shilling a ton on that would be £4,000, and that would pay only about 1 per cent. on the outlay? I do not think the harbour dues ever paid interest on any work undertaken in this Colony.

914. Do you think that if the northern training wall alone were constructed it would make a channel deep enough for ordinary purposes? I think it would give 10 or 11 feet of water, and I think that that would be an immense benefit.

915. Do you think that if that wall could be built for £50,000 it would be advisable for the Government to build it first, without incurring the whole expenditure of £400,000? My opinion is that the place is worthy of a good entrance, but at the same time, if the north training wall were constructed, I am sure that it would give us a depth of 10 or 11 feet of water. I should not go against Sir John Coode and say that the remaining part of the work should not be done, because I think it should; but I believe that if the first section were done it would give us immediate relief.

916. You think under any circumstances it would be better to erect the north training wall first? I think the north training wall should be gone on with at once, and that is also the opinion of every captain to whom I have spoken on the subject.

917. There is a training wall at North Creek;—is that put there to prevent the creek breaking through the sand bank to the south? I think that that wall should also be constructed, because I think the tide coming out of the creek has a great deal to do with the shoaling of the bar. It forms an eddy, and the sand seems to run down and block up the channel.

918. *Mr. Trickett.*] You know a place called Wardell? Yes.

919. Do you know the quarries there from which it is proposed to take the stone to form the breakwaters? There is a place called Chilcott's some distance from Wardell, and another place called Riley's Hill, which is further up the river than Wardell.

920. Considering the question of bringing the material required for the breakwaters from the quarry near Wardell to the scene of operations, do you think it would be advisable to bring it by punt, or by railway? I think if it were brought down by punt it would not cost one third of the amount needed to carry it by rail, and a large saving would be effected. There would be no trouble in punting the stone down, because I understand the quarry is alongside the river bank; it would only have to be placed on board the punts and taken down to the entrance.

921. Looking at the scheme as a revenue producing one, I think I understood you to say that it was not desirable to go beyond the inner breakwaters? I did not say that. I merely said that if the first section of the works were constructed it would give a depth of 10 or 12 feet of water, but the trade in a few years would be a very large one, and possibly you may want steamers drawing 15 or 16 feet to trade there then.

922. Your opinion of the district generally is that it is a progressive one? I certainly think that there is a large amount of land still to be taken up and reserves to be thrown open, so that there is room for a great many people to settle there. As I said before, there is room for 1,000,000 people.

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923. Therefore the prospective value of the country is greater than the present value? Yes.

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924. *Mr. Dowel.*] For what distance up are you acquainted with the Richmond? I am acquainted with the whole of it.

925. What length is it? It is 75 miles from Ballina to Lismore, and that length is navigable for ocean steamers.

926. Can you go further up than that? Small steamers drawing 3 and 4 feet of water can go up 30 miles. There is a creek called Wilson's Creek up which you can go for 40 miles, and another, Leicester Creek, up which you can go for 30 miles in a small vessel.

927. Your knowledge of the Richmond then extends over something like 200 miles? About 125 miles. Then of course you can go up the south arm which branches off at Coraki. You can go 45 miles from Coraki to Casino in a small steamer. All that country is settled upon.

928. During your long experience of the river you have had many opportunities of judging of the character of the soil, timber, and minerals? Yes.

929. Is the character of the ground particularly good? It is admitted, I think, to be the richest soil in the Colony. A great deal of it is a rich chocolate and black loam, 20 and 30 feet deep.

930. And there are large quantities of timber in the district? Yes, I think there is a fifteen or twenty years supply.

931. Some portion of the country is mineral country, is it not? Yes. They have found gold in different parts of the district; in fact, miners have been working for several years, and getting gold from near Ballina. There are one or two reefs in the district. Near Casino there is a mining district, towards Tabulam, Drake, and those places.

932. Do you know anything of the stone at North Head? I believe the stone is very good there, but it is limited in quantity. I believe there is not sufficient stone there to carry on the whole of the works, or that if they took the stone away they would encroach rather close upon the lighthouse. The lighthouse is built upon the North Head.

933. You know the character of the country between the quarry from which it is proposed to get this stone and the entrance;—does it present any engineering difficulties to the construction of a railway? I understand that they are going to take the stone from a place called Riley's Hill, 18 or 20 miles up the river.

934. Do you know the character of the country? I know the character of the country, and I know that the stone is very good stone.

935. Are there any engineering difficulties in the construction of a railway from the quarry to the South Head? Certainly not.

936. What is the draught of your steamers? They draw about 7 feet when light, and when loaded about 9 feet.

937. That is with the full cargo? They draw between 7 and 10 feet.

938. Do any larger steamers trade regularly on the river? ———

939. Your steamers are frequently detained outside and inside of the bar, because of the bad state of the entrance? Yes; I have had steamers detained ten days outside the bar.

940. Is there any opposition to the proposed scheme? No.

941. Is it not a fact that the people of the district have been agitating for years to have the entrance improved? Yes, for the last fifteen or twenty years.

942. Sir John Coode is of opinion that when the first section of the work is completed there will be a permanent depth of 12 feet of water in all weathers? Yes. I may say that I am of the same opinion as Sir John Coode.

943. That being the case, would your steamers be able to get in and out of the entrance in all weathers? There is no doubt of it.

944. With a heavy south-easterly gale? Yes, as they do at the Clarence. You can get in there at all weathers.

945. Can sailing vessels get in? No, not without a tug. If a vessel were drawing 9 feet of water, and there were 12 feet of water on the bar, she would have 3 feet for the rise and fall.

946. If there were a heavy sea on? If there were 12 feet of water on the bar a vessel could cross it in any weather provided she did not draw more than 8 or 9 feet of water.

#### THURSDAY, 11 JULY, 1889.

Present:—

The Honorable JOHN LACKEY (VICE-CHAIRMAN).

The Hon. ANDREW GARRAN.

The Hon. FREDERICK THOMAS HUMPHERY.

The Hon. WILLIAM JOSEPH TRICKETT.

JACOB GARRARD, Esq.

HENRY COPELAND, Esq.

JAMES EBENEZER TONKIN, Esq.

WILLIAM SPRINGTHORPE DOWEL, Esq.

EDWARD WILLIAM O'SULLIVAN, Esq.

JOHN HURLEY, Esq.

CHARLES ALFRED LEE, Esq.

The Committee further considered the proposed Improvements to the entrance of the Richmond River.

Alexander Kethel, Esq., sworn and examined:—

947. *Vice-Chairman.*] You are a resident of Sydney? Yes.

948. And have been for a great number of years? Yes.

949. You know the nature of the proposed improvements to the entrance of the Richmond River? Yes.

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950. You have had some experience in the Richmond River trade, have you not? I have a very good general knowledge of the bar, the river, and the district.

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951. Over what period does that experience extend? Over about thirty-six years.

952. You are aware of the great inconvenience that the public have suffered from the want of proper means of access to the river during the time that the sand has accumulated and made a bar in the harbour? I am aware of the inconvenience.

953.

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953. The accumulation of sand occurs periodically? It has done so ever since my first acquaintance with the river.
954. Is it your opinion that the impediments to the entrance have increased with time, or were they as bad as far back as your knowledge of the river goes as they are now? They were as bad thirty-four years ago as they are now. About that time several vessels were kept in the river for nine months. The only communication which then existed was by means of a small flat-bottomed vessel that was enabled to go in and out and bring supplies to the district.
955. Have you formed any opinion as to the cause of the obstruction? I have.
956. What is your theory about the cause of it? I account for it by the waters flowing out of the North Creek meeting the waters of the main river and being thrown out of their natural course, but the primary cause is the prevalence of easterly weather during nine months of the year.
957. Then you think the sand which forms the obstruction is brought from two opposite sources—from the river inside and from the ocean outside? I do.
958. Would the outside influence be easterly or south-easterly? Easterly.
959. The heaviest gales you get outside are from the south-east? From the southward—from the south-west round to the south-east.
960. You think they have a great deal to do with the accumulation of the sand at the entrance of the river? They are the primary cause of the silting up of the bar.
961. Have you given some attention to the proposed works? I have.
962. Is it your opinion that they would be effective in removing the obstructions? It is my opinion that they would be thoroughly effective.
963. Does that remark apply to the whole scheme, or to that portion of it marked red on the map? It applies to the whole work.
964. You think the work would be effective if the design were carried out in its entirety? Yes.
965. The object of the scheme is, of course, to create a scour which will wash the sand away from the entrance to the river? And to confine the tidal water passing inwards and outwards, in a limited channel.
966. Have you seen during your experience any similar works on our coast? Not on this coast; but on the coast of England there is, I believe, a place almost identical with this. I refer to the entrance of the river Tyne. It was my fortune to visit that place occasionally when very young, and it was then the terror of navigators, because of the many casualties in the shape of wrecks and strandings that occurred there. At that place there is a rocky headland to the north, and a sandy headland to the south. It looks out on to the German Ocean or North Sea, easterly. Since I have been in the colony I have been informed by shipmasters that works have been carried out there similar to those which it is proposed to construct at the entrance of the Richmond, and that the entrance to the Tyne is now one of the safest harbours in the north of England.
967. Have you heard or read of any other similar instances? No, I have not.
968. You are aware that a similar scheme has been tried upon our own coast;—at Lake Macquarie on a smaller scale, for one place? I hardly think the entrance to Lake Macquarie would bear any comparison with this, because of its leading features. There the south head is rocky, and the sandy beach spreads away to the north.
969. But is it not the case that they are confining the channel—the egress and ingress of the water—for the purpose of keeping it clear? That must inevitably be the result. Wherever water flowing through sand comes into contact with a rock or pile it deepens at once. Water always begins to scour out the sand when it comes into contact with a hard, solid substance.
970. You are acquainted with the Richmond River district generally, I suppose? I have traversed the greater part of it.
971. It is a very large and productive district, is it not? Yes.
972. Is the land fertile? Very much so.
973. Several industries are carried on there? Yes.
974. What are the principal industries? First and foremost is the industry with which I am identified, the timber-getting industry. I believe that that industry, though not the greatest in value, is the greatest in bulk and magnitude. For years past I have been receiving from the Richmond annually from 4,000,000 to 6,000,000 feet of timber.
975. Do you think the trade is increasing, or diminishing? I do not think it is either increasing or diminishing; but in the future, as agriculture extends, and the forests are felled, it must decrease.
976. What other industries are there besides the timber-getting industry? Sugar and maize growing, and dairying, I believe, are the only industries that are developed there.
977. Dairying is an industry that has only been lately developed? It has been carried on more or less during the last twelve years.
978. But it has been developed to a greater extent during the last three years? Yes; and judging from the number of butter factories which have come into existence recently, I anticipate an almost phenomenal increase during the next few years.
979. Is it the case that one large station on the Richmond has been converted into a cheese manufactory? I could not speak on that point.
980. You know the Griffiths-Fanning property at Woorooloolgen? I have visited it.
981. Are you aware that it is now being used as a large cheese factory? I have been so informed.
982. Then on the whole you think that in the interests of the public it would be desirable to carry out these works? Yes, and the northern training walls should be commenced at once. The present outflow of the river from the pilot station takes a circuit through Shaws' Bay, then outwards to North Head, and finally goes in a south-easterly direction. The map does not indicate the bar as it at present exists.
983. *Mr. Garrard.*] Have you any vessels of your own trading to the Richmond River? I have not at present though I have had vessels trading there. I am agent for a number of vessels trading there; but at the present time I have none of my own.
984. Do you think the bar is as good now as it has been for some time? No, I do not.
985. Because of its going into Shaw's Bay? Yes. The result of its flowing round Shaw's Bay is that the ebb tide is sent in a south-easterly direction, instead of running straight out as the training walls indicate that it will do. It does not reach deep water until it is  $1\frac{1}{2}$  mile from the North-Head.

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986. What is the greatest detention when vessels in which you have been interested have suffered because of the bad state of the bar? From six weeks to two months. There was one detained there last year or the beginning of this for six weeks.

987. Owing to the shallowness of the water? Owing to the shallowness of the water.

988. Then you are of opinion that the north wall should be constructed first? Yes.

989. Do you think that the taking of it out to where the red line on the plan terminates would be sufficient, or that it would be necessary to take it out to the full extent, where it is hatched? My opinion is that it ought to be continued right out, so as to continue the scour through the outer break.

990. Do you not think, in view of the largeness of the undertaking, that it would be well to see the effect of carrying out the first portion of the scheme before you went on with the extension? I should commence at the pilot station, and continue outwards. We would thus get the full benefit of the work as it proceeded.

991. But if the work were commenced at the pilot station would not that close the present channel? Yes, and all the better.

992. Do you think there would be a period between the closing of the present channel and the opening of a new one during which traffic would be stopped? No; immediately the water was impeded it would flow in an easterly direction, and scour out a new channel for itself.

993. Are there any rocky impediments further up the river? I do not think there are any which are materially important. There are some flats on which the dredge has been at work for the last few years; but I think they have been almost removed, and that the channel is navigable as far as Lismore.

994. What water do vessels trading on the river draw? I do not think any of them exceed a 10 feet draught.

995. Is there a rocky bar opposite Wardell? There is a shoal across the river there; but any vessel that can cross the bar can cross that.

996. Taking into consideration the depth of the river, what depth of water on the bar would be sufficient for all practical purposes? I can hardly answer that question, because I believe that when the bar is scoured to its natural depth the flow of the tide up and down the main channels of the river will have the effect of deepening the river also. There is a shelf of rock which extends from the North Head some miles to the south, under the sand. 16 to 18 feet below the surface of the water there is a natural bed of rock upon which the sand rests.

997. Have you known the channel to be further south than the proposed channel marked on the plan? No; not further south than the channel indicated by the red lines; but I have known it as far south as that.

998. What was the nature of the channel when it was so far south as that? The further south the better the channel.

999. Has the trade of the Richmond increased very much during the last few years? The steamer trade has increased; but the number of sailing vessels trading to the river I think has decreased. I think there are only twelve or fourteen sailing vessels trading there now, while twenty years ago there were between twenty and thirty. Since then, however, the trade carried on by steamers has quadrupled, and that more than counterbalances the numerical decrease of the sailing-ships.

1000. Is it true that the insurance on vessels trading to the Richmond is higher than on those trading to other places? I think there is a difference of from 1 to 1½ per cent. on goods.

1001. Do you think vessels trading to the Richmond will be prepared to pay reasonable harbour dues for the purpose of recouping the expenditure incurred in the improvement of the harbour? Speaking as an agent, and as one who has been a shipowner, I should be quite prepared to pay harbour dues in order to have a safer entrance made.

1002. Do you know of a quarry situated at Wardell—Riley's Hill? Yes; it is beyond Wardell, at Broadwater. I have not examined the quarry; but I have it on good authority that there is a large quantity of stone there suitable for the construction of any class of breakwaters.

1003. Have you had any experience of the Clarence River works? I have not. I have been in and out of the Clarence frequently; but I cannot speak with authority on the subject.

1004. When were you last at the Richmond? I went over the Richmond bar six weeks ago in the tug steamer on purpose to have a look at it.

1005. Is it a fact that steamers going in and out of the river require the services of a tug-boat? Yes.

1006. For the purpose of getting them round the bends? Yes. When I was up there the "Coraki" had been waiting a day and a half for the tug to take her in.

1007. Would that be because there was a fresh in the river, or because of the weather outside? The detention was caused by the shallowness of the water on the bar. The shallower the water on the bar the more the sea breaks, and in rough weather with screw steamers, when their sterns are "lifting to the sea," as seamen call it, the propeller and rudder are lifted out of the water and lose their propelling and governing powers.

1008. *Mr. Copeland.*] Have you noticed the set of the current on this part of the coast? No; I have not.

1009. Do you remember whether there is anything like a strong current? In the immediate vicinity of the coast I am not aware; but a short distance out the current for three parts of the year sets in a south-easterly direction. The equatorial current striking the coast of Australia is sent off from it and flows to the south east.

1010. Do you think the entrance shown on the plan would be sufficiently wide to make it safe for vessels which wanted to come in in bad weather? I do; and I believe that the wider the channel is the less effective will the scheme be for deepening it. The one great result to be achieved is to confine the waters within the channel so as to give them scouring force sufficient to keep it open.

1011. Do you think with an ebb tide and a strong wind outside that it would be possible for a sailing vessel to safely make the entrance;—in an ebb tide I suppose a sailing vessel would hardly venture to attempt it? No. It is a rule with seafaring men never to take a bar on an ebb tide, unless under very exceptional circumstances.

1012. They would rather lay-to outside? Yes. As a rule at every bar harbour on the coast, with the exception of the Clarence and Newcastle, the pilot signals to vessels to stand off until the tide has commenced to flow.

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1013. Do you think the proposed bearings of the breakwaters are the most suitable that could be obtained? I should scarcely give an authoritative opinion, because that is a question which would rest with scientific men who had studied engineering in connection with rivers and harbours.

1014. You stated a little while ago that the further the channel was to the south the deeper the water? Yes.

1015. Would not that go to show that if the channel were brought still further south, with a more southerly bearing, you would be likely to get deeper water? It would be the case, were there not such a place as the North Creek in existence, but having to deal with the tidal flow in and out of that creek, it qualifies the position of the entrance.

1016. If the channel were placed further south would not the North Creek have a straighter outflow? No. The North Creek at its confluence with the main channel of the Richmond, creates what is called a crossing place—a shoal inside the bar.

1017. Run your eye down the main river channel; you see the curve the water will have to take. It will actually meet the water coming from the North Creek. If the proposed channel were placed further to the south, the main channel of the river would not require to curve so much to the north, so that the two waters would join without so much opposition? At the present time the water of the river flows north until it strikes Beacon Rock Point, which consists of basalt boulders, and the water of the North Creek is trained to flow past Pilot Station Point in the same way as the water of the river. I think the proposed entrance will get rid of the water in the best way, because Pilot Station Point and Cemetery Point, from which the northern training wall will start, consist entirely of basalt boulders. There is never any sand deposited upon them, because they are kept clear by the rush of the current.

1018. I suppose there is no chance of diverting the North Creek in any way? There is a possibility of doing so by a small creek that flows from North Creek into what is known as the Fisheries Creek, but in times of flood it would be impossible to divert the whole of the water through that course. Therefore I observe that Sir John Coode and the Harbours and Rivers Department have wisely decided that it is not practicable to divert the waters of the creek into that channel.

1019. I think you said that the other parts of the river were clear and quite navigable? Yes.

1020. All the way to the head of the river? To the head of the north arm. The south arm is not navigable except for small river boats. Of course there are bars and shoals here and there, in one or two places, especially at Broadwater, where there is a rocky obstruction, but nothing at all to interfere with the navigation of the river.

1021. Irrespective of the water on the bar, what depth could be assured in the shallowest parts of the river? I do not think the matter has ever been properly tested. Just as deep as you like to dredge them.

1022. So that if you make the entrance deep there is no other impediment to the navigation? No. It is necessary that the entrance should be deepened in order that vessels of larger tonnage and greater capacity and power may enter and leave the river.

1023. I suppose that the depth of the entrance would regulate the draft of vessels making use of the river? With the occasional service of the dredge. I might say that the freshes that occur more or less frequently always bring down sediment, which is deposited in the still parts of the channel, and the services of a dredge are then required to clear out the channel and remove any impediment to navigation.

1024. I suppose you think that the country would be justified in going to the proposed large expenditure at the Richmond? I do, most undoubtedly, and I believe moreover that if the work were carried out the Richmond River would be the largest harbour north of Sydney, with the exception of Newcastle, and certainly the richest.

1025. *Dr. Garran.*] What about Port Stephens? Port Stephens has very little good country behind it.

1026. *Mr. Copeland.*] I suppose as a general thing the farmers and other producers have no difficulty in getting their crops away to the Sydney market? They can generally get them away somehow or other. Up to the present time the great difficulty is to get the produce to the river banks. When they get to the river they can get it away easily enough. I know scores of settlers who are almost obliged to pack their stores.

1027. That is for the want of good roads? For the want of good roads.

1028. With the river as it is, I suppose the farmers have not suffered any great inconvenience in not being able to get their produce away? The principal inconvenience they have suffered is that for the last two years, with a few exceptions, steamers have only been able to carry half cargoes. If they took fuller cargoes they would be certain to be bar bound. Thus a steamer with a carrying capacity of 500 tons has been compelled to leave with only 200 tons of cargo. To my knowledge produce has been left on the wharves for months without there being any means of bringing it to Sydney. I myself am receiving timber now that has been waiting for transit to Sydney for three months, and the result is that much of it is spoilt by the marine worm, known as the cobra or *teredo navalis*. That is the greatest inconvenience we have suffered—the steamers running with half freights.

1029. I suppose if the works were carried out, you would be able to carry produce at a cheaper rate? Unquestionably, because vessels of a larger capacity could enter the river.

1030. About how much cheaper could you carry maize? I should hardly like to give an opinion; but it is a well known fact that the larger the ship the lesser the freight. I have a little vessel at present running to the Brunswick River carrying cargo, which we cannot take at less than £2 a ton, and timber at less than 6s. per 100 feet, whereas if the bar were in a fit state we could carry the timber and general goods for less than one-half those amounts. I give this as an evidence of the truth of my remark.

1031. Do you think that reduction in the freight would be sufficient to make it worth the while of the farmers to increase their production? There can be no question of that, because three-fourths of the best land is lying idle, and in a state of nature.

1032. Do you consider that the land is lying in that state because the produce could not be taken away if it were grown? That is the principal cause, in my opinion.

1033. You think that those who are cultivating 20 acres now would cultivate 80 or 100 acres, if the entrance were improved? I do.

1034. What do you reckon would be the difference in the price they would obtain for their produce, if the entrance were improved, so as to make it worth their while to produce on a larger scale? I should not care to venture an opinion on that, because I have never dealt extensively in produce; I have confined myself to timber.

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1035. Do you think the timber trade would be developed? No, I do not; because the forest reserves have been wilfully and criminally despoiled of their wealth, and are being despoiled at the present time, through the imperfect administration of the Forest Department. As settlement and agriculture extend the timber industry must decrease.

1036. You mean that in clearing the land for cultivation the timber is destroyed? Yes. As the Crown lands, upon which the timber-getters have worked in the past, and are working upon now, become alienated, the timber will be cut down, and cereals or grass grown instead.

1037. Do you think the timber market would be in any way materially affected if the entrance were improved—would the selling price of timber be affected? I do not think it would. I do not think the improvement, or otherwise, of the harbour would have any effect upon it.

1038. You do not think the improvement of the harbour would increase the trade, or reduce the freight? No; because I reckon that by the end of the present century the timber trade of the Richmond will be a thing of the past. Therefore, in dealing with this question, we must look to the development of the district as far as agriculture and dairying are concerned, rather than to the development of the timber trade. The timber-getter is the pioneer, and when he has marked out the way for the settler to follow he steps aside, and becomes a farmer, or moves to another part of the country.

1039. Have you any knowledge of agriculture? I have never done any, except as an amateur.

1040. I suppose you cannot give us any idea as to the amount of unalienated land fit for cultivation? I believe that 19-20ths of the whole land from the banks of the Richmond to the summit of the Macpherson Range is fit for agriculture in the most extensive sense. The worst land of the Richmond, which none of our countrymen thought fit for settlement, was taken up by Italians, who came out in the Marquis de Ray's expedition to form a Colony. The place is called New Italy, and they have created a perfect paradise of it. They grow grapes, olives, and other fruit such as is grown in the southern parts of Italy.

1041. *Mr. Garrard.*] Is that on the road to the Clarence? At the back of Woodburn, near the road to the Clarence. It is the poorest land in the district.

1042. *Mr. O'Sullivan.*] Have any vessels owned by you, or for which you are the agent, been wrecked on the Richmond bar? No; I do not think I ever had a wreck on the bar. I had one or two cases of stranding, but we succeeded in getting the vessels off.

1043. After they had suffered considerable damage? Yes.

1044. Have you any idea of the cost to which you have been put owing to the dangerous state of the entrance? I could not say from memory. If I had known you were going to ask the question I should have been prepared with the information.

1045. Did I understand you to mention just now that mining was carried on in the district? I am not aware that any mining operations have been carried on with success so far, but it is an unquestionable fact that there are mineral deposits, not of precious metals but of those metals to which we look for commercial prosperity. I myself visited, some years ago, a coal deposit in the district, and though the seam was only some 4 feet thick the coal was as good as any I have ever seen. It was within 5 miles of navigable water.

1046. What kind of metals do you refer to? I believe tin, silver and gold, antimony, and, it is stated, cinabar and quicksilver, are all to be found in the district; but I cannot speak positively about any of them. Gold deposits have been found in the North Head, and a large number of men have made good wages by washing the hard black sand between the Richmond and the Brunswick.

1047. With an increase of population there is a likelihood of these metals being developed? Yes, or the worthlessness of the deposits will be proved.

1048. I presume that when the railway from the Richmond to the Tweed is constructed there will be a large increase of trade? The limits of it can scarcely be anticipated, because the land is very rich and capable of producing not only all the necessities but also many of the luxuries of human life.

1049. Then a system of harbour dues, with an increased trade like that, would probably return a good revenue to the State? Until the shipping there increases very largely a system of harbour dues cannot be relied upon to raise sufficient to pay the interest on the expenditure upon the works. As far as I can ascertain the present annual tonnage entering and leaving the river is about 50,000 tons, more or less. It has been about the same for several years. About the same amount of tonnage leaves the river. A penny a ton harbour dues would pay about £200 per annum, or if the harbour dues charged were 4d. a ton, which I believe is the amount generally levied as harbour dues in Australian ports, it would only pay about £800 a year. That would be a very small portion of the amount required to meet the interest on the money expended on the proposed work.

1050. If only the first section of the work were carried out do you think there would be any danger of a bar forming at the end of the channel? No, I do not. When the tidal waters are confined into one narrow channel they flow in and out with such velocity that it is impossible for a bar to form. They scour out the channel. A vessel going out at the present time would go up through the patch of sand represented on the map to the north and close in by the North Head. She would then have to sail for a mile, or a mile and a half, in a south-easterly direction, with the sea breaking on her port beam, until she was able to get into the deep water. If the channel were confined the water would scour out the sand and give a straight entrance.

1051. Can you tell us the reason of the rip in front of the proposed channel? It is because the tidal waters at present flow due north, until they strike the rocky point at the pilot station. They then continue round to the North Head in an easterly direction, and from the North Head in a south-easterly direction, so that the water spreads itself over the outer break like a fan, and thereby loses its scouring properties.

1052. The rip would disappear if the proposed works were carried out? Unquestionably.

1053. You say you have no knowledge of the works at the entrance to the Clarence? I have seen them, and my opinion is, and you may take it for what it is worth, that the training-walls are too far apart, and that the water has been allowed to spread itself so that its scouring power has been lost.

1054. As a matter of fact the works which have been carried out on the Clarence have not been a success? The success has not been adequate to the expenditure.

1055. *Mr. Copeland.*] Do you know the width between the breakwaters at the Clarence? I think it is the better part of a mile.

1056. *Mr. O'Sullivan.*] Do you think it would be essential to carry out the works at Byron Bay, as well as these works? I have my own opinion about Byron Bay, and I question whether anything that has been devised for the improvement of that place will be of any efficacy. I spent several days inspecting the locality, and I have my doubts about its utility.

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1057. You have no doubts about the success of the Richmond works? No.
1058. Do you know that at the Rhone, in France, works of a similar character have failed? I am not aware of it.
1059. *Dr. Garran.*] I understood you to say that the tonnage at the Richmond was 50,000 tons out and in per annum? Yes.
1060. Making altogether 100,000 tons? Yes. I believe it is rather more than that; but I give it in round numbers.
1061. At 1s. a ton that would give us £5,000 a year? Yes, but I do not know anywhere in the world where such heavy tonnage dues as those are levied.
1062. Do you think the present disability of the trade is equal to 1s. a ton? Yes.
1063. Counting the loss of time and of produce, it is equal to that? More than equal to that.
1064. If the settlers and traders there paid 1s. a ton harbour dues, and had a complete harbour, they would not be worse off than they are now? They would not; but I should not like to give that as my opinion, because it is a hazardous thing to charge dues at the rate of 1s. a ton.
1065. Supposing that with a magician's wand I could make the improvement to-morrow, would you sooner pay 1s. a ton, or remain in your present position? If I could get the same freight as I do now I should pay 1s. or 2s. a ton for the greater facilities of ingress and egress.
1066. But I suppose as we increase the facilities we shall increase the trade? Yes.
1067. I suppose a great many people are debarred from entering into the trade at the present time in consequence of the risk attending it? Yes.
1068. And it is only a few adventurous people who are willing to face the risk that are in the trade at the present moment? Yes.
1069. And the tendency of competition would be to bring the freights down for the farmers? Yes, thereby benefiting the district. The improvements in that way would be a great blessing.
1070. Then 1s. a ton would not be a tax? No.
1071. 1s. 6d. would not? No.
1072. What is the maximum charge that would not? It is hardly fair to put that question to me, because I should not like to commit myself.
1073. As things are now, the disabilities are equal to a charge of 1s. 6d. per ton? They are quite equal, as compared with the adjoining river, the Clarence.
1074. I ask these questions, not because I am in favour of putting these people to any hardship, but because I think that if they are suffering hardships now in consequence of the nature of the entrances, and the Government removed their disabilities, such a charge would be only nominal? It would be so.
1075. And on principle you think it a fair thing if the Government saves these people money to levy a tax upon them equal to the amount of the saving? Up to the present time our paternal Government has improved many of the ports of New South Wales, and it has never attempted to face this phase of the question before. Newcastle, Wollongong, Shoalhaven, Moruya, Lake Macquarie, and the Clarence have all been largely benefited by public expenditure; but, as far as I am aware, the question of levying special dues to pay for the facilities which have been granted has never been considered, and I am not prepared to say that the inhabitants of the Richmond should be specially taken advantage of.
1076. I am only asking you whether, as a question of political economy, if in the future the Government sought in every case to get a revenue from an improvement which it made, it would be a hardship for the producers to pay as much to the revenue as they are now taxed by the inconvenience which they suffer? No. And were it the custom I should be willing to render any moral and intellectual assistance I could to carry it into effect.
1077. If we let bygones be bygones they would not suffer any disadvantage? No. They would pay on the same principle as I pay special rates to have good streets made to my residence. A man who gets good access to rich land, which he bought at a nominal price, should not grumble if the Government charges him for the communication which it has afforded him.
1078. Therefore this taxation would not be a burden upon the country but only a nominal charge? Yes.
1079. You think that the Richmond River, supposing the principle were applied universally, is sufficiently productive to be able to deal with a tax which would really pay interest on the expenditure incurred on improving the entrance to the river? I do. In fact I should scarcely trust myself to express my opinion, because I am more familiar with it than with any other part of the world, but I do not know any place like it.
1080. Knowing the place as you do, you think it is one of the finest provinces in New South Wales? I believe it is the finest province.
1081. Leaving the Metropolitan area out of the question, there is no equal extent of country which could support so large a population as the Richmond district? Not only is the quality of the land excellent but there is a splendid rainfall. The district has the finest rainfall in Australia, and the rainfall is distributed throughout those months of the year when it is most needed. A season of drought is most unusual there. Letting alone the quality of the land, the frequent and copious rainfall renders the district more fertile than it would be if subjected to the same conditions as other parts of the colony.
1082. Are you willing to sustain the statement of a previous witness that the district is quite able to support 1,000,000 people? Yes. It would carry on the average one and a-half to two bullocks an acre, and if it will carry two bullocks to the acre it must be able to carry two men to the same area.
1083. In your judgment, if we put the total cost of the works at £400,000, which is allowing an ample margin beyond the amount estimated by the engineers, you do not think the outlay will be extravagant? I do not, and moreover I desire to say that if the Government refrain from cancelling the reserves in the district until they have decided upon their railway policy there, and upon making the improvements to the harbour, I think the increased price they will receive for the land will recoup their expenditure on both works.
1084. You are of opinion that the reserves in the district should not be thrown open until the railway policy is decided upon? Yes.
1085. And that, if they are sold for a fair price, they will nearly pay for the construction of the railway and the carrying out of the harbour improvements? Yes.
1086. That is, there is a wealth of capital in the unimproved land that will pay for the construction of these works? That is my opinion, and I took the opportunity of suggesting it to the Secretary for Lands several years ago.
- 1087.

1087. If we were to levy a tax upon the tonnage in and out we should not have to interfere with the actual producers? You would leave it to the shipping agents to do that.
1088. And they would distribute the taxation? Yes.
1089. Practically the freight would be the same to the producers, competition apart, if we levied upon the shipowners a tax equal to the amount which they now lose through the bad state of the entrance as it is now? Yes.
1090. The producer would be in the same position, except that his means of communication would be reliable? Yes.
1091. That alone would be a great gain to him? Yes, especially in the case of perishable goods.
1092. Therefore, if we levy a heavy tax upon the conveyers, the producer would gain by having constant and speedy communication? Yes. I have known many instances where perishable products have been delayed till they have become useless, and have had to be thrown overboard or carted away as a nuisance.
1093. And the producer would not only gain by having regular access to market, but he would also use the whole of his land? Yes.
1094. So there would be a gain to him, and no loss? Yes.
1095. Do you think we could get from the traders an amount equal to the interest on the money expended? All you have to say is that we must pay it, and you can bleed us as much as you like.
1096. Do you think the trade could fairly carry such a tax? I have no doubt about it.
1097. Without any oppression? Without any oppression.
1098. You say you know Byron Bay? I do.
1099. You are quite of opinion that no railway from Byron Bay to the Richmond would meet the wants of the district? I did not say that. I think it would be a good thing if there were a reliable bar at all times.
1100. It would be supplementary to the bar? Yes, having its terminus at some point on the Richmond where the river was navigable.
1101. It would never supersede the necessity of an entrance to the Richmond? No.
1102. Nor would the railway to the Clarence? No. I believe that such a railway would be one of the greatest blunders that could be committed.
1103. You think that the best thing to be done is to open the mouth of the river? To open that first, and to construct a railway afterwards.
1104. The present channel is about the worst you have had, is it not? Yes.
1105. You think that the first thing to be done is to close that channel? Yes.
1106. That will prevent the water from going into Shaw's Bay, and force a channel lower down? Yes. I believe if a hundred yards of the breakwater were constructed the effect would be felt.
1107. Nothing else but the construction of a breakwater will prevent the water from going into Shaw's Bay? I do not know of anything else.
1108. Would you recommend, after that, the making of the north training wall? I should make them simultaneously. North Creek training-wall could be carried on without interfering with the other work. About  $2\frac{1}{2}$  miles from the commencement of the training wall on the North Creek, there is a hill of basalt from which blocks of stone could be obtained, not sufficiently large for the construction of that part of the work which would be subjected to the action of the waves, but sufficient for making the North Creek training-wall.
1109. Then a much smaller stone will do for that? Yes.
1110. That wall will not be subject to the same wear and tear as the outer walls? No. The stone is a kind of conglomerate. I was in the district with Mr. Keele, and I advised him to inspect the quarry. It is at Chilcott's Hill. He said the stone was quite good enough for the training-wall at North Creek; but that it was not obtainable in sufficiently large blocks for the outside work.
1111. Then, although you look upon that piece of work as a detached and minor part of the general undertaking, you do not think it should be left to the last? No.
1112. You think if it were done at first it would greatly assist in scouring the channel? Yes.
1113. By giving the water a direct run? Yes.
1114. Have you ever known the entrance to be where it is proposed to construct the artificial channel? Yes; some years ago it was there.
1115. When it was in that position was it pretty good? Yes.
1116. Have you ever known it in any other position where it was better? No, I have not. It has been further south I believe than that, but it was when I was resident in Sydney; I did not see it myself.
1117. Have you known anyone to say that there has been a better entrance further to the south? No.
1118. As far as your experience goes, there is no better position between the north head and the south for the construction of a channel? No.
1119. Would this position be better for the outlet of the North Creek? Yes.
1120. And it would be equally good for the main river? Yes.
1121. Are you familiar with the Newcastle breakwater? I have seen it, and I have gone over it to have a look at it—taking an interest in it as one who is connected with nautical matters.
1122. You think a rough stone breakwater would stand here? It is some two or three months since I was at Newcastle, and up to that time there were no signs of anything giving way. The breakwater there seems to be a perfect success.
1123. You have no fear of the stones being washed down and filling up the channel? No.
1124. You think the training-walls could be made without the breakwaters? Training-walls would indicate the success of the scheme, and might be extended out afterwards. I do not think the sea would be very heavy here, because when the wind is south or south-east the waves run along the coast, and then turn in towards the shore, and run on to the sand. They would strike the breakwaters at their outer ends, and run along them.
1125. Sir John Coode's estimate for what we call the training-walls—the first portion of the scheme—is £136,000? Yes.
1126. Supposing we were to put that at £180,000, leaving a margin for the amount to be exceeded, would the expenditure give a better entrance than you ever had there yet? It would.
1127. And a constant and reliable entrance? Yes.
1128. Do you think the trade could at present, without overstraining, bear a taxation equal to the interest on £180,000? I believe it could.
1129. It would do no harm to the district? No.

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1130. And you strongly recommend that the works be carried out with as little delay as possible? Yes.
1131. You think that the improvements would be a clear gain to the producers? Yes.
1132. That the rate of insurance would be diminished? Yes.
1133. That the losses would be diminished? Yes.
1134. That the danger would be diminished? Yes.
1135. And that the production of the whole district would be increased? Yes.
1136. Settlement would also be increased? Yes; it would be quadrupled in a dozen years.
1137. What is the greatest natural depth you have ever known in the channel? I have known it to be from 12 to 16 feet on the bar. There has frequently been a depth of 12 and 14 feet, and though I am not very sure on the point, I think it has reached 16 feet.
1138. The mere construction of the training-walls would not give you much more than that? It would enable you to scour the sand down to the bed rock.
1139. But there is no rock? Yes, there is.
1140. At what depth? 18 feet below the level of the water.
1141. We have been led to believe that it is 24 feet below the level of the water? I hope it is, but the rock is there to the north and south, for vessels wrecked there have remained for years with just the upper portions of them visible above the sand, and that, in my opinion, indicates the presence of rock, because if there were no rock the wrecks would have gone out of sight, as they have done at the Clarence.
1142. They worked to the rock, and could get no lower? Yes.
1143. With an increased scour we shall always have the same depth? Yes. At present there is only 7 feet 6 inches of water on the bar, and we need a greater depth of water than that.
1144. If there were a sea on, would it not be easier to get into the entrance when only the training-walls were constructed than when the breakwaters were finished? I do not think so. I think it would be easier to get in if the breakwaters were run out, because they would allow the sea to run in fair, instead of there being a cross-break.
1145. Then with the flood-tide, the moment you were in, you would be quite safe, and would be carried along with the rush of water? There would be the danger of broaching to, which no human skill at times can avert.
1146. Would not that danger be diminished with the short distance of the training-walls? I think not. The sea would be more confined within two breakwaters than if it had an open break.
1147. But it would have a less distance to run? You would not have to run; there would not be the same liability to broach to.
1148. But the distance between the two walls would be greater? The further you went in the more the seas would lose their power when confined.
1149. You do not think there would be any greater facilities for getting in and out with a short break-water than with a long one? No; I think it would be better to extend the breakwaters.
1150. Still you are satisfied that the construction of the training-walls would effect a great improvement? Yes. I suggest you should watch the effect the training-walls had before constructing the breakwaters.
1151. Do you know the Big Scrub? Yes.
1152. Is there much timber on it? Only on the forest reserves.
1153. How far is it from Ballina? It is 6 miles from Ballina.
1154. And it runs north? It runs north for 60 miles, to the Macpherson Range, and west beyond Lismore.
1155. Then a railway through that scrub would not benefit the timber trade much? No; it would rather stop it. It would develop the timber trade on the forest reserves, and on the alienated lands beyond the Night Cap Range. Between that and Macpherson Range there are large tracts of country so remote that no person will take them up at present.
1156. Where do you get your timber from now? The pine from various parts of the Upper Richmond, the cedar from the Night Cap Range and towards the Tweed. The timber I am getting now from Casino they are drawing 70 miles, from up near the Queensland Border, parallel with the head waters of the Tweed.
1157. Everything near the navigable water has been cleared out? Except what has been secured by owners of mills there. They have secured large tracts of country, which they are reserving.
1158. Your timber-getters have cleared a great quantity of land? They have prepared the way for selectors, and many of them have become selectors themselves.
1159. The selectors would have much heavier work to do if you had not cleared the ground for them? Yes.
1160. *Mr. Humphery.*] Do you thing the width between the training-walls—1,150 feet—is sufficient, or is it too great? I should not say it was too wide. Of course, if it were wider, it would lessen the danger to a vessel coming in or out in heavy weather; but it would also extend the area over which the tidal waters would flow, and thus lessen the scour in the channel.
1161. You have no opinion to offer as to the desirability of increasing or lessening the width? I would rather not give an opinion.
1162. Do you think that the cost of maintaining the dredge service would be diminished if the proposed improvements were carried out? I believe it would, because a large portion of the time the dredge is at work is spent in removing the inner bar, commonly known as the crossing-place. This is mainly caused by the confluence of the waters of the North Creek and those of the main river. The meeting of the waters causes the sand carried down by the ebb tide to settle. The dredge has been largely employed in removing the crossing-place, but, if the channel were improved, the necessity for this work would be done away with.
1163. The dredge service could be dispensed with? The dredge could be taken away to other parts of the river where it would be of more service.
1164. There is also a tug service there? Yes.
1165. Could that be dispensed with? I should not like to give an opinion upon that. I believe it is the only efficient tug service in Australia. If we had tug services on the other rivers on the coast, conducted by steamers as well fitted for the work as the steamers subsidised for the Richmond are, there would be far less trouble and fewer wrecks than there have been. I wish to offer my tribute of praise to the man who conducts the service, for its efficiency and for the way in which it is conducted.

1166. Do you think that that service could not be done away with? I believe in time it would maintain itself without a subsidy from the Government.
1167. Did the Committee understand you to say that at the present time the tonnage of the trade passing through the Richmond Heads was 100,000 tons per annum? No. 50,000 tons inwards and 50,000 tons outwards—the same vessels appearing twice.
1168. Does that represent the tonnage of the vessels, or the tonnage of the trade? The tonnage of the vessels—the registered tonnage.
1169. What do you think is the tonnage of the trade? A vessel constructed on good lines, with anything like a good carrying capacity, will always carry one fourth or one third more than her registered tonnage, and therefore, if the vessels left the port loaded to their full carrying capacity, the tonnage of the cargo would exceed the registered tonnage by one fourth.
1170. Then, in your opinion, the tonnage of the trade of the Richmond, inward and outward, exceeds 100,000 tons? I should not like to say that, for the reason I stated just now, that for the last two years ships have had to leave the river with half or two third cargoes; but if the entrance were such that they could load to their full capacity it would be so.
1171. *Mr. Trickett.*] When you were at the Richmond the other day the entrance was to the northward of the Beacon Rock? Yes.
1172. Do you think the construction of the north breakwater and of the guide bank of the North Creek will be sufficient to create a scour and to make a good entrance? I expressed myself in favour of that being done some two years ago to the officers of the Harbours and Rivers Department, and I believe now that the work would be largely effective if carried out. It is impossible to say with any degree of confidence what would be the actual result if the work were carried out; but I believe that it would have a good effect. I think that that should be the first part of the work commenced, and that the two walls should be carried out simultaneously.
1173. Do you think that those two works should be the first undertaken? That is my opinion. I have very strong opinions on the subject. I believe they would almost of themselves be sufficient to scour a channel.
1174. Do you know the district very well? Yes.
1175. Do you know a place called Wardell? Yes.
1176. But do you know the stone quarries near there? The stone quarries are at Broadwater—some 6 miles above Wardell. I think the place is called Riley's Hill. The stone there is something between trachyte and sandstone, and it looks more like trachyte than anything else. Mr. Keele showed me the specimens he had obtained, and informed me that he could obtain from the quarry blocks of sufficient size and weight to withstand the action of the sea, and that there was sufficient stone to do the whole work.
1177. Do you know the nature of the country between the quarry and the scene of operations where the training-wall and the northern breakwater will be constructed? The country from there to the south is in sandy ridges, and some of the land is swampy. A tramway could be laid at a very reasonable rate. There are no physical obstacles in the way, such as creeks; the country is flat and swampy, and covered with ti-tree and swamp oak.
1178. A tramway could be laid easily? Yes; and the timber felled, and the sleepers split where they were wanted.
1179. Besides enabling the stone to be carried from the quarry, would the tramway be of any advantage to the district? I do not think it would, because it would have to run nearly parallel to the river. The river for 2 miles goes in a westerly direction, and then trends to the south; and at Broadwater it is only 2 or 3 miles from the sea. Hence, if the tramway were constructed, it would have to run parallel to the river, and close to the coast; and, therefore, I do not think it could be of any service in carrying trade or passengers, either while the work was in progress, or after it was finished.
1180. *Mr. Tonkin.*] If the work were carried out successfully, could you give us any idea what the reduction in freight per ton would be? I could not. I would not like to give an opinion on the subject, because I have never considered the question. I am not in a position to give an answer.
1181. *Mr. Dowel.*] You stated that you strongly advise that the training-wall on the north should be constructed first. Are you aware that Sir John Coode strongly recommends that the south training-wall should be built first? I believe he does; but I believe it is all the worse for Sir John Coode, because I think he did not understand the local bearings. Had he inspected the place, and seen the river at various times, he would never have recommended the erection of the southern wall first. Evidently Sir John Coode was afraid that if the southern training-wall were not erected the tendency would be for the water to go over at Lewis' Corner, and effect an outlet there; but the people who have lived there longest, and who have an intimate knowledge of the river, do not apprehend that it would do so.
1182. As I understand you, you strongly recommend the Committee to take your opinion in preference to Sir John Coode's? I should not like to say that, although I hint to that effect. I am confident that if Sir John Coode had been at the place and had seen the effect of the ebb tide flowing round the Beacon Rock and Pilot Station into Shaw's Bay, and thence from the North Head, trending in a south-easterly direction, carrying ships parallel with the breakers for a mile and a half, he would never have recommended that the southern wall should be erected first.
1183. Are you in a position to say that if the southern training-wall were constructed it would not have the effect of removing the sandbank in a much better manner than if the north training wall were first constructed? It would remove the sandbank, but the river would continue to flow in the same direction as it goes now. By running a training-wall from Pilot Point the water would be prevented from following the channel it takes now, and would be turned south.
1184. Is it not a fact that the present channel against the North Head has a rocky bottom? The greater part of it has.
1185. And is it not a fact that where it is proposed to make an entrance there is chiefly sand and indurated sand, and that if that were removed there would be a deeper and better channel? It is just possible that it might be. I apprehend that the great thing to be done is to keep the channel from the broken water until the ship can reach the deep water beyond the outer break. With the water running as it does now round the boulders and shelving rocks of Shaw's Bay, it is spread all over the spit which forms the outer bay, and cannot form a channel. We think that it is more important to have a good entrance in and out than to continue the channel through Shaw's Bay.

A. Kethel,  
Esq.

11 July, 1889.

- A. Kethel, Esq.  
11 July, 1889.
1186. Have you visited North Head, where the stone quarries are supposed to be? There are a number of basaltic boulders there, but I believe that the lower portions of the stone are soft, and would fret away, and cannot be got out in blocks large enough to form a breakwater.
1187. You are not aware that trials have been made to ascertain the size of the blocks which could be got out? When I was in the district Mr. Keele was there with his exploring party, and I think he put down several shafts. I was staying at the same hotel as he was, and he informed me that on putting in shafts at the North Head he found the stone below, which ought to have been hard and reliable, very soft.
1188. Knowing as you do the locality especially well, do you not think that a railway from Broadwater would facilitate the construction of the work? We could bring the stone by tramway to the southern breakwater, but you would have to take it across in punts.
1189. For the construction of the north training-wall? Yes.
1190. I am speaking more specially of the south training-wall. Supposing that sufficient stone could be obtained at the North Head for the purpose of constructing that training-wall, do you not think that the works would be constructed in about half the time if the stones were conveyed by rail, than if it were taken down the river by punts? I do. Unquestionably the most expeditious and inexpensive way of obtaining the stone would be by a good tramway worked by steam.
1191. You stated that sugar, maize, and timber were some of the chief products of this part of the country;—is it not also the fact that a large number of cattle are bred there? Yes, bred and fattened.
1192. And that very few of them come to the Sydney market by steamer? Very few. In fact, nearly every steamer takes up a quantity of live stock, because the district is very imperfectly stocked.
1193. Stockowners have an objection to sending their cattle by steamer, because of the difficulties of navigation, and I understand that at the present time they are sending them by way of New England? A stockowner on the Richmond, I presume, would prefer to take them to the Clarence, as large quantities are sent from there. I apprehend that the stockowners in the present state of the market would prefer to run their cattle across the 26 miles of intervening country to the Clarence, and ship them on board the steamers for Sydney.
1194. Do you not think that a large amount of that trade could be diverted direct to the Sydney market, if the bar were made safe? Yes.
1195. *Mr. Lee.*] Do you know Byron Bay? Yes; I have a slight knowledge of it.
1196. Would any of the works contemplated there in any way affect the works on the Richmond? I think not.
1197. Is not the trade on the Richmond itself sufficient to demand that the port be kept open? Yes.
1198. Irrespective of any works that may be carried out at Byron Bay? Yes.
1199. The construction of any works there could not possibly do away with the necessity for these works? No.
1200. The local traffic demands that the river should be kept open? Yes. Its probable development, and the vast amount of beautiful country awaiting to be cultivated, are sufficient inducement to warrant the expenditure.
1201. Most of the sugar is grown on the banks of the Richmond? Yes, because it has been proved that the chocolate soil in the Big Scrub lacks some of the essential elements necessary to growing good sugar.
1202. Supposing that at any future time large works were carried out at Byron Bay, would that neutralize the work being carried on here? No, I believe not. There is trade enough for both.

Captain James Matthew Banks, Marine Surveyor, sworn, and examined:—

- Capt. J. M. Banks.  
11 July, 1889.
1203. *Vice-Chairman.*] You are a Marine Surveyor? Yes.
1204. You have had considerable experience of the harbours on the coast? Of a few of them.
1205. How long have you followed your profession here? Twenty-two years in Sydney.
1206. During that time has your occupation called you to inspect various places on the coast of New South Wales? It has.
1207. Do you know the Richmond River? I do, to a limited extent. I have been up both arms of the river, but my profession has made me principally acquainted with the bar at the entrance.
1208. How long is it since you were at the bar? The last time I was there was about two months ago. I went down and took the "Coraki" off the bar. The first time I was there was nineteen years ago, when I took off the stranded brigantine "Helen." The next time was twelve years ago, when I visited the wrecked steamer "Waimea," and floated the steamer "Platypus."
1209. Were both those vessels wrecked on the bar? They were supposed to be wrecks on the bar, but I got them off.
1210. Do you know of other wrecks there? There have been a good many others in which I have been interested. These are the only three cases in which I personally superintended the business.
1211. You know where it is proposed to construct an entrance to the river? Yes.
1212. Was it near there where the wrecks occurred, or at the point? [*Witness explained the position of the wrecks on the plan before the Committee.*] When I went down two months ago the channel was very much as it is now, viz., close round the rock-bound shore of Shaw's Bay.
1213. It is a generally shifting bar? It is.
1214. And as long as you recollect the entrance has been continually shifting? The bar has been continually shifting. From what I can learn the sand is continually shifting north, until it reaches North Head, when a new channel breaks out at the south. This channel then begins to work its way up to the north again. There is a rocky bottom at the north of the entrance, but the rest is all sand.
1215. To what do you attribute the collection of the sand—to the action of the sea outside, or of the current inside? It is due to the action of the sea outside and the current running down inside. Of course all the rivers on our coast have only a small tidal rise, of about 6 feet. A big fresh makes a new channel.
1216. Do you think the proposed scheme would be effectual? Doubtless it would.
1217. Have you had experience in your profession of works similar to this anywhere else? I have seen works of a similar character.
1218. In this Colony? No. I have seen the works at the Clarence and at Newcastle; but I am not of opinion that they are very great works.
1219. The project is to confine the water so as to make a scour? Yes. I remember going into the river Tyne when I was a boy. I was on board one of three vessels which left Liverpool. Two of them were lost  
on

on the bar, which was at that time named the "Herd Sand." When last there, twenty-six years ago, this "Sand" had disappeared, owing to the scour of the tidal waters rushing between the breakwaters, over which I then walked. Since that time I have read a report of one of Her Majesty's ships drawing twenty-five feet of water being anchored on the spot where the Herd Sand existed.

Capt. J. M. Banks.  
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1220. You think the scheme would be quite effectual? I think so.

1221. From your point of view do you think it would be desirable to construct the whole of the work, or only a portion of it? I think that to attain the object desired, viz, to remove the bar and make a safe deep entrance, the principle laid down by Sir Jchn Coode, as shown in his plans, should be strictly adhered to. The northern breakwater alone would not remove the bar, though it would block up the Shaw's Bay, or north channel, and might make a straight south channel, but that is uncertain; while, were the south breakwater alone made and carried farther north, following the curvature of Shaw's Bay, the scour through that channel would annihilate the bar, but would not secure a safe entrance into the river, as Shaw's Bay is thickly studded with sunken rocks; hence the necessity of two breakwaters as shown in the plan.

1222. Do you think it would be essential to begin at the south;—do you think it would be sufficient to carry out the work to the point marked on the plan by the red lines, for the present? I think so. If that portion of the work were carried out you could make the extensions if you did not get the desired result. I think the effect you wish to obtain would be gained before you reach the end of the red lines, and when that end is gained the question of opening out bell-mouthed, to make an easier approach, or leaving them as they are, will have to be determined by the practical experience then obtained.

1223. You think if you carried out the southern wall it could withstand the influence of the south-east storms? I think it is very likely. The object we wish to achieve is to get a good channel.

1224. With an additional force of water that object would be gained? A channel would be scoured out.

1225. Have you formed any idea about the estimated cost? I have not heard what it is.

1226. Do you think that a width of 1,200 feet of water in the channel would be sufficient for all practical purposes? Yes. The vessels that trade there are very small in size. For steamers it would not matter.

1227. They would be likely to increase, if greater facilities were given to trade? I do not think so. I am afraid the days of sailing ships are numbered.

1228. I am speaking of vessels generally? Yes; they would be larger vessels, but they would be steamers, and the breadth of the entrance would not affect them so much. They could always go in. The sailing vessels are very different; they have to tack in. At Havre the entrance between the breakwaters is much narrower than 1,200 feet, and large vessels experience no difficulty in entering there.

1229. Works have been constructed there on lines similar to these? I cannot speak of the works from my own personal knowledge; but I have walked over the works of the Tyne, and know by personal experience that the bar in that river was entirely removed.

1230. Have you given any attention to the character of the country behind the harbour? I cannot speak with any authority about it.

1231. Regarding it from a commercial point of view? I have been over the country a good deal.

1232. You know there is a large area available for settlement? I do. I do not know that there is a large area of Crown land, but I know that there is a large area of agricultural land.

1233. A large area of productive land? Yes.

1234. You think the productiveness of that land would be increased by giving facilities to the trade? Doubtless.

1235. *Mr. Garrard.*] I understand that you have not had much to do with the upper portions of the river? I have been up it once or twice, and have rowed down from Lismore.

1236. Your work has brought you up to deal with casualties that have occurred at the entrance? Yes.

1237. You are of opinion that it would be desirable to carry on the two walls simultaneously? Certainly.

1238. You do not think it would be best to carry out the north wall first? I certainly do not.

1239. Why? On the north the bottom is formed of hard rock, but on the south it is entirely of sand.

1240. You think that in the event of the north wall being constructed first it would bank up the water and force it to cut out another channel at the south? Yes, unless it is trained out where the proposed entrance will be.

1241. Are you aware that there is a large body of water coming down the North Creek? Yes, but it is infinitesimal to the water in the main river.

1242. The present channel through Shaw's Bay is, as you know, very dangerous, owing to the rocky bottom? Yes.

1243. You are of opinion that the proposed entrance will be in the best position, and that the walls should be carried out simultaneously? Yes. The rock has never been exposed on the spit.

1244. Do you know the depth of water on the bar now? I think about 8 or 9 feet. I think that it was in March that I went down to get the "Coraki" off, and we were then three days outside the bar before we could get in. I think there was about 8 feet 6 inches or 9 feet of water on the bar then, and for a short time afterwards vessels could not enter the river.

1245. Do you know the longest time during which vessels have been delayed inside through the bad state of the bar? They have not been delayed so much since they got a tow-boat there; but previously to that I have known them to be for three or four months at the back of the bar, and perhaps they could not take advantage of a good bar for want of wind.

1246. Which do you think is best, a projecting north head, or a projecting south head;—do you usually find the better channel when the north head projects beyond the south, or *vice versa*? Here you have only one headland.

1247. But in some cases there is a north head and in some a south;—have you given any attention to see whether the position of the headland makes any difference to the channel? I cannot say that I have.

1248. Take Sydney for instance: there the North Head projects more than the South Head? Yes; but I do not think there is any analogy between the two places. Sydney is an estuary of the sea. The Parramatta River has no effect upon the harbour.

1249. Do you know the works at Newcastle? Yes.

1250. Do you think they have been successful? So far they have been, but they are not yet completed. The northern breakwater should be carried out to the Oyster Bank. You would then have a thoroughly good scour.

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1251. There has been a very great improvement there during the last twelve years, because of the works? Yes. I remember when only one vessel could lie in the Horseshoe.
1252. I suppose you are basing your opinion of the probable success of the Richmond works on the success that has attended the carrying out of the work at Newcastle? I have not Newcastle in my mind. In fact I do not give our colonial engineers so much credit. I do not think our success has been commensurate with the expenditure.
1253. You have not been in command of vessels trading to the Richmond; you have only had to do with the entrance as a marine surveyor? More than that. I have gone up for vessels and brought them back myself.
1254. *Mr. Copeland.*] What are the prevailing winds in the neighbourhood? The wind along the coast in the summer months is north-easterly, and westerly in the winter time.
1255. Where do you get the bad weather from? All along the coast with south-east gales. South-westerly gales also cause a heavy sea.
1256. Do you think the proposed direction of the breakwaters is the best they could take? I suppose so. The plan is Sir John Coode's, and he has had large experience of works of this kind.
1257. But taking into consideration the current, which I suppose has a southerly set? There is no southerly set close in shore. The great equatorial current, as far as I can judge, is 4 miles off the coast, and extends from 22 to 30 miles. It has been the cause of a good many disasters, because vessels go close in shore to keep out of it.
1258. Do you think we have anything to fear from the proposed channel running at right angles with the southern current? I think not.
1259. Do you think it would be any improvement if the mouth of the channel were made bell-shaped? I think ultimately it might be, but I think it would be a very dangerous thing to interfere with the plans laid down by Sir John Coode.
1260. Would it be any benefit to a sailor who was trying to make the entrance in bad weather? I do not think I would interfere with the plan. On the termination of the breakwaters you will have lights, and there will be a breadth of 1,200 feet, so that a man will be in safety immediately he gets between the breakwaters. If there is a depth of 3 or 4 fathoms there, there will not be such a heavy sea as there is now. The sea now is caused by there being only a few feet of water. There would never be a sea against a vertical column.
1261. *Mr. O'Sullivan.*] In your capacity as marine surveyor you have frequently to make visits to the Richmond River? I have made visits.
1262. For the purpose of surveying wrecked vessels? No; to get them out of difficulties. I am the surveyor for a company of underwriters.
1263. I suppose you consider this bar one of the most dangerous in the Colony? I consider the Richmond the most dangerous bar on the coast.
1264. It is absolutely essential to carry out these works if we desire to make the Richmond River easy of access? You require some such work.
1265. Can you state how many times you have been down to the Richmond? I have only been down there three times myself, and I have sent down others there, and given them instructions what to do. I have been twenty years and upwards a surveyor for insurance offices, and when our risks are in jeopardy, if the case is a small one, I send down others, but if the danger is very great I generally go myself, such as in the case of the "Coraki," which was in danger of being totally lost by the wreck of the "Sarsfield" lying very close to her. In spite of all our efforts, she struck it in coming off.
1266. *Dr. Garran.*] If the works were carried out as far as the solid red lines, as shown on the plan, would not the rate of insurance be diminished? Certainly.
1267. By how much? That I cannot say. The works would certainly improve the bar, but to what extent they would diminish the insurance rates it is impossible to say.
1268. In diminishing the insurance rates you are guided practically by the number of wrecks that take place? Certainly.
1269. And after the works were carried out, and the wrecks ceased, the insurance rates would proportionately diminish? They would be diminished if it were found that no wrecks occurred within a certain time.
1270. How long a time would have to elapse before they were diminished? I do not think any underwriting office would consider an experience of six months sufficient.
1271. Would you want twelve months? I think so.
1272. It would be twelve months after the works were completed, before the rates would go down? I think not. I think from the time the breakwater was actually in progress the rates would go down, but they would not reach their minimum until twelve months after the work was completed.
1273. There would be a substantial decrease? There has been since a subsidized steam-tug service has been established there.
1274. If the rates were diminished it would be a gain to the steam-boat proprietors? I should require to give some consideration to the matter before I could say whether it would be a saving to the steam-boat proprietors. It would be more a saving to the general public, because the less the expense, and the more the competition, the freights would come down.
1275. But the steam-boat proprietors in the first instance pay the insurance companies, and they would be the first people who would feel the gain? No doubt.
1276. And if they had to pay harbour dues equal to the amount they saved by the lessening of the insurance they would not suffer? Certainly.
1277. When a work like this is carried out is there any danger of a vessel coming in with the swell going on to the wall? I think not. I think the danger is very remote. No sailing vessel would attempt to go into a channel only 1,200 feet wide without a leading-wind. Sailing vessels do not go in there now without a tow-boat. If the works were carried out I do not think the necessity for a tug service would cease, because when vessels got inside the river they would have to employ a steamer to tow them up. It would be the same here as it is at Sydney, where the tug-boats go outside and bring the vessels in. But no subsidised tug-boat would be required.
1278. You think practically all vessels will be towed in? Yes, with this difference—steam vessels will then not

- not require the assistance of a tug, and sailing vessels will not find it, as at present, imperative to take one though, practically, as at present in Sydney, tug-boats will tow vessels from sea to secure the river towage.
1279. Could they be towed in in moderately heavy weather? Yes.
1280. With a south-easterly gale? If the sea were breaking right across, as it was at Newcastle the other day, it would be very dangerous.
1281. We do not get those gales two or three times in a year? Not more than three or four times in twenty years.
1282. You would not get a gale twice a year in which it was impossible to get in a vessel? Possibly not once a year.
1283. And if the wall were constructed, practically any vessels could be taken in? Yes.
1284. The swell would not run in? I think the swell would cease inside the breakwaters; but the swell is nothing. It is the break that causes the danger.
1285. The breakwater would go outside the break? Yes; I think there will, under ordinary weather, be no break in existence.
1286. The vessel would be in smooth water as soon as she came inside the entrance? Probably before she got to the entrance.
1287. Did you think it would be easier to get in if the breakwaters were constructed than if retaining walls only were constructed? Most certainly. The further you carry the works out into deep water the less the sea will be. If the inner portion ceases at a depth of 10 or 12 feet a sea running in from possibly a depth of 6 or 8 fathoms would overflow and make the entrance dangerous.
1288. If we carry out only the retaining walls the vessels will have to go through a certain amount of break? I cannot say, but I am under the impression that as you carry the walls out the bar will be dispersed.
1289. If we did not carry out the breakwaters vessels would still have to come through a break? I think you would find that when the works were carried out the bar would disperse, and the sea would be more equal and regular.
1290. You would recommend that we should do the first portion first? Certainly. The remaining portion would be very cheap, and could be added on without any difficulty afterwards. My opinion is that if the breakwaters were carried out as they are laid out on the plan, before twelve months are over ocean steamers would be able to get right up the river.
1291. You say that if the breakwater is carried right through the break you think that will disappear? I think so. The breakwaters will not require to reach the present break, for, as they narrow the distance between them, the scour will disperse the sands and cause the break to cease.\*

Capt.  
J. M. Banks,  
11 July, 1889.

WEDNESDAY, 17 JULY, 1889.

Present:—

JOSEPH PALMER ABBOTT, Esq. (CHAIRMAN).

The Hon. JOHN LACKEY.

The Hon. ANDREW GARRAN.

The Hon. FREDERICK THOMAS HUMPHERY.

The Hon. WILLIAM JOSEPH TRICKETT.

JACOB GARRARD, Esq.

HENRY COPELAND, Esq.

JAMES EBENEZER TONKIN, Esq.

WILLIAM SPRINGTHORPE DOWEL, Esq.

EDWARD WILLIAM O'SULLIVAN, Esq.

JOHN HURLEY, Esq.

CHARLES ALFRED LEE, Esq.

The Committee further considered the proposed Improvements to the entrance of the Richmond River.

Captain Benjamin Alley, Master Mariner, sworn, and examined:—

1292. *Mr. Lackey.*] You are a master mariner? Yes.
1293. Have you been so long? I have been a master mariner for about fifteen years.
1294. Have you been longer in the trade in other capacities? I was an officer for two years and a half.
1295. During that time have you not had a great deal to do with the Richmond River trade? I have been running to the Richmond for the last seventeen years continuously.
1296. Of course during that time you have had an opportunity of noting the effect of floods and storms upon the entrance? Yes.
1297. You have known great difficulties to exist there in the way of crossing the bar, both going in and coming out? Yes; I have been blocked there, so that I could not get in, for three or four weeks at a time, and I have had to go to the Clarence.
1298. Have you ever had any mishap in going in and out? I lost the "Lismore" there going in.
1299. When was that? About five or six years ago—five years, I think.
1300. Was the steamer a total wreck on that occasion? Yes.
1301. Were any lives lost? No; there were no lives lost.
1302. Whereabouts did the accident happen? On the patch of rock at the North Head.
1303. Is it not the case that the channel is continually altering, because of the influence of the winds and floods? Yes. The first time I went into the river—sixteen years and a half ago—the channel was in the same place as it is now, round by the North Head and through Shaw's Bay. We then had a flood which lasted for about three weeks, and that brought the channel to about where the proposed channel is shown on the map.
1304. And since then it has continually shifted? It has continually shifted. Every flood has a tendency to drive the entrance further to the southward, while in fine weather the bar keeps working north until it gets to the rocks, and cannot get any further.
1305. How far do you go up the river with your vessel? About 75 miles.
1306. Are there any impediments to navigation higher up the river than the entrance? There is an average depth of water on the crossings of 9 or 10 feet of water at low tide.

Capt.  
B. Alley,  
17 July, 1889.

\* NOTE (on revision):—In giving the above opinions I have assumed that the 1,200 feet channel has been determined on calculations estimated on the volume of water to be carried off each tide, and that the scour will not be of such velocity as to endanger navigation. Having experienced the Richmond River during a flood, I think the south breakwater should be formed with a by-wash or by-washes to carry off the flood waters.

Capt.  
B. Alley.  
17 July, 1889.

1307. Had you had any experience of bar harbours in other parts of the world, before you came to this Colony? No.
1308. Have you given any attention to the proposed remedy for the bad state of the entrance? Yes; I think the works are a very good style of thing.
1309. Do you think they will prove an effectual remedy, and effect the object which it is sought to attain? I am sure it will be an effectual remedy.
1310. You think the scour that will be created will be sufficient to keep the channel open? Yes. There is one difficulty—the crossing near the middle spit. That is caused principally through the ebb tide running out between Beacon Rock and the pilot-station, while part of the flood tide comes at the back of Beacon Rock, depositing the sand in the channel, and thus forming a crossing.
1311. Do you think the proposed channel would be well situated to receive the flow of water from the North Creek? Yes; it would catch the water from the North Creek.
1312. And you think it is fairly well situated as far as the main branch of the river is concerned? Yes.
1313. Have you given any attention to the estimated cost? No. When the channel is where it is at present it is the most dangerous that we can have, because there are so many rocks there. There are patches of rock where the water is shown to the north of the plan. There was only 5 or 6 feet of water over there a few months ago. Whenever the channel has been south of Beacon Rock there have been no obstructions except sand.
1314. Is it the case that the commerce and trade of the Richmond are largely increasing? They have increased largely. We used first to make a trip only once in three weeks, with the small steamer; but now there are three small steamers a week when the bar is open.
1315. Has your attention been directed to the prospect of a large trade growing up in that part of the Colony? Yes. People are continually coming to the river.
1316. There is a large area of valuable land on the banks, is there not? Yes, and not only on the river banks but also on the northern side, where there is what they call the Big Scrub.
1317. It is rich agricultural soil, and fit for dairying purposes? Yes.
1318. There are a number of large sawmills in the locality? Yes.
1319. And dairies? Yes.
1320. You think on the whole the Government will be quite justified in going to the large expenditure which will be necessary to carry out the proposed works? I think so. I do not think it would be necessary to carry the works out to their full extent at present.
1321. You think it will only be necessary to carry out the work as far as the red lines on the plan go? Yes.
1322. Do you think it would be wise to try the effect of that portion of the work before the additional works were carried out? Yes.
1323. You would recommend that the first portion of the work only be carried out in the first instance? Yes.
1324. Do you think the work on the northern side of the channel would be sufficient of itself, or would it be necessary to construct both the northern and the southern walls? I think if the northern wall only were carried out the first flood might wash away the spit and make a channel to the south.
1325. Then you think it would be better to have both works constructed at the same time? Yes.
1326. The storms outside and the floods inside have a great influence on the collection of sand on the bar, have they not? Yes. Every sea brings up more or less sand.
1327. You believe, I suppose, that the sandbar is produced by the piling up of the sand by the storms outside and the tides inside;—would the construction of the breakwater prevent that? Yes. At the present time the flood-waters do not flow in exactly the same way as the ebb tide runs out. When the tide is low it goes in a narrower channel, but the flood tide coming in, especially with a southerly wind and a heavy sea, spreads right over the spit, and does not confine itself to the smaller channel.
1328. What is proposed to be done by these works is to confine the channel? Yes.
1329. *Mr. Copeland.*] Have you any knowledge of the ocean currents in that neighbourhood? Yes; I have noticed them along the coast.
1330. What has been your experience with reference to the current near the entrance to the river? Very often what little current we feel there sets to the northward, close in to the entrance.
1331. At what rate does it flow there? At about half a mile an hour, or something like that. Three or four miles out we get a southerly current.
1332. Do you think if the breakwaters were carried out to the distance proposed you would be able to make the entrance with safety in a gale of wind blowing strong? What is to be the width?
1333. About 1,100 feet? I should prefer myself to see the breakwaters constructed on a similar principle to that at Newcastle, so that one would overlap the other. Then a vessel coming in with a southerly wind could get behind the point of the breakwater, and be in smooth water immediately. Here you would have to come in with the full force of the sea.
1334. What would be a remedy for that? To carry the southern breakwater further out than the northern, if anything with a slight curve.
1335. To make the entrance bell-shaped? To make it bell-shaped.
1336. So that you would be able to go in on a wind? Yes. You could then haul up into shelter immediately.
1337. Do you know of any similar channels that have bell-shaped mouths? No. I know the Newcastle entrance; but that is the only bar harbour which I have been in on the coast.
1338. I suppose you have not come across rocks in any part of the proposed channel? I have come across no rocks in the piece between the part marked green at the lower end of the map and the Beacon Rock. A little this side of where the northern breakwater starts there is a patch of rock about 8 feet at high-water.
1339. That would be excluded by the training-wall? Yes; the training-wall would go right over it.
1340. What are the prevalent winds on that part of the coast? From the southward, south-west, south-east, and occasionally, but very rarely, we have an easterly gale.
1341. With south-east wind blowing strong, and a sea running in, would you be able to take the channel? Yes, if it were 1,100 feet wide.
1342. That is with a steamer? Yes.
1343. What class of vessel do you command? A steamer.
1344. Do you think an entrance like that could be entered by a sailing vessel, with a south-east wind? Yes; but they are not under such command as steamers are. They are liable to run up in a heavy sea; but the breakwaters would have a tendency to make the sea smoother. 1345.

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1345. Would the seas follow up that channel? Not with their full force.
1346. They would expend themselves? Yes. But the channel, in my opinion, would be better ell-shaped, because when the breakwater is open the water has a chance to smooth out, which it has not in a narrow channel like the one proposed.
1347. Have you entered the river when the channel has been somewhere about the position of the proposed channel, as shown on the map? Yes.
1348. Do you remember what depth of water there was then? The depth varied. I have seen as much as 12 or 13 feet of water on the bar when it was in somewhere about the position shown on the map.
1349. Do you think the channel will be wide enough to carry off the body of water in the river;—supposing you had to take the entrance on an ebb tide when there was a fresh in the river, would you not have to meet a very heavy current? A narrow channel would have a tendency to back up the water in the river.
1350. Do you think if the breakwater and the training-walls were brought further to the south there would be any advantage? The inside portion?
1351. Yes, so as to take out the curve? Yes; there is too much of a curve in it at present.
1352. I suppose when once you get inside the river there is plenty of water right up to Lismore? At low-water there is about 10 feet in the shallowest parts. There are only a few patches like that.
1353. What vessel do you command? The "Wyralla."
1354. What water does she draw? We can load up to 10 or 11 feet, but we never load beyond 8 feet 6 inches or 9 feet.
1355. Yours is not the largest steamer that trades to the river? No.
1356. What do the larger boats draw? We have to trim the vessels to about 9 feet; that is about as deep as we care to risk.
1357. What depth of water would you want under the keel to go in safely in rough weather? About 2 feet, although we have often gone in drawing the same depth of water as there was on the bar. We would land now and then, and be picked up again and thrown further along.
1358. It is estimated that there will be 12 feet of water in the proposed channel? That would be at low tide. At high tide there would be 3 feet more.
1359. Is there 3 feet rise and fall in the tide? In the spring tide.
1360. On the whole, you think the works would have a beneficial effect, and would make the river quite navigable for ordinary traffic? Yes.
1361. And you think the business of the port would increase considerably if they were carried out? I am sure it would.
1362. Do you think they would have the effect of reducing the freights? Yes.
1363. By creating competition? The people would expect their goods to be carried at the same rate of freight as they are now carried from the Clarence.
1364. What is the difference between the rate of freight from the Clarence and that from the Richmond? I think 5s. a ton.
1365. Would the steamboat companies be prepared, if the works were carried out, to take cargo at the same freight as is now being charged on the Clarence? I think so. They could make their trips with more regularity, and bring larger cargoes.
1366. I suppose 5s. a ton on maize, potatoes, and those things would make a considerable difference? Yes; and a good many would go in for maize who do not grow it now.
1367. *Mr. Trickett.*] What does your cargo generally consist of? Do you mean what we bring from the river?
1368. Yes? Timber, maize, sugar, butter, and other dairy produce.
1369. Have you had any conversation with the residents and importers of the district about the payment of harbour dues, supposing the works were carried out? No.
1370. You have never heard whether they would be willing to pay anything for the construction of the works? No.
1371. You have not heard the matter talked of? No.
1372. The whole trouble with regard to the navigation of the river occurs at the entrance—when you once get in there is no difficulty? That is so.
1373. Have you often been bar-bound? Yes.
1374. For what length of time? For three weeks.
1375. *Mr. Hurley.*] Do you think it would be necessary to construct the extensions if the north wall were constructed? I think it would be better to go on with it, because a heavy flood has a tendency to go through the spit.
1376. That being so, is it necessary to construct the southern wall, supposing the northern wall will cause a scour? Yes. If a flood were to occur it would take the channel away from the northern wall, through the south end of the spit.
1377. Do you not think that the construction of the southern wall should remain in abeyance for a time? I have seen the channel shift half a mile in one flood.
1378. Therefore you consider it will be necessary to carry out both works at the same time? Yes.
1379. Do you think that greater facilities for entering the river will lead to an increase in the population of the district? I believe they will.
1380. And they will cause a greater freight? They will cause a lower freight.
1381. What do you think will be the decrease per cent. in the rate of freight charged? About 20 per cent. I daresay—about 4s. in the £.
1382. Have you any knowledge of the country between the Heads and 75 miles up the river—have you been over it? I have been across the country once. It is all good agricultural land from Ballina to Lismore.
1383. Do you know anything about the quarry 18 miles up the river? No. There are several hills up there which contain stone.
1384. Have you taken into consideration the difference between the cost of conveying the stone from the quarries up the river to the work by punts, as against conveying it by railway? I have not taken that into consideration.
1385. You said that you had one wreck at the entrance? Yes.



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1386. You have had several narrow escapes, I understand? I have had some close shaves.
1387. Have not the ships of which you have had charge been considerably damaged and needed a large expenditure for repairs? Yes. I put the vessel which I lost ashore outside the Heads, but we got her off again.
1388. Did she cost you much for repairs? About £7,000, I believe.
1389. *Mr. O'Sullivan.*] You are aware, I suppose, that the works when completed will cost about £400,000? I see by the papers that that is the estimated cost.
1390. Do you think the Government will be justified in laying out that large amount of money to make the entrance good? I think the inner works would do for the present.
1391. The training-walls? The portions marked deep red.
1392. Would the north breakwater alone suffice to make an entrance? If the channel would keep over at that side, but the chances are that a flood may occur that will bring the channel further to the southward away from the northern breakwater.
1393. Do you think it better to expend the whole amount, and carry out the work proposed to its fullest extent? Yes, the inner section.
1394. When these breakwaters are completed, will the entrance be a safe one for sailing vessels in all weathers? In a very heavy gale I do not think it would be safe, but with an ordinary breeze I think it would be safe enough.
1395. I suppose if the weather were bad a ship would stand off until she got a favourable breeze? Or until the weather moderated.
1396. When the "Lismore" was wrecked, what drove you up to the position marked on the map? The vessel touched the bottom and ran on to the rocks, running against her helm.
1397. There is another wreck marked there? Yes; the "Waimea."
1398. And there is the "Sarsfield?" Yes; and the "Frances Hixson." The remains of those wrecks are there now.
1399. The "Sarsfield" is wrecked between the proposed breakwaters,—was the entrance there at that time? Yes; the entrance was there then.
1400. At that time the proposed entrance was the natural entrance to the river? Yes. Just where the breakwaters are now on the plan there has been an entrance to my knowledge.
1401. What depth of water had you then? About 11 feet.
1402. I suppose you can notice the rip between the breakwaters? Yes.
1403. Do you think that is likely to be improved if a good scour is established there? I am sure there will be a good channel between the breakwaters.
1404. *Mr. Garrard.*] Are there any rocky obstructions further up the river? There are some rocks, but there are narrow channels alongside of them.
1405. Is there not a bar somewhere near Woodburn? There is a bar there, but there is a channel alongside close into the bank.
1406. Is it very narrow? It is about 200 feet wide.
1407. What depth of water have you in that channel? It has been shoaling up lately. I believe there is 9 feet at low-water. The dredge has been working there.
1408. What depth is there before you come to the rock? I could not tell you that.
1409. What is the greatest depth that you have ever had alongside the bar there? I never sounded it. We never touched till lately.
1410. Any vessel that can get over the obstruction at the entrance will get up the river safely to Lismore? Yes.
1411. You are not aware of any obstructions except that at Woodburn? There are flats.
1412. I mean rocky obstructions? There is another bar just before we get to Broadwater; but there is a channel alongside the bank there like that at Woodburn.
1413. Then it would only require dredging alongside the reef of rocks to give you a good channel? Yes.
1414. You think it would not be safe to try experiments by merely constructing the northern breakwater. Do you think that the two breakwaters should go on together? Yes.
1415. Have you known the channel to be further south than the proposed channel? Yes; near to the green patch.
1416. How long ago is that? Sixteen and a half years ago.
1417. The channel ever since has been going northwards? It is almost always going northward in fine weather.
1418. How long is it since you knew the channel to be further south than the proposed channel? About five years ago the channel was where the training-walls are marked on the map.
1419. I understood you to say that when the channel was in that position it was about the best that ever existed? Yes.
1420. You are not aware of any rocky obstruction there? No.
1421. Do you think it is likely that the rock will obtrude there? There is no rock there at a depth of 11 or 12 feet.
1422. The present channel, I suppose, is the worst you could possibly have? Yes; because it is in amongst the rocks. It is dangerous and very tortuous.
1423. You see that it is proposed to make the breakwater from the pilot-station to the Beacon Rock;—do you think if that work were constructed the present channel would be stopped, and that another channel would open out? A channel would open out on this side of the Beacon Rock.
1424. You do not think that the traffic on the river would be stopped, but that another channel would immediately be available? I do not think the traffic would be stopped. Vessels could go out in slack water in the narrow channel that would be left.
1425. I suppose under the most favourable circumstances sailing vessels would require the assistance of a steam-tug? They could sail in with a south-east or north-east wind.
1426. Would they not have to brace very sharp up with a south-east wind? They would be in smooth water, and they could let go their anchors.
1427. They could not get up the river very far? They could get up with a flood tide.
1428. Are the sandbanks marked on the plan in existence now? Yes.
1429. But I suppose they would be scoured away by the water? Yes.
1430. You are not aware of any rocky obstruction in the entrance as far south as the green patch other than the Beacon Rock? No.

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1431. Do I understand you to say that you favour the making of the entrance bell-shaped? More than it is at present; it is too straight now.
1432. You are aware that it is narrower at the entrance than it is further back? Yes.
1433. The engineers therefore had some reason for narrowing it? I suppose so.
1434. Have you read the evidence of the engineers or Sir John Coode's report? No.
1435. Unless there were sound engineering reasons for contracting the breakwaters at the entrance you would prefer to have the entrance bell-mouthed? Yes.
1436. But if, on the other hand, there were sound engineering reasons why that should not be done, you would not place your opinion against that of the proposer of the scheme? No.
1437. *Dr. Garran.*] You say that in fair weather the channel has always a tendency to work northwards? Yes.
1438. Do you know why that is? The channel varies in width. Sometimes a strong tide will form a spit further out in another part of the channel. It is always altering; but the average width is somewhere about 600 feet.
1439. I want to know why in fine weather the channel works northward, and in heavy weather southward? I cannot tell the reason of that, unless it is because the tide strikes against the green patch at the south and deposits the sand there, and that that goes on until the channel finds its way north.
1440. You only know that it is a fact that the channel works north, and you cannot explain it? Yes. The current banks up the sand on the inside and the tide on the outside.
1441. In fine weather is the current along the coast more distinct than it is in heavy weather? I have not noticed that. Very often you do not feel any current at all.
1442. You do not think there is much of the coast sand working up—is there a drift of sand? No.
1443. You say that when the channel is where it is now, close under the North Head, it is the most dangerous? Yes.
1444. And you have known it to be in every position between its present position and the extreme south of the south spit? Yes.
1445. Do you know any better position for an entrance than that indicated by the red lines on the plan? I do not. I think that position is as good as it could be.
1446. You have practically been over the bar at every point? Yes.
1447. And you never found a better entrance than when the channel was where the proposed channel will be? That is so.
1448. Supposing the training-walls only were made, going as far as the breakwaters, you would still have a broken bit of surf to go through? I think the force of the current in a confined space would have a tendency to deepen the channel.
1449. And you would not have much broken water? No.
1450. You think there would be a good entrance, and not much of a rip? Yes.
1451. Supposing the breakwaters were carried out, and you were going in with a heavy sea, would there be any danger of your being dashed against the wall? I should wait for the flood tide. I should not like to try it with an ebb tide.
1452. The current would carry you into the middle of the channel? Yes.
1453. The current would go into the centre of the channel? Yes.
1454. And you would trust a good deal to the centre current to keep you away from the walls? Yes.
1455. And, whether there were a due easterly gale or a south-easterly gale, you think there would be no danger of striking the walls? Not with a channel 1,100 feet wide.
1456. The channel shown on the plan as the existing channel when the plan was drawn is about as wide as the proposed channel? Yes.
1457. The then existing channel was nature's channel? Yes.
1458. So that nature's channel was about 1,100 feet wide? Yes.
1459. Sir John Coode's proposed channel is, then, about as wide as nature's channel? Yes.
1460. And it was proved that that was wide enough? Yes.
1461. The scour in the proposed channel will not be greater than it was in what we call nature's channel? No.
1462. The scour in nature's channel gave you about 12 feet of water? Yes, about 12 feet; but the sand is continually being washed from the sides and dropping in.
1463. Then, if we had the current confined between stone walls we should have a better scour going than between the sand-walls? Yes; because the sand would not be washed in.
1464. If you have two stone walls instead of sand walls you will get a deeper scour? Yes.
1465. So that the effect of substituting stone for sand will be to give a better channel, and to keep it in the same place? Yes.
1466. You are of opinion that if the breakwaters were carried out to the extreme points it would give a better entrance? Yes.
1467. Have you been there in any weather in which, you would be afraid to enter if the complete works were finished? Yes; I have been there in heavy weather, when it would be unsafe to enter any port. With an ordinary gale I should not hesitate about entering.
1468. Such a gale as we had a month or two ago you do not get more than every three or four years? Yes.
1469. With an ordinary south-easterly gale you would not mind taking the bar with 12 feet of water? No.
1470. *Mr. Humphery.*] When you say that the present channel is about the same depth as the proposed channel will be when the training-walls are erected, do you mean to say that there is a depth of 9 or 10 feet over the whole of it? When the channel was where the proposed channel will be there was about 11 feet.
1471. For the whole width of 1,100 feet? I could not say that it was that width, but it was pretty wide. It did not last long.
1472. What do you think is the width of the channel at the present time? I have not been there for a couple of months. The channel varies in width. When I was there I daresay it was 600 or 800 feet wide at the entrance, and about 200 feet wide at the patch of rocks where the "Lismore" was wrecked.
1473. There is no uniform width? There is no uniform width.
1474. It is proposed to assist the scour after the training-walls are built, or even before, by means of guiding wall at the North Creek? Yes.

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1475. Is it your opinion that the water of the North Creek, if it were trained so as to meet the outward current nearer the northern training-wall, would be an assistance in scouring out the channel? It would be a help, if the training-walls led it so as to assist the water from the main river.
1476. Is there a dredge working in the river at the present time? Yes.
1477. On what part of the river? She was working at Woodburn when I was there.
1478. That is a considerable distance from the entrance? About 30 miles.
1479. Do you know that the dredge works pretty frequently near the entrance? She was working for a long time at the crossing.
1480. How far from the entrance? Close to the entrance, just as you get round the Beacon Rock.
1481. How many months in the year was she working there? Nearly twelve months.
1482. How long is it since she was moved to Woodburn? Three or four months, I think.
1483. She goes backwards and forwards? Yes. As the crossing shelves up, she leaves off work in the river and goes there.
1484. *Mr. Tonkin.*] During your sixteen years' experience, you say that you have known several channels to be formed south of the proposed channel, even as far south as the green patch;—have all those channels been good ones? Yes. We always took the bar in any weather when the channel was there. We might touch the sand and get off next tide. Where the channel is now there are so many rocks that we dare not take it except in fine weather.
1485. As a rule the channels south of the proposed channel have been deeper than those north of it? Yes.
1486. If the northern training-wall were built first, what objection would there be if it created a channel south of the proposed channel. You were asked whether it would be advisable to erect both walls simultaneously, or whether it would not be advisable to erect the northern training-wall first. You answered "No" to the second question, because you said it would probably create a channel south of the proposed channel. Would there be any objection to having a channel south of the proposed channel—would it not be as good as the proposed channel? It would be quite as good as the present channel.
1487. Would it be as good as the proposed channel? No.
1488. Do you not think, for the sake of saving expense, that it would be advisable to merely erect in the first instance the north training-wall; do you not think it would make a good channel by itself? The northern wall would have a tendency to keep the channel from the dangerous position in which it is now, and in fine weather the current would strike the wall and make a channel up against it.
1489. Then you would not want the southern wall? Not if the weather kept fine.
1490. Do you not think it would be advisable to try the northern wall first, to see how it would act? It would save a lot to try the northern wall first.
1491. But you say that a channel south of the proposed channel has always been one which you can get in and out of? Yes.
1492. *Mr. Dowel.*] Are you aware that Sir John Coode has recommended the construction of the southern breakwater first? No.
1493. Is it your opinion that if the southern training-wall were constructed first it would have the effect of removing the sand and forcing the channel more to the north? Yes.
1494. Giving you a channel more quickly than the construction of the north retaining-wall would? The southern breakwater being constructed first would have a tendency to keep the channel where it is now.
1495. *Mr. Lee.*] The present entrance is round by the North Spit and between the Beacon Rock and the pilot station, is it not? Yes.
1496. You see the commencement of the red line marking the north breakwater? Yes.
1497. If that work were decided upon, it would necessarily be commenced at the shore end, and if it were constructed from the shore to the Beacon Rock would it not block up the present channel? It would.
1498. Is it likely that another channel will be opened out? Yes.
1499. Do you think the commencement of the work will be likely to close the bar altogether? No; it could not.
1500. If the present entrance were closed, in all probability another channel would be opened out? Yes.
1501. Do you know the ordinary rise of the flood tide in the Richmond? It depends upon the part of the river.
1502. Is there any perceptible rise near the entrance—say about Ballina? About 3 feet with an ordinary spring tide.
1503. In flood-time there is an enormous volume of water rushing down over the present spit, is there not? Yes.
1504. If the training-walls were constructed that volume of water would be confined between them? Yes.
1505. And consequently there would not be much possibility of the flood-waters depositing sediment when they were passing out so rapidly? I do not think there would.
1506. You think the tendency of a large volume of water, although heavily charged with sediment, would be to create a scour and wash everything out to the sea? Yes.
1507. Do you think there would be any danger of a deposit being made outside the walls;—do you think there would be any danger of a bank being formed at the end of the walls? No.
1508. Do you think the scour would be sufficient to drive the sand out and keep the channel clear? Yes.
1509. Is there much timber and *debris* coming down the river at flood-time? Yes; there are logs and dead trees.
1510. Do they impede the navigation? The channel would be sufficiently wide to allow them to pass.
1511. In your opinion, if the works were commenced on the northern side first the navigation would not be stopped? No.
1512. It is thought that the construction of these works will take some years, and consequently it would be a serious matter if the passage were blocked? I do not think it would be.
1513. If the present passage were blocked up the current would open another? Yes.
1514. *Chairman.*] You said a little while ago that you thought it would be better if the mouth of the entrance were made bell-shaped. Do you not think that that would give greater facilities for the distribution of sand than exist with the narrow mouth; would there not be a tendency for the sand swept in and out to shoal up more rapidly than if the channel were narrow? It might have a tendency to shoal up, but I do not think that it would do so.

Charles James Saunders, Esq., Chief Draftsman, Department of Lands, sworn, and examined:—

C. J.  
Saunders, Esq.  
17 July, 1889.

1515. *Chairman.* What is your position in the Lands Department? I am Chief Draftsman there.
1516. Do you produce any maps of the Clarence and Richmond districts? I produce a sketch map of the land districts of Lismore and Casino, showing the relative portions of alienated and reserved lands. [*Vide Plan No. IV.*] I also hand in a statement as to the area of the districts, the areas alienated and leased, and the character of the land. [*Vide Appendix C.*]
1517. *Mr. Copeland.* Can you give the Committee any idea of the area of land in the reserves, especially in the resumed areas? I cannot give a complete return yet, part of the information being on its way from Grafton. I hope by to-morrow to be able to give you a complete statement of the area of land in the different reserves. I think, on the whole, there are about half a million acres reserved. The great proportion of these reserves are timber reserves. [*Vide Appendix C1.*]
1518. I suppose you are aware that some time ago the district surveyors were asked to furnish reports as to the nature of the land in each reserve in their district, with a view to the land being thrown open for conditional purchase. If those reports are in the Department I should think you would be able to tell what percentage of the land was agricultural. That is a point upon which the Committee would like to be informed? In a number of those cases the Minister has approved of subdivisions of the reserves being made, and the reports are now in the hands of the surveyors, so as to enable them to make the subdivisions.
1519. In the statement you handed in you say that there are coal deposits in the district;—what authority have you for that? The authority of the Mines Department. They sent me a rough sketch which shows that the whole valley of the Richmond is of coal formation.
1520. Are you aware what number of miners are working gold on the coast? No; I have no information. The principal gold mining centre is Fairfield.
1521. That is on the Clarence, is it not? It is on the Clarence watershed; although it is in the Casino Land District. It is connected with Casino as far as land business is concerned.

Walter Shellshear, Esq., C.E., District Engineer, Department of Railways, sworn, and examined:—

W.  
Shellshear,  
Esq., C.E.  
17 July, 1889.

1522. *Mr. Copeland.* What are you? An Engineer, belonging to the Railway Department.
1523. Have you any personal knowledge of the entrance to the Richmond River? I have.
1524. How have you gained your knowledge? I have visited the river.
1525. With a view to railway purposes? No. I may state that the question of improving these bar-bound rivers is a favourite study of mine. I have taken a great deal of pains with it. Some time before Sir John Coode came out here I wrote several papers dealing with the subject, and it is gratifying to find that my paper on the Richmond River contains a very similar proposal to that of Sir John Coode. I have a copy of it here. [*Produced.*]
1526. Have you ever been stationed there in an official position? No, I was never stationed there in an official position.
1527. You have not made any surveys there with reference to the proposed railway? No.
1528. Are you acquainted with other river works in the Colony—do you know the Clarence? I have visited the Clarence, Newcastle, and Lake Macquarie.
1529. What is your opinion with reference to the works being carried on at the Clarence? Well, I certainly do not agree with the lines on which the works are being carried out there.
1530. Have you carefully looked at the proposed workings of Sir John Coode? Yes. I examined those workings closely.
1531. Do you approve of them? Undoubtedly, if those works are carried out, you will succeed in making a good entrance to the river. This is the only principle upon which the river can be improved.
1532. Have you had any experience in connection with this kind of work in any other country? As I say, I have taken great interest in it, and have collected a large number of facts. I have visited various places in other parts of the world where such works have been carried out, though I have never been connected with any.
1533. What reason have you for believing that it would be better to have the opening of the channel a little further south than is proposed on the plan? I believe it would be advantageous for this reason, that you would get a much better run into the main river. I had not the opportunity of getting minute particulars of the borings; but from the general contour of the country I infer that there is no risk of meeting the rock except at a considerable depth.
1534. Have you noticed the dip of the strata? The rock seems to be dipping to the south.
1535. The rock at the North Head is volcanic? It is basalt, but it is overlaid with a sort of rotten sandstone. The principal part of it is a sort of rotten sandstone. At Black Head, a headland beyond North Head, there is a large quantity of very excellent basalt, and there is very little rubbish on the top of it.
1536. Is there any sandstone to the south of the entrance? No; it is all low-lying sand country with mangrove swamps.
1537. There is nothing to show you that the dip of the strata is to the south? From the indication of the country I think it is probable that the rock is a considerable depth below the surface towards the south; but of course, in the absence of borings, I could not speak positively.
1538. When did you first begin to pay attention to the Richmond River? About 1883 I first began to pay attention to it. I came out here in 1879, and I heard a great deal of talk about these bar-bound harbours, so I thought I would go in for the subject and study it. It is a thing I have always been interested in, having visited a number of works at Home. Knowing the principle upon which other harbours had been improved, I prepared a paper on the subject, which I read before the Royal Society on the first Wednesday in June, 1884.
1539. What works have you visited in Europe? I have seen the works at Dublin and at Newcastle. I was brought up at the Clyde, and saw the large harbour works there, though there is nothing similar to the Richmond entrance at the Clyde. I have also been in Belfast, and in Liverpool, and in pretty well all the ports of England. I might say that the first really successful treatment of a bar was at Dublin, and the principle upon which that harbour was improved is the principle upon which all the bar harbours which have been successfully improved were dealt with.
1540. You have never been employed at any of these works? No.
1541. I suppose you approve of the design shown on the plan, and believe that it will have the desired effect? I am certain it will have the desired effect of creating a permanently deep channel.

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1542. Can you suggest to the Committee anything which you consider would be an improvement? I am of opinion that it would be an advantage to have the entrance a little further south; but, of course, that does not affect the principle in any way. I think that the abrupt turn in the channel is objectionable to a certain extent; but still the plan proposed would give a good entrance. The principal reason in my mind for bringing the channel to the south is that there is a risk of the works being undermined if there is a sharp curve in the training-walls inside.
1543. You have no objection to the bearings of the training-wall? I have no objection whatever to the bearings of the work. The principle of the scheme is the principle which has succeeded in other works which have been carried out.
1544. Do you think the channel would be wide enough to carry off the waters of the river? I think so; but in Sir John Coode's report he states that the width of the channel will have to be regulated as circumstances dictate during the carrying out of the work. The channel shown in my sketch is slightly wider than his; but you can regulate the width as you think necessary as the works progress.
1545. Have you seen any harbour works in the old country where the entrance is bell-shaped? The great disadvantage of a bell-shaped entrance is that the velocity of the outgoing ebb tide at the point where the conflict takes place between the waves and the tide is lessened. I think that where you have a bell-shaped entrance the tendency of the waves is to intensify as the entrance narrows, whereas with an entrance like that proposed the tendency is for the waves to decrease in force.
1546. What about the flood tide;—would it not take in sand with it? There is less danger of a flood-tide taking in sand with a narrow entrance than if the entrance were bell-shaped. If the entrance were bell-shaped it would have a decided tendency that way. One of the main objects of the scheme is to so construct the works as to give every facility for taking the sand out, and as little as possible for letting it in. That to a large extent is secured by the particular form of entrance proposed.
1547. The only change you would suggest would be to bring the channel further south with a view to strengthening the run? I do not throw that out as a suggestion; but it is my opinion that it would be advantageous to have the channel further south.
1548. So as to get rid of the sharp curve? I consider that curve an objection, because I believe it would be difficult to navigate. I believe if the channel were made in the position shown in my sketch you would get a very much better run.
1549. You see the training-wall at North Creek;—do you think that that wall would have the desired effect for scouring out the entrance to the creek? It will have that effect. The great difficulty, as I pointed out in my paper, is the formation of eddies at the entrance. The sandbanks at the entrance are, to a large extent, caused by the eddies which take place there. The tide running out of the North Creek meeting the tide from the main river makes a considerable disturbance. I noticed that when I was up there. Wherever there are eddies the sand is deposited. The great advantage of the North Creek training-wall will be to bring the water from the entrance of the creek through the channel, and so destroy the chance of a deposit being made. In my plan the same result is obtained by the altered position of the entrance. On this plan my entrance is plotted out on a larger scale. [*Produced.*] The channel has shifted about within a range of 7,000 feet.
1550. What is the nature of the rock to the south? It is all sand there.
1551. Even where the township is surveyed? Yes; it is covered with low-lying ti-tree scrub.
1552. And there is no stratified rock at all? No signs of rock at the south of the North Creek; but there is rock at the pilot-station, and there is basaltic rock, overlaid with sandstone, at the North Head.
1553. What kind of rock is that at the pilot-station? There is a basaltic reef right round where the present channel goes.
1554. *Dr. Garran.*] You have paid some attention to our bar harbours on the coast? I have.
1555. And you are of opinion that where there is a long stretch of sand between two headlands there is no alternative than to pinch the current between two solid walls? You must have two solid headlands. Wherever you have two solid headlands there is no bar. Take Sydney, Botany, and Broken Bay, for example; at those places you have no bar. The sand has no chance of forming one. Where you have a sandy entrance the only thing is to confine the channel between artificial headlands.
1556. To imitate nature by making a north and south head? Exactly.
1557. You not only must pinch the channel, but you must carry out your walls to a certain depth? You want to carry them out sufficiently far to prevent the sand from following them out. The great difficulty they have experienced on the coast of France, in the English Channel, is that as they push out the breakwaters so the sand follows them, and a bar forms in front; but a peculiarity of our coast is the enormous depth of the sea at a moderate distance from the shore. The bottom shelves down, comparatively speaking, perpendicularly, so that our bars are purely local. If you can succeed in tipping them over the edge of the submarine cliff you have done with them. Here is a copy of the Admiralty Chart [*Produced*] which shows the depth of the sea at this part of the coast. It is no distance before you get out to the ten-fathom line there; whereas in the English Channel you can go out several miles before you come to the seven or eight fathom line.
1558. You must go out far enough to throw the sand on to the sea bottom? Yes.
1559. What depth will that be? As the beach dips so rapidly here of course the current will follow out to some considerable distance. I do not consider there will be any occasion to go out more than 1,000 or 1,500 feet from low-water mark.
1560. The distance out depends upon the depth? Yes.
1561. What depth do you want to go to? I do not think there would be any danger of the sand following you out when you got into 17 or 18 feet of water. It is considered that about 23 feet is the depth they should go to.
1562. That is in England? In England.
1563. You think that if we get to 18 feet no sand-bar will form across the mouth? I feel certain that no sand-bar would form across the mouth, even if we only went out 10 or 12 feet.
1564. The rush of the water, carrying the sand with it, sweeps it out into the sea? Yes; and the sea has an unlimited capacity for taking it.
1565. If there were any tendency to form a bar it would be just at the mouth? At a short distance from the end of the jetty, where the tide begins to lose its strength.
1566. Just outside the mouth? Just outside the mouth. In the case of shallow seas a bar forms 1,000  
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or 1,500 feet beyond the training-jetties; but in the case of our harbours there is such a depth of water at that distance that there is no danger of that happening.

1567. The stronger the scour the less chance there is of a bar forming? Certainly.

1568. That is a good reason for pinching the channel? Yes; you want to have it such a width that it will not cause a race, but will yet have a sufficient scour to cause the removal of the sand. In the case of Dublin the water runs down at about the rate of 3 miles an hour, and that does not interfere with the navigation. If it were increased beyond that it would be dangerous.

1569. You have to hit the happy medium between too strong a race and too wide a channel. Yes. If the race is too strong it impedes navigation, and if it is too weak the sand is deposited in the channel.

1570. In making this mouth and adjusting it in that way to the current, how will you deal with the difficulty of only having the natural flow of the current at one time and at another a terrific flood? In my scheme I propose to carry the walls only above half-tide level, so that in the event of a heavy fresh the water would spread over the walls.

1571. Your banks would form a weir? Yes, at about half-tide mark.

1572. You would let the water go over them? I might state that I read a paper before the Engineering Association some time ago, before Sir John Coode made his report, showing the form of work which would be necessary. I think it would be both cheap and suitable.

1573. You think no disturbance of the stone walls would be occasioned by letting the floods go over the top? There would be no disturbance. The further out you got, as the work became more exposed, larger stones would have to be used, and the extreme ends would have to be protected by large blocks of concrete to prevent them being beaten down. Near the shore smaller blocks would do.

1574. Do you know to what depth the breakwater goes out? From an old chart I have here, I think about 23 feet.

1575. You think that superabundant? I think that depth would be ample. In fact, I do not think there would be any occasion at present to take the breakwaters out to the extreme length shown on the plan. I think that some middle position between the red line and the end of the dotted line would answer everything. This chart gives the soundings at this particular part of the coast. [Produced.]

1576. Have you considered the expediency of carrying out the training-walls without the breakwaters? You will get beneficial results from the training-walls undoubtedly, but then you will probably have to contend with a bar out beyond them.

1577. Do you think there would be a danger of a bar forming at the ends of the training-walls? There would be almost certain to be a bar, unless the works were carried out sufficiently far.

1578. And if there were a bar, would there be a break? There would be a break.

1579. If we were to make only the training-walls first we could see the effect of them before going on with the extension? Certainly.

1580. The work would be permanent as far as we went? Yes.

1581. We could carry it out yard by yard slowly, and see the effect as we went out? There is one objection to carrying it out yard by yard, and that is that the rapid changes at the ends of the breakwaters, especially when you are dealing with sand, cause a waste of material.

1582. But I understand that the end is not to be finished off—it is simply to be left rough? But still you would have to protect the bottom. The eddying of the water round the end of the breakwater causes an enormous waste of material.

1583. But in any case the breakwater would sink as the scour went on? It is not necessary to make it sink to any extent. The great secret is in thoroughly protecting the bottom. The Dutch protect the bottom with fascine mattresses, and at the Amsterdam ship canal the bottom was protected with 3 feet of fine stone, which prevents the sand from coming up through the large stone. The bottom should be protected by either small stone or by fascine mattresses, as otherwise the eddies cause the sand to rise and the stone to fall.

1584. Supposing that the training-walls were carried out, and it was found that they were not quite enough, and that it was desirable to do something more, you say it would not be desirable to carry the extensions out yard by yard;—what length would it be desirable to go at a time? From 400 or 500 to 1,000 feet.

1585. You are of opinion that it would not be worth while to construct less than 400 or 500 feet at a time? It would not be worth while to construct a less length than that.

1586. 400 or 500 feet would make a good experiment? It would undoubtedly improve the entrance.

1587. And then you could go on experimenting in lengths of 400 feet? Yes; but of course it would cost more than if you undertook the work to a certain fixed point.

1588. But in making a breakwater like that it always is made foot by foot and yard by yard, and is subject to storms and displacements of every kind? There are various ways of carrying out the work. My opinion is that these works should be more in the nature of training-walls than of breakwaters. The object of a breakwater is to secure perfectly still water inside, while that of a training-jetty is to divert the current in one direction, and to prevent sand being deposited in a channel. Having smooth water is of little importance as compared with the making of a deep channel and preventing the sand being deposited in it.

1589. You see the design of the breakwaters on the plan—stone blocks are to be thrown in to find a natural bottom;—could not that work be carried out in lengths of 100 yards? A wall like that would have to be carried out foot by foot as you tipped in the stone. The stone would have to sink until it found its natural bottom. But the question is, if the work is carried out in that way, will it not require a much larger quantity of stone than should be necessary.

1590. You think it would use more than sufficient stone? My opinion is that a much lighter description of work would answer every purpose.

1591. Would you use a wooden framework? I would for a time, and protect it with solid stone. The principal thing is to secure a permanent channel, and when you have secured that you can consolidate your works. If you simply drop the stones in one by one it may take years before any result is secured; whereas, if you run out the work in timber, protecting the timber with stone as you go on, you get a result at once. Of course you have to run the risk of a considerable portion of the work coming to grief before it is protected by the stone; but you get the results quicker. In the case of the entrance to the Danube, the works were the cheapest of the kind ever carried out. They were carried out in timber at the start, and protected with stone. I have a diagram of them here. [Produced.]

1592. [Chairman.] You refer to the Sulina Mouth? Yes.

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1593. *Dr. Garran.*] If you had timber staging, could you put in large blocks;—would they not smash the staging? Heavy blocks of stone are only necessary for the sea-face and for the exposed parts of the work. On the part marked as a training-jetty small stone should do—stones of 4 or 5 cwt.
1594. But I am speaking of the outside breakwaters. As you go along you are exposed to the full force of the sea? Well, it depends. On the Danube they protected them with large blocks of concrete as the staging decayed.
1595. But if you were to use timber staging for the breakwater and small stone, would it not get washed out and flattened down? The stone would be flattened down considerably. You must protect the extreme end with large blocks of concrete or stone.
1596. But the extreme end will be where you leave off at night? The further you get out into the ocean the heavier will be the material you will require.
1597. When we get out a little from the sand we must use very large stones? Well, for the principal part, as the works rise from the bottom. At the bottom the smaller the layers of stone the better; but when you get up some little height you will have to use larger stones than need be used inside. When you get near the surface the larger the stones you can use the better. In many cases concrete blocks weighing 100 tons are used.
1598. Then your policy is to make a base of smaller stone and a coping of thick stone? To protect the bottom with small stone, and make the superstructure with as large stone as we can get.
1599. Have you paid any attention to the working of the sand up and down by the current? At the Richmond the sand has a constant tendency to work north, and at the Clarence to work south, according to the position of the headlands and the rocky bottom.
1600. How will that affect the opening at the entrance when the works are completed? The works will cause a beach to form to about where the light red line is shown on the plan. A certain amount of sand will be washed up to the entrance; but with a heavy scour the channel will be kept clear.
1601. Will the sand work up to the extreme point of the breakwater? It will follow it up for a considerable distance; but on account of the shelving nature of the bottom it will not work out to the end, to 23 feet.
1602. If it would not work to the end there would not be much danger of a bar forming at the mouth? No; but unless you took it well out it might.
1603. Then if we crept out slowly the sand would follow us, and there would be a tendency for a bar to form? Until you get out to deep water there will always be that tendency.
1604. That is equivalent to saying that we shall always have the risk of a bar forming until we get out to a depth of 23 feet of water? Yes.
1605. That implies that the work will have to be taken out to a depth of 23 feet in order to make a complete job of it? Yes. If you only went out to 9 or 10 feet there would be always some sort of entrance; but to get a good entrance you would have to go out to 23 feet.
1606. You see the southern training-wall proposed by Sir John Coode;—we understand that the object of that is to prevent the water making a rush across the sandspit and forming a southerly channel? Yes.
1607. Would not that be sufficiently protected against by having a rough tree piling across the inside? Well, on account of the peculiar bend there, there is always a tendency for the water to deepen and to recede from a reverse curve. If you did not take it out some little distance the water would scour out the piling, and you would have an excessively deep hole there. In fact, I believe that the water is very deep there at the present time.
1608. But if the sole object is to prevent the water from rushing over the sandbank, could we not do that with cheap timber piling until we needed the stone? Cheap piling, or fascine work similar to that at Cook's River, or timber protected with stone, is necessary there.
1609. Is there any necessity for a stone breakwater? None whatever. We only need a dam.
1610. Any kind of thing which would prevent the water going over there? Anything to keep the sand from washing away.
1611. You think that we might make the work cheaper at this point instead of making a stone training-wall? I think something cheaper than the material proposed should be used.
1612. Then if we began with solid stone at the inside of the spit and ran out from there, that would be sufficient? I do not think you need to use heavy stonework until you begin to leave the beach.
1613. But we must have the part across the spit protected, because that will be the entrance? You could have the timber protected by stone, as on the Danube.
1614. As I understand you, if we used timber, and filled it in with stone, that would be sufficient? You would have to protect the water-face with a quantity of loose stone to prevent the water from scouring it and undermining the piling. You would have to have an apron of stone.
1615. Do you think the whole of the southern breakwater from the beach inwards could be constructed on a cheaper scale than that proposed, and would still be as effective? I think so. If timber were largely used you could get the desired effect much more rapidly than by a system of end-tipping the stone.
1616. You think we would get a result quicker? Yes. Of course the timber would want a certain amount of maintenance, and when the channel had made its position it would be necessary to protect it. The timber would not last more than a few years, because the sea worm there is very destructive. Still, as far as inside work is concerned, I think you could get a good result with timber, and when a perfect channel was formed, and the bank filled in, there would be no difficulty consolidating the work, as was done at the Danube.
1617. You could follow the timber up with stone? If you followed it up with concrete it would make the work permanent.
1618. Do you think it could be done much more cheaply that way without invalidating its utility? I think so.
1619. Supposing the north training-wall were made,—evidence has been given to us to show that whenever a stone wall is made the water has a tendency to cling to it? Undoubtedly, because of the nature of the river entrance.
1620. If that wall were made would the water not have a tendency to cling to it and follow it along? Yes, under ordinary circumstances.
1621. If the current were caught that way would not the tendency to rush across the spit be checked? It is in times of heavy floods that the water goes across there.
1622. The ordinary current does not? The ordinary current does not. There is always a deep channel at that place. As far as I have been able to trace the history of the entrance it is only after exceptionally heavy

heavy floods that the water runs through the south spit, when the flood-water is a good deal stronger than the tidal influence.

1623. You think there would be a risk of the flood-water going over there? Undoubtedly, and you might have an entrance 2,000 or 3,000 feet wide with a depth of only 2 or 3 feet. If by a sudden fresh in the river a certain channel were opened, the entrance might be so wide that it would be perfectly useless.

1624. Then your opinion is that the south training-bank should be carried out simultaneously with the north? They must both be carried out together. You must protect the south spit before you go to any length with the northern wall, for otherwise if you get a fresh the river will be blocked.

1625. It has been pointed out to us that the current at the present time flows round under the North Head and through Shaw's Bay, and that the first thing to be done is to stop it from taking that direction by making the breakwater as far as Beacon Rock;—do you recommend that? That would have the desired effect.

1626. Then the channel must go south? It might flow over the middle spit.

1627. It might cut a new channel through there? Yes, and go out towards the Heads.

1628. If it did that it would not be as bad as it is now? No; the present channel is the worst you could get.

1629. Then you agree in the suggestion that that portion of the breakwater should be the first piece of work undertaken? Yes, providing of course that you protect the southern spit before you carry out the northern wall to any distance.

1630. You would not recommend the northern breakwater being carried further than the end of the middle spit before work was commenced on the southern wall? No; although, if you carried out the northern breakwater, and were sufficiently lucky not to have a heavy flood, a good channel might be formed in a couple of years; but, on the other hand, you might get a heavy flood, and the channel would be spoilt.

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Esq., C.E.  
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THURSDAY, 18 JULY, 1889.

Present:—

JOSEPH PALMER ABBOTT, Esq. (CHAIRMAN).

The Hon. JOHN LACKEY.

The Hon. ANDREW GARRAN.

The Hon. FREDERICK THOMAS HUMPHERY.

The Hon. WILLIAM JOSEPH TRICKETT.

JACOB GARRARD, Esq.

HENRY COPELAND, Esq.

JAMES EBENEZER TONKIN, Esq.

WILLIAM SPRINGTHORPE DOWEL, Esq.

EDWARD WILLIAM O'SULLIVAN, Esq.

JOHN HURLEY, Esq.

CHARLES ALFRED LEE, Esq.

The Committee further considered the proposed Improvements to the entrance of the Richmond River.

Walter Shellshear, Esq., C.E., District Engineer, Department of Railways, sworn, and further examined:—

1631. *Mr. Humphery.*] Yesterday, when under examination, I think you expressed an opinion that the training-walls need not be higher than 2 feet below high tide? About half-tide mark.

1632. I think you said the rise and fall of the tide was 3 feet? From 3 to 5 feet.

1633. That would be about 2 feet above low water? Two feet above low water. Of course you would have to regulate the height to a certain extent, according to the result you got from the works as they proceeded. In cases where works have been carried out at a low level they have been successful; but they have also been successful when carried out at a high level. The lower you can keep the works down the less are they exposed to the force of the sea, and, therefore, a lighter description of work will do for them.

1634. Is it your opinion that the training-wall as far as the entrance should be between high and low water? The training-walls are not exposed to the action of the waves; they are merely retaining-walls to keep the sand from encroaching, and it would be necessary to take them above high water level. But in the case of breakwaters—

1635. I am not speaking of breakwaters, I am speaking of the training-walls—that portion of the work indicated on the plan by the red lines? In the case of the training-walls it would be necessary to keep them above high-water mark, as otherwise you would have the sand tumbling over and blocking up the channel.

1636. Then you were not referring to the training-walls yesterday, but to the breakwaters? The question is whether the breakwaters should not be training-walls. There are a number of works carried out where the outer portions are training-jetties. The distinction between a breakwater and a training-jetty is that a breakwater is intended to completely destroy the action of the waves, while the training-jetties are to guide the incoming and outgoing tide into one fixed channel.

1637. I do not remember whether you expressed an opinion as to whether it would be better to have breakwaters, or training-jetties, at the Richmond? Perhaps I did not express it very clearly. I think training-jetties might be found to answer the purpose, and they would certainly cost less than breakwaters. Of course, if low level training-jetties did not succeed they would do as foundations for the breakwaters. You could always raise a training-jetty, although if you built a breakwater you could not lower it.

1638. Then you do not quite agree with that portion of Sir John Coode's scheme where he recommends that breakwaters should be constructed? Well, I think it would be advisable to try the cheaper plan first, and simply construct training-jetties. If they did not give the desired effect they could always be added to and raised to any height required. The money would not be thrown away in making them. They would do as foundation for the breakwaters.

1639. The training-jetties will be below high-water mark? They would come to about half-tide mark at the extreme ends—that is, the ends facing the sea. Towards the shore you would have to bring them up sufficiently high to prevent the sand from getting into the channel.

1640. The whole of the works inside will have to be above high-water mark? They will have to be above high-water mark, or otherwise the sand will be drifted over into the channel. They act there in two ways—as retaining-walls to keep the sand back, and as training-walls to direct the current on the other side of them.

1641. What height above high water do you think the training-walls should be? The sand there drifts very freely. I think it would be necessary to go 3 or 4 feet above high-water mark with them.

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1642. With regard to the north training-wall, Sir John Coode recommends, and so does Mr. Darley, that the portion between the Pilot Station and Beacon Rock should be 6 feet above high-water mark, and the remaining portion 16 feet above it? Of course, it would only mean the expenditure of a little more money to bring it up to the additional height.

1643. Is it your opinion that the training-wall should be 16 feet above high-water mark? Certainly not, if it is constructed as a training-jetty. For inside work a training-wall should certainly go 3 or 4 feet above high-water mark.

1644. You think 16 feet would be too high? I think it would be unnecessarily high.

1645. What height should the training-walls go above high-water mark—I am speaking of that portion of the work marked with red lines? I think if they went 3 or 4 feet above high-water mark it would be sufficient; you would then be able to see what results you got from them, and it would be a very simple matter to increase the height afterwards. I believe for the purpose of training the channel a height of 3 or 4 feet above high-water would be sufficient.

1646. Had you an opportunity of meeting Sir John Coode? I had.

1647. Had you an interview with him? Yes, and I gave him copies of my papers.

1648. He had your papers before him while in Sydney? All that were then published; I have written one or two since.

1649. Do you know whether he fully considered your proposals? I am sure I could not say.

1650. You could not say from his report whether he did;—you have read it? I have read his report. The general principles, and the lines upon which the works are to be constructed, are similar, and, as far as the Richmond is concerned, I do not know of any other principle except that laid down by Sir John Coode in his report, and mentioned in my papers, by which there would be a reasonable chance of getting an entrance.

1651. Did Sir John Coode see your sketch which you handed to the Committee yesterday? I handed him a copy of my pamphlet with a sketch attached.

1652. Did you suggest anything to him about having training-jetties instead of training-walls—did you discuss the matter with him? I did not discuss it at any length with him. I may say that I did not have a very long interview with him as he was busy. I met him at the Australian Club; but he had to go away to keep an appointment at some meeting, so I only saw him for 10 minutes or a quarter of an hour.

1653. That was the only interview you had with him? That was the only interview I had with him.

1654. *Mr. Tonkin.*] Do you think it would be necessary to start both the training-walls at the same time? I think it would be advisable to start them both at the same time, as I explained yesterday. If you construct the northern wall first there will always be a risk of a flood coming down and breaking through the spit to the south of it, and you may then have a wide entrance which will be perfectly useless for navigation. So, unless the south is protected at the point at which you wish the entrance to be, there is a risk of the channel widening, and of the place being completely closed to navigation.

1655. But do you know that when there has been a channel south of the proposed entrance it has invariably been a good one, without the assistance of art? While it lasts; but according to the charts and records that channel does not last very long. The first heavy southerly or south-easterly gale will completely close it up.

1656. But it does not close absolutely at once; it silts up gradually, and works towards the north? According to the charts the tendency is to close up gradually, and the channel works towards the north.

1657. If that is the case, and the northern breakwater were constructed, when a flood had ceased running would not a gradual scour be created against the northern wall;—if the northern wall were in position, would not a channel be scoured out without the help of a southern wall? There would be a tendency for the channels to return to the northern wall; but then the great object of works at bar entrances is to keep the channel to one fixed spot, so as to let the action of the sea and the rise and fall of the tide act continuously upon the entrance. If you only made a wall on one side, you would have no guarantee that the channel would not break out at any point within 6,000 or 7,000 feet from the wall, and during the change from one channel to another you would have no guarantee that there would be a navigable channel. The charts show that there has been an entrance through the spit at almost every point between the portion coloured green at the south and the North Head.

1658. And it has been shown that whenever the channel has been south of the proposed channel it has been a good one? I take that to show that there is no rock there for a considerable depth down, and that the probabilities are that you could secure a very deep channel through the southern portion of the spit.

1659. Do you not think, under the circumstances, that it would be advisable to erect the northern wall first, and see whether that would not give us a channel; the outlay would be much less, and if we could not get a good channel by that work alone it would not prevent the southern wall being made afterwards? I am certainly of opinion that it would be very desirable to carry them both out together. I think you could not expect a permanent fixed channel with only one wall, because, as I said before, the charts and the records of the place show that the water has broken through the spit at every point between the extreme south and the north head. Supposing in a period of dry weather you had a good channel under the north wall, and a heavy flood broke through the south spit, there might be a time between the closing up of the south channel and the reopening of the north when you could not enter the river at all, and you would then be no better off than you are now.

1660. *Mr. Lee.*] If I remember correctly, you referred to a system of pile-driving as forming part of the south training-bank;—would that be pile centres with stone outers? Yes.

1661. As a matter of cost, do you think that that would be less expensive than making a permanent work with stone in the first instance? If you carry out the work combining the piling with stone-work you can use the piling as a stage from which to tip the stone, and in bringing up the wall you can tip the stone evenly; whereas, with a system of end-tipping, there is a tendency to make a scour at the end, which forms a deep hole that you have to keep filling up. If the bottom is protected by a layer of small stones the sand has not such a tendency to blow up.

1662. As a matter of cost do you think the piling would be more expensive? I think it would be cheaper, because, in my opinion, that plan would require very much less stone.

1663. But having in view the short time that the piles would last in that water, and knowing how destructive the sea worm is there—knowing that the piles will not last more than ten years, do you think that it would be cheaper? The main value of the piles is to construct a retaining-wall. The stone will form an apron in front of them, and by the time the wood has decayed the work will be so solidified that the support of the piles will not be required.

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1664. Would not the centre require filling up when the piles have decayed? Yes; but that could be done comparatively cheaply when you had something solid to work on, which you would when the stone had solidified.

1665. But looking at this as a permanent work, do you not think it would be more advisable to construct it of stone in the first instance, instead of making a temporary job, partly of stone and partly of wood? You can always consolidate the work afterwards, and the cost of making what I might call provisional works, and subsequently consolidating them, would not be so great as if you consolidated the works at the start.

1666. What would be the difference in cost between making the work of piling and stone, and of making it entirely of stone, say for a chain? Of course that would depend very largely upon how the works were carried out. If they were carried out by a system of end-tipping, and made entirely of stone, twice as much stone would have to be used as with the other system.

1667. The piles would have to be driven, I suppose? Yes.

1668. To a rocky bed? No. If they were driven 4 or 5 feet into the sand, and then protected with a layer of small stone to keep down the sand, it would be sufficient.

1669. *Mr. Trickett.*] Have you considered what would be the best mode of bringing the stone from the quarries to the breakwaters, and the expense of that undertaking? I have not gone into that question. There seems to be plenty of good stone on the north, at what they call Black Head, to do a considerable portion of the work. They probably could not get sufficiently large blocks for the extreme ends of the work, but the greater part of the work could be carried out with the stone. Black Head is to the north of the light-house, and the stone there is basalt.

1670. Would not a great deal of the stone have to be obtained from the quarries at Broadwater? I cannot say. Unless you make a very close examination of the quarries you cannot tell exactly what stone you can get out of them.

1671. I suppose the wooden piles of which you have spoken will be used for the purpose of tying the structure together? Of tying the structure together, and giving a staging from which to work.

1672. That is the principle which has been usually adopted at places in the old country where breakwaters have been constructed? It is not the principle adopted in the construction of breakwaters; it is often adopted in the case of training-jetties. There is a distinction between the two. Breakwaters like that at Holyhead, and at similar places, are to provide smooth water; but to scour out a bar you have only to concentrate the flow of the tide in one channel, and it is not necessary that you should have absolutely smooth water, provided that the works are sufficient to maintain the channel.

1673. Would the timber have to be renewed from time to time? When you have got a result from the works it would be better to consolidate it with concrete, or to protect it with large stone, as large stone as you could get. You could not renew the lower portions of the piling, because they would be buried in the stone bank.

1674. The piling, I suppose, would be pretty soon destroyed by the *teredo navalis*? It would probably last at least three or four years.

1675. By that time the structure would have solidified so that there would be no necessity to have the wooden addition? Judging from what has taken place in other instances, I imagine that the work would be well consolidated in that time.

1676. *Mr. O'Sullivan.*] In your plan you merely suggest a north breakwater and a short breakwater from the south head? Yes.

1677. Do you think those two works would be sufficient to keep the channel clear? Yes; they would suffice to keep a good channel. The south wall would be necessary to protect the spit.

1678. What would be the cost of carrying out your proposal? I estimated it at the time—of course this is only an approximate estimate—at £220,000 for the whole work.

1679. Do you not think that if a north breakwater alone were constructed at first we could judge whether it would be advisable to construct other works;—could we not ascertain whether the north breakwater alone would drive the channel down to where it is proposed to make it, between the two extensions? Judging from the results obtained in other places I feel certain that, unless both walls were carried out, you would get very unsatisfactory results here.

1680. You have read of the works at the mouth of the Mississippi? Yes.

1681. Did not the construction of a dyke there shift the channel 2,000 yards? A low dyke was made at the Missouri—not at the mouth, but in the river itself, which shifted the channel from the west to the east bank. The deep channel was on the west bank.

1682. Would not the construction of the northern breakwater have a considerable effect in keeping the channel open long enough to enable us to judge whether it would be desirable to carry out the other works? The northern breakwater would bring the channel southward; but there is a vulnerable piece of ground between it and the extreme south which is liable to be cut through by a flood at any moment.

1683. Then you think it necessary to have a southern wall in order to prevent that taking place? Yes; I consider it absolutely necessary for the complete success of the work.

1684. I suppose if the works were carried out you would be still at the mercy of the wind, floods, and freshes? You would have a deep channel to get in and out of. A sailor is not much afraid of the waves; he is more afraid of bumping on the bottom, or of getting stuck on a sand bank.

1685. I suppose you have read of the works at the mouth of the Rhone, which are similar to these? I have.

1686. They failed? They failed, but under different circumstances. There is comparatively no rise or fall of tide in the Mediterranean. I think there is only a rise and fall of one or two inches there, so that they were entirely dependent upon the upland waters for a scour, and upon freshes, and as these are extremely irregular they have not succeeded in keeping the entrance open. At the Richmond we should depend upon the tidal scour brought about by the training-walls.

1687. Do you think we should be justified in incurring an expenditure of £400,000 on a work of this character when works sufficiently safe could be constructed for half that sum? I should not like to express a positive opinion about that. My personal opinion is that it would be very desirable to try something lighter and less expensive before carrying out the works proposed. Such works would enable you to see the results you were likely to get, and you could always solidify them at extra expense. If on the other hand you construct solid work at first you may spend far more money than is necessary.

1688. With regard to the breakwaters, I notice that in some of the American works, and also, I think, in France,

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France, they have banded the stone together with iron? In some of the works the large concrete or stone blocks are being kept together with iron dowells and clamps, to keep them from being separated.

1689. Do you think we could dispense with that in the outer works here? The work, as shown on the plan, is simply a rubble mound of large stone, and of course it would be very difficult to dowell them in the same way as if it were constructed of concrete blocks.

1690. But would this class of work be perfectly safe in the ocean—is there no fear of its being destroyed? It would be as safe as the Newcastle breakwater, and that has answered very well.

1691. Sir John Coode estimates that it will take at least 6 years to construct these works? I forget the exact time mentioned in the report; it is sometime since I read it through.

1692. I suppose there are means by which the work could be carried out very much quicker than that? The works on the Mississippi were carried out I think in about two years. At the end of that time there was a depth of about 30 feet.

1693. The works at Kurrachee, in India, were extended 710 feet in 4 months? Yes, I think that was the rate at which they were made.

1694. And blocks of stone, 27 tons in weight, were used? They were laid by a special crane. The breakwater was constructed very rapidly.

1695. Can you explain what is meant by the building of the breakwaters at the Mississippi with large mattresses? That is similar to what they have done in Holland. They made large mattresses of brushwood, 50 or 60 feet wide, using long faggots. A series of these were bound together with ropes and willow, and, in some cases, were 1,000 feet long. They were then floated down to the required position, and sunk with stones, to form the base course. A very favorable day is required for the operation. The object of the mattresses is to make a bottom where the sand is fine. If the stone is tipped in at once it sinks and disappears in the mud, and in many cases you require almost an indefinite amount of stone to raise the works at all; but if mattresses like those in Holland, at the Mississippi, and at Charleston, are used, a base to work on is obtained, and after the stone has been at the bottom for a short time the work becomes solidified.

Charles Cowdery, Esq., C.E., sworn, and examined:—

C. Cowdery,  
Esq., C.E.  
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1696. *Chairman.*] What are you? A civil engineer.

1697. Living in Sydney? My office is in Sydney.

1698. You wrote to the Committee saying that you had evidence to give them with regard to Sir John Coode's scheme for improving the entrance to the Richmond River? Scarcely that. I simply gave a suggestion. I have very few data to work upon.

1699. The Committee are inquiring into the advisableness of carrying out the work indicated on the map by red lines—can you offer them any evidence as to the advisableness or otherwise of carrying it out? My impression was that it would be better to join the Richmond and the Clarence Rivers.

1700. How long did you spend in the district? I only passed through it.

1701. And you came to the conclusion then that it would be better, instead of having two ports, one at the entrance of the Clarence and another at the entrance of the Richmond, to throw the waters of the Richmond into the Clarence, and let the entrance of the Richmond silt up or do what it liked? Yes.

1702. What would be the advantage of that? You would be making the country between Woodburn and the Clarence accessible, and you would also be shortening the distance between the town and Sydney by some 40 miles. Further, you would be improving the Clarence River by letting more water run through it. From Woodburn there is a creek running in a southerly direction for some distance, and from the Clarence there is a river running in a northerly direction.

1703. *Mr. Garrard.*] From where—Chatswood? From Malagua—from the River Esk.

1704. How far is that from Chatswood? It is nearer the mouth of the Clarence than Chatswood is. The land lying between the creek and the river is only some 8 miles by the map, and could easily be excavated for a ship canal. That would allow a certain proportion of the waters of the Richmond to run into the Clarence, and thus help to keep the Clarence open by increasing the quantity of water passing through it. I think the work should be carried out considerably cheaper than the proposed improvements to the Richmond entrance.

1705. *Mr. Copeland.*] The creek you alluded to, running from the Richmond, is the Rocky Mouth Creek? Yes; and the land intervening is, in rainy seasons, nearly all under water, so that the cost of excavation could not be great.

1706. *Chairman.*] This is a mere theory of yours. The land would have to be surveyed. You put it forward as a suggestion. You cannot say that the scheme is practicable, and could be carried out? I am sure it could be carried out.

1707. You have no idea as to what it would cost? Roughly speaking, I think it could be done under £200,000.

1708. Have you examined the south arm of the Richmond River;—you perceive that the south arm comes nearer to the Esk, and there seems to be a clear piece of country across? I have, and I have a map here showing lagoons all the way [*Produced*]. The distance from Woodburn to the Richmond Heads is some 26 miles. You would save that distance, and you would also save about 16½ miles along the coast; thus bringing the town 42½ miles, or, in rough figures, 40 miles, nearer Sydney.

1709. *Mr. Copeland.*] You would be robbing the Richmond of its water to give it to the Clarence? Yes; and improving the upper parts of the river by making the places there 40 miles nearer Sydney. It struck me when passing over the ground that the plan was feasible.

1710. You have not gone into anything like a reliable calculation? Well, I have taken the distance, and would make the channel 30 yards wide.

1711. Have you any knowledge of the kind of rock that would have to be cut through? I should cut through no rock.

1712. Nothing but sand? There is no rock, and the country is very fine.

1713. If I remember aright, are there not quartz ridges there? I think you could go round those. I have no survey or levels of the district.

1714. *Mr. Garrard.*] Would not the Richmond lose by this? That would not matter if the entrance were closed up.

1715. *Chairman.*] What about the people up the river? The people up the river would be better off than they are now. It would be only the Ballina people who could possibly object. 1716.

1716. *Mr. Copeland.*] They would have to go up against the current? There is really no current. The tide rises for many miles up. I believe the set of the ocean current outside is southerly, so that you would gain there again.

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1717. Have you taken the trouble to work out what the cost would come to, assuming that the country was most favourable? I do not think the actual excavation would come to more than £150,000, and the other works would bring the total cost up to £200,000.

1718. Have you had any conversation with the people up there about the scheme;—do you think the Richmond River people would be likely to support this scheme? I have not had any conversation with them about it. With regard to the improvement of the entrance, you must remember that work done in the open sea is always liable to be destroyed.

1719. Are you in the Government service? No.

1720. Have you resided in the Richmond district for any length of time? No.

1721. Are you well acquainted with it? No. I have only passed across two or three times. The creek and the River Esk would have to be improved in places. I do not think any of the land there is very high.

1722. *Mr. Lackey.*] You have not had very much experience on these rivers? I have not.

1723. How often have you been there? Twice.

1724. Have you examined the mouth of the Richmond? I have not. I have never been through the mouth.

1725. Have you been on the Richmond? Yes, from Woodburn upwards.

1726. And at what point do you propose to connect it with the Clarence? I propose to make the connection from Woodburn to near the mouth of the Clarence, to the River Esk.

1727. How far is Woodburn from the mouth of the Richmond? About 26 miles.

1728. What distance would the canal be between the rivers? About eight miles.

1729. Do you think it would be better for the people up there if it were done, instead of expending money on two distinct entrances? I do certainly. It would also open up a new district.

1730. Would the canal you propose go through a fertile part of the country? From the appearance of the country, when I passed through it, I should think a very fertile country.

1731. What would become of the residents on the lower parts of the Richmond? They would be as well accommodated as they are now.

1732. But I take it that they are asking for better accommodation than they have now? Well, it would be better. They could always get out through the Clarence Heads.

1733. They would have to go up the river to get into the canal which communicated with the Clarence? The Richmond at that particular part runs nearly south, so that going into Sydney they would not be losing any distance.

1734. Have you considered what the relative costs of the two works would be? I think the canal could be constructed easily for £200,000.

1735. Do you know what is the estimated cost of the proposed works at the mouth of the Richmond? I believe £400,000.

1736. Have you examined the works at the entrance to the Clarence? I have not.

1737. Have you formed any opinion of them from what you have seen in passing through? I cannot say that I have.

1738. The entrance there is better than at the Richmond? Yes.

1739. When the works at the Clarence are carried out, do you suppose that there will be good access to the river? I understand so.

1740. Have you considered the proposal of railway communication between the Richmond and the Clarence? I have not.

1741. You have heard that it is proposed to make such a railway? I know that it was proposed, and it struck me at the time that it would be cheaper to cut a ship canal.

1742. You think if a channel were constructed a railway would be unnecessary? Yes.

1743. Supposing works were carried out at the entrances to both rivers, do you think railway communication would be necessary? I hardly think so.

1744. Did you go much about the district while you were there? I only travelled by coach from one river to the other.

1745. Did the country between impress you as being a valuable belt of land;—was it rich land capable of carrying a large population? Very rich land; in fact as good as that on the Richmond or the Clarence, and the land in those places is particularly rich and fertile.

1746. You have not gone into the merits of the proposed scheme at the entrance to the Richmond River at all? I have not.

1747. *Mr. Trickett.*] What size do you propose that the canal should be? It should have a depth of 12 ft., and be, say, 30 yards wide.

1748. What is the actual distance between the Richmond and the Clarence—I understand that you propose to strike into some creek? The distance between the two rivers is, I believe, 20 or 21 miles.

1749. When you strike the creek you refer to, do you get good navigable water? Both the creek and river would have to be improved—that is part of the work.

1750. You have gone into that question? Yes.

1751. What depth of water is there in the creek at the present time? Of course you get various depths. In some portions I believe it is as deep as the river. I have not gone into the matter in detail.

1752. Is part of the creek left high and dry at high tide—it may be that it will cost hundreds of thousands of pounds to make it navigable? It is all alluvial country, so that it could not cost a great deal.

1753. Is your estimate of £200,000 for the canal exclusive of the expense of improving the creek? No, it includes the whole work.

1754. What reason have you for making that estimate? It is a very rough estimate. I have merely travelled through the district.

1755. You could not arrive at the cost of a work of that kind merely by travelling through the district;—you must have gone into the matter more fully? Once, when I was travelling through, nearly the whole country was under water, so I could judge roughly as to the levels.

1756. But as to the quantity of stuff to be taken out, have you gone into that with any degree of accuracy? Not with any degree of accuracy, but I estimate the total excavation at 3,000,000 cubic yards.

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1757. Have you been engaged in any work of a similar character elsewhere? No, I have not; I have done railway work.
1758. You have never done any canal work? No.
1759. I understand that this is a mere suggestion of yours—a primitive suggestion without any detailed information? Yes, I have not gone into details.
1760. *Mr. Hurley.*] How did you come to the conclusion that a canal between the two rivers would be more serviceable than an improved entrance like that proposed by Sir John Coode? Simply because you will give accommodation to a new part of the country as well as to the country that would be served by the proposed entrance. The major part of the Richmond River would also be carried nearer to its market, which, I presume, is Sydney. Thirdly, there would be only one entrance to deal with in place of two.
1761. Have you thought out the proposition set forth on the map? I have not gone into that matter at all.
1762. You have had no experience, except by reading, I suppose, of the cost of the construction of the canal, and of what its dimensions should be? I know what earth work should be shifted for, or masonry built.
1763. But you have no idea of the difficulties you will be likely to encounter,—whether you will have to go through sand, earth, or rock, in the construction of the canal? Judging from the appearance of the country I think there will be no engineering difficulties whatever.
1764. There will be no rock or other engineering difficulties in the way? I think not.
1765. It is all level country there? It is fairly level the whole way.
1766. If we construct such a canal, will it not require a very large annual expenditure to keep it in order? I think nothing at all. It would simply be like a portion of the river and would not cost more than the present river does.
1767. I suppose that you have seen the Panama and the Suez Canals? Yes; the Suez Canal.
1768. You formed your opinion as to the probable success of this canal because you had seen those? Just so.
1769. Would not the flood waters going through the canal cause a great wash and cut into the banks? I think not more than they do into the alluvial banks of the present river.
1770. You would not be surprised if it were to cost £400,000, I suppose? I should be very much surprised.
1771. The country on both sides is good agricultural country? I imagine so. I made no inquiries.
1772. If it is under water, what use would it be to an agricultural population? When I saw it under water it was after excessive rain. The major part of the Richmond is under water at times.
1773. May I ask what was your object in visiting the river,—was it to inspect any particular part of the country? No; I had business at Lismore; I went up the Richmond to Lismore, where I was professionally engaged for a short time.
1774. You have not taken into consideration the cost of constructing a railway from Ballina to 18 miles up the river, where a quarry exists? I have not. I have not gone into the matter of improving the heads at all.
1775. *Mr. O'Sullivan.*] Your proposed canal is not to connect the Richmond with the Clarence, but to connect the Rocky Mouth Creek with the Esk River? Quite so, and to improve the river and the creek.
1776. Is the Esk River navigable? That I could not say.
1777. You have not been up it at all? I have not.
1778. Nor have you been along the Rocky Mouth Creek? No; I have been round the mouth, but have not gone up it.
1779. You have made no survey? I have not. I wish you to treat this simply as a suggestion. It would be necessary to survey the country, and take levels, before any accurate information could be given.
1780. *Mr. Garrard.*] From what points on the Richmond and the Clarence did you travel? From Woodburn to Chatswood, or rather to Harwood.
1781. The Esk River is very much to the south of that? Yes, nearer the mouth.
1782. How many miles, roughly? Three or four miles I should take it, by the scale on the map.
1783. In travelling from Woodburn to Harwood did you notice any stony ridges for a considerable height over which you had to travel? There is one; but as far as I could see a canal could easily be taken round that.
1784. You do not know whether those stony ridges extend to the sea board, thus forming a bar? I think they would go more inland than towards the sea. There the land is low as far as I could see.
1785. Are you aware that in the opinion of the Clarence and Richmond River people that country is very poor, so poor that no one ever took it up until Little Italy was established? I am not aware of that.
1786. Are you aware that there is an Italian settlement some short distance from Woodburn? There are several settlements along the road.
1787. But a settlement called Little Italy, which was formed by a portion of the Marquis De Ray's expedition? I could not say.
1788. How would you let the flood waters of the Richmond get away? What would not go, down the canal would go through the natural mouth.
1789. Do you not think it would be very dangerous to let flood water go down a canal where the banks were not protected? I think not. I do not think the current would damage it. It might widen it, but that would be no more objectionable than the widening of the Richmond or the Clarence.
1790. You do not know of any difficulty at the mouth of the Esk where it joins the Clarence? I do not.
1791. How far is the mouth of the Esk from the Clarence Heads? Three or four miles.
1792. *Mr. Humphery.*] This is merely an idea that occurred to you while travelling through the district, is it not;—you made no calculations, but you thought it was worth while considering? Just so.
1793. *Mr. Dowel.*] How did you arrive at your estimate of £200,000 for the cost of the work? Seeing how flat the country was I allowed for a certain width of canal, with a certain depth. The estimate is a very rough one.
1794. Did you make an estimate of the probable cubic contents? I estimated them at about 3,000,000 cubic yards.
1795. At how much a yard? Is a yard. A great portion could be done considerably cheaper.

1796. You state that the country between the two rivers is of an exceedingly good character? I imagine so from what I saw as I passed over it.
1797. You estimated the length of the canal, together with the two rivers that would have to be improved, at 16 miles? I think the whole work would be nearly 20 miles.
1798. Are not those rivers at the present time very tortuous, requiring a great deal of work in order to be made navigable? The Esk is rather winding, and would require a lot of work.
1799. Do you think your estimate is within bounds? I think so, although it is only a rough estimate. I could not give a correct estimate without having the levels.
1800. *Mr. Copeland.*] You would hardly like to put it forward as an estimate? I should not; it is merely a suggestion. The Committee can decide whether it is worth while going into the matter.
1801. *Mr. Lee.*] You made no borings? No.
1802. You do not know the nature of the country under the surface? No.
1803. You made no estimate as to the volume of water going down the Richmond in flood time? No.
1804. You never made any detailed inquiries? No.
1805. This is simply an idea which occurred to you when on the spot? Yes.
1806. Were you there in any official capacity for the Government? No.
1807. Are you aware that the Harbours and Rivers Department inquired into this scheme? No.
1808. You were not aware that Mr. Darley inquired into it and condemned it as impracticable? I was not aware of it.
1809. You made no inquiries of the Harbours and Rivers Department? I did not. It struck me that it was practicable.
1810. You never heard that Mr. Darley inquired into it? I did not.
1811. You never heard that he had declared it to be impracticable? I did not.
1812. *Mr. Copeland.*] Have you considered the question as to whether the water would run from the Clarence to the Richmond instead of from the Richmond to the Clarence? I do not think that is possible. I think the Clarence is at a lower level than the Richmond. Besides, the ocean current would help it.
1813. It has been given in evidence that there is very little ocean current immediately along the coast. A few miles off the coast the current has a southerly set; but near the shore it has rather a northerly set? If the two rivers were on the same level the Richmond water would have less distance to travel to get out of the Clarence Heads than it would to get out of the present entrance.

C. Cowdery,  
Esq., C.E.  
18 July, 1889.

Robert Hickson, Esq., Commissioner and Engineer-in-Chief for Roads, Bridges, and Sewers, and late Acting Engineer-in-Chief for Harbours and Rivers, sworn, and examined:—

1814. *Mr. Lackey.*] I think you have inspected the proposed works at the entrance to the Richmond River? Yes. I had charge of that district for some years.
1815. Were you then Engineer for Harbours and Rivers? Assistant Engineer.
1816. Now you are Engineer for Roads and Bridges, I think? Yes.
1817. You were impressed with the value of the works proposed by Sir John Coode? Yes.
1818. You think they would carry out the purposes for which they are intended? I think so.
1819. I see that you have written a report in reference to these works. [*Vide Appendix D.*]? Yes. I was up there about three months ago.
1820. A witness has suggested that an alteration of Sir John Coode's scheme might be adopted, and the Richmond and the Clarence connected at a point some 26 miles above the entrance of the former river, by taking a canal from the Rocky Mouth Creek on the Richmond to the Esk River which flows into the Clarence? Yes.
1821. Do you know those localities? I was across there once, some years ago.
1822. Have you given any attention to the scheme? I made a preliminary report for Mr. Moriarty.
1823. Did you think it was practicable? No; I did not think there was much in it. It is swampy country most of the way, and there is a ridge which you would have to cut through. I did not take levels, but I fancy a pretty deep cutting would have to be made through the ridge. The canal would not be at all near the road between Harwood and Woodburn; it would be near the sea.
1824. Some 26 miles from the entrance to the Richmond? I think something like that.
1825. Then you think that the scheme suggested by Sir John Coode for improving the entrance is the one which it is more advisable that the Government should adopt? I think so certainly.
1826. Have you given any attention to the principle upon which these works will be carried out—the construction of training-walls and breakwaters? Yes.
1827. Do you think it will be necessary to construct the whole of the work? I am rather inclined to think that it would only be necessary to carry out the northern breakwater first.
1828. And the training-wall? The north breakwater marked on the plan red. I am inclined to think that that portion of the work would be sufficient in the first instance, and I am not at all sure that it would not ultimately be enough. You would be almost certain to have to go a little further than the red line; but I doubt whether it would be necessary to go to the full length.
1829. You would be guided by the influence of the current upon the channel? Yes.
1830. Would you carry out the southern wall at the same time? No; I think not. I would devote all my energies to running out the northern breakwater. I believe a very great improvement would be made simply by constructing it as far as the Beacon Rock, so as to divert the channel to the southern side of that rock. When I was there three months ago the channel went close in under the cliffs, and under the rocks at the north spit. Those rocks diverted it in a southerly direction, and it then went right down south over the wreck of the "Frances Hixson," and along the beach, going out nearly opposite to the town of Ballina. I telegraphed down to the Minister at the time that some steps should be taken to stop this, and felt the matter of such importance that I thought of suggesting that vessels should be sunk in the channel between the Beacon Rock and Pilot Point, and so get the channel to run out straight.
1831. But the proposed work would be mere complete? This would be part of the proposed works.
1832. Do you think that it would be desirable to carry out the whole project ultimately? It is a very expensive project, and will cost a great deal of money.
1833. You know the estimate, of course? Yes.
1834. When you say a great deal of money, do you consider that that estimate would be exceeded? I think it will be exceeded, although it is nearly £400,000.

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1835. Then, I understand that your proposal is to carry out the northern breakwater first? I should do so.
1836. And you would be guided in your future action by the effect of the work on the river current? Yes.
1837. You think it is just possible that if the northern breakwater were constructed the southern wall would not be necessary? I think it is possible.
1838. In that case there would be a considerable saving? A very considerable saving.
1839. You do not think that if the current were diverted by the northern wall it would interfere with the south spit? The current will always tend to keep along the north breakwater. I think there will always be comparatively deep water along the northern breakwater, irrespective of the southern breakwater.
1840. You think it would not be absolutely essential to carry the northern breakwater out to the full length shown on the map? That is a very difficult question to answer, but I think that it is more than likely that it would not. I think if the wall were run out from the shore, from the point south of that where it is shown on the map to join the land, it would not have to go out to the full extent.
1841. Do you think that the alteration would be an improvement? I think so, and I think Mr. Darley has suggested it.
1842. Is there any rock there? There are boulders. There is very little rock, and nothing worth speaking of.
1843. You know the river generally? Yes.
1844. And the country? Yes.
1845. Is it valuable country? Yes.
1846. You think the value of the country would warrant an expenditure sufficient to make the river navigable and approachable? Certainly.
1847. *Mr. Lee.*] You know a good deal about the river, do you not? Yes. It was my district for five or six years.
1848. And you have had ample opportunities of travelling over it? Yes.
1849. You are well acquainted with the rich nature of the land, and the large quantity of Crown land? I know that there is very fair land there.
1850. Has settlement increased there largely during the last five or six years? It has increased a good deal.
1851. More in proportion than it did during the previous four or five years? I have only known it during the last seven years.
1852. In addition to the rich land on the river banks there are many thousands of acres of good land extending back for some miles? Yes, on the north side towards Byron Bay and the Tweed.
1853. That would be directly influenced by the opening of the river? A great deal of it would.
1854. You think that the value of the district itself is sufficient to justify an expenditure which would keep the bar permanently open? I think so. The country is practically blocked in now.
1855. If works were carried on at Byron Bay in the future, would they in any way interfere with the proposed works at the Richmond, or detract from their value? I think the Richmond would stand upon its own merits. There is sufficient traffic on the river and enough good land in the locality to warrant the expenditure of a sufficient sum of money to make an entrance there at a considerable depth. The traffic from the north I believe would pass through Byron Bay.
1856. Do you think that the river itself is of sufficient importance to justify the expenditure? I think so. When I was up there last vessels were wind bound for ten days. They could not get in or out.
1857. If that part of the northern breakwater to which you have just referred were constructed, would it be likely to block up the present channel? It would.
1858. Would it open another channel? Yes; I think there is no doubt about that.
1859. What do you think the average depth of water on the bar would be if the works were constructed? That is a very difficult question to answer. I should say there ought to be 10 or 12 feet.
1860. At low-water? Yes.
1861. That will be sufficient for the class of vessels trading to the port? I think so. The class of vessels trading there now are very handy, and could go in easily with that depth.
1862. How would it act as a port of refuge? Not at all.
1863. Notwithstanding that, you are of opinion that the district is of sufficient importance to justify the expenditure? Yes.
1864. You speak with a local knowledge of six or seven years? Yes.
1865. *Mr. Dowel.*] You are aware that Sir John Coode has recommended that the south training-wall should be carried out first? Yes.
1866. Do you know what reason he had for recommending that that portion of the work should be constructed first? So that the water would not break across the south spit.
1867. If the southern wall were constructed, would it not have the effect of removing the sand-spit in the middle of the proposed channel? I do not think the construction of that wall would have that effect. The water would pass it and run along the side of the northern breakwater. If there were a heavy flood, and the water could not get away easily, it might wash away the sand there; but in the ordinary condition of the river I do not think that the construction of the southern training-wall would affect that portion of the spit. I believe that if both breakwaters were constructed there would still be a spit on the southern side of the channel.
1868. Do you think it would be advantageous to bring the south breakwater out more in a southerly direction? That is to say to make the entrance wider.
1869. Yes? I do not think so. I do not think you would gain much by that, because you would not necessarily make the navigable portion of the entrance wider.
1870. Is it not a fact that towards the northern wall there is a rocky bottom? There is rock at the Beacon Rock. The borings that have been taken, though I do not remember how far out they go, show that the rock dies out to the south. There is no rock near the proposed entrance, that we could find.
1871. You are strongly of opinion, in opposition to that of Sir John Coode, that the northern breakwater should be constructed first? Yes; I think the northern wall should be constructed first.
1872. How long do you estimate it would take to construct the work? The whole of it?
1873. The northern portion? I think it would take over two and a half years. They are very unfortunately situated for stone. If stone could be got from the North Head it would be a very simple matter; but the whole of it would have to be taken from a quarry 14 or 15 miles up the river.
- 1874.

1874. Has very much labour been expended in endeavouring to ascertain whether there is not stone at the north? Yes. I went there on three occasions, and I spent two days there. I had trial shafts sunk in the North Head. The rock is very poor and dies away. At the point near the Pilot Station there are only boulders.

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1875. How many shafts did you have put down, and to what depth? I could not tell you from memory. I think there must have been four or five shafts put down.

1876. To what depth? Until we came to the rock, and on the top of the hill we went down such a depth that I knew it would be of no use to go further. If we did get the stone it would be below sea-level.

1877. You know that the stone there is basaltic? Yes.

1878. Could not a great deal of it be used in the construction of the work? I do not know about taking it from there, because it would mean laying a tramway. It is a matter upon which I do not like to express an opinion; but I do not think it would be worth while to make such a tramway.

1879. Some large blocks should be obtained? There is no really good stone there.

1880. You have tried it? Yes.

1881. How far up the river is the quarry on the southern bank? I think it is 14 miles by water.

1882. Are there any engineering difficulties to prevent the construction of a tramway or railway from it to the entrance? There are no engineering difficulties, except the crossing of a number of navigable creeks.

1883. What do you estimate would be the cost of the construction of a railway or tramway per mile? I think £3,000 a mile.

1884. I think that you proposed that punts should be constructed to convey the stone? That was my suggestion—punts to carry the waggons.

1885. Do you not think the work could be done in a much shorter time by a railway? It could be done much quicker, no doubt.

1886. You estimate that the construction of the punts would be something between £47,000 and £50,000? I never went into the matter; but I hardly think it would come to that.

1887. On your estimate, the cost of constructing a railway would be about £45,000? Yes.

1888. And the work would be done in considerably less time, and at a great advantage as regards cost? I think it would be cheaper.

1889. *Mr. Tonkin.*] Have you ever seen the channel south of the northern breakwater? No.

1890. Have you heard of it being south of that? Yes. It has been out as far south as the green patch on the plan.

1891. That entrance has been caused by a fresh? Yes.

1892. Supposing there were a channel at the extreme south of the spit which was making towards the north, what would be the effect to the northern breakwater;—would not the water make a channel close to the breakwater, even if the southern breakwater were not constructed? I think so.

1893. The channel has a tendency when the river is sluggish to go northward? Yes.

1894. When it was obstructed by the breakwater would not the tendency of the water be to make a channel along the wall? Yes.

1895. There would be a deep channel along the wall? Yes, along the breakwater.

1896. I am speaking now of only one wall, so that we could do away with the expense of the other if possible? Yes.

1897. You think the water would have that tendency? I do.

1898. The only reason for constructing the southern breakwater is to prevent a heavy fresh from making a channel through the south spit? Yes.

1899. But according to the evidence of people who thoroughly know this part of the country, all channels south of the northern breakwater have been invariably good; so would you see any reason for constructing the southern wall? When I was there I asked about the breaking out of the channel through the south spit, and the reply I received to my questions was, "We never have a shallow bar when there is a southerly channel."

1900. Supposing, after the erection of a northern breakwater, a fresh channel were made further south, the navigation would not be obstructed? No. In a heavy flood you would most likely have a deep channel to the south, but if the flood were not heavy enough to make a deep channel there, the water would run along the northern wall.

1901. When the channel is making its way northward it remains deep until it gets to the North Head? Yes. I have been told so. When the southern channel is closing a deep water channel is being made near the present channel.

1902. And if the northern breakwater were made there would be a scour against the wall? Yes.

1903. *Mr. Humphery.*] How long will it take you to construct the first portion of the northern breakwater, the guiding wall at the North Creek, and the southern training-wall? I suppose there is three years work there.

1904. You think the southern training-wall might be dispensed with at first? I think it might.

1905. Should it be dispensed with, how long would it take to construct the north breakwater? I think the northern breakwater ought to be done in about two years. There is less work in it.

1906. How long would it take to construct the railway referred to by Mr. Dowel? It is nasty country. You would have to make two or three draw-bridges to cross navigable creeks. I suppose you would not construct it under two years. That would be quick work.

1907. As a matter of fact it would take as long to construct the railway as to build the breakwater? That is hardly a fair way to look at it, because it would take nine months to get the punts together. There would be a difference of twelve or fifteen months.

1908. But if the stone has to be carried by means of a railway, the proposed improvements will have to be postponed for two years? Yes. But in any case you could not commence for nine or ten months.

1909. That would make a difference of fifteen months between the two? Something about that.

1910. I think that you said that the portion of work which you would recommend to be carried out first would occupy about two years? Yes.

1911. Would there be a saving of fifteen months in two years if you had a railway instead of punts? I do not think you could make that saving in a work which it would take two years to construct.

1912. It would be more expeditious to use punts than to construct a railway? I think it would.

1913. Did you say it would be less costly? No; I did not know that an estimate of the cost of the works had been made before.

1914.



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1914. We have obtained from Mr. Darley an estimate of the cost of the work, and it averages 4s. 6d. per yard;—have you any means of checking that calculation? Yes; I dare say it is about right. It is about a shilling more than the Newcastle breakwater cost. There we had not the difficulty of carriage
1915. Have you made an estimate as to what would be the cost of making the necessary punts? I made a rough estimate when I was there the other day. My idea is that you could put the punts on to the ground for about £20,000.
1916. Then there would be a difference of about £25,000 between the cost of the punts and that of a railway? A railway, I think, would come to about £45,000. These estimates are very rough. I have not gone over the ground, nor has a section been taken.
1917. Have you considered whether it would be more desirable to construct a railway, or to convey the stone by means of punts? I came to the conclusion that punts would be the best. I was in communication a good deal with Mr. Moriarty upon the subject, and that was his idea too.
1918. Are you still of the same opinion? Yes.
1919. Do you know Mr. Shellshear? No.
1920. He was of opinion that the northern breakwater should not be carried above high-water mark. Have you considered whether the breakwater should be 6 feet, or 16 feet above high-water level? You must be at least 4 feet above high-water to be able to work. I do not think we have any training-wall less than 4 feet above high-water. That is as low as they can be made.
1921. How far would you carry that wall—4 feet above high-water? Do you allude to the northern breakwater?
1922. Yes? There you would have to commence almost at once, at a high level, on account of the sea. It might be sufficient to make a southern training-wall only a few feet above high-water mark, because there would be no sea there; but in an exposed position you must raise the wall.
1923. What would be the height of the wall at Beacon Rock? You would be quite safe in making the wall 4 feet there, gradually increasing it as you went out.
1924. To what height would you raise it? The breakwater at Newcastle is 16 feet; but of course that is more exposed. I think 12 feet, or perhaps 10 feet, would do here.
1925. I ask you the question because there appears to be some difference of opinion as to what the height of the breakwater should be. You think from 4 to 10 feet? Yes. If you went right out to the end of the extensions you would have to raise it to the full height.
1926. Have you made any calculation as to what would be the cost of that portion of the work, which might be carried out as an experiment? No.
1927. *Dr. Garran.*] If you only made the northern training-wall, do you admit that there would be a risk of the water bursting across the south end of the spit? Yes. In a heavy flood it has broken out there.
1928. I understood you to say that the residents of the locality say that when there is a south entrance they have always a good bar? Yes.
1929. But is it not against reason to suppose that when we have two entrances we shall have a better scour than with only one? You would not have a good entrance all along. I have not gone over the ground very carefully; but I understand that the waters break through with a rush, and that a channel closes up again very quickly. The northern channel always remains open to a certain extent, and the water making its way up there closes the southern channel. When a southern channel is open it is very deep.
1930. That is because a large quantity of water is running down and there is scour enough to keep both mouths open? Yes.
1931. It is the experience of the people there that a southern channel does not remain open long? Yes.
1932. It is only a flood mouth? Yes.
1933. Nature does not choose it as a permanent mouth? No.
1934. If there should be a scour there, it would be of no great importance? I do not think so, because there is deep water, and before the channel closes up there is deep water at the north.
1935. If the southern training-wall is only to prevent a southern channel being made, and that channel is only formed in flood time, and silts up again directly after the flood is over, there would be no great harm done if the southern wall were not made? Yes; but the southern wall is designed for two reasons—one to prevent the water breaking through the spit, and the second to keep the sand bank from going across the entrance; though my idea is that the river itself would prevent that.
1936. You think that the attraction of the water to the northern training-wall would always be sufficient to draw the stream on that side, and that there would be no danger of its working to the south and making another opening? I think not.
1937. The deepest water is sure to be close to the training-wall? Yes.
1938. When you have two training-walls does the water cling to them both? No. I think in most cases there would be a sand spit along the south wall.
1939. When there are two parallel walls, where is the deepest water? Wherever the current impinges. In this case it will impinge against the north wall.
1940. In that case it will not go right across the middle? It will keep along to the north, until it strikes the north training-wall. It will then follow that wall along.
1941. Then you think the northern training-wall will always get the strike of the water? Yes.
1942. And that it will slide more slowly along the southern wall? Yes, and probably when the river is low a sand bank will be formed along there.
1943. Then the tendency will be for the deepest water to be on the northern side, and not in the centre? Yes.
1944. If a sand-bank is formed it will be on the southern side? Yes.
1945. And will there be any danger of its working out, and making the bank near the mouth? No; the sand will only collect along the wall.
1946. Practically that will narrow the channel as it does at Newcastle? Yes. The sand will form a bank along the southern wall.
1947. I understand that at Newcastle a bank has been formed which narrows the channel? We have two breakwaters at Newcastle—a southern one which takes the place of the northern breakwater at the Richmond, and a northern breakwater for collecting the sand that comes down the North Bight.
1948. Then practically, in your opinion, the southern training-bank is of very little use? I will not go so far as that; but I think you could make a sufficiently good entrance for the traffic of the Richmond by having only a northern wall.
- 1949.

1949. I understand from your memorandum that £100,000 spent upon the northern wall would make a practically good opening? I think it would.
1950. If anything more were wanted we could add it afterwards? I think so. I think £100,000 would make a good entrance.
1951. Would that £100,000 include the cost of the North Creek training-wall? No. I do not think there is very much in that.
1952. You do not attach much importance to that? No.
1953. You think that if the northern breakwater were made, the water of the North Creek would find its way along it? I never could exactly follow Sir John Coode on that point, although I have talked the matter over with him. I could never exactly understand the use of that wall, because the North Creek water never flows across to the south.
1954. We are told that it forms an eddy—that it is more sluggish than the other current, and is caught by it and whirled round, so that it makes sand-banks? That may be due to the fact that the other current is at present going at right angles to it. If the breakwater is constructed it will go more in the same direction. There may be a silting up there.
1955. Then you think that if we make the northern training-wall the North Creek will take a straight course out, and not make eddies? Yes.
- 1955½. You are clearly of opinion that we can improve the entrance by an expenditure of £100,000? Yes.
1956. And you are of opinion that we can try the effect of that work before carrying out the other portions of the scheme? I am.
1957. You have never seen the entrance at any other point except where it is shown on the plan? Never further south. I have seen it to the north of that.
1958. As far as you have heard from the people of the locality, where the entrance is proposed to be made will be as good as any other place? I think so. I do not think you could get a better place.
1959. And that is the best place for hitting the water of the North Creek? Yes.
1960. There is no objection to it on any other grounds? None that I know of.
1961. *Mr. Copeland.*] Have you been located at any other bar harbour besides the Richmond? I had charge of the whole of the northern district from Newcastle to the Queensland Border. The Richmond was included in that.
1962. You are well acquainted, I suppose, with the Newcastle work? Yes.
1963. Do you know the depth of water all the way up the Richmond River? I could not tell you it from memory, though I have been up it several times, and have taken soundings here and there. It varies very considerably.
1964. *Mr. Lockey.*] You have records? There is a survey showing it.
1965. *Mr. Copeland.*] Do you remember whether there is a rocky bar in any part that would shallow the water sufficiently to prevent large vessels from going up the river? There are rocky bars that we know of. There are some very hard gravelly bars.
1966. Shingle? Yes; two or three very hard bars.
1967. What depth of water is there on them? I think I know one with 8 feet of water on it.
1968. Whereabouts is that? I think it is about 2 miles on the down-stream, south of the Sugar Company's mill.
1969. What length is the-shoal;—would it be a difficult matter to deepen the water there? The river is a series of shoals the whole way up.
1970. What depth of water could you make sure of getting up to, say, Lismore on the North Arm? About 10 feet.
1971. Therefore the shallowest place would be about 10 feet? About 10 feet. I think that is the ruling depth.
1972. You may reckon upon any vessel not drawing more than 10 feet being able to navigate any part of the river? Yes.
1973. I suppose the shallow parts could be dredged? Yes; but it would be very expensive, because there is a great deal of it shallow.
1974. Then you may reckon upon 12 feet as the depth of the river? I think so.
1975. What depth do you propose to scour the channel? I think Sir John Coode proposes either 12 or 14 feet. I have seen his plans, and I think that is the depth he proposes. I think if you had 11 feet of water on the bar it would be sufficient.
1976. I suppose if you could reckon on 10 feet of water in the river you would want at any rate 12 or 13 feet between the breakwaters, so as to make allowance for the rise and fall of the seas? Under those circumstances you would get 14 feet. Ten feet at low water would give you 14 feet at high water.
1977. But would it be desirable to limit the entrance simply to high water? I do not think it is much drawback in a long trip like that to wait two or three hours, and it makes a considerable difference in the cost.
1978. How could the cost be diminished? If the training-walls were constructed, the depth of water would be left to the river itself. But if you wanted to get 14 feet of water instead of 10 feet you would have to bring one training-wall, or both, out very much further, so as to push the sand into deep water.
1979. If there were only 10 feet of water in the river a vessel could not draw more than 9 feet, and you would require 3 feet of water under the bottom, at least, to come in? Yes; you would want 13 or 14 feet on the bar at high water.
1980. The river would not be navigable then at low water, or at anything like half tide? Well, a great many of the ketches that trade there only draw about 7 feet.
1981. Have you been long in the Service? Eight years.
1982. Have you had any experience in any other part of the world? Yes.
1983. What positions did you hold in other parts of the world? I was Engineer for the works at Barrow-on-Furness, in Lancaster, for seven years I was in charge of the Carlingford harbour works, and for four years I was in charge of harbour works in South Australia.
1984. Are any of the works of which you have had charge similar to these proposed works? I was never engaged on the Dublin works; but I know them very well. The works at Barrow-on-Furness were not like these.

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1985. I suppose the principle is so certain in a case like this that there is no need to experiment;—you can reckon to an absolute certainty upon the result which will follow upon the carrying out of the works? I do not know that we can be so certain as that. It depends very much upon the floods in the river.

1986. Are not similar works carried out upon the same principle in other parts of the world? But here there is not so much water in the river to scour away the bar as we have in other parts of the world. For ten out of twelve months our rivers are sluggish streams, with little or no water in them, and dependent altogether upon the ocean water. The rise and fall of the tide is so slight here—it is between 2 ft. 6 in. and 5 feet—that it is of not much effect.

1987. Is the water in the Richmond more sluggish than that in the Hunter? A great deal. We have always a strong current in the Hunter.

1988. Then we may infer from what you say that this work will only be an experiment? I think all harbour works depending, as I say, so much upon the flow of water in the river, must be experiments. There is no doubt that in making the north training-wall you will be able to carry the channel along it, and deepen the water; but it is very hard to say what the depth will be.

1989. For that reason you would prefer to feel your way by building a northern wall first? Yes.

1990. It has been given in evidence on several occasions that the further south you go on the southern spit the deeper the channel. If that is the case, would it not be better to bring the northern training-walls and breakwater further south, so as to let the water from the North Creek have a straight course, and thus cut out the bend in the lower wall? Do you mean to alter the direction, or to go in a different position?

1991. Would it not be better to bring the northern training wall more south? You would get a worse channel, because there would be a very sharp turn going in. By having it as it is I think it is better for the sea. It is end on to the sea. You would also get a better run in for vessels.

1992. Then, as far as your opinion goes, the works are laid out in the best fashion possible? I think so.

1993. You do not think there could be any improvement upon the scheme? No.

1994. The only difference you would make would be to construct the north breakwater first, before expanding the whole amount? Yes.

1995. That would prolong the agony for a number of years? I do not think so. I think you would get a far better result from it.

1996. Do you think the guide bank on the North Creek will have the effect of drawing the water to it, and of scouring out the sand;—would it not be necessary to have a parallel wall to the north? No; I do not think so. The object of the wall, as far as I can see, is to give the water a tendency to go straight out, but I think it would do that of itself. I do not think there is anything to make it go south.

1997. The channels coloured blue on the plan show the course the water takes now? Yes. At high tide all the sand there is under water.

1998. How can those channels be affected by a wall which does not go near them? The map only shows the condition of the place at low water. At high tide the water is right across the sand.

1999. You have had a good many years experience in the old country in connection with engineering works? I have been twenty years in charge of harbour works.

2000. And you have worked for some considerable period under Sir John Coode? He was my inspecting officer for seven years.

2001. *Mr. Garrard.*] Did I understand you to say that you could hardly see any use for the guide bank on the North Creek? I know what it is intended to do; but I do not think it is necessary.

2002. In flood time the water going down North Creek, unless there were some guide, would impinge upon the rocky point near the Pilot Station, and flow from there in a southerly direction away from the proposed entrance? I do not think so. The tendency of the stream is not to go south but to go north. If it were met by a current going north, I do not see how it could be made to go south.

2003. If the current of the North Creek has a southerly direction, and that in the main river has a northerly direction, there must be a violent conflict, and if a guide bank which would only cost the small amount of £9,000 would help in any way to scour the channel, it would be advisable to make it? Yes; it might help, and could do no harm.

2004. In the event of there being no southern wall, would the sand not have a tendency to bank against the northern breakwater? No; the current would wash it out.

2005. Is it not a fact that when sand is banked up against anything solid it becomes harder than ordinarily? Well, I do not know that it makes much difference. Some sand is naturally harder than other sand.

2006. We have it in evidence that the corner near the Pilot Station will fill up with sand;—will that sand not become much harder than ordinary sand? I dare say. It will not drift away.

2007. The proposed breakwaters run almost due east? A little southerly.

2008. The formation of bars is caused more by the influence of the waves than by anything else? By the waves, and because of the want of a strong current in the river.

2009. Therefore an entrance directly open to the prevailing winds would not be advisable, because the wind would carry the sand straight in? It is an advantage to have it open to prevailing winds to assist vessels coming in.

2010. But independently of that, what about the scour? I do not think it makes much difference. A wind coming up the coast would bring more sand with it than one straight in from the sea, because of the depth of the water over which the latter wind would blow. I think it is better to have the breakwaters straight out.

2011. You know the quarry from which it is proposed to bring the stone? Yes, I found it.

2012. Is the bar you spoke of, near the Sugar Company's mill, rock, or merely hard clay? It is gravel. There are several gravelly bars on the river.

2013. Any vessel drawing 10 feet of water which got over the bar would meet with no obstruction on the river? I think a vessel drawing 10 feet could get up the river.

2014. I think you told Mr. Lee that even if works were constructed at Byron Bay something would have to be done to the entrance of the Richmond? I think so.

2015. Byron Bay would serve a district of its own? It would serve a district of its own.

2016. I suppose it would act as a shipping port and a harbour of refuge? Yes, there would be a harbour of refuge there; but the main thing would be the shipping port.

2017. *Mr. O'Sullivan.*] You said that the works with which you were connected at Barrow-on-Furness resembled these? One portion of the work, where a training wall runs out, resembles this. 2018.

2018. Have those works proved successful? Yes. Large American vessels go in there. The place is, of course, very much larger than this. R. Hickson,  
Esq.

2019. Is there a tidal influence there? Yes, we had a rise and fall of 28 feet.

2020. Even if these works are carried out at the large expenditure of £400,000, it is problematical whether they will be successful? Problematical as far as the depth of water is concerned. We hope to get 16 feet. 18 July, 1889.

2021. I notice in the memorandum which you addressed to the Engineer-in-Chief for Harbours and Rivers that you say, "It must not be lost sight of that though elaborate plans may be got up for breakwaters, training-walls, &c., for the improvement of our rivers, still we are largely depending on freshes and direction of winds to maintain a deep bar." I suppose you will still have to depend on that, even after an expenditure of £400,000 has been gone to? There is no doubt of it.

2022. And it is your opinion that a sufficiently wide and deep channel could be created and maintained by the erection of the north breakwater? Yes. I think that if you can get a depth of 10 feet at low water that will be sufficient for the requirements of the place, and I think you could get that depth with only one breakwater.

2023. Have the works on the Clarence up to the present time been a success? I do not know that very much change has been made there yet.

2024. *Mr. Trickett.*] In the memorandum which you addressed to the Engineer-in-Chief for Harbours and Rivers you state that you believe Sir John Coode has under-estimated the expense. Does that apply to these works? I think so. I think his price per cubic yard for the stone is too low.

2025. Can you give the Committee any idea as to what would be the expense of the whole scheme if carried out? No, I cannot.

2026. Have you seen Mr. Darley's figures;—they considerably exceed those of Sir John Coode? His estimate for the first portion is £148,000, I think.

2027. Can you tell us whether you consider that that expenditure would be sufficient? I think the prices are about fair. I cannot say as to the quantities, but I presume that they are correct. There is a great difficulty in estimating the quantity of stone which would have to be put into breakwaters like those, as with end-tipping the scour deepens the water in front, and instead of tipping into 10 feet we might be tipping into 15 feet, so that we would require much more stone. We found that to occur at one place in the Clarence. The prices are no doubt correct.

2028. You are not prepared to give the Committee any more definite statement than is contained in your letter? No.

2029. I understand that you are still of opinion that £100,000 expended on the construction of the northern breakwater would in all probability be sufficient? I think it would.

2030. I should like to draw your attention particularly to this paragraph in your memorandum: "At the Richmond, I believe, an expenditure of, say, £100,000 on a breakwater from Pilot Point, in the direction laid down by Sir John Coode, would give ample water for the class of vessels which can navigate the river." Is that still your opinion? Yes.

2031. *Chairman.*] Supposing that breakwater were made, and the bar shifted further south, the breakwater could still be utilized for the carrying out of the whole scheme,—it would not be wasted? Of course it would not be wasted.

## PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

## Improvements to the Entrance of the Richmond River.

## APPENDIX.

[To Evidence of J. Barling, Esq.]

## A.

## STATISTICS OF THE RICHMOND RIVER TRADE.

Custom House, Sydney, 24 June, 1889.

Dear Mr. Barling,

The enclosed may help you to form an idea of the Richmond River trade, and gives you the reason why more accurate information cannot be afforded by this Department.

The figures given understate rather than overstate the trade, and the amount of revenue stated is merely collections for local tonnage dues, all duties of customs being paid in Sydney.

Of course, being a bar-river foreign trade is very small.

Do not fail to ask for any further information you may require, and which I may be likely to afford.

Yours, &c.,  
JAMES POWELL.Joseph Barling, Esq.,  
Department of Works.

Memorandum from F. H. Elliott to the Collector of Customs.

22 June, 1889.

As the 129 section of the Customs Regulation Act empowers the masters or owners of coasters to make coasting voyages for three months without requiring a clearance each voyage, I have been unable to obtain from the documents of the department the information sought by Mr. Barling. With the view, however, of ascertaining some particulars relative to the Richmond River trade, I caused inquiries to be made from the known owners of vessels trading to the port. The parties applied to were Messrs. Nicoll, C. B. Bond, Corrigan and Reidy, P. Hogan, A. Kethel, and the Manager of the Clarence and Richmond River Company. It has been elicited from these gentlemen that twelve sailing vessels, averaging a fraction over seventeen trips a year, and with an average capacity of 95 tons, trade to the Richmond from ports within the Colony, and eight steam vessels, averaging twenty-five trips a year, and with an average tonnage of about 300 tons, also trade to the River.

The import, export, shipping to and from places beyond the Colony, and revenue particulars, are from departmental official papers.

F. H. E.

STATEMENT showing the number and tonnage of vessels arriving at, and departing from, the Richmond River during the year 1888; description and value of imports and exports from and to places beyond the Colony; and the revenue received for the year.

## Number, tonnage, &amp;c., of vessels entered inwards.

Description of Vessels.	From Ports within the Colony.				From Ports beyond the Colony.			
	Vessels.	Tons.	Cargo Inwards.	Passengers.	Vessels.	Tons.	Imports.	
							Nil.	Value.
Sailing .....	208	20,800	£* 18,720	} 6,000	13	2,261	} Nil.	£
Steam .....	200	75,800	15,000		2	187		Nil.

\* Imports consisting of general cargo.

## Number, tonnage, &amp;c., of vessels entered outwards.

Description of Vessels.	To Ports within the Colony.				To Ports beyond the Colony.			
	Vessels.	Tons.	Cargo Outwards.	Passengers.	Vessels.	Tons.	Exports.	
							Timber.	Value.
Sailing .....	208	20,800	£* 20,800	} 5,500	10	1,672	} Feet, super.	£
Steam .....	200	75,800	24,000		3	543		780,409

\* Exports consisting of timber, sugar, maize, and other farm produce.

Revenue received at Richmond River during the year 1888, £206—principally harbour and light rates and pilotage.

## A1.

## VESSELS WRECKED AT THE RICHMOND RIVER.

Department of Public Works, Sydney, 21 June, 1889.

My dear Captain Hixson,

As I shall be called upon in the course of a day or two to give evidence before the Public Works Committee in regard to the improvements to the Richmond River entrance, I shall be obliged if you can furnish me with a return of the number, tonnage, and approximate value of vessels that have been wrecked at the Bar during the past ten years.

May I further ask for the information by Monday next.

Yours faithfully,  
J. BARLING.

Captain Hixson, Marine Board.

Mr. Laurence to prepare return at once.—G.S.L., 21/6/89.  
The Under Secretary, Public Works.

Information asked for herewith.—G.S.L., 24/6/89.

A

A RETURN showing number of vessels, with amount of tonnage and approximate value of vessels and cargo, wrecked at the Richmond River, from January, 1879, to June, 1889.

Date.	Name of vessels.	Tonnage.	Approximate value
			£
1 June, 1879 .....	"Tidal Wave," schooner .....	15	528
5 May, 1880 .....	"The Sisters," schooner .....	37	800
17 January, 1883 .....	"Francis Hixson," steamer .....	68	7,000
1 April, 1883 .....	"Colleen Dhas," schooner .....	103	1,500
1 April, 1883 .....	"J. & T. Fenwick," steamer .....	51	1,500
10 May, 1885 .....	"Lismore," steamer .....	215	10,000
15 February, 1887 .....	"Sarsfield," schooner .....	175	2,000

## A2.

## STATISTICS OF LAND IN THE RICHMOND RIVER DISTRICT.

24 June, 1889.

My dear Sir,

In reply to your letter of Friday, Mr. Freeman desires me to furnish you with the following particulars: The total area of land in the Casino and Lismore land districts is estimated at 2,670,000 acres. Of this about 258,000 acres have been sold in fee simple and 600,000 acres sold under conditional purchase. The total number of conditional purchases made reaches 6,122. The unalienated land represents about 1,800,000 acres, of which about 470,000 are reserved.

Yours faithfully,

H. CURRY.

J. Barling, Esq.

[To Evidence of C. W. Darley, Esq.]

## B.

## RICHMOND RIVER BREAKWATER.

Estimate for Sir John Coode's Outer Section of North and South Breakwaters.

Item.	Quantity.		Amount.	
	Tons.	a. d.	£	s. d.
Length of 2,000 feet of North Breakwater .....	409,705	4 6	92,183	12 6
Allow for strengthening and widening head .....	10,142	4 6	2,281	19 0
Length of 2,000 feet of South Breakwater .....	493,906	4 6	111,128	17 0
Allow for strengthening and widening head .....	12,247	4 6	2,755	11 6
			£208,350	0 0
First section .....			£148,000	0 0
Total .....			£356,350	0 0

4/7/89.

C. W. DARLEY.

## B1.

## RIVER WATERSHEDS.

Hunter River—	Square miles.
Hunter branch .....	3,909
Goulburn „ .....	3,181
Paterson „ .....	420
Williams .....	487
Wallis Creek branch .....	125
Total square miles .....	8,072
Richmond River—	Square miles.
South arm .....	1,050
North „ .....	610
Bungawalbin Creek .....	660
Coast districts .....	315
Total square miles .....	2,635
Clarence River—	Square miles.
Clarence Main River .....	5,450
Mitchell and Nymboida Rivers .....	3,200
Total square miles .....	8,650

C. W. DARLEY.

[To Evidence of C. J. Saunders, Esq.]

## C.

## PARTICULARS RELATING TO LISMOBE AND CASINO LAND DISTRICTS.

	Acres.
Estimated geographical area .....	2,670,000
Alienated in fee simple, about .....	258,000
Conditional purchases made, about .....	600,000
Area under pastoral lease .....	956,000
Area under occupation license .....	746,000
Area under conditional and annual lease .....	64,000
	£
Pastoral leaseholds return an annual revenue of .....	6,120
Occupation licenses .....	3,080
Conditional and annual leases .....	1,170
Total.....	£10,370

During the year 1888, 162 applications to conditionally purchase land were made, for a total area of 21,780 acres, upon account of which the sum of £2,815 was deposited.

In addition, a large amount is annually paid by selectors as instalments and balances on their conditional purchases.

Reference to the run-appraiser's reports in 1887, upon the Crown lands within leaseholds, show the country to be generally mountainous, and, in many places, heavily timbered.

The average grazing capacity of the leaseholds is from 30 to 40 acres per beast, and they are generally classed as good breeding country.

The average rental is 1½d. per acre.

A large area is reserved from sale on account of timber, a great many varieties of which are procurable.

The whole of the valley of the Richmond River is reported by the Mines Department to be of coal-bearing formation, and coal-seams have been discovered in the vicinity of Coraki, Tabulam, and Lismore. Gold is found on the coast, and also on the western boundary of the district; the chief mining centre at the present time being Fairfield.

## C1.

## AREAS OF LAND RESERVED FROM SALE AND CONDITIONAL PURCHASE WITHIN THE CASINO AND LISMORE LAND DISTRICTS.

Memorandum from Chief Draftsman to The Secretary, Public Works Committee.

Lands Department, 25 July, 1889.

I now forward you a complete statement showing the areas reserved from sale and conditional purchase, within the Casino and Lismore Land Districts, under the different purposes of reservation. I have only just been able to finish this return, as certain information necessary to complete it was only received this morning, although it was posted in Grafton nine days ago.

You will observe that the gross area reserved is considerably in excess of the previous estimate, which was made on the assumption that the area reserved from sale *within* leaseholds was in about the same proportion as the *outside* leaseholds, which proves incorrect, the reserved area *within* the leaseholds being proportionately to the total area much greater.

The other information required by Mr. Copeland, viz., the extent of agricultural land within unnecessary reserves, cannot be obtained from our records, as many of the surveyors' reports are not now in the office, some being in other Departments and others in surveyors' hands.

From reports supplied by the District Surveyor in 1888 I gather that the agricultural land in these districts, including unnecessary reserves and unreserved Crown land on both leasehold and resumed areas is about 100,000 acres. This can only be regarded as an approximation, however.

C. J. SAUNDERS.

## EASTERN DIVISION.

## RESERVES from Sale and Conditional Purchase in the Land Districts of Casino and Lismore.

Purpose of Reserve.	Land District of Casino.		Land District of Lismore.		Total.
	Outside Leaseholds.	Within Leaseholds.	Outside Leaseholds.	Within Leaseholds.	
	Acres.	Acres.	Acres.	Acres.	Acres.
Travelling stock and camping .....	4,825	8,658	1,365	515	15,363
Railway .....	16,870	13,550	.....	.....	30,420
Water .....	35,352	77,110	10,195	3,695	126,352
Timber .....	145,584	164,317	28,906	.....	338,807
Mining .....	.....	.....	.....	.....	.....
Reserves from conditional purchase within gold-fields .....	47,846	7,920	.....	.....	55,766
Towns and villages .....	2,140	4,300	2,857	770	10,067
Commons .....	4,200	4,940	2,127	.....	11,267
Population areas .....	8,314	554	10,171	.....	19,039
Reserves from sale pending legislation (forfeited conditional purchases) .....	.....	1,060	.....	915	1,975
Miscellaneous reserves, including all other reserves from sale and dedications .....	12,368	5,779	26,846	33,950	78,943
Totals .....	277,499	288,188	82,467	39,845	687,999
Actual geographical area reserved.....	238,404	269,760	76,894	36,645	621,633

[To Evidence of R. Hickson, Esq.]

## D.

Department of Public Works, Harbours and Rivers Branch, Newcastle, 4 May, 1889.

MEMORANDUM TO THE ENGINEER-IN-CHIEF FOR HARBOURS AND RIVERS.

Subject:—Visit of Inspection of Tweed, Brunswick, Richmond, and Clarence Rivers, and Byron Bay Districts.

I SUBMIT herewith for your information a report on my recent tour of inspection over the districts in the immediate neighbourhood of the rivers Tweed, Brunswick, Richmond, and Clarence, and Byron Bay.

I arrived at the Tweed Heads on the 18th April, and met Messrs. Eddy and Oliver, Railway Commissioners, and Mr. Ewing, M.P., on the following morning. I gathered from Messrs. Eddy and Oliver that they were impressed with the fertility of the country between the Richmond and the Tweed, and that it only wanted to be opened up and connected with a market to make it one of the most thriving districts in the Colony.

The

The question as to how that is to be done, whether by railway or opening up the rivers, is one that requires careful consideration. My own idea is that the Tweed and Brunswick entrances are not worth spending much money upon.

The Tweed entrance is fairly good for small ketches, &c., but considering the shallow water there is in the river for a considerable distance from the entrance, and the great expenditure required to make the river navigable for the class of vessels that would have to be used to deal with the enormous traffic there must eventually be in the neighbourhood of this river, I do not think the river can be looked upon as the channel through which this traffic should go.

The Brunswick is a much smaller river, commanding a less valuable country, and with a very poor entrance. I think, however, an expenditure of £3,000 or £4,000 would make it about equal to the Tweed, and would be an advantage to the place in allowing small ketches to get in for timber, &c.; but, like the Tweed, it can never be expected that the river itself will be the highway for the traffic.

Byron Bay is an open roadstead, quite unprotected, but capable of being made a very superior shipping-place, and with a vast extent of fine country in its virgin state, not only in its immediate neighbourhood, but for a considerable distance back.

The Richmond River, with its extensive and valuable back country, is already well known, and I am satisfied that the river itself is the natural and proper outlet for the produce of its own district; whether it is also the natural channel for the produce of the whole district up to the Tweed is the question;—I am of opinion it is not.

The Clarence is a fine river with a very fair entrance, as far as depth of water is concerned, but difficult to navigate owing to a reef of rocks close to the entrance, necessitating a very sharp turn for vessels going in or out.

Nearly all the agricultural country in the neighbourhood of the Clarence being already taken up, I do not really see where a very much increased traffic is to come from; consequently it is difficult to comprehend what would warrant the expenditure of nearly £600,000 at the entrance.

The Richmond River is quite a different case. There, there is a vast extent of virgin country, and if proper facilities were given for the getting away of the produce the traffic would be enormously increased. It is proposed to spend a sum (according to Sir J. Cooke's estimate, which, I fear, is very much under-estimated) of about £900,000 on the Clarence and Richmond Rivers, neither of which, to my mind, are the natural outlets of the country, three-quarters of which, at least, lies to the north of the Richmond. The Clarence River must stand by itself. I think the Richmond River will also command only its own traffic, and that all the traffic over the country north of the Richmond to the Tweed will centre in Byron Bay.

I am satisfied an expenditure of £100,000 at Byron Bay would make it a first-rate shipping-place; and being deep water it is not dependent upon freshes in rivers or direction of winds to provide a navigable channel for vessels; for it must not be lost sight of that though elaborate plans may be got up for breakwaters, training-walls, &c., for the improvement of our rivers, still we are largely depending on freshes and direction of winds to maintain a deep bar.

At the Richmond, I believe, an expenditure of, say, £100,000 on a breakwater from Pilot Point, in the direction laid down by Sir J. Cooke, would give ample water for the class of vessels which can navigate the river. At the Clarence, I believe, an expenditure of, say, £200,000 on the "south and north training-banks," and a portion of the north and south breakwaters, would do all that is required—in fact, it is very questionable, to my mind, if, after the "south and north training-banks" were made, and the current consequently directed straight on to the bar, whether any further extension of the breakwater would be required.

At the Brunswick, as already stated, I would recommend the expenditure of £3,000 or £4,000 on a small training-wall, as indicated in a previous report.

At the Tweed I cannot recommend any expenditure at the bar; but the river itself might be very much improved by introducing a system of "fascine banks" in connection with the dredging.

ROB. HICKSON.

Forwarded for the information of the Minister. I quite concur with Mr. Hickson in thinking that Byron Bay will in future be the best outlet for produce from the Brunswick and part of the Tweed River districts. I will, in a few days, submit a proposed scheme and estimate for a protecting breakwater at Byron Bay.—C. W. DARLEY, 4/6/89. B.C., Under Secretary, Public Works.

## E.

### PROPOSED CANAL BETWEEN THE CLARENCE AND RICHMOND RIVERS.—REPORT BY THE ENGINEER-IN-CHIEF FOR HARBOURS AND RIVERS.

Sir,

Harbours and Rivers Branch, Sydney, 22 July, 1889.

I observe from the *S. M. Herald* of Friday last, that your Committee have been hearing evidence respecting the construction of a canal to connect the Richmond River with the Clarence River; and from the published statement, the witness appeared to be under the impression that the work he advocated would be a simple matter.

I have the honor to inform you that I, acting under instructions from the Engineer-in-Chief (Mr. Moriarty), investigated this scheme sixteen years ago. My report will be found published at pages 8 and 9 of a Parliamentary Paper, headed "Railway Trial Surveys," ordered to be printed 25th May, 1876, on the order of Mr. Nelson.

The difference in opinion as to probable cost between myself and Mr. Cowdery is so great that I thought it my duty to bring the report referred to under the notice of your Committee.

I have, &c.,

C. DARLEY.

### Iluka to Woodburn.

No. 2.

#### MR. C. DARLEY TO THE ENGINEER-IN-CHIEF FOR HARBOURS AND RIVERS.

SIR,

Harbours and Rivers Department, Newcastle, 19 November, 1873.

In accordance with your minute dated 19/8/73 (M.P. 73/263), instructing me to make a reconnaissance of the country between the Clarence and Richmond Rivers, with the view of ascertaining the practicability of opening communication between them by a canal or tramway,—I have the honor to report that upon completion of the surveys for the northern breakwater at the Clarence Heads, I proceeded to make the required examination. I took into consideration three ways in which this work might be accomplished—

1st. By a ship canal from river to river.

2nd. By opening tributaries of the Clarence and Richmond as far as practicable to navigation, and connecting their heads by a tramway.

3rd. By a railway from river to river.

The first method, a ship's canal, would undoubtedly best meet the requirements of the district; but I fear the extent of the undertaking excludes all possibility of the work being carried into effect. I will, however, describe the nature of the country and extent of work required: On the map (Admiralty chart) attached to this report it will be seen that the shortest distance from river to river is from the southern entrance of the north arm of the Clarence to the southern bend of the Richmond at Woodburn, and at each of these places tributaries join the respective rivers—that which falls into the Clarence is known as the Esk or Freshwater Creek, and that which falls into the Richmond as the Tuckimbil Creek; these creeks, the former having a southerly course and the latter a northerly course, lie in nearly a direct line from river to river, leaving only 10 miles of land between their heads. The total distance from river to river is about 28 miles.

Of this distance the north arm would be navigated	...	...	...	...	...	...	3 miles.
Freshwater Creek would be navigated about	...	...	...	...	...	...	10 "
Canal requiring to be cut	...	...	...	...	...	...	10 "
Tuckimbil Creek available if deepened	...	...	...	...	...	...	5 "

Total	...	...	...	...	...	...	28 miles.
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To



To open these creeks, however, alone would be a work of some magnitude. To commence with the Freshwater: It will be seen on reference to the attached tracing [*vide Plan No. VZ*] that this creek falls into the north arm of the Clarence at a point about 3 miles from the main river, and as the lower end of the north arm is shallow, the dredging operations should commence at the south entrance; the creek also being rather tortuous and shallow would require straightening, widening, and deepening nearly all the way; however, I do not think any rock would be met with to interfere with the dredging operations. At 13 miles up, and at a point marked "broad-arrow" on plan, the creek comes from a westerly direction and becomes so tortuous to be made any further use of at this point; therefore the cutting for the canal should commence.

The banks of the creek here are from 14 to 21 feet high, and the country generally lying between the creeks and the sea is about 26 feet over level of water in the creek.

I attach a section taken on line, marked "broad-arrow and B," from the creek to the sea, which may be taken as showing a fair average of the level of the country for some miles north and south.

From point marked "broad-arrow," going north, the ground rises gradually for about 5 miles, when the dividing range between the two rivers is met with, and the lowest point I could find along this range is about 80 feet over water level of the creeks; on the north side again the ground falls gradually to the Tuckimbil Creek. The depths of cutting required would be approximately 35 feet at the ends, increasing to 95 or 100 feet at the centre; therefore assuming a canal with a 50 feet base, I estimate the quantity of material in this cutting would amount to 30,000,000 of cubic yards, which at 1s. 6d. would alone cost some two and a quarter millions of money; this is assuming the absence of rock. However, I have reason to believe rock would be met with at the summit before reaching a great depth, as I noticed some cropping out of the hills on either side.

From where this canal would terminate at the north end, the Tuckimbil Creek would require considerable improvement to straighten, widen, and deepen it, before it would be available for navigation. I noticed the bed of this creek is nearly all rock, there being several shallow rock bars crossing it; and the mouth is almost closed by a reef at low water.

Improving this creek would therefore in itself be a costly undertaking.

In the face of the extent of work required to open this ship canal I think I am justified in pronouncing it impracticable.

Scheme No. 2. By opening the creeks as far as practicable to navigation, and connecting their heads by a tramway.

I think this project may be disposed of with the objections to No. 1 scheme, namely,—the great cost of improving the creek. Were this even not a consideration I would still doubt the expediency of such a plan, not only on account of its requiring a transshipment of the goods, but chiefly owing to the expense of navigating, inasmuch as the vessels would require to be towed at each end, while for the purpose of working them a harbour or dock would have to be excavated at the head of each creek.

I am now brought to the consideration of scheme No. 3, which is a railway from river to river. This I think is certainly the most feasible project. The length of line required would be 27 miles to take it from deep water on the Richmond, at Woodburn, to deep water near the entrance of the Clarence River, at Iluka; but as 2 miles of this line is about being constructed from the North Head of the Harbour works, the total length required would only be 25 miles.

The works would be of the lightest description, nothing but mere formation for miles, and with the exception of perhaps 1 mile along the Tuckimbil Creek none of the land is alienated from the Crown, nor are the allotments in Woodburn or Iluka township yet sold.

I estimate that the railway might be constructed and supplied with a light and suitable rolling-stock for about or under £100,000. Suitable appliances and stores should be provided at either end to handle and receive the corn and other produce passing over the line.

I feel satisfied that should it be determined not to attempt to improve the entrance of the Richmond River, so that the produce might be taken through the natural outlet, that the only other way by which the district can be relieved and saved from the fate that is most inevitably awaiting it, that of abandonment as an agricultural district, is to provide means of conveying produce at a cheap rate to the shipping on the Clarence, and as far as I can see this can only be done by means of a railway.

It might not be out of place here to remark that when going down the Richmond, from Woodburn to Ballina, some 30 miles, I observed that fully one half the farms along the banks were deserted, and the land which had been cleared is again growing up with brush, almost assuming its original appearance. This state of affairs, I was informed, is wholly due to the farmers being unable to get their crops to market—the cane lying on the ground from year to year rotting.

While in the district my attention was directed to the Evans River as an outlet for the Richmond, and at the request of several of the residents I made a hasty examination of its features. This river flows into the sea 17 miles south of the Richmond; the entrance is well protected by a bold south head, which shelters the bar effectively from a south-east gale.

The river, however, is not much more than a tidal estuary, there being little drainage or fresh water flowing into it; it commences abruptly in a swamp, only about 1 mile from the Richmond, at Woodburn, the distance to the sea being rather under 7 miles; it is of considerable width throughout its course, but owing to the absence of freshes passing down to scour it out it is very shallow in places; the shoals being composed of sand brought up with the flood tide, at a very trifling outlay, if thought desirable, a small canal could be cut into it from the Richmond, which if it did nothing else would effectively save a good portion of the district from damage during floods in the Richmond.

If the current thus sent through it was found to scour it out, I believe with a little further improvement a very good and safe entrance to the Richmond could be obtained by this means for vessels of a reasonable draft.

I had only time to make a hasty examination, but from what I saw I think the expense of a survey and further examination would be justified; the bar is so very smooth that although there was only 4 feet on it at low water I was able to go out over it in a small boat, and take soundings during any state of the tide safely, although at the same time the Richmond bar had a heavy break on it.

There is a reef of rocks apparently crossing the entrance inside the bar, over which there is now 9 feet of water, but probably 3 or 4 feet more would be obtained when the sand scours away, as the rock does not show up in the bottom, only appearing on each shore.

The head is a granite formation, so that any amount of most durable stone could be obtained for works if required.

I only throw out this suggestion as a matter for consideration, for it would certainly require a most careful examination and inquiry before venturing to tap the Richmond at 30 miles from its mouth, without seeing how far it would affect the bar—injuriously or otherwise.

I have, &c.,

CECIL DARLEY.

## F.

LETTER FROM SIR JOHN COODE TO MR. C. W. DARLEY, WITH REFERENCE TO THE CONDITION OF THE RICHMOND RIVER ENTRANCE IN MAY, 1889.

Sir,

Department of Public Works, Harbours and Rivers Branch, Sydney, 6 August, 1889.

I have the honor to forward herewith, for your information, a copy of a letter received this mail from Sir John Coode with reference to the Richmond River Entrance Works, in reply to a letter from me informing him of the state of the bar last May.

I have, &c.,

C. W. DARLEY,

Engineer-in-Chief for Harbours and Rivers.

The Chairman of the Parliamentary Standing Committee on Public Works, Sydney.

## RICHMOND RIVER.

My dear Mr. Darley,

5 Westminster Chambers, London, S.W., 25 June, 1889.

Thanks for your letter of 9th ultimo, relative to the extraordinary condition of the entrance to the Richmond.

I thoroughly concur in your view that no work of a temporary nature could be undertaken that would prove beneficial under such adverse conditions, and that the proper course, under the circumstances, is undoubtedly to proceed with the first portion of the proposed north breakwater, so as to close the channel between the pilot station and the Beacon Rocks. This work will undoubtedly direct the obb current straight out, and cannot fail to effect an important improvement in the abnormal state of things which prevailed at the date of your letter.

I

I trust the Government will not stop with the short length sanctioned, but will carry on the works without break in the order of procedure. The first instalment of the undertaking shown on the drawings and described in my report, contemplates works of the minimum extent necessary for fixing the entrance, and, as I explained in the report, after their execution, and until the extensions have been completed, partial blockings and interruptions in the traffic might sometimes be caused by abnormal conditions.

The absence of sufficient stone close to the works for a complete undertaking is a serious matter.

C. W. Darley, Esq.

I am, &c.,  
JOHN COODE.

### G.

#### BORINGS MADE IN THE LOCALITY OF THE PROPOSED NEW CHANNEL AT THE ENTRANCE OF THE RICHMOND RIVER.]

LETTER FROM THE SECRETARY OF THE PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS TO THE HON. BRUCE SMITH, ESQ., SECRETARY FOR PUBLIC WORKS.

Sir,

Sydney, 5 July, 1889.

I am directed by the Chairman of this Committee to state that at the meeting of the Committee held yesterday a resolution was passed that the officers of the Department of Harbours and Rivers be requested to make the series of borings recommended by Sir John Coode in the first paragraph on the fifth page of his printed report on the entrance to the Richmond River. That paragraph is as follows:—

“Before commencing the first instalment of the works proposed it will be desirable to put down a series of borings on the precise line of the new entrance and channel. Although occasional borings of the old series were made within this area, and gave favourable results, it is only prudent in a matter of such moment that the bottom within the limits proposed to be secured should be fully investigated before operations are commenced,” &c.

I am to express the desire of the Committee that the full investigation recommended in the foregoing extract from Sir John Coode's report be made at once, and the result communicated to the Committee with as little delay as possible.

I have, &c.,  
CHARLES LYNE,  
Secretary.

The Honorable Bruce Smith, Esq., Secretary for Public Works.

LETTER FROM THE UNDER SECRETARY FOR PUBLIC WORKS TO THE SECRETARY OF THE PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS.

Sir,

Department of Public Works, Sydney, 8 July, 1889.

I am directed to acknowledge the receipt of your letter of the 5th instant, conveying the request of the Parliamentary Standing Committee on Public Works, that certain borings recommended by Sir John Coode in the first paragraph on the fifth page of his printed report on the entrance to the Richmond River may be carried out, and to inform you that the Secretary for Public Works has authorized a compliance with the request of the Committee.

I have, &c.,  
J. BURLING,  
Under Secretary.

The Secretary, Parliamentary Standing Committee on Public Works.

#### DETAILS OF THE BORINGS.

Sir,

Department of Public Works, Harbours and Rivers Branch, Sydney, 23 September, 1889.

I have the honor to transmit herewith a copy of the result of the borings taken over the inner portion of the proposed new entrance to the Richmond River.

It will be observed that, with the exception of a small portion at the northern side, where the tail of the reef passes under the proposed breakwater, no rock has been met with. The depth to the rock on the tail of the reef referred to is from 17½ to 22½ feet; so it is well below the depth sought to be maintained in the channel eventually, namely, from 16 to 17 feet.

From my officer's (Mr. Keele's) report it will be seen that the heavy weather has rendered it impossible to obtain outside borings, but, from the spot borings already taken, I have no hesitation in saying that there is not the least chance of rock being found anywhere within line of the proposed channel.

I have, &c.,  
C. W. DARLEY,  
Engineer-in-Chief for Harbours and Rivers.

The Chairman of the Standing Parliamentary Committee.

#### BORINGS on centre line of proposed channel at entrance of Richmond River.

No. of Boring.	Reduced Sounding.		Reduced Boring.		Remarks.
	ft.	in.	ft.	in.	
1	10	9	26	0	10 ft. 9 in. to 26 ft. sand; 26 ft. gravel.
2	11	0	24	6	11 ft. to 24 ft. 6 in. sand; 24 ft. 6 in. gravel.
3	12	6	27	6	12 ft. 6 in. to 27 ft. 6 in. sand; 27 ft. 6 in. gravel.
4	13	9	27	9	13 ft. 9 in. to 27 ft. 9 in. sand.
5	11	9	26	9	11 ft. 9 in. to 26 ft. 9 in. sand.
6	9	0	27	0	9 ft. to 27 ft. sand.
7	11	0	25	0	11 ft. to 25 ft. sand; 25 ft. gravel.
8	13	0	26	0	13 ft. to 26 ft. sand; 26 ft. gravel.
9	13	9	30	9	13 ft. 9 in. to 30 ft. 9 in. sand; no bottom.
10	15	9	32	9	15 ft. 9 in. to 32 ft. 9 in. sand; no bottom.
11	13	6	28	6	13 ft. 6 in. to 28 ft. 6 in. sand; 28 ft. 6 in. gravel.
12	10	3	26	3	10 ft. 3 in. to 26 ft. 3 in. sand; 26 ft. 3 in. gravel.
13	4	0	20	0	4 ft. to 20 ft. sand; 20 ft. indurated sand.
14	9	3	23	9	9 ft. 3 in. to 23 ft. 9 in. sand; 23 ft. 9 in. gravel.
15	14	0	26	6	14 ft. to 26 ft. 6 in. sand; 26 ft. 6 in. gravel.
16	15	0	27	6	15 ft. to 22 ft. 6 in. sand; 22 ft. 6 in. boulders; 22 ft. 6 in. to 27 ft. 6 in. sand.
17	16	0	31	0	16 ft. to 22 ft. sand; 22 ft. boulders; 22 ft. to 31 ft. sand.
18	13	0	29	0	13 ft. to 22 ft. sand; 27 ft. boulders; 22 ft. to 29 ft. sand.
19	11	6	27	3	11 ft. 6 in. to 21 ft. 9 in. sand; 21 ft. 9 in. boulders; 21 ft. 9 in. to 27 ft. 3 in. sand.
20	11	0	27	6	11 ft. to 21 ft. 6 in. sand; 21 ft. 6 in. boulders; 21 ft. 6 in. to 27 ft. 6 in. sand.
21	13	9	30	0	13 ft. 9 in. to 19 ft. 9 in. sand; 19 ft. 9 in. boulders; 19 ft. 9 in. to 30 ft. sand.
22	15	0	31	0	15 ft. to 18 ft. sand; 18 ft. gravel; 18 ft. to 31 ft. sand.
23	15	0	30	6	15 ft. to 26 ft. sand; 26 ft. gravel; 26 ft. to 30 ft. 6 in. sand.
24	13	9	28	9	13 ft. 9 in. to 23 ft. 9 in. sand; 23 ft. 9 in. gravel; 23 ft. 9 in. to 28 ft. 9 in. sand.

## BORINGS—continued.

No. of Boring.	Reduced Sounding.		Reduced Boring.		Remarks.
	ft.	in.	ft.	in.	
25	9	0	28	6	9 ft. to 23 ft. 6 in. sand; 23 ft. 6 in. gravel; 23 ft. 6 in. to 28 ft. 6 in. sand; 28 ft. 6 in. indurated sand.
26	3	0	19	0	3 ft. to 19 ft. sand; 19 ft. hard indurated sand.
27	3	0	16	6	3 ft. to 16 ft. 6 in. sand; 16 ft. 6 in. hard indurated sand.
28	7	9	22	9	7 ft. 9 in. to 22 ft. 9 in. sand; 22 ft. 9 in. hard indurated sand.
29	11	3	28	3	11 ft. 3 in. to 23 ft. 9 in. sand; 23 ft. 9 in. gravel; 23 ft. 9 in. to 28 ft. 3 in. sand.
20	16	0	30	0	16 ft. to 23 ft. sand; 23 ft. gravel; 23 ft. to 30 ft. sand.
31	16	0	28	6	16 ft. to 23 ft. sand; 23 ft. gravel; 23 ft. to 28 ft. 6 in. sand.
32	16	0	32	0	16 ft. to 23 ft. sand; 23 ft. gravel; 23 ft. to 32 ft. sand.
33	12	3	30	3	12 ft. 3 in. to 21 ft. 3 in. sand; 21 ft. 3 in. boulders; 21 ft. 3 in. to 30 ft. 3 in. sand.
34	12	0	31	0	12 ft. to 22 ft. sand; 22 ft. boulders; 22 ft. to 31 ft. sand.
35	14	3	31	3	14 ft. 3 in. to 23 ft. 3 in. sand; 23 ft. 3 in. boulders; 23 ft. 3 in. to 31 ft. 3 in. sand.
36	15	6	30	0	15 ft. 6 in. to 25 ft. 6 in. sand; 25 ft. 6 in. boulders; 25 ft. 6 in. to 30 ft. sand; 30 ft. indurated sand.
37	14	6	30	6	14 ft. 6 in. to 30 ft. 6 in. sand; 30 ft. 6 in. indurated sand.
38	10	9	26	0	10 ft. 9 in. to 26 ft. sand; 26 ft. indurated sand.
39	4	6	19	0	4 ft. 6 in. to 19 ft. sand; 19 ft. indurated sand.
40	5	9	18	6	5 ft. 9 in. to 18 ft. 6 in. sand; 18 ft. 6 in. indurated sand.
41	11	9	28	0	11 ft. 9 in. to 28 ft. sand; 28 ft. indurated sand.
42	14	6	28	6	14 ft. 6 in. to 28 ft. 6 in. sand; 28 ft. 6 in. indurated sand.
43	16	6	31	0	16 ft. 6 in. to 23 ft. 6 in. sand; 23 ft. 6 in. boulders; 23 ft. 6 in. to 31 ft. sand.
44	16	6	31	0	16 ft. 6 in. to 24 ft. sand; 24 ft. boulders; 24 ft. to 31 ft. sand.
45	13	6	31	0	13 ft. 6 in. to 23 ft. 6 in. sand; 23 ft. 6 in. boulders; 23 ft. 6 in. to 31 ft. sand.
46	15	6	32	0	15 ft. 6 in. to 22 ft. 6 in. sand; 22 ft. 6 in. boulders; 22 ft. 6 in. to 32 ft. sand.
47	16	6	31	6	16 ft. 6 in. to 23 ft. sand; 23 ft. boulders; 23 ft. to 31 ft. 6 in. sand.
48	16	3	31	9	16 ft. 3 in. to 22 ft. 9 in. sand; 22 ft. 9 in. boulders; 22 ft. 9 in. to 31 ft. sand.
49	14	3	28	9	14 ft. 3 in. to 24 ft. 9 in. sand; 24 ft. 9 in. boulders; 24 ft. 9 in. to 28 ft. 9 in. sand.
50	12	3	25	3	12 ft. 3 in. to 22 ft. 9 in. sand; 22 ft. 9 in. gravel; 22 ft. 9 in. to 25 ft. 3 in. sand; 25 ft. 3 in. indurated sand.
51	8	0	23	9	8 ft. to 23 ft. 9 in. sand; 23 ft. 9 in. indurated sand.
52	3	9	20	3	3 ft. 9 in. to 20 ft. 3 in. sand; 20 ft. 3 in. indurated sand.
53	2	6	19	3	2 ft. 6 in. to 19 ft. 3 in. sand; 19 ft. 3 in. indurated sand.
54	14	0	29	6	14 ft. to 23 ft. 6 in. sand; 23 ft. 6 in. gravel; 23 ft. 6 in. to 29 ft. 6 in. sand.
55	15	6	27	6	15 ft. 6 in. to 24 ft. sand; 24 ft. boulders; 24 ft. to 27 ft. 6 in. sand.
56	16	6	30	6	16 ft. 6 in. to 26 ft. sand; 26 ft. boulders; 26 ft. to 30 ft. 6 in. sand.
57	16	6	29	0	16 ft. 6 in. to 24 ft. 6 in. sand; 24 ft. 6 in. boulders; 24 ft. 6 in. to 29 ft. sand.
58	7	3	22	9	7 ft. 3 in. to 22 ft. 9 in. sand; 22 ft. 9 in. indurated sand.
59	4	0	22	0	4 ft. to 19 ft. sand; 19 ft. gravel; 19 ft. to 22 ft. sand; 22 ft. indurated sand.
60	14	9	29	3	14 ft. 9 in. to 24 ft. 9 in. sand; 24 ft. 9 in. gravel; 24 ft. 9 in. to 29 ft. 3 in. sand; 29 ft. 3 in. indurated sand.
61	14	9	29	9	14 ft. 9 in. to 23 ft. 9 in. sand; 23 ft. 9 in. gravel; 24 ft. 9 in. to 29 ft. 9 in. sand; 29 ft. 9 in. indurated sand.
62	15	3	30	3	15 ft. 3 in. to 25 ft. 3 in. sand; 25 ft. 3 in. gravel; 25 ft. 3 in. to 30 ft. 3 in. sand; 30 ft. 3 in. indurated sand.
63	15	3	30	3	15 ft. 3 in. to 26 ft. 9 in. sand; 26 ft. 9 in. gravel; 26 ft. 9 in. to 30 ft. 3 in. sand; 30 ft. 3 in. indurated sand.
64	10	0	29	6	10 ft. to 25 ft. 6 in. sand; 25 ft. 6 in. gravel; 25 ft. 6 in. to 29 ft. 6 in. sand; 29 ft. 6 in. indurated sand.
65	11	0	24	6	11 ft. to 24 ft. 6 in. sand; 24 ft. 6 in. indurated sand.
66	14	9	27	3	14 ft. 9 in. to 27 ft. 3 in. sand; 27 ft. 3 in. indurated sand.
67	18	0	30	0	18 ft. to 25 ft. 6 in. sand; 25 ft. 6 in. gravel; 25 ft. 6 in. to 30 ft. sand.
68	17	9	29	9	17 ft. 9 in. to 29 ft. 9 in. sand; 29 ft. 9 in. gravel.
69	14	9	29	3	14 ft. 9 in. to 23 ft. 3 in. sand; 23 ft. 3 in. gravel; 23 ft. 3 in. to 29 ft. 3 in. sand.
70	17	0	31	0	17 ft. to 24 ft. sand; 24 ft. gravel; 24 ft. to 31 ft. sand.
71	17	6	29	6	17 ft. 6 in. to 24 ft. sand; 24 ft. gravel; 24 ft. to 29 ft. 6 in. sand.
72	17	0	27	6	17 ft. to 25 ft. sand; 25 ft. gravel; 25 ft. to 27 ft. 6 in. sand; 27 ft. 6 in. indurated sand.
73	12	3	27	3	12 ft. 3 in. to 23 ft. 9 in. sand; 23 ft. 9 in. gravel; 23 ft. 9 in. to 27 ft. 3 in. sand; 27 ft. 3 in. indurated sand.
74	9	3	23	9	9 ft. 3 in. to 23 ft. 9 in. sand; 23 ft. 9 in. indurated sand.
75	8	6	23	6	8 ft. 6 in. to 21 ft. 6 in. sand; 21 ft. 6 in. to 23 ft. 6 in. shingle; 23 ft. 6 in. shingle.
76	16	3	27	9	16 ft. 3 in. to 21 ft. 3 in. sand; 21 ft. 3 in. to 23 ft. 3 in. shingle; 23 ft. 3 in. to 27 ft. 9 in. sand.
77	18	3	28	9	18 ft. 3 in. to 22 ft. 3 in. sand; 22 ft. 3 in. to 24 ft. 9 in. shingle; 24 ft. 9 in. to 28 ft. 9 in. sand.
78	17	3	28	3	17 ft. 3 in. to 22 ft. 9 in. sand; 22 ft. 9 in. to 26 ft. 3 in. shingle; 26 ft. 3 in. to 28 ft. 3 in. sand.
79	14	6	28	0	14 ft. 6 in. to 22 ft. sand; 22 ft. to 25 ft. 6 in. shingle; 25 ft. 6 in. to 28 ft. sand.
80	4	6	23	0	4 ft. 6 in. to 23 ft. sand; 23 ft. indurated sand.
81	1	0	19	6	1 ft. to 19 ft. 6 in. sand; 19 ft. 6 in. indurated sand.
82	0	9	20	3	9 in. to 20 ft. 3 in. sand; 20 ft. 3 in. indurated sand.
83	2	0	20	3	2 ft. to 20 ft. 9 in. sand; 20 ft. 9 in. indurated sand.
84	3	0	20	6	3 ft. to 20 ft. 6 in. sand; 20 ft. 6 in. indurated sand.
85	3	0	18	6	3 ft. to 18 ft. 6 in. sand; 18 ft. 6 in. indurated sand.
86	3	3	19	9	3 ft. 3 in. to 19 ft. 9 in. sand; 19 ft. 9 in. indurated sand.
87	4	0	19	6	4 ft. to 19 ft. 6 in. sand; 19 ft. 6 in. indurated sand.

## BORINGS—continued.

No. of Boring.	Reduced Sounding.		Reduced Boring.		Remarks.
	ft.	in.	ft.	in.	
88	3	6	20	6	3 ft. 6 in. to 20 ft. 6 in. sand; 19 ft. indurated sand.
89	4	0	18	0	4 ft. to 18 ft. sand; 18 ft. indurated sand.
90	4	0	19	0	4 ft. to 19 ft. sand; 19 ft. indurated sand.
91	4	0	18	0	4 ft. to 18 ft. sand; 18 ft. indurated sand.
92	6	6	23	6	6 ft. 6 in. to 15 ft. 6 in. sand; 15 ft. 6 in. to 23 ft. 6 in. shingle; 23 ft. 6 in. indurated sand.
93	10	6	27	6	10 ft. 6 in. to 17 ft. 6 in. sand; 17 ft. 6 in. to 24 ft. 6 in. shingle; 24 ft. 6 in. to 27 ft. 6 in. sand.
94	12	3	27	9	12 ft. 3 in. to 25 ft. 9 in. shingle; 25 ft. 9 in. to 27 ft. 9 in. sand; 27 ft. 9 in. indurated sand.
95	14	0	27	0	14 ft. to 27 ft. sand; 27 ft. indurated sand.
96	12	6	27	0	12 ft. 6 in. to 27 ft. sand; 27 ft. indurated sand.
97	12	0	25	0	12 ft. to 25 ft. sand; 25 ft. indurated sand.
98	14	6	28	6	14 ft. 6 in. to 26 ft. sand; 26 ft. to 28 ft. 6 in. shingle; 28 ft. 6 in. indurated sand.
99	15	0	30	0	15 ft. to 24 ft. 6 in. sand; 24 ft. 6 in. to 26 ft. 6 in. shingle; 26 ft. 6 in. to 30 ft. sand.
100	8	6	24	6	8 ft. 6 in. to 20 ft. 6 in. sand; 20 ft. 6 in. to 24 ft. 6 in. shingle; 24 ft. 6 in. indurated sand.
101	9	6	23	6	9 ft. 6 in. to 19 ft. 6 in. sand; 19 ft. 6 in. to 23 ft. 6 in. shingle; 23 ft. 6 in. indurated sand.
102	12	6	22	6	12 ft. 6 in. to 22 ft. 6 in. sand; 22 ft. 6 in. rock.
103	14	6	25	6	14 ft. 6 in. to 25 ft. 6 in. sand; 25 ft. 6 in. indurated sand.
104	13	0	27	0	13 ft. to 27 ft. sand; 27 ft. indurated sand.
105	11	0	25	6	11 ft. to 25 ft. 6 in. sand; 25 ft. 6 in. indurated sand.
106	12	6	25	0	12 ft. 6 in. to 25 ft. sand; 25 ft. indurated sand.
107	12	0	21	0	12 ft. to 21 ft. sand; 21 ft. rock.
108	9	0	22	0	9 ft. to 22 ft. sand; 22 ft. rock.
109	8	0	17	6	8 ft. to 17 ft. 6 in. sand; 17 ft. 6 in. rock.
110	11	0	18	6	11 ft. to 18 ft. 6 in. sand; 18 ft. 6 in. rock.
111	10	0	19	9	10 ft. to 19 ft. 9 in. sand; 19 ft. 9 in. rock.
112	5	9	26	9	5 ft. 9 in. to 26 ft. 9 in. sand; 26 ft. 9 in. indurated sand.
113	8	0	26	0	8 ft. to 23 ft. sand; 23 ft. to 26 ft. shingle; 26 ft. sand.
114	6	0	26	0	6 ft. to 18 ft. sand; 18 ft. to 22 ft. shingle; 22 ft. to 26 ft. sand.
115	8	0	25	0	8 ft. to 18 ft. sand; 18 ft. to 25 ft. shingle; 25 ft. indurated sand.
116	7	0	23	0	7 ft. to 19 ft. sand; 19 ft. to 23 ft. shingle; 23 ft. indurated sand.
117	10	0	30	0	10 ft. to 16 ft. sand; 16 ft. to 23 ft. shingle; 23 ft. to 30 ft. sand; 30 ft. indurated sand.
118	10	0	30	3	10 ft. to 20 ft. sand; 20 ft. to 25 ft. shingle; 25 ft. to 30 ft. 3 in. sand; 30 ft. 3 in. indurated sand.
119	10	0	27	0	10 ft. to 20 ft. sand; 20 ft. to 24 ft. shingle; 24 ft. to 27 ft. sand; 27 ft. indurated sand.
120	10	0	27	0	10 ft. to 21 ft. sand; 21 ft. to 24 ft. shingle; 24 ft. to 27 ft. sand; 27 ft. indurated sand.
121	10	0	25	6	10 in. to 22 ft. sand; 22 ft. to 25 ft. 6 in. shingle; 25 ft. 6 in. indurated sand.
122	10	0	27	0	10 ft. to 20 ft. sand; 20 ft. to 22 ft. shingle; 22 ft. to 27 ft. sand; 27 ft. indurated sand.

## BORINGS on South Spit.

No. of Boring	Reduced level of Peg.	Reduced level of Boring.		Remarks.
		ft.	in.	
1	6·78	19	3	0 to 19 ft. 3 in. sand; 19 ft. 3 in. shingle
2	6·79	20	3	0 to 20 ft. 3 in. sand; 20 ft. 3 in. shingle.
3	6·84	26	3	0 to 9 ft. sand; 9 ft. to 11 ft. shingle; 11 ft. to 26 ft. 3 in. sand; 26 ft. 3 in. shingle.
4	6·96	25	0	0 to 13 ft. sand; 13 ft. to 14 ft. shingle; 14 ft. to 25 ft. sand; 25 ft. sand.
5	7·23	25	9	0 to 16 ft. sand; 16 ft. to 18 ft. shingle; 18 ft. to 25 ft. 9 in. sand; 25 ft. 9 in. sand.
6	8·02	25	0	0 to 25 ft. sand; 25 ft. sand.
7	8·61	23	6	0 to 23 ft. 6 in. sand; 23 ft. 6 in. sand.
8	9·25	23	9	0 to 23 ft. 9 in. sand; 23 ft. 9 in. shingle.
9	8·95	24	0	0 to 24 ft. sand; 24 ft. sand.
10	2·74	29	3	0 to 17 ft. 3 in. sand; 17 ft. 3 in. to 18 ft. 3 in. shingle; 18 ft. 3 in. to 29 ft. 3 in. sand; 29 ft. 3 in. sand.
11	6·68	26	6	0 to 26 ft. 6 in. sand; 26 ft. 6 in. sand.
12	6·92	26	0	0 to 26 ft. sand; 26 ft. sand.
13	7·02	24	0	0 to 20 ft. sand; 20 ft. to 21 ft. shingle.
14	7·33	23	3	0 to 20 ft. sand; 20 ft. to 23 ft. 3 in. shingle; 23 ft. 3 in. shingle.
15	7·92	27	0	0 to 19 ft. sand; 19 ft. to 20 ft. shingle; 20 ft. to 27 ft. sand; 27 ft. sand.
16	9·58	23	0	0 to 17 ft. 6 in. sand; 17 ft. 6 in. to 18 ft. 6 in. shingle; 18 ft. 6 in. to 23 ft. sand; 23 ft. shingle.
17	10·00	23	0	0 to 16 ft. sand; 16 ft. to 18 ft. shingle; 18 ft. to 23 ft. sand; 23 ft. shingle.
18	8·39	24	9	0 to 24 ft. 9 in. sand; 24 ft. 9 in. sand.
19	3·41	25	6	0 to 25 ft. 6 in. sand; 25 ft. 6 in. sand.
20	0·69	28	3	0 to 28 ft. 3 in. sand; 28 ft. 3 in. shingle.
21	1·00	31	0	0 to 31 ft. sand; 31 ft. sand.

T. W. K., 7/9/89.

Nos. 1 and 2 borings on the Spit were bottomed on shingle, which could have been passed through if broken up with the chisels, but not having them at the time the tubes were removed; if considered necessary, however, these borings will be retaken.—T. W. K.

*Subject.*—Borings on centre line of proposed channel at entrance of Richmond River, required by the Parliamentary Standing Committee on Public Works.

I FORWARD herewith a tracing showing position of borings completed since date of my last report, on September 7th (see M.P. 89/4,129), together with a detailed statement of the material passed through. Advantage was taken of a calm day to take the punt outside the Bar, but owing to a Spit (shown in dotted lines) it was not possible to get many borings in the proposed channel. During the next spring tides, however, I hope to obtain a few more on the Spit, at extreme low water, by hand-boring.

The Engineer-in-Chief.

THOMAS W. KEELE, 21/9/89.

The report and list of borings just to hand complete the borings required in proposed line of channel, and shows in a most satisfactory manner that there is nothing in the way of rock to prevent the channel being opened in the direction laid down by Sir John Coode. Forwarded for the information of the Chairman of the Parliamentary Standing Committee on Public Works.—C. W. DARLEY, 24/9/89. The Secretary.

BORINGS ON CENTRE LINE OF PROPOSED CHANNEL AT ENTRANCE OF RICHMOND RIVER.

No. of Boring.	Reduced Sounding.		Reduced Boring.		Remarks.
	ft.	in.	ft.	in.	
21			31	0	0 to 31 ft. sand ; 31 ft. sand.
22			27	0	0 to 27 ft. sand ; 27 ft. sand.
23			25	0	0 to 25 ft. sand ; 25 ft. sand.
24			23	0	0 to 23 ft. sand ; 23 ft. shingle.
25			24	0	0 to 24 ft. sand ; 24 ft. shingle.
26			23	0	0 to 23 ft. sand ; 23 ft. shingle.
27			24	0	0 to 24 ft. sand ; 24 ft. sand.
28			25	0	0 to 25 ft. sand ; 25 ft. sand.
29	2	6	20	0	2 ft. 6 in. to 20 ft. sand ; 20 ft. shingle.
30	2	6	20	0	2 ft. 6 in. to 20 ft. sand ; 20 ft. shingle.
31	10	9	27	9	10 ft. 9 in. to 27 ft. 9 in. sand ; 27 ft. 9 in. sand.
32	13	6	31	6	13 ft. 6 in. to 31 ft. 6 in. sand ; 31 ft. 6 in. sand.
33	8	6	30	6	8 ft. 6 in. to 30 ft. 6 in. sand ; 30 ft. 6 in. sand.
34	7	0	27	0	7 ft. to 27 ft. sand ; 27 ft. shingle.
35	13	0	30	0	13 ft. to 30 ft. sand ; 30 ft. sand.
36	13	0	29	0	13 ft. to 29 ft. sand ; 29 ft. shingle.
37	13	6	30	6	13 ft. 6 in. to 30 ft. 6 in. sand ; 30 ft. 6 in. sand.
38	11	6	27	6	11 ft. 6 in. to 27 ft. 6 in. sand ; 27 ft. 6 in. shingle.
39	11	3	29	3	11 ft. 3 in. to 29 ft. 3 in. sand ; 29 ft. 3 in. shingle.
40	9	3	27	9	9 ft. 3 in. to 27 ft. 9 in. sand ; 27 ft. 9 in. shingle.
41	7	3	25	9	7 ft. 3 in. to 25 ft. 9 in. sand ; 25 ft. 9 in. shingle.
42	5	0	23	0	5 ft. to 23 ft. sand ; 23 ft. shingle.
43	10	0	28	0	10 ft. to 28 ft. sand ; 28 ft. shingle.
44	7	0	28	0	7 ft. to 28 ft. sand ; 28 feet shingle.
45			25	0	0 to 25 ft. sand ; 25 ft. sand.
46			19	6	0 to 19 ft. 6 in. sand ; 19 ft. 6 in. shingle.
47			22	0	0 to 17 ft. sand ; 17 ft. to 19 ft. shingle ; 19 ft. to 22 ft. sand.
48			24	0	0 to 18 ft. sand ; 18 ft. to 20 ft. shingle ; 20 ft. to 24 ft. sand ; 24 ft. sand.
49			24	6	0 to 24 ft. 6 in. sand ; 24 ft. 6 in. sand.
50			25	6	0 to 25 ft. 6 in. sand ; 25 ft. 6 in. sand.
51			25	6	0 to 25 ft. 6 in. sand ; 25 ft. 6 in. sand.
52			26	0	0 to 26 ft. sand ; 26 ft. sand.
53			26	0	0 to 26 ft. sand ; 26 ft. sand.
54			25	3	0 to 25 ft. 3 in. sand ; 25 ft. 3 in. sand.
55			27	0	0 to 27 ft. sand ; 27 ft. sand.
56			24	3	0 to 17 ft. 3 in. sand ; 17 ft. 3 in. to 19 ft. 3 in. shingle ; 19 ft. 3 in. to 24 ft. 3 in. sand ; 24 ft. 3 in. sand.

THOMAS W. KEELE, 21/9/89.

## H.

### REPORT, WITH PLANS, BY SIR JOHN COODE ON ENTRANCE TO RICHMOND RIVER.

The Secretary of Public Works,—

Sir,

5, Westminster Chambers, London, S.W., 27 February, 1888.

After my inspection of the Entrance and lower portion of the Richmond River in the early part of November, 1885, I took the evidence of Mr. George Easton, who had known the Port intimately for a long time, he having been a licensed Pilot for about thirty years, and for nearly seven years previously thereto master of a vessel trading between this place and Sydney. I also took the evidence of Mr. Fenwick, who informed me that he had been in and out over the Bar about every other day for ten years as master of the tug belonging to the Port.

Mr. Ross, J.P., of West Ballina, kindly furnished me with some facts bearing upon the subject of my inquiry which had come under his own observation during his long residence there, and Staff-Commander Howard, who was on the spot at the time of the heavy "fresh" in the Richmond, which occurred in January, 1883, gave me useful information as to the levels attained by the River at different points on that occasion.

On returning to Sydney I prepared and placed in the hands of Mr. Moriarty, C.E., a detailed memorandum of the technical particulars necessary to enable me to study this important case in all its bearings. The plans and documents prepared in accordance therewith reached me on 29th November last, and after careful consideration of the whole matter, I have the honor to submit the following report thereon, accompanied by three explanatory drawings, numbered 1, 2, and 3 respectively.

Drawing No. 1 is a general plan of the river from Coraki to the sea, compiled from a survey made by Lieutenant Accompanying Gowland, R.N., in 1871; the depths, which are indicated by contour lines at each fathom, have been plotted from sound-drawings taken at the date named, and form the most complete information which is available throughout the length of the River. It is possible that slight changes may have since occurred in the depths, but not to such an extent, except at the Entrance, as to affect, in any material degree, the points to be considered in this report.

Drawing No. 2 is an enlarged plan of the Entrance, plotted from a survey prepared by Staff-Commander Howard, R.N., in 1883. On this sheet the soundings, which were specially taken at my request in 1887, are shown by red figures.

Drawing No. 3 consists of four views giving the position of the Channels at the Entrance, and the configuration of the sand-spits there at the respective dates named.

The points which these sheets are intended more particularly to illustrate will be referred to hereafter.

General

*General description of the River.*

Mr. Moriarty has furnished me with a general description of the Richmond River and its tributaries, which is so full of useful and valuable information, both with regard to the present inquiry, and for reference hereafter, that I have considered it desirable to annex hereto in the form of an appendix a copy of this description, together with the tracings to which it refers. It will not, therefore, be requisite that I should here do more than touch very briefly upon the tidal compartment of the River, and the principal features in connection therewith, except with regard to those special matters which bear on the improvements hereinafter described.

When visiting the site I was much struck by the richness and extent of the agricultural district through which the Richmond River passes, and to and from which it forms the principal highway. I gather that in this respect it is one of the most important rivers in Australia, and that its navigable length exceeds that of any other coast river in New South Wales.

The great drawback to the Richmond is the shifting character of its entrance channel, and the extent to which the passage of shipping in and out is hampered, by reason of the bar and shoals which encumber its mouth. These evils are intensified by the conflict of the waters from the North Creek with those from the main river at their point of meeting between East and West Ballina. Once within the Entrance, and clear of the shoals and conflicting currents to which I have referred, there is a good channel having a width of 400 feet and upwards at low water, to Coraki, a township distant about 40 miles from the Entrance. At this point the River bifurcates into the North and South Arms, the town of Lismore, 62½ miles from the Entrance, being on the former, and Casino, 71 miles from the Entrance, on the latter.

A navigation for vessels drawing 10 feet is available as far as Lismore, on the North Arm, and to within 2 miles of Deep Creek, or 18½ miles below Casino, on the South Arm. The termination of the navigation on the North Arm is at Clancy's Falls, 68½ miles from the Entrance, up to which point there is water for craft drawing 4 feet. On the South Arm the navigation ends at Irvington Wharf, 2 miles below Casino, where a depth of not less than 4 feet is available.

The rise of tide at different points on the River is as follows:—

Rise of spring tides at sea, 4' 4" in winter.
Do. do. 5' 6" in summer.
Do. at Coraki, 2 feet.
Do. at Lismore, 1 foot.

High water at Coraki occurs at 4½ hours, and at Lismore at 6½ hours after high water at the Heads.

Bungawalbin Creek, one of the principal tributaries of the Richmond, which joins the latter at a point about 4 miles below Coraki, is navigable for vessels drawing 10 feet for a distance of 14 miles from the Main River (or 34 miles from sea), and is then obstructed by a short reef of rocks, which (as will appear from the Appendix), if removed, would open the navigation for a further length of 5 miles.

The shoalest "crossing" on the River occurs at Wardell Flat; having passed this point vessels cannot fail to reach Lismore without further obstruction.

Large quantities of cedar and other timber are rafted through the North Arm tributaries to the saw-mills on the main stream, and sugar-cane is plentifully grown on the lands in the vicinity of the River and its creeks generally, and conveyed to the several mills on the banks for crushing. There are therefore present all the elements for a growing internal trade carried on by means of barges and small craft, for which ample facilities are available as regards the depth in the channel.

The great defect is, as I have before stated, to be found at the Entrance, and it is to this important feature, and to the causes which produce the fluctuations and obstructions there, that I propose now to direct attention.

*The River entrance under existing conditions.*

Fluctuations in depth and position of Entrance.

When visiting the site in November, 1885, I was informed that the Entrance had never been known nearer the North Head than at that time. It had been as far south as Ti-tree scrub, viz., 7,200 feet from the North Head. The channel had broken through the South Spit three times within the last thirty years, on each occasion after a freshet, and always in the vicinity of Ti-tree scrub. When the southern entrance is thus formed, the north entrance generally closes within two or three days.

Pilot Easton informed me that on one occasion the South Channel was navigable for twelve months, and that three months was the shortest period for which it was open. These southern entrances had generally a depth of about 12 feet at high water of medium tides, although 17 feet is stated to have existed on one occasion. Looking, however, at the character of the bottom, as shown by the new borings on the site of the said channel, it is doubtful whether such a depth was ever really formed.

It will be seen from the Appendix that the Bar and Entrance at the Richmond, which are in a state of continual fluctuation as to depth and position, are therein stated to have considerably improved during the previous six months, and had then a depth of 14 feet at low water; it is evident, however, that this exceptionally favourable condition, in the absence of remedial works, could only have existed for a comparatively short period.

Mr. Easton informed me that on a few occasions it had not been possible for a vessel to cross the Bar either inwards or outwards in consequence of the uncertainty which existed as to the position of the channel, and that this untoward state of things had been experienced for six weeks continuously, the strength of the stream and force of the sea preventing the taking of soundings.

With regard to the locality of the bar, it would appear that, whereas in 1871 it was 1¼ miles to the south-east of the north headland, it was only 500 yards therefrom at the end of last year.

Drawing No. 3 shows the condition of the Entrance in 1871, 1883, January, 1887, and June, 1887. In 1871, it will be observed that two channels are shown to exist, but looking at the tortuous line of the southern outlet, and the shoals at its mouth, it is evident that at the date of the survey this channel was not navigable. In 1883, the South Spit was continuous, the entrance channel being 600 yards to the southward of the north headland, but divided into two internal branches, one on either side of the Beacon Rock, and the middle spit overlying the same. In January, 1887, the channel was still further north, the point of the South Spit having extended to, and gathered around, the Beacon Rock, forming a considerable accumulation to the southward. The only approach to the River at this time was between the north-western shoulder of the beacon and the rocky foreshore immediately under the Pilot Station, the navigable width at low water being about 160 feet, the gorge at this spot scouring out the bottom to a depth of 30 feet. In June, 1887, a further change had occurred, the point of the South Spit at its junction with the Beacon Rock having been reduced in bulk in the interval. It will be observed that in all four cases the Beacon Rocks have exercised a paramount influence in determining the configuration of the channel within the Bar, and it is desirable that this point should be kept prominently in view as affecting the character of the remedial works.

Conditions which govern the fluctuations of the Entrance

The prevailing winds during summer months are from east and south; these create the worst seas upon the bar. In the winter west and south-west winds prevail, and produce comparatively smooth water in the entrance channel, although there is always a constant break on either side of this channel in the finest weather, irrespective of the quarter from which the wind may be blowing.

Records show that of the gales occurring on the eastern half of the compass, during the eleven years from 1876 to 1886 inclusive, 370 were over the quadrant from east to south, and fifty from east to north, thus proving that the gales, and therefore the resultant force of the seas, come from the south rather than from the north.

The fluctuations in the Entrance and on the Bar are due to the action of the freshets trying to cut through the South Spit, and to curtail and keep back the northern end thereof on the one hand, whilst on the other there is the wave action with its preponderating force from the south tending to heap up and accumulate the sand along the shore, and to prolong the spit to the northward. The closing of the Southern Channel and the changes in the configuration of the South Spit are due to the same causes.

In the absence of works for training and fixing the entrance and channels, the relative prevalence and strength of freshets, and the direction and force of gales, must of necessity determine the frequency and extent of the changes which are produced in the Entrance and on the Bar.

Conflict of currents to and from the North Creek with those of the main river.

I would here direct attention to Drawing No. 2, which shows on a large scale the embouchure of the River, and brings out the very remarkable configuration of the Entrance as regards the indentation of Shaw's Bay, between the North Head and the Pilot Station, and a little further west the mouth of the North Creek, the waters from this arm being discharged almost in direct antagonism to those from the Main River, thereby creating conflicting currents and weakening the effect of the ebb in scouring the Entrance and Bar,

Similarly,

Similarly, the mouth of the North Creek in its present condition, must of necessity create baffling currents on the flood tide, which are detrimental to the navigation, and tend to the formation of sand accumulations. One point therefore which I have kept in view in designing the works of improvement has been the training of the currents, both flood and ebb, into and out of the North Creek, so that they may harmonize with, instead of being antagonistic to, those of the river proper, the waters being jointly discharged seaward, so that they may both be fully utilized in the maintenance of the Entrance.

As stated in the Appendix, "the Richmond Bar is at all times a difficult one to cross, but especially so in east or south-easterly weather. No vessel attempts to pass either in or out except at flood tide, and all sailing craft are towed; for this purpose a tug is subsidized by the Government. Whenever a fresh occurs in the River the "stand-off" signal is hoisted against all vessels until the water has cleared, and the tides commence to make in again. Vessels in crossing the Bar are chiefly guided by steering for where there appears to be the least break, as it is very rarely the pilot is able to sound the Bar or fix the position of the deepest water."

Under such peculiarly adverse and trying conditions, it will be readily understood that the sea-going trade is only carried on with difficulty, attended with delays, and not a little danger, as is evidenced by several wrecks lying in and about the sites of former entrance channels.

I have already referred to the injurious effect which this mass of rock exercises under existing conditions. Its conformation has been fully determined by the extensive series of borings which were so admirably put down under Mr. Moriarty's direction. Without the information thereby afforded it would have been absolutely impossible to have devised works for the improvement of the Entrance with any degree of certainty.

The extent and configuration of this rock having now been accurately determined, it appears that its area, at a depth of 12 feet below low water, is  $6\frac{1}{2}$  acres, and at 15 feet, 12 acres. To remove the overlying mass to the former of these depths would necessitate the blasting of 45,000 cubic yards of rock, whilst to carry the removal still further to 15 feet under low-water level, 98,000 cubic yards would require to be blasted.

Such removal would be entirely out of the question on the ground of cost, and, looking at the position of the rock with regard to the shore lines and headland to the northward, a partial execution of this deepening would not suffice for the creation of a true run for the River currents. It has therefore been requisite, in framing the design, to provide for permanently shifting the position of the Entrance to the south-west, so that the flood and ebb streams may pass entirely clear of these Beacon Rocks, which have hitherto proved so obstructive.

#### *Proposed Works for the improvement of the River Entrance.*

Having described the River in general terms, and referred at length to the fluctuations in the position and depth in the Entrance and on the Bar, and to the causes thereof, it becomes desirable that I should now describe the extent and character of those remedial works which appear to be called for under the circumstances.

The works which I have to recommend for adoption are shown by red colour on the accompanying drawings; they all refer to the improvement of the Entrance and the Channels immediately in connection therewith, and have been designed with a view to effect the following important objects:—

- 1st. To fix the Channel and to regulate its width, so that the scour may be confined to a definite track of proper proportions, instead of its useful effect being partially lost, as at present, in opening fresh channels and in the removal and cutting through of the Sand Spit.
- 2nd. To neutralize the obstruction to the ebb and flood currents which is now offered by the Beacon Rocks.
- 3rd. To prevent the conflict of the waters from the North Creek with those from the Main River.
- 4th. To so devise the works that the cost of the first instalment of the undertaking may, if possible, be brought within the sum which will be available, indicating, however, the character of extensions, to be executed hereafter, when justified by the requirements of trade, and when more perfect accommodation is demanded.

The first work to be taken in hand should be the South Training Bank. It would commence at the bight on the southern margin of the River, nearly opposite to the eastern end of West Ballina, and proceed therefrom towards the western face of the South Spit upon the curved line indicated on the drawings. The total length of this bank, as shown, is 4,500 feet, and it would be formed throughout of rubble stone brought up to say 6 feet above high water of ordinary spring tides. Its primary object is to prevent in future the cutting by freshets of a channel through the South Spit where passages have been formed on three occasions within the last thirty years, as before explained. This bank would also create a true run for the currents, the main force of the ebb being diverted from the sharp angle in the bight near the inner and weak portion of the South Spit, upon which it now directly impinges. A bank of this character would effectually protect the South Spit from the scouring effect of river freshets, and sand may be expected to accumulate at the back or seaward side thereof, thus securing the permanence and continuity of the Spit. Upon the accretion of this sand it will be desirable to fix the new surface by sowing "bent" or other marine grasses thereon.

The second stage in the operations to be undertaken after the completion of the South Training Bank for the length above named will be the construction of the North Breakwater from the Pilot Station across the present deep-water channel, thence over the south-west flank of the Beacon Rock, and seaward in a direction about east-south-east. The total length of the first instalment of this arm, which is indicated by red colour on the drawings, would be 2,500 feet.

When the last-named work has been completed for a length of 1,200 feet or thereabouts, the South Breakwater should be commenced in continuation of the South Training Bank on a curve of 1,600 feet radius, the works on the north and south sides being thereafter carried on simultaneously. The first instalment of the South Arm is shown as 2,000 feet in length.

Each of these Breakwaters would consist of rubble stone deposited in the form of a mound, and if fairly large stones are available there is every reason to anticipate that it will be practicable to carry them out for the lengths proposed without the employment of temporary staging.

It will be observed that the curved lines which have been adopted admit of the regulation of the width between the outer ends of the moles, as experience may show to be desirable, and as the works advance, the point to be aimed at being the confining of the currents to such an extent as will utilize them in the fullest degree for scouring purposes, without unduly creating a gorge during periods of flood discharge. As far as can now be ascertained the proposed width of the entrance between the ends of the moles when the first instalments have been completed, viz., 1,150 feet, will prove about correct.

It will be observed that the North Breakwater would be carried across the deep-water channel between the north-west face of the Beacon Rocks and the headland at the Pilot Station. Drawing No. 3 shows that in 1871 and in 1887 this channel formed the only outlet to the Richmond. Looking, however, at the obstructive position of the Beacon Rocks, and the certainty which exists that the sand to the southward thereof would be readily removed by scour during the closing of the course between the Beacon and the Pilot Station, there need be no apprehension as to any injurious results of a permanent nature being produced on the navigation by the adoption of this mode of procedure. In fact the course proposed is the only one whereby the obstruction hitherto experienced from the Beacon patch can be effectually overcome at a reasonable outlay.

Upon the completion of the South Training Bank, the Breakwaters and the Guide Bank at the Entrance to the North Creek which will be presently described, a new channel may be expected to be formed and permanently maintained by scour to the westward of the South Spit in the position shown. A fixed depth of 12 feet in this channel at low water of spring tides may be confidently looked for.

For the indication of the new entrance by night I propose to erect two leading lights near the mouth of the North Creek on the centre line of the opening between the moles, and in about the position shown on the Drawing No. 2. These lights would be sufficient for the first stage of the works, but should the moles be extended hereafter an additional light on the end of the North Breakwater would also be required.

It will be observed on Drawing No. 1 that the centre line of the proposed entrance points slightly to the northward of a right angle from the shore. I have adopted this direction in view of the great exposure of the site, and in order to lessen as far as practicable the conflict between the outgoing currents and the on-shore waves, which now create dangerous seas, necessitating, as before explained, the departure of the vessels from the River during the flood tide, when the current and waves are running in the same direction, and the seas are then relieved of their "bursting" tendency.

For the training and regulating of the waters to and from the North Creek, and the prevention of the conflict between them and the currents in the Main River, I propose to form a Guide Bank of 2,000 in length at the mouth of the creek, in the position and on the line shown upon the drawings. This bank, like the works previously described, would be constructed of rubble stone, deposited *a pierres perdues*, the top of the mound being 4 feet above the level of high water of spring tides.

Navigation of Entrance under existing conditions.

Beacon Rock.

South Training Bank

North and South Breakwaters.

Guide Bank at mouth of North Creek.

The

The bank is shown with a concave face towards the creek along which the deep-water channel would be formed by scour. The length of this bank has been determined so as to admit of such traffic as is now carried on between the North Creek and the Main River being hereafter conducted with increased facility and convenience.

Estimated cost of proposed works.

I estimate the cost of the works above described as follows:—

	£
South Training Bank, 4,500 feet in length ... ..	43,800
South Breakwater, 2,000 " " " " " " " " " " " "	32,800
North Breakwater, 2,500 " " " " " " " " " " " "	48,800
Guide Bank, 2,000 " " " " " " " " " " " "	9,600
Lighting and buoying channel... ..	1,500
<b>Total cost of first instalment of works</b> ... ..	<b>£136,000</b>

Effect of proposed works, and future extensions

The works proposed would create a fixed and permanent entrance channel, in which there should be a depth of from 16 feet to 17 feet at high water of spring tides. During and after freshets there would be a much greater depth than this, and such increase would be maintained for a longer period than under existing conditions. Again, the occasions when traffic would be interrupted by bad weather and freshets (which generally occur together) would be comparatively few, and the periods of very much shorter duration.

It will be apparent upon looking at the drawings that an absolutely perfect entrance could not be expected from the action of Breakwaters of the comparatively short lengths of those proposed. Some irregularities in depth may therefore be looked for upon the completion of the works consequent upon sand being driven into the channel from the southward. The only complete remedy will be found in the extension of the arms in the manner indicated on the drawings by crossed red lines. These extensions can be executed at any future time when the requirements of the trade are such as to justify the additional outlay.

My aim has been not so much to provide perfect accommodation in the first instance, although this would have been done if possible, as to bring the first expenditure within reasonable limits, and such as may be approved under the circumstances, indicating the nature of the additions to be made hereafter if and when desired.

I estimate the cost of the two extensions shown on the drawings as follows:—

	£
Prolongation of the South Breakwater for a length of 2,000 feet ... ..	100,000
Prolongation of the North Breakwater, also for a length of 2,000 feet ... ..	90,000
<b>Total cost of the two breakwater extensions, if carried out hereafter</b> ... ..	<b>£190,000</b>

Before commencing the first instalment of the works proposed, it will be desirable to put down a series of borings on the precise line of the new entrance and channel. Although occasional borings of the old series were made within this area and gave favourable results, it is only prudent, in a matter of such moment, that the bottom within the limits proposed to be scoured should be fully investigated before operations are commenced. Looking, however, at the results now available, I do not consider that there is any cause for apprehension on this head; nevertheless, as I have just said, it should be tested in order to remove all doubt.

Curves on the river.

There are two curves on the river between the entrance and Coraki which are abnormally abrupt, one of them specially so. I refer in the former case to the bend just below the mouth of Dungarouba Creek, and in the second to the elbow opposite the entrance to the lagoon about halfway between Woodburn and Bungawalbin Creek. It is probable that some improvement at the last-named bend will be called for at no distant date.

Floods.

It is stated in the Appendix that "very heavy floods occur in the Richmond District, and, although causing great damage and disaster at the time, are nevertheless beneficial to the land on account of the large deposit of silt which is left upon it after the flood-waters subside, this deposit reinforcing the land and enabling it to produce abundant crops."

The following table shows the level of the water during the flood of January, 1887, taken at the points named, with the heights of such floods above the banks.

Point of observation.	Distance from entrance in statute miles.	Height of flood above high water ordinary spring tides.	Height of flood above or below river banks respectively.
<i>Main River.</i>			
Wardell .....	13 miles.	4 feet.	2 feet below.
Woodburn .....	26 "	10 "	1 foot below.
The Elbow.....	33½ "	11 "	1 "
Coraki Junction .....	40 "	18 feet 3 inches.	3 inches below.
<i>North Arm.</i>			
Coraki.....	40 "	19 feet.	4 feet above.
M'Innes Farm .....	47 "	20 "	1 foot above.
Wyrallah .....	52½ "	23 "	Level with banks.
Gunderimba .....	59½ "	30 "	2 feet above.
Lismore .....	63½ "	34 "	1 foot above.
<i>South Arm.</i>			
Coraki .....	40 "	19 "	1 foot below.
Codrington .....	49 "	26 feet 9 inches.	1 foot above.
Deep Creek .....	55½ "	39 feet	6 feet above.
Tomki Station .....	65 "	55 "	3 "
Irvington Wharf... ..	69½ "	70 "	4 "

The observations which have been made show that the throttling of the flood discharge mainly occurs above the elbow, therefore the improved entrance would only exert a minor influence thereon. The question of the mitigation of flooding in the Richmond Basin is a large one, and could only be dealt with after special investigation, which does not appear to be called for, at all events for the present.

Conclusion

In conclusion, I may observe that during my visit to the Richmond River Entrance,—as in the case of the other rivers and ports inspected when in the Colony,—I had the great advantage of being accompanied by the Engineer-in-Chief of the Harbours and Rivers Department, Mr. Moriarty, as also by the Assistant Engineer, Mr. Darley, and Staff-Commander Howard, R.N., each and all of whom greatly facilitated my inquiry and examination of the locality.

I have, &c.,

JOHN COODE.

## NEW SOUTH WALES HARBOURS AND RIVERS.

### RICHMOND RIVER.

General description of the Richmond River and its tributaries, with accompanying tracings.

*Appendix to Sir John Coode's Report, dated 27th February, 1888.*

1. The Richmond River is situate in the counties of Rous and Richmond, and flows into the South Pacific Ocean in latitude 28° 51' 20" S., and longitude 153° 36' 33" E. Is the principal highway to a large agricultural and farming district, and is one of the most important rivers in Australia,—its navigable length being greater than any other coast river in New South Wales.

Area of watershed.

2. The area of the Richmond Basin is 2,635 square miles, and the principal tributaries which join the main river are the North Arm, having a basin of 610 square miles, the South Arm, having a basin of 1,050 square miles, and Bungawalbin Creek, having a basin of 650 square miles.



3. Very heavy floods occur in the Richmond District, and, although causing great damage and disaster at the time, are nevertheless beneficial to the land on account of the large deposit of silt which is left upon it after the flood-waters subside, this deposit reinforcing the land and enabling it to produce abundant crops.

Floods are beneficial.

4. The rainfall of some portions of the Richmond District was obtained, the average of which for the last ten years is about 42 inches. Nothing has been done to ascertain the permeability or otherwise of the strata forming the basin; it cannot therefore be said how much of this rainfall reaches the river, or how much is lost by filtration or evaporation; but it is supposed that a very small percentage of the rainfall finds its way to the river directly, from the fact that the velocity and sectional area of the channel at the entrance was but slightly increased during the time of the last heavy rains which occurred while the survey was being made.

Rainfall.

Absorption and evaporation.

5. In order to comply with the conditions of Clauses 21 and 22, Sir John Coode's general notes, a careful examination was made of the Richmond River and its branches, as well as taking cross-sections, flood-levels, and soundings.

Cross-sections, flood-levels, soundings.

6. The Richmond River is divided into two main branches at the township of Coraki, distant about 40 miles from the Entrance, called the North and South Arms, and leading respectively to the townships of Lismore and Casino.

7. The North Arm is divided at Lismore, 62½ miles from the Entrance, into Wilson and Leicester Creeks; Leicester Creek again dividing at 67½ miles from the Entrance into Terrania and Hanging Rock Creeks.

See lithographs, parishes in the County of Bous for the North Arm. Extent of navigation North Arm. No tidal influence 62½ miles from Entrance.

8. Commencing then with Wilson Creek, the most eastern of these branches, it was found to be navigable for vessels drawing 4 feet and under up to Clancy's Falls, 68½ miles from the Entrance, and 6 miles above the township of Lismore. There was no appearance of tidal influence at Clancy's Falls.

9. About ¼ mile below Clancy's Falls a cross-section was taken (shown on tracing\*), and from thence a continuous line of soundings down to the township of Lismore. The creek has a mean width of 100 feet, and the soundings showed an average depth of 7 to 8 feet in the reaches and 15 to 20 feet in the sharp bends, of which there are several, until Geraghty Flat is reached, 66½ miles from the Entrance. At this flat there is an extremely sharp bend, having only a depth of 5 feet upon it, the bottom being composed of shingle; from Geraghty's to the north-west corner of section 41 of the township of Lismore, 63½ miles from the Entrance, the soundings show a depth of 7 to 22 feet, when another shallow flat is reached, having only 5 feet of water upon it; this point is the limit of navigation in Wilson Creek for vessels drawing 6 feet and upwards. Wilson Creek is principally used for rafting cedar and other timber, of which large quantities are brought to the several saw-mills established lower down the river.

\*Drawing No. 9.

Limit of navigation, Wilson Creek, for vessels drawing 6 feet.

10. The township of Lismore, the population of which is 5,500, is situated on the left bank of Wilson Creek, at its junction with Leicester Creek. Wilson Creek is here crossed by a large lattice bowstring bridge having in it an opening span, the deck level of this bridge is 43 feet above summer level of the river and 9 feet above the highest flood level ascertained, which flood occurred in the winter of 1871. The banks here are about 33 feet above summer level. The rise and fall of tide at Lismore appeared to be about 1 foot, but it is difficult to say how much of this is due to slight freshes coming down the river, and how much to tidal influence. High water full and change at Lismore occurs at 4 p.m., or about 6 hours 45 minutes later than at the Heads. There is 150 feet of wharf accommodation, and also a storage shed about ¼ mile below the junction, principally used by the Clarence and Richmond Rivers Steam Navigation Company's and B. B. Nicoll's steamers, which vessels run bi-weekly between here and Sydney; there are also river-boats running daily between Lismore, Ballina, and Casino, calling at the several townships situated on the river banks. A cross-section of Wilson Creek was taken at the junction.

Lismore population.

Highest flood-level, 1871.

Tidal influence, about 1 foot rise and fall.

Shipping.

Drawing No. 9.

11. Terrania and Hanging Rock Creeks are both navigable for vessels drawing 4 feet to about 2 miles above their junction, and 69½ miles from the Entrance. They are both used, as is also Leicester Creek, for rafting cedar and other timber; there are also brick-kilns established on Terrania Creek at ¼ and 2 miles from its junction with Leicester Creek. A cross-section of Leicester Creek was taken at 1 mile up stream from its junction with Wilson Creek.

Drawing No. 9.

12. It was not thought necessary to go above this point as the steamer, which was drawing 4½ feet, had grounded shortly before reaching here. From here (Griffith's farm) to the junction of Wilson and Leicester Creeks the soundings showed 6 to 20 feet, with the exception of one short flat about ⅓ of a mile from the junction, upon which 4½ feet was found. At the junction Leicester Creek is spanned by a large queen-post truss timber bridge; this and the iron bridge leading from Lismore meet upon the point formed by the junction of the two creeks, the bridges being at the same height above summer level. A cross-section was also taken about ¼ mile below the junction of Wilson and Leicester Creeks (shown on tracing). Starting now from the township of Lismore, soundings were taken along the navigable channel of the North Arm, which showed at Snow's Flat, about ⅓ of a mile below Lismore, a depth of 11 feet, and, as no shallower water was found in the North Arm or between here and the Entrance, Lismore may be said to be the limit of navigation for vessels drawing 10 feet and under, supposing the bar to be sufficiently deep to admit of such a vessel crossing. Some dredging has been done on Snow's Flat by the dredge "Archimedes," the material excavated being sand and mud. There is a large saw-mill situated on the right bank near this flat; at 60½ miles from the Entrance there is a Government wharf on the right bank, the depth of water at it being 14 feet; and from here to the township of Gunderimba, 58½ miles from the Entrance, there is a depth of 15 to 18 feet of water in the reaches, and 20 to 30 feet in the bends. The banks of the river along here are about 25 feet to 30 feet high, and are greatly overhung with willows.

Limit of navigation for vessels drawing 4 feet 6 inches.

Drawing No. 9.

Limit of navigation for vessels drawing 10 feet.

Dredging operations.

Gunderimba township.

Drawing No. 9.

13. At Gunderimba there is a sharp bend in the river. A cross-section was taken here, and the flood levels obtained from the oldest inhabitants. The highest flood reached 30 feet 6 inches above summer level, and about 2 feet above the bank of the river. There is a Government wharf and also a ferry punt at this township. Large quantities of sugar-cane are grown on the surrounding land and taken to the several mills upon the river for crushing.

14. From Gunderimba to Wyrallah, which township is 51½ miles from the Entrance, there is deep water, but the river has two very sharp bends in it about halfway between the townships. At Wyrallah, a cross-section was taken and flood levels obtained, the highest flood recorded being 24 feet above summer level, and the banks at this place are about the same height. At Wyrallah there is a saw-mill on the left bank, and from here large quantities of colonial pine are shipped. From Wyrallah to 46 miles from the Entrance the same depths of water were found in the reaches and bends, viz., 15 to 20 feet and 20 to 30 feet. At 46 miles a cross-section was taken, and the highest flood was found to be 20 feet above summer level (1871); the banks are here about 19 feet high. For the next 6 miles down stream there is a depth of water varying from 15 to 27 feet, until the bend above the Coraki junction is reached; here 11 feet of water was obtained on a rocky bottom in the bend, but there is better water in the centre of the channel. Some of the rock here has been removed; from here to the junction there is 20 feet of water, the banks are 15 feet, and the highest flood reached 19 feet above summer level. A cross-section was taken here (shown on tracing).

Drawing No. 9.

Highest flood record.

Drawing No. 9.

Drawing No. 9.

15. Starting again in the South Arm, the limit of navigation for vessels drawing 4 feet and upwards is at Irvington Wharf, distant 69 miles from the Entrance and 2 miles down stream from the township of Casino. The Grab dredge is working one mile below Irvington Wharf.

South Arm.

16. Casino is the oldest town upon the river, and is the centre of a large pastoral district. Above Irvington Wharf the river consists of a series of rapids and falls in wet weather, and a chain of waterholes in dry weather. In the South Arm the floods reach a much greater height than in the north, and at Irvington Wharf, in January, 1887, the floods rose 70 feet above summer level, and 39½ feet in July, 1887.

Floods are higher in the South Arm.

16a. The banks of this arm are of an extremely unstable nature, and portions of them are constantly slipping into the river and carrying with them large trees and stumps. At Irvington Wharf a cross-section was taken, and a line of soundings along the channel from here to the junction at Coraki, distant 29 miles. The soundings showed a patch of rock at 67½ miles from the Heads, on which there was only 5½ feet of water, and this point is the limit of navigation for vessels drawing 6 feet and upwards in the South Arm. From this point to Tomki Station homestead, which is on the left bank, distant 63½ miles from the Heads, the least depth found was over 6 feet. Here a cross-section was taken, and January, 1887, flood-level obtained, which was 55 feet above ordinary summer level.

River banks very friable.

Drawing No. 10.

Patch of rock.

Limit of navigation for vessels drawing 6 feet.

Drawing No. 10.

16b. From Tomki to Deep Creek, which is 64½ miles from the Entrance, the least available depth is over 6 feet, and a cross-section taken at Deep Creek gives a very fair approximation of the average channel of the river for some considerable distance on either side of it. Deep Creek is decidedly a misnomer, as it was found that a boat could only be pulled up it a short distance. As an instance of the circuitous course of the river between the last two cross-sections, the distance by water is 9½ miles, and in a direct line 3½ miles. The January, 1887, flood rose to 39 feet above summer level at Deep Creek.

Drawing No. 10.

This part very circuitous.

Flood level, January, 1887.

17. From Deep Creek to 52½ miles from the Entrance there is good water, but at this point there is a shallow flat, having only 7 feet upon it, and this is the limit of navigation for vessels drawing 10 feet and upwards. There is over 10 feet from here to the junction, and the cross-section taken at Codrington township, distant 47 miles from the Heads, gives a good general idea of the stream from there to Coraki. The 1887 flood at Codrington was 27 feet, and the banks are 25½ feet above summer level. This is the same flood which reached a height of 70 feet at and near Casino, and the highest flood which has taken place in the district for over 30 years. A section was taken on the South Arm at the junction, and the flood-level here was 19 feet, the banks being 20 feet high.

Drawing No. 10.

Flood level at Codrington, 1887.

Highest flood for 30 years.

Drawing No. 10.

Coraki Town-  
ship.

18. Coraki is situated on both banks of the river, at the junction of the North and South Arms; it is a rising town, ship, and is the centre of a large sugarcane-growing district. There is a ferry punt established here, crossing both arms, also good wharf and storage accommodation. The rise and fall of tide is 2 feet, and high water at full and change occurs at 1.30 p.m. A cross-section was taken here about 1,000 feet below the junction, and the 1887 flood-level obtained showed a drop of 9 inches in this distance.

Drawing No. 10.

19. From Coraki, distance 40 miles from the Bar, the river runs south-east about 1 mile, and the least available depth in this reach is 12 feet. It then takes a rectangular bend to the right, and runs south-west about 2 miles; this is a fine straight reach, and has at least 13 feet of water in the shallowest part; from here the River runs east-south-east about 1½ miles, and has an available depth of 12 feet, when it again turns to the right and runs ¾ of a mile in a south-south-east direction to its junction on the right bank with Bungawalbin Creek.

Bungawalbin  
Creek, called  
South Arm on  
county map.

May be made  
navigable for  
vessels drawing  
10 feet for dis-  
tance of 19 miles.

20. Bungawalbin Creek, called South Arm on county map, is one of the principal tributaries of the Richmond; it is navigable for vessels drawing 10 feet for a distance of 14 miles from its mouth, and is then obstructed by a short reef of rocks, which, if removed, would open the navigation 5 miles further. The least depth obtained was 14 feet, the general run being from 20 to 25 feet. Unlike the South Arm, the banks of this creek are sound and the channel clear of trees and snags. There is a sandstone quarry at the head of navigation on the right bank, and a large amount of hardwood timber is brought down this creek. Several lesser creeks flow into Bungawalbin, and are used by settlers for conveying produce, &c. The largest of these is Sandy Creek, which joins Bungawalbin at 1½ miles from the mouth; it is navigable about 5 miles for vessels drawing 4 feet.

Drawing No. 10.

Drawing No. 10.  
The Elbow.

21. Cross-sections of Bungawalbin were taken at the mouth, and 6 miles from there up stream, the highest flood-level on this portion was 12 feet above summer level, which is also the mean height of the banks. A section was also taken of the Main River a short distance below the junction. From this point the river runs south-east 2½ miles to the Elbow; this is the longest straight reach on the river, and is a fine sheet of water, there being nothing less than 12 feet in the channel. At the Elbow the river is joined on the right bank by an almost circular lagoon called Swan Bay. There is 8 feet of water in the narrow channel connecting this lagoon with the river, and 14 to 22 feet inside. Large quantities of sugar-cane and timber (for piles) are brought out of this bay. A short distance below the Elbow there is a Government wharf and punt. From the Elbow to the township of Woodburn, distant 4¼ miles, the river makes two semi-circular bends. There is a flat about 1½ miles below the Elbow, which has only 10 feet at low water upon it. The bottom is soft and muddy, the deep water being close to the left bank. At 28½ miles from the Heads there is a shingly patch, having only 11 feet of water upon it, and from here to Woodburn there is 14 feet available. At Woodburn there is a rocky patch just above the township, the least depth upon which is 11 feet in the channel.

Drawing No. 11.

Woodburn  
Township.

Drawing No. 11.  
Sandstone  
quarry.

22. The township of Woodburn is situated on the right bank, distant 27 miles from the Heads. The head waters of the Evans River lie to the south-east of the township of Woodburn, distant 1½ mile, and the intervening space is low and flat. From Woodburn to the junction of the Main River and Dungaroba Creek, distant 20½ miles from the Heads, the least available depth is 11 feet. There is good sandstone showing in the high ground on both sides of the river here. The surface samples indicate stone of good quality, but no tests have been made by sinking trial shafts. There is every reason, however, to believe it to be the best site for a quarry in the district.

Drawing No. 11.

Important  
industry.

23. At this point a cross-section was taken, and from here to 17½ miles from the Heads the least depth obtained in the channel was 12 feet.

24. At this point the Colonial Sugar Company's mill is situated on the right bank. This is a very large and important industry, employing 500 hands in the season and about 250 permanently. They have also about ten steamers at work upon the river. At 1 mile below the mill the Broadwater joins the river on the left bank. It is a large shallow lagoon used chiefly for conveying the punts laden with sugar-cane to the mill. There is only 4 feet of water at the entrance to this bay.

Wardell Flats, a  
difficult crossing.

25. From Broadwater down stream there is good water until Wardell Flats are reached, distant 13 miles from the Heads; this is the worst crossing on the river, having a bare 10 feet upon it at low water; there is however between 2 and 3 feet of tide at this place. A vessel having crossed here cannot fail to reach Lismore without further obstruction.

Wardell tide  
gauge.

Drawing No. 12.  
Immigrant.  
Creek entrance  
shallow.

26. Immediately below the flats is situated the township of Wardell on the right and left banks of the river; there is good wharf and storage accommodation and a ferry punt here, and a large amount of timber is sawn at the mills in this place. Wardell is one of the positions fixed by Sir John Coode for erecting a tide gauge, the next being at Pimlico, 4 miles down stream, and between which place there is good water, the least being 12 feet. From Pimlico to Immigrant Point, where another gauge was erected, there is from 15 to 40 feet of water; here Immigrant Creek joins the river on the left bank. The entrance to this creek is shallow, only 5 feet, but once inside there is good water for over 20 miles; like the other creeks, it is principally used for conveying sugar-cane to the mills. From Immigrant Creek to the township of Ballina, situated on the left bank, the least depth at present is 14 feet, but the river may be here said to enter upon its variable or unstable portion.

The bar has  
improved.

26a. From Ballina to the bar the distance by the present channel is about 2¼ miles, but this channel is constantly shifting its position and varying its depth; the bar, which in 1871 was 1¼ miles to the south-east of the north headland, is now only 1,500 feet from it.

27. The Richmond bar has improved in depth very much during the last six months, and has at present a greater depth of water upon it than any other bar harbour on our coast (14 feet at low water).

North Creek  
opposes the  
current on main  
river.

28. Ballina is situated on the left bank of the river about 2¼ miles from the Entrance, and the deep-water channel runs close along this bank until it reaches the south-eastern extremity of the township. Here the river widens into a large bay, and the deep-water channel turns away towards the South Sand Spit. The general direction of this spit is north-east and south-west, and the channel follows its western shore until it reaches the Beacon Rock, which is 500 feet south from the high rocky point on the north side, upon which the pilot station is situated. The current is here met and directly opposed by the waters of the North Creek, which waters flowing in almost the same line as that of the channel, but in a contrary direction, must weaken considerably the ebb current on its way towards the bar, and this fact is fully exemplified, for, although the channel is immediately below this contracted to 780 feet in width, the ebb current does not receive a corresponding increase in strength, being very little greater than when it is flowing in the wide open space above. After passing through this narrow channel the river again widens out into Shaw's Bay. Skirting round the shores of this bay the deep water makes a segmental bend on its way to the bar, when it is again deflected southward by the patch of rocks lying on the foreshore of the north headland, and upon which the wreck of the "Lismore" is now lying. Passing here the current again bends to the eastward and runs directly out to sea, the deep-water channel being about 1,500 feet south of the north headland; on this headland the lighthouse and signal station are situated at a height of 117 feet above high water.

Patch of rocks  
causing deflec-  
tion.

Statements  
respecting  
former entrance.

29. It is stated that when the Entrance was much further to the south, or at the end of what is known as the Ti-tree scrub, that there was 17 feet of water upon the Bar, and it is not improbable that this was the case, as with the channel in this position the waters of the North Creek and Main River would combine to assist one another in their scouring action, instead of each exerting a retarding influence on the other, as they now do.

Difference in  
time of tides.

29a. A curious fact is noticed with regard to the tides in the North Creek and Main River. The flood commences in the former nearly one hour earlier than in the latter, and the same occurs at the ebb tide, which may be attributed to the greater momentum in the waters of the Main River (on account of its greater volume) requiring a longer time to be overcome by the incoming flood, and this flood meeting with less resistance from the smaller body of water coming from the North Creek consequently strikes off in that direction. The same reasoning would apply to the ebb tide.

Bar most difficult  
to cross in east  
or south-easterly  
weather.

30. The Richmond Bar is at all times a difficult one to cross, but especially so in east or south-easterly weather. No vessel attempts to pass either in or out except at flood tide, and all sailing craft are towed; for this purpose a tug is subsidized by the Government. Whenever a fresh occurs in the river the stand-off signal is hoisted against all vessels until the water has cleared and the tides commence to make in again.

Winds.

31. The most prevalent winds during the summer months are from the east and south, and these create the worst sea upon the Bar. In the winter the west and south-west winds which prevail produce comparatively smooth water in the deep-water channel, but there is always a constant break on either side of the channel in the finest weather, independent of where the wind may be blowing from at the time.

Constant sea-  
break in all  
weathers.

32. Vessels in crossing the bar are chiefly guided by steering for where there appears to be the least break, as it is very rarely the pilot is able to sound the Bar or fix the position of the deepest water.

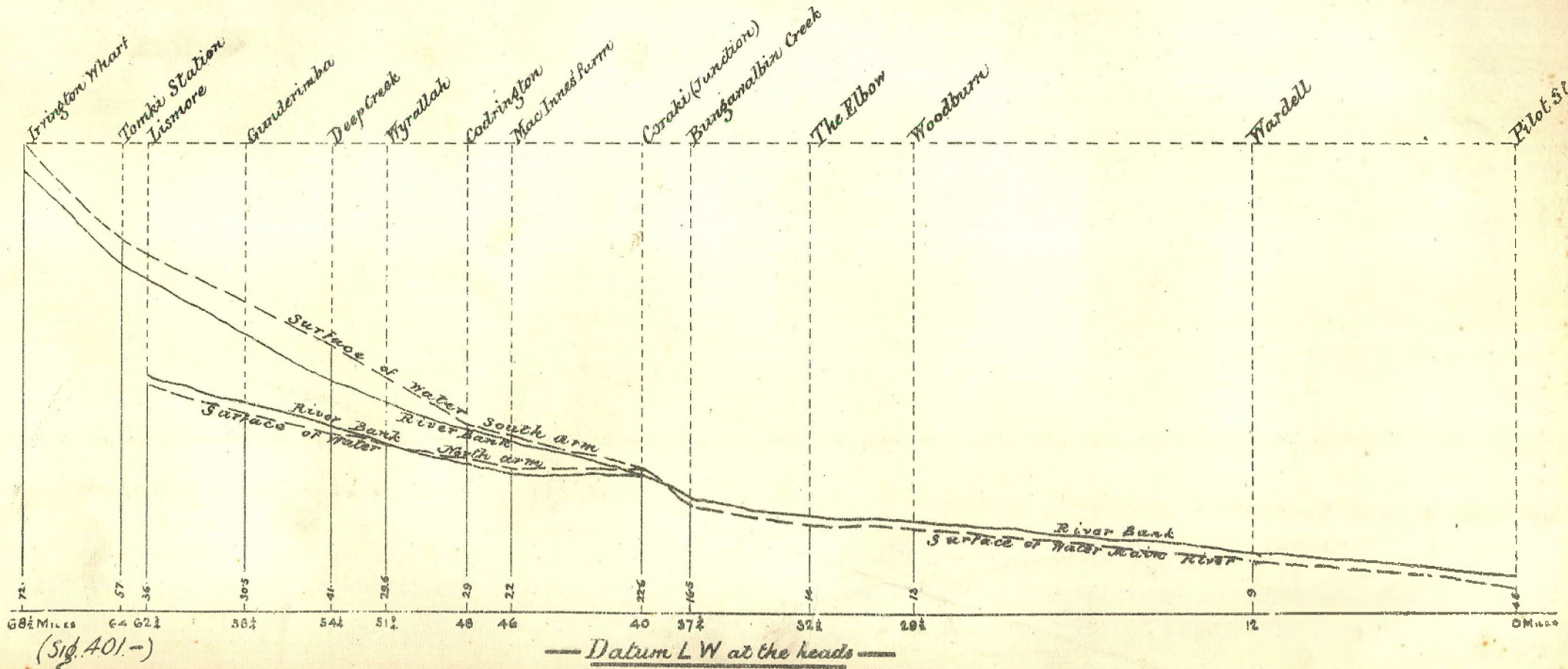
29 September, 1887.

F. O. MORIARTY.

[5 Tracings and 3 Plans to Appendix H, also 8 Plans to follow Appendix H.]

— NEW SOUTH WALES HARBOURS —  
 — RICHMOND RIVER. —  
FLOOD DIAGRAM  
 — Horizontal 6 miles to inch —  
 Vertical 20 feet . . .

*Sigs.*  
*Monmouth*  
*Sept. 28<sup>th</sup> 87*



APPENDIX H. Plan 2.

Nº 9

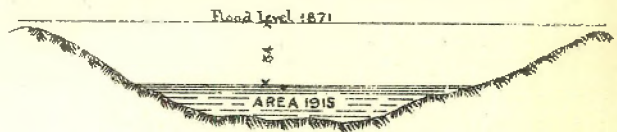
— NEW SOUTH WALES HARBOURS —  
 — RICHMOND RIVER —

— Cross Sections of the river & its tributaries —  
 — Scale 80 feet to one inch (natural) —

— Cross section Wilsons creek  
 1/4 mile below Chaceys falls —



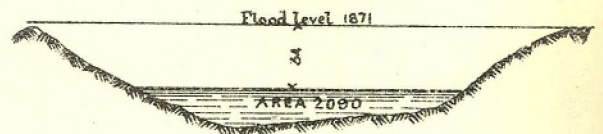
— Cross section Wilsons creek at mouth —



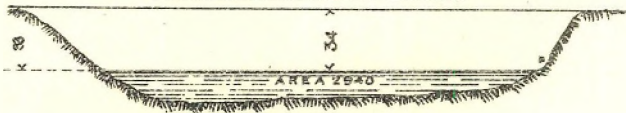
— Leicester crk 1/4 mile from mouth —



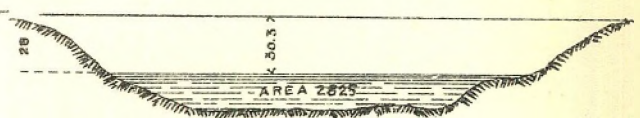
— Leicester creek at mouth —



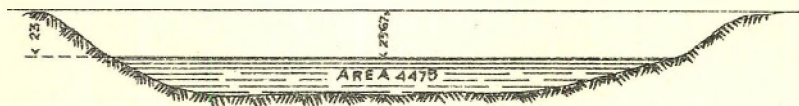
— North arm 1/4 mile below junction of  
 Wilson and Leicester creek —



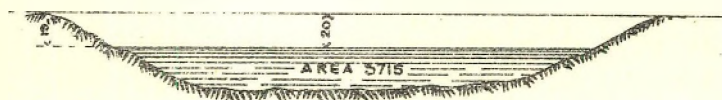
— North arm at Gunderimba —



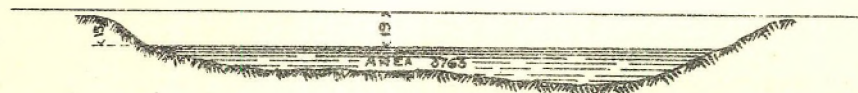
— North arm at Myrallah —



— North arm at Mr. Finnis's farm —



— North arm at Coraki —



(Sig 401-)

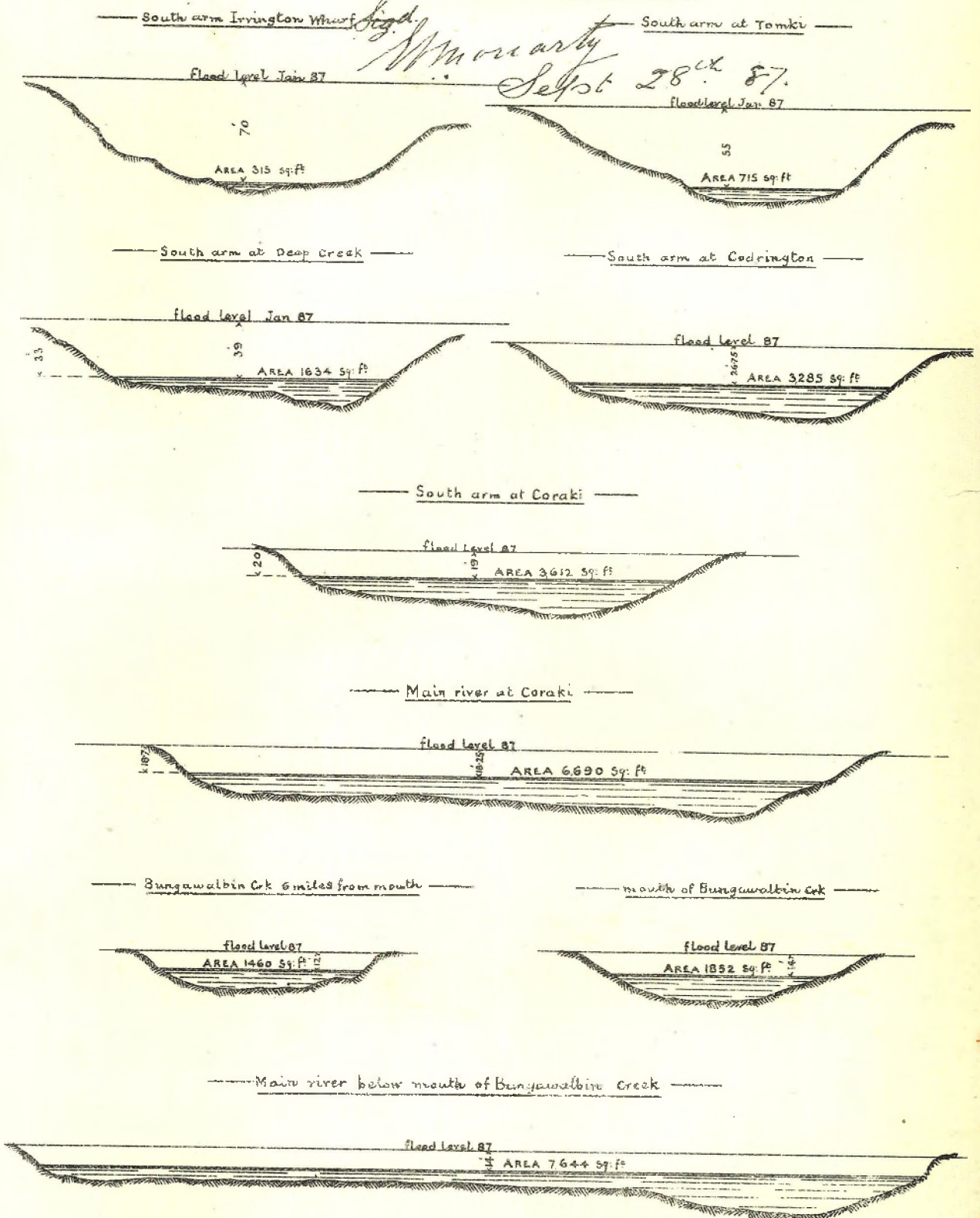
Sigd.  
 W. Morarty  
 Sept 28<sup>th</sup> 87.

APPENDIX H. Plan 3

NEW SOUTH WALES HARBOURS.  
RICHMOND RIVER.

Sections Continued

Nº 10.



(Sig. A01-)

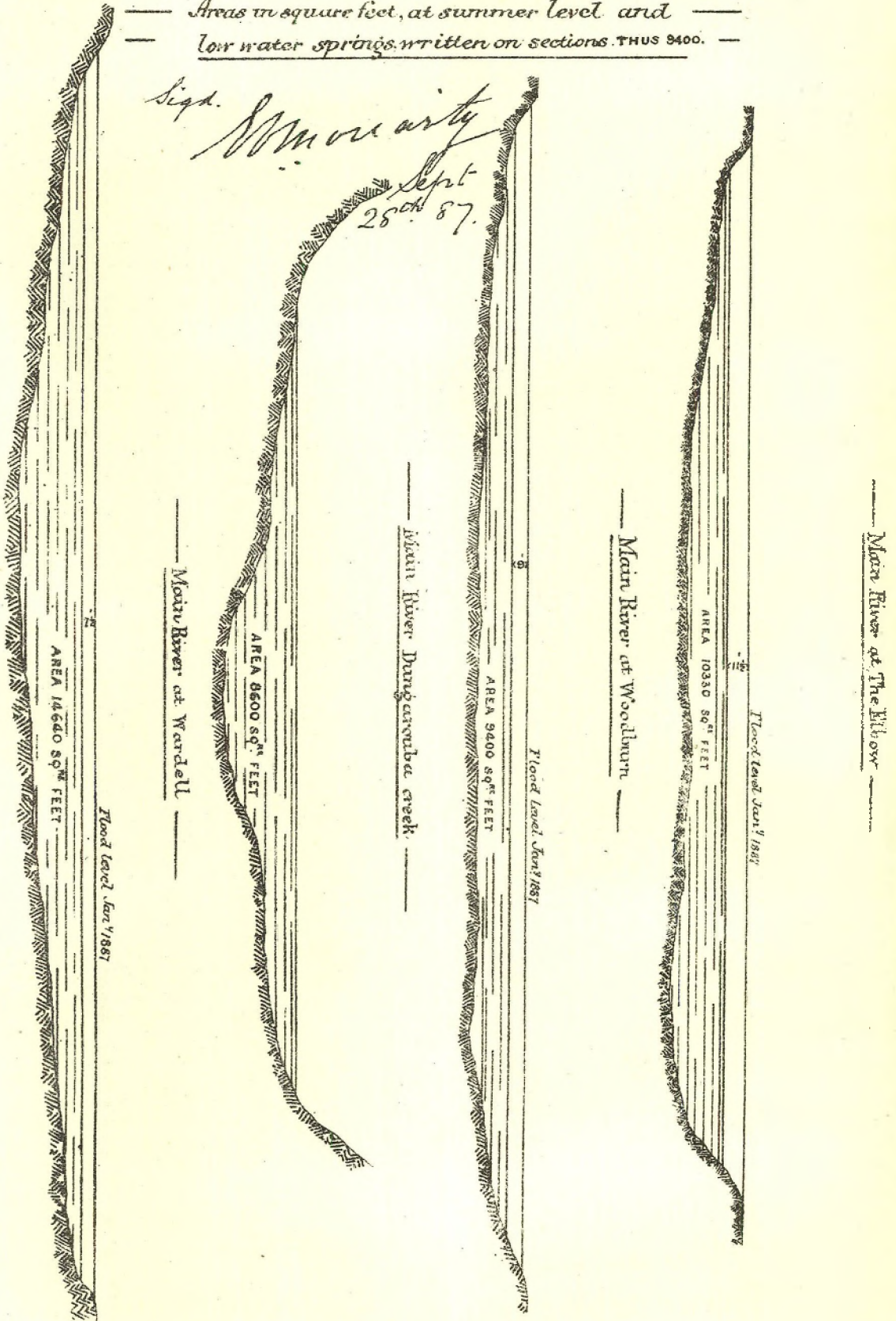
Scale 80 feet to one inch (natural)

NEW SOUTH WALES HARBOURS  
RICHMOND RIVER

Sections Continued

Areas in square feet, at summer level and  
low water springs written on sections. THUS 9400.

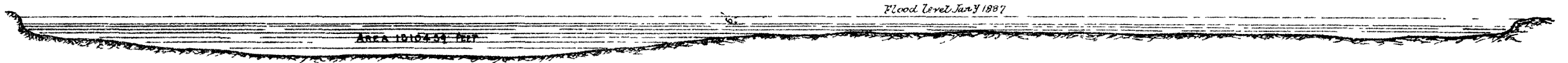
Sigh. *More ardy*  
Sept 28<sup>th</sup> 87.



(sig ADH.)

NEW SOUTH WALES HARBOURS  
 RICHMOND RIVER  
 Sections Continued  
 Scale 80 feet to one inch (natural)

Main River at Pimlico



Main River at Oyster Point



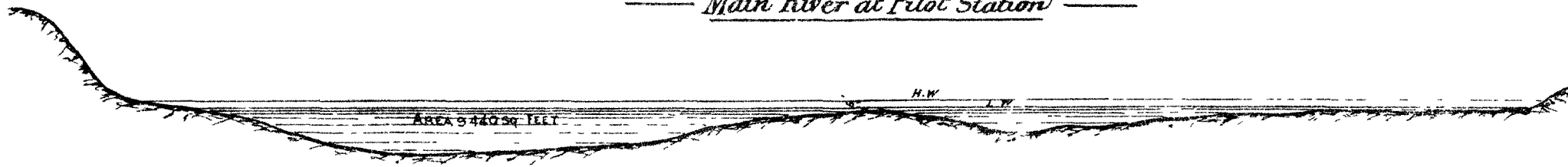
Main River at west end of Ballina



continued



Main River at Pilot Station



Sgd  
 W. M. ...  
 Sept. 28 1887

(Sig. 401.)

— NEW SOUTH WALES HARBOURS —  
— RICHMOND RIVER —

— GENERAL PLAN FROM CORAKI TO THE SEA —  
SHEWING WORKS RECOMMENDED BY  
SIR JOHN COODE

IN HIS REPORT DATED 27<sup>th</sup> FEB: 1888

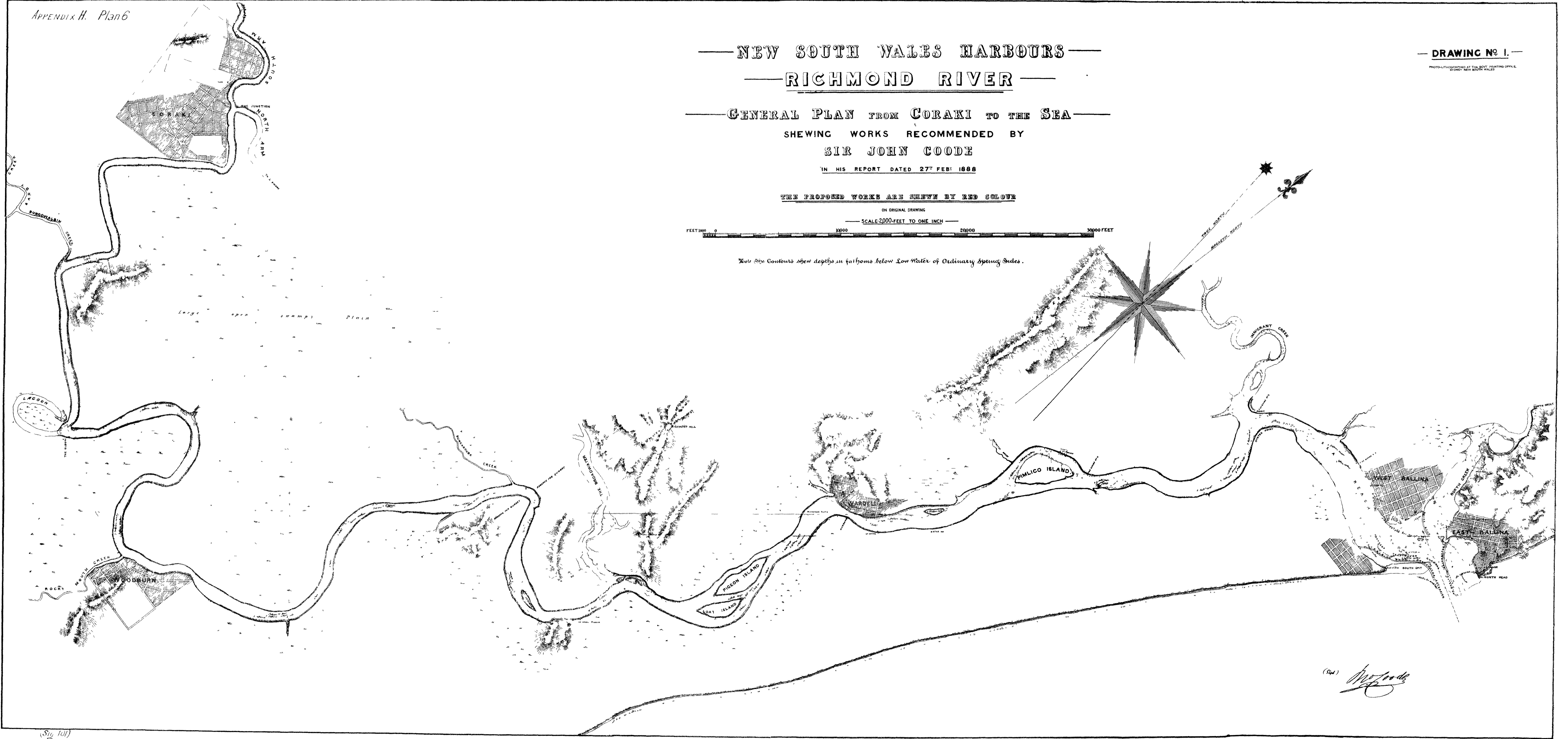
THE PROPOSED WORKS ARE SHEWEN BY RED COLOUR

ON ORIGINAL DRAWING

SCALE 2000 FEET TO ONE INCH



Note: The Contours show depths in fathoms below Low Water of Ordinary Spring Tides.



(Sgd.) *J. Coode*





# NEW SOUTH WALES HARBOURS

## RICHMOND RIVER

### COMPARATIVE PLANS OF ENTRANCE AT VARIOUS TIMES

↑ *Note.* ↑  
— Soundings represent depths in feet at Low Water Ordinary Spring Tides —

PHOTO-LITHOGRAPHED AT THE GOVT. PRINTING OFFICE,  
SYDNEY, NEW SOUTH WALES.

Scale 1000 Feet to one Inch

FEET 1000 500 0 1000 2000 3000 4000 5000 10000 FEET.

— *Note.* —

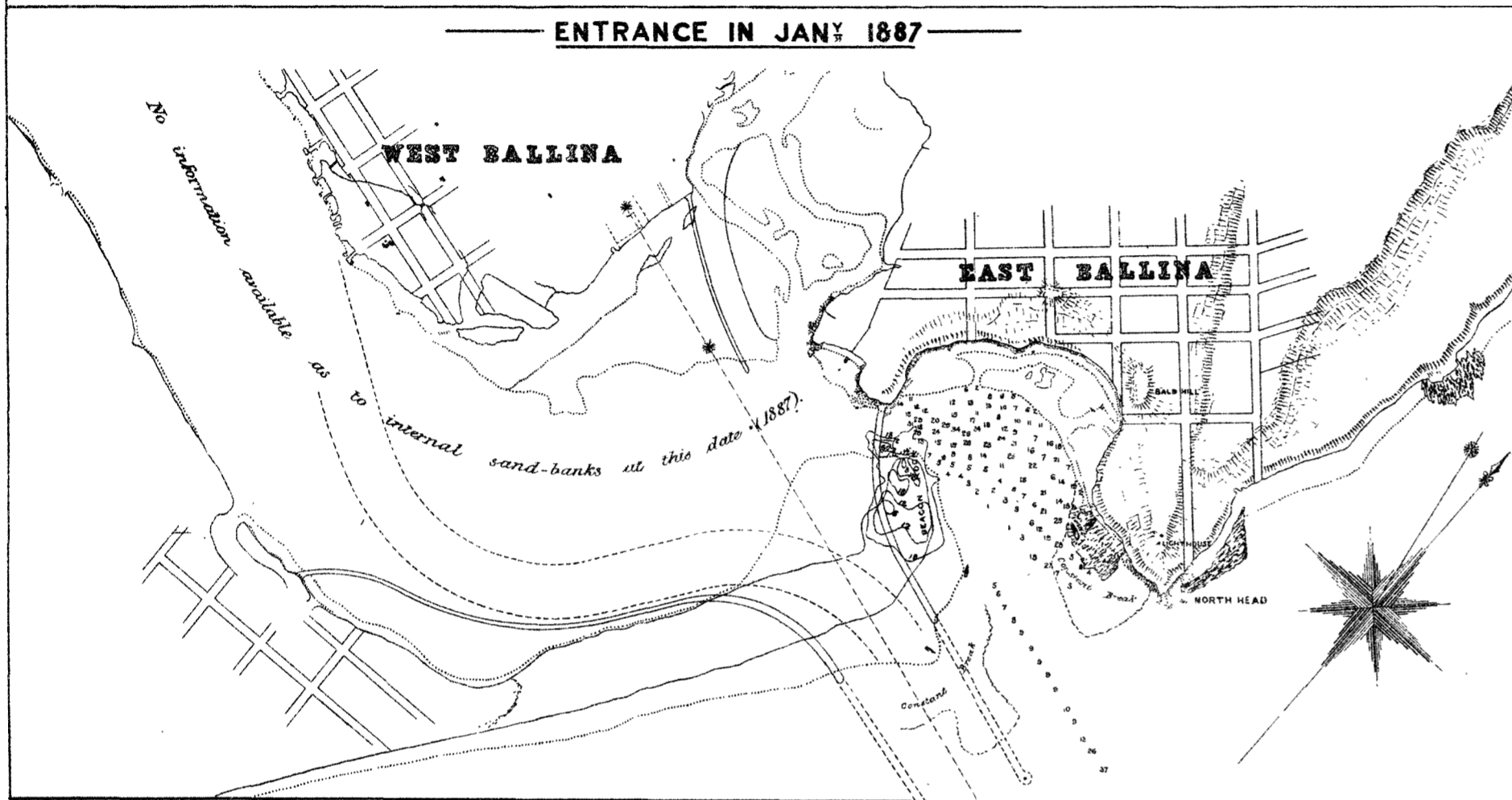
— THE WORKS RECOMMENDED BY SIR JOHN COODE IN HIS REPORT —

— DATED 27<sup>th</sup> FEBY. 1888, ARE SHOWN BY RED COLOUR ON THIS SHEET. —

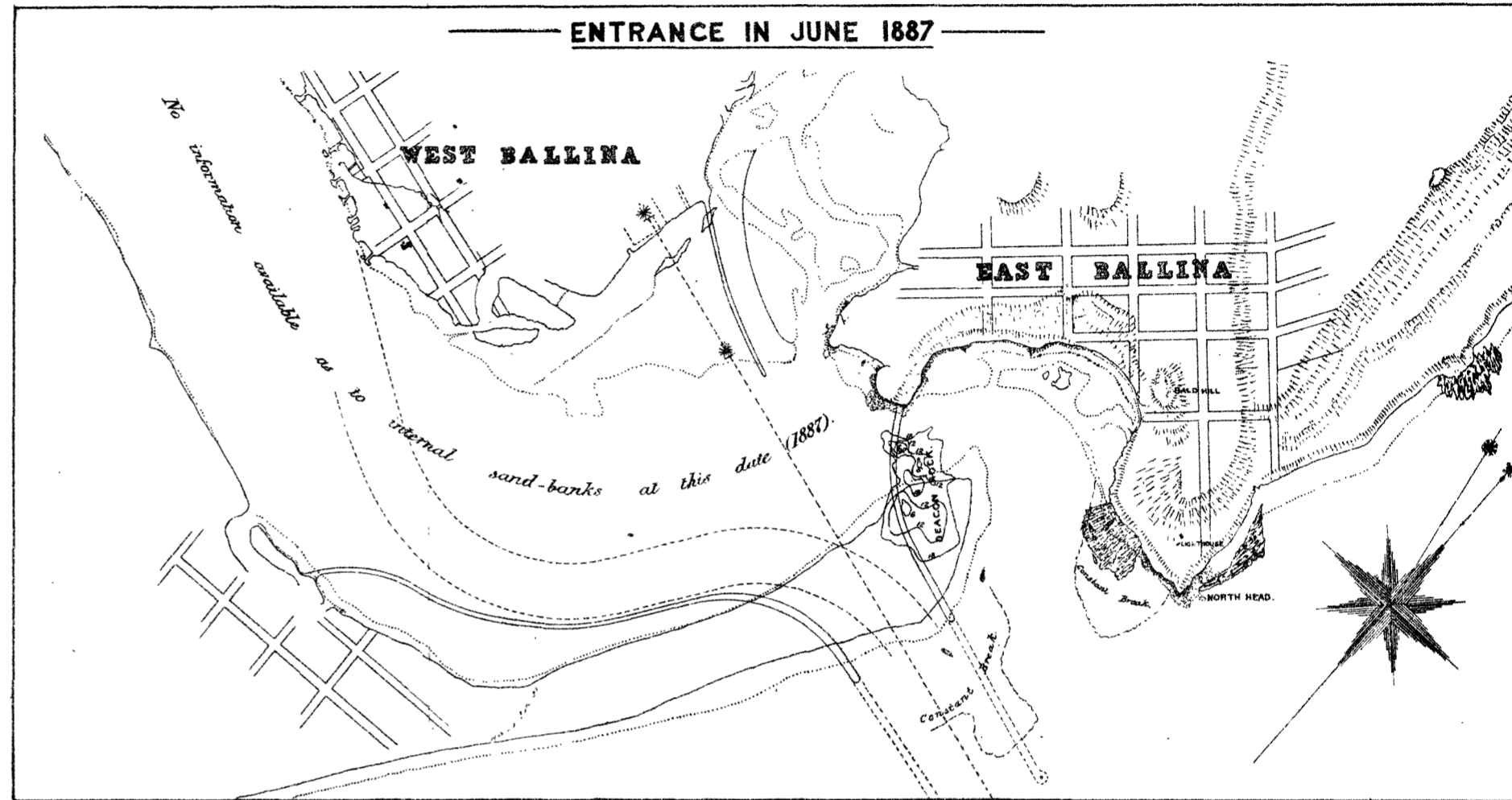
— TO ACCOMPANY SIR JOHN COODE'S REPORT —

— DATED 27<sup>th</sup> FEBY. 1888. —

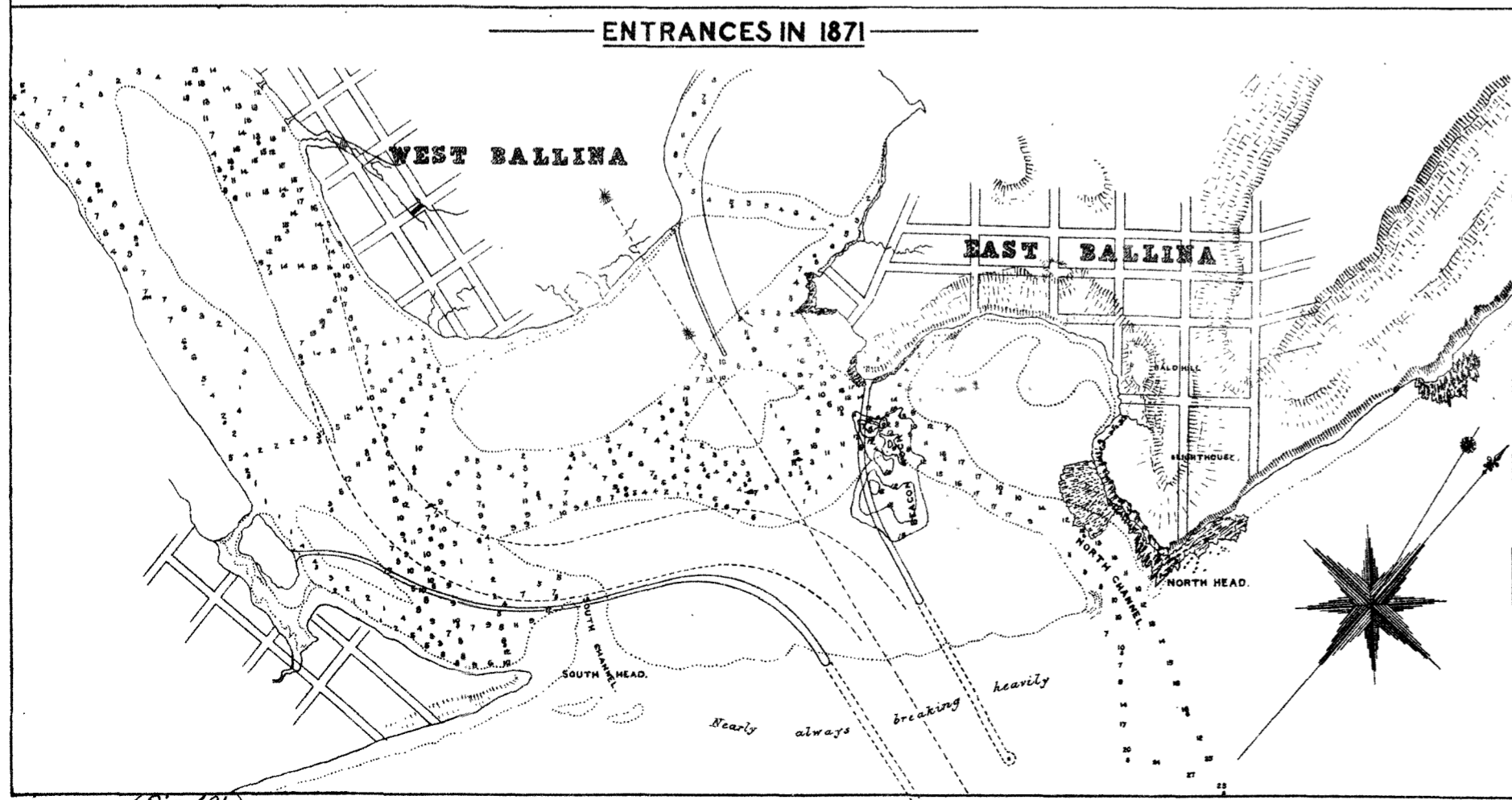
ENTRANCE IN JANY 1887



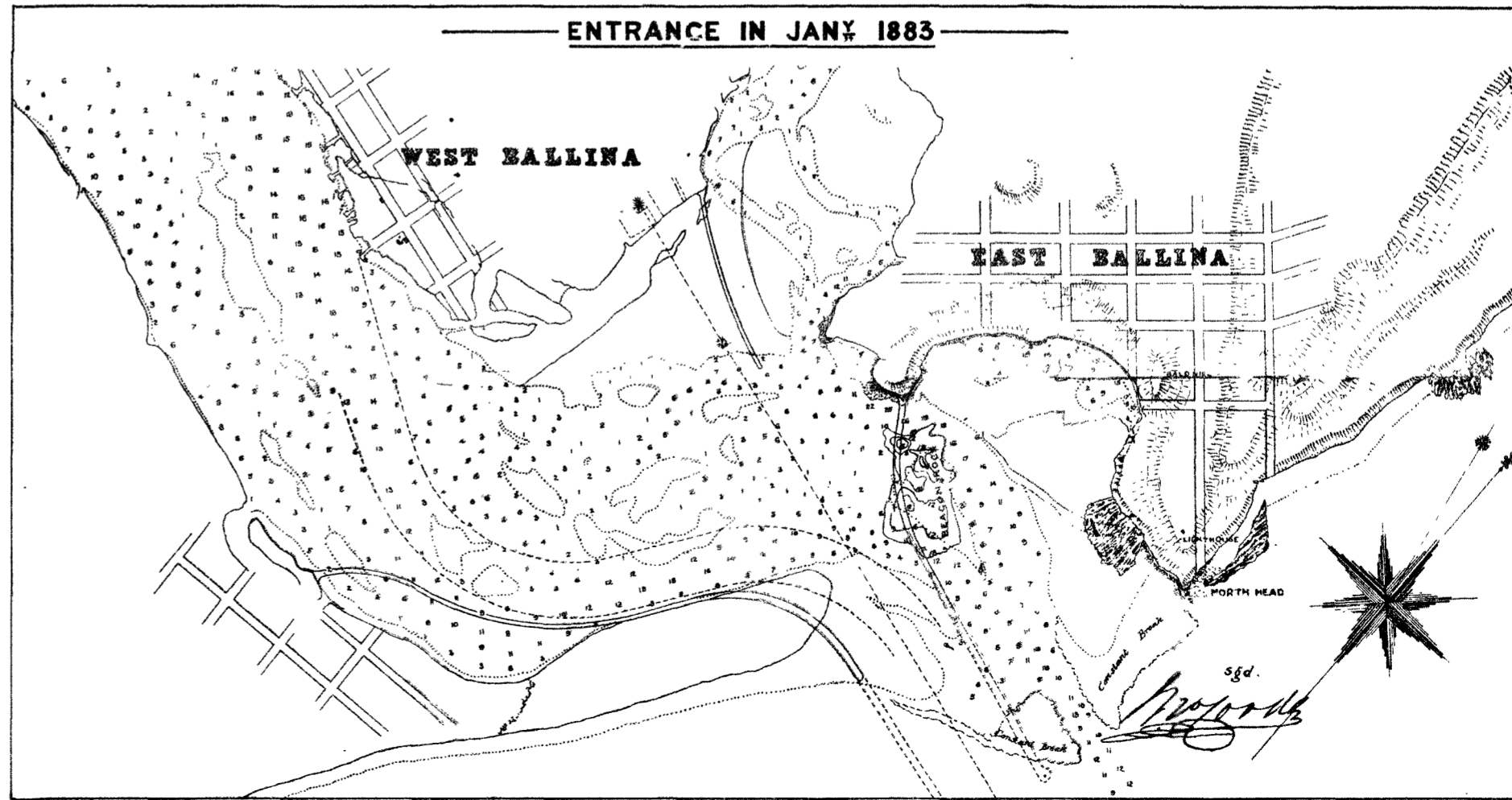
ENTRANCE IN JUNE 1887



ENTRANCES IN 1871

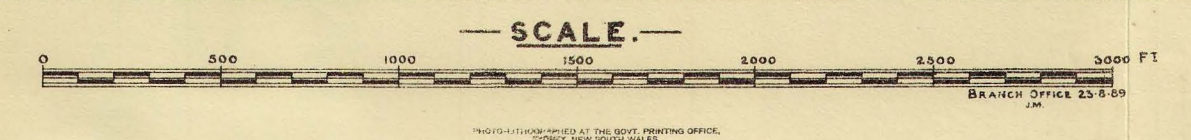


ENTRANCE IN JANY 1883



(Sig. 401.)

DRAWING N<sup>o</sup> 1  
**RICHMOND RIVER ENTRANCE**  
SHEWING WORKS PROPOSED BY SIR J. COODE



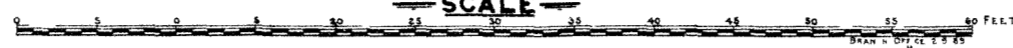
# RICHMOND RIVER ENTRANCE

—TYPE SECTIONS—

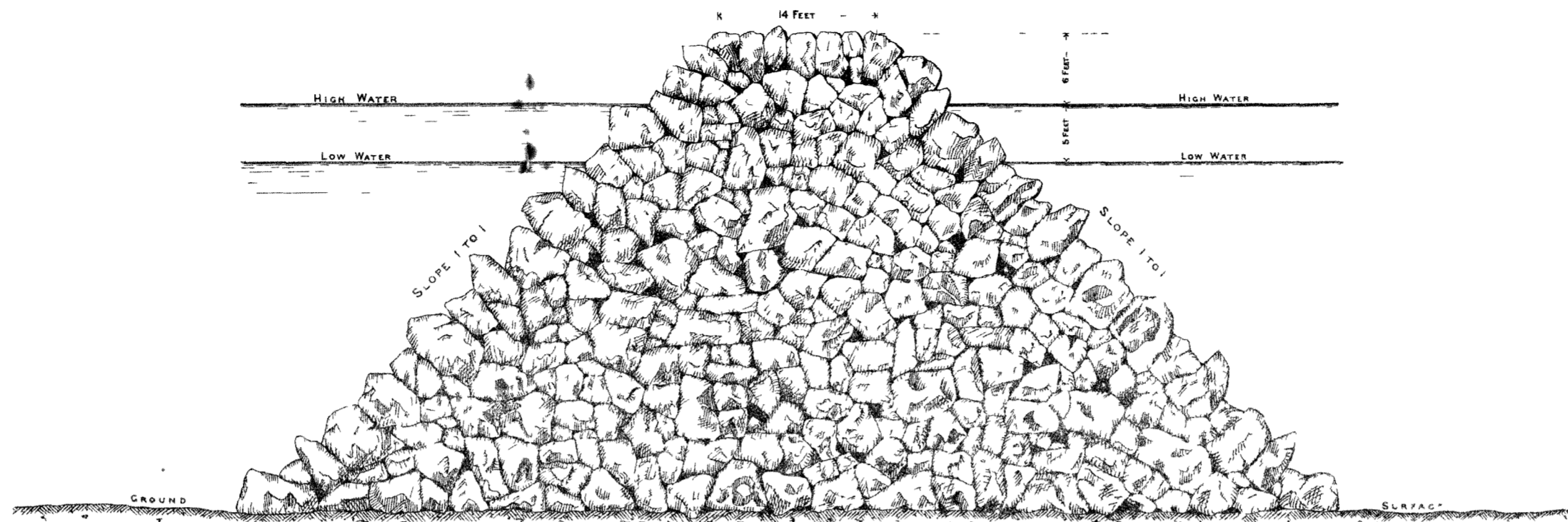
—OF—  
**DYKE & BREAKWATER.**

—WITH QUANTITIES FOR EACH FOOT IN DEPTH—

SCALE



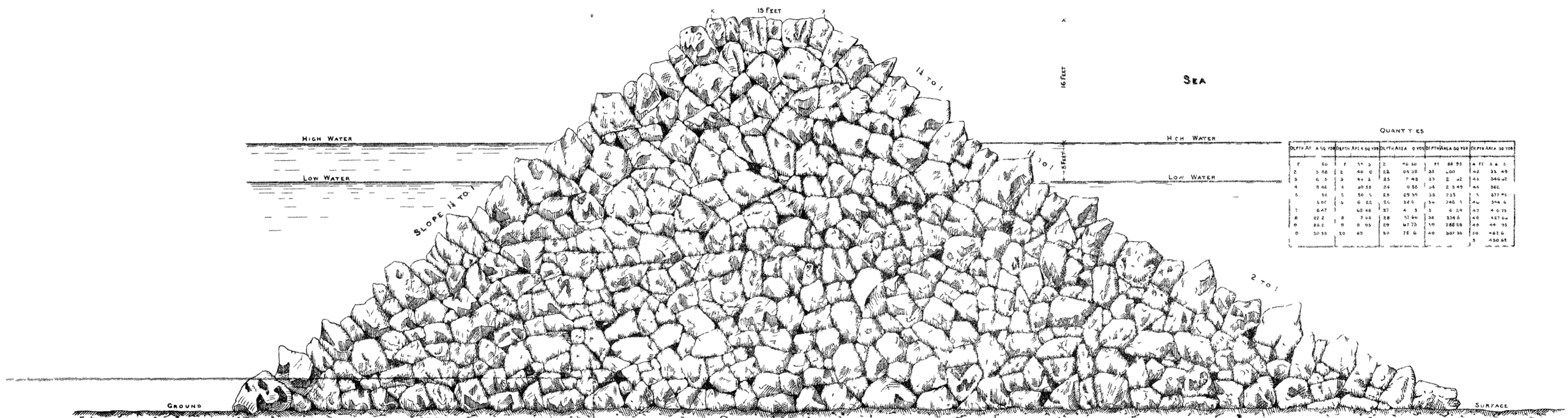
## DYKE.



QUANTITIES

DEPTH	AREA	PERCENTAGE	AREA	PERCENTAGE	AREA	PERCENTAGE	AREA	PERCENTAGE	AREA	PERCENTAGE
1	66	1	20	15	2	8	10	3	1	55
2	75	2	24	18	3	12	15	4	2	60
3	84	3	27	20	4	16	20	5	3	65
4	93	4	30	22	5	20	25	6	4	70
5	102	5	33	24	6	24	30	7	5	75
6	111	6	36	26	7	28	35	8	6	80
7	120	7	39	28	8	32	40	9	7	85
8	129	8	42	30	9	36	45	10	8	90
9	138	9	45	32	10	40	50	11	9	95
10	147	10	48	34	11	44	55	12	10	100

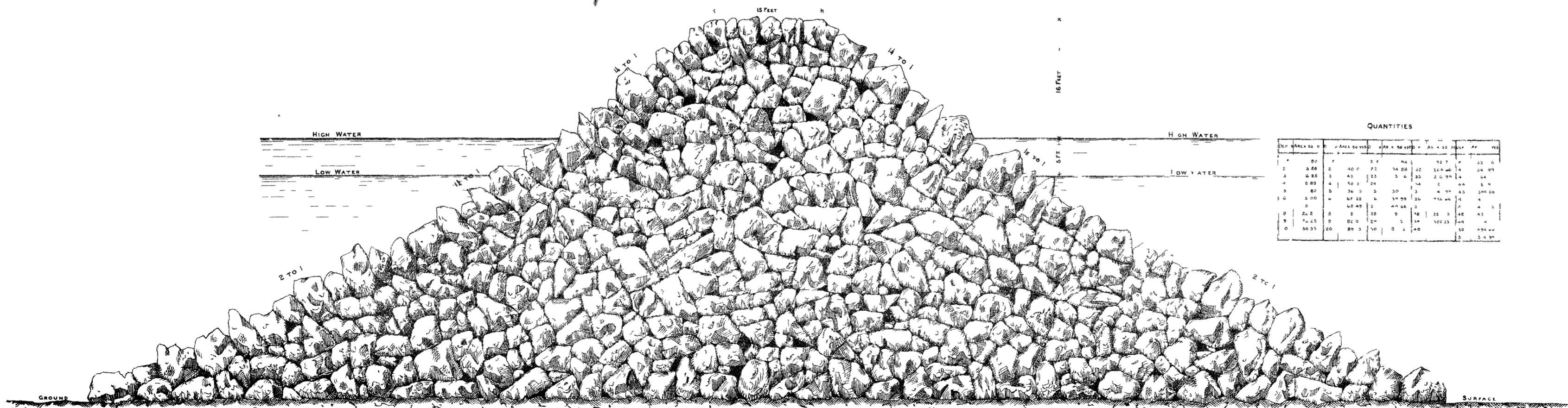
## BREAKWATER-ONE SIDE EXPOSED.



QUANTITIES

DEPTH	AREA	PERCENTAGE	AREA	PERCENTAGE	AREA	PERCENTAGE	AREA	PERCENTAGE	AREA	PERCENTAGE
1	50	1	15	12	10	15	15	15	15	15
2	58	2	18	14	12	18	18	18	18	18
3	66	3	21	16	14	21	21	21	21	21
4	74	4	24	18	16	24	24	24	24	24
5	82	5	27	20	18	27	27	27	27	27
6	90	6	30	22	20	30	30	30	30	30
7	98	7	33	24	22	33	33	33	33	33
8	106	8	36	26	24	36	36	36	36	36
9	114	9	39	28	26	39	39	39	39	39
10	122	10	42	30	28	42	42	42	42	42

## BREAKWATER-BOTH SIDES EXPOSED.



QUANTITIES

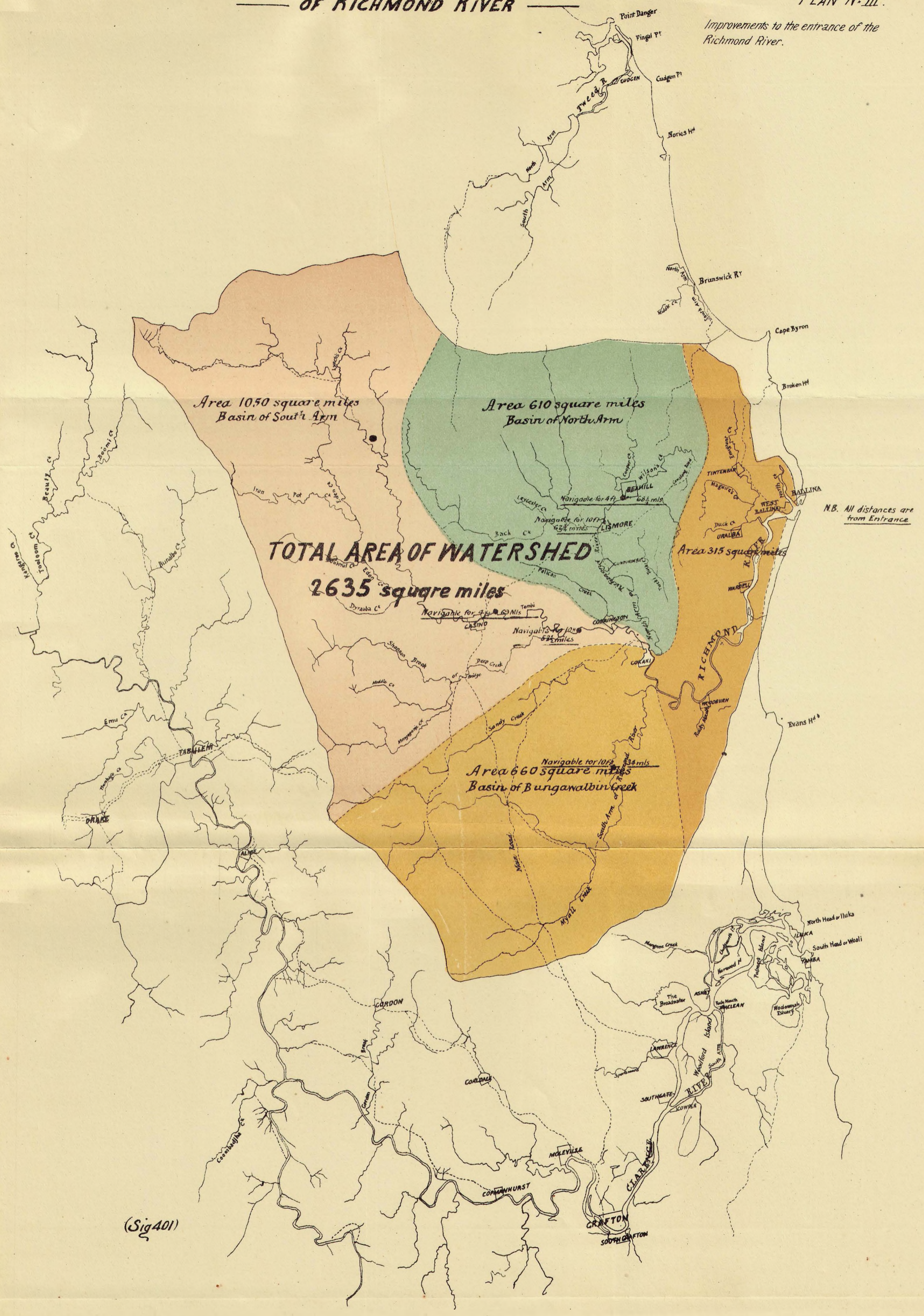
DEPTH	AREA	PERCENTAGE	AREA	PERCENTAGE	AREA	PERCENTAGE	AREA	PERCENTAGE	AREA	PERCENTAGE
1	80	1	40	20	40	20	40	20	40	20
2	88	2	44	22	44	22	44	22	44	22
3	96	3	48	24	48	24	48	24	48	24
4	104	4	52	26	52	26	52	26	52	26
5	112	5	56	28	56	28	56	28	56	28
6	120	6	60	30	60	30	60	30	60	30
7	128	7	64	32	64	32	64	32	64	32
8	136	8	68	34	68	34	68	34	68	34
9	144	9	72	36	72	36	72	36	72	36
10	152	10	76	38	76	38	76	38	76	38

(Sgt. 401)

— SKETCH PLAN SHEWING WATERSHED ETC —  
— OF RICHMOND RIVER —

PLAN No. III.

*Improvements to the entrance of the Richmond River.*



N.B. All distances are from Entrance

(Sig 401)



# SKETCH MAP

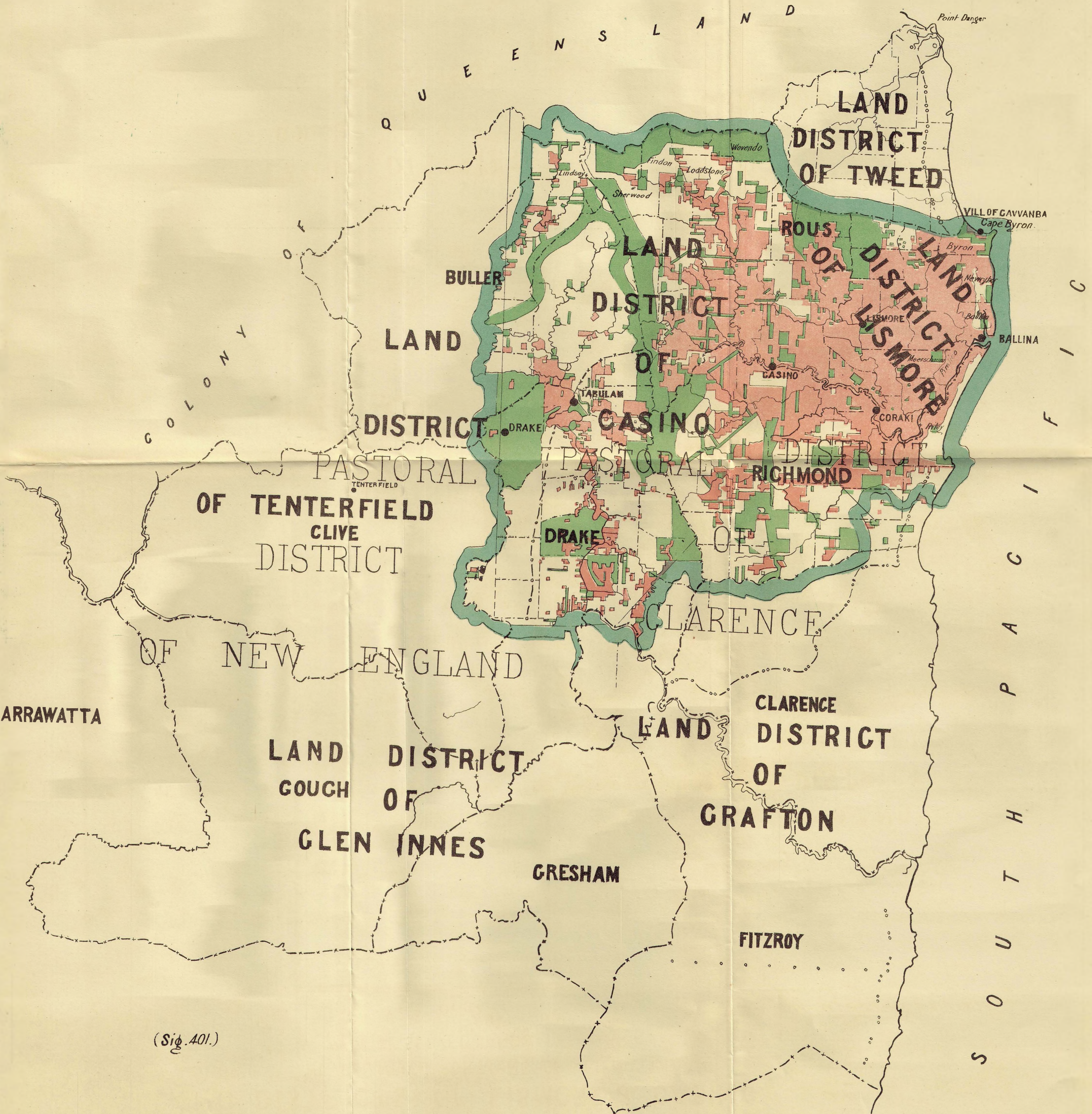
OF THE  
**LAND DISTRICTS, OF LISMORE & CASINO**  
SHOWING THE RELATIVE PORTIONS OF ALIENATED AND  
RESERVED LANDS.



Note: Alienated Land shown by Red Color  
Reserved do do Green

PHOTO-LITHOGRAPHED AT THE GOVT. PRINTING OFFICE,  
SYDNEY, NEW SOUTH WALES.

N.B. This map is only approximately correct



PLAN V  
Improvements to Entrance of Richmond Riv

— Plan of the —  
— CLARENCE AND RICHMOND RIVERS. —  
— Shewing the Schemes Proposed for Connecting them by a —  
— CANAL OR RAILWAY. —



*Drawn from the  
plan submitted with my  
report dated 19.11.78  
C. Darby*



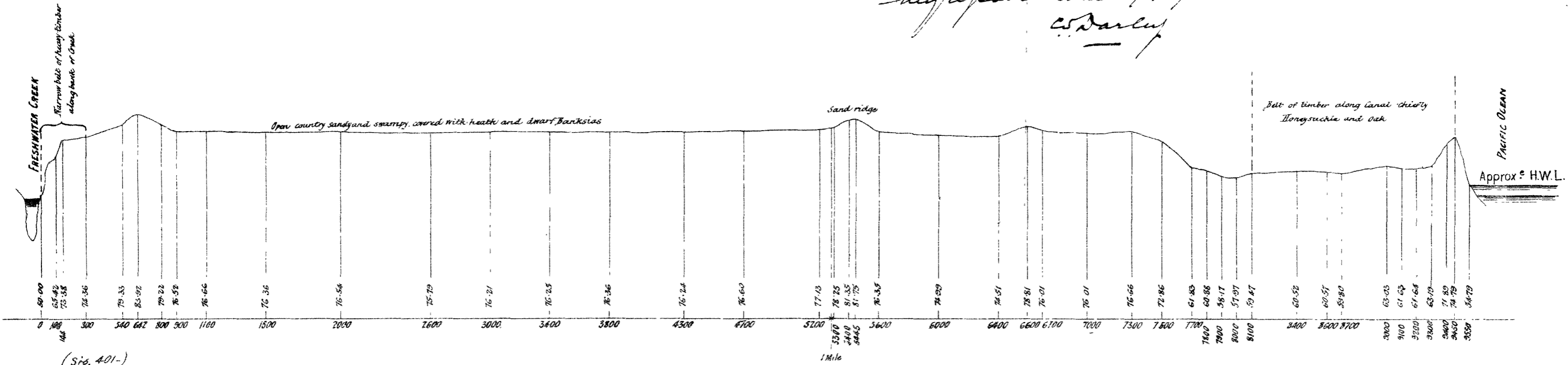
(See note)

**PROPOSED CANAL BETWEEN**  
**THE CLARENCE AND RICHMOND RIVERS**  
**CROSS SECTION FROM FRESHWATER CREEK TO SEA**  
**ON LINE  $\uparrow$  B BEARING - N94°25'E**

*PLAN VI.*  
*Improvements to Entrance of Richmond River*

**SCALES**  
 HORIZONTAL 500 FEET = 1 INCH  
 VERTICAL 30 FEET = 1 INCH

*Drawn from the*  
*plan submitted with*  
*my report dated 19.11.73*  
*C. Darby*

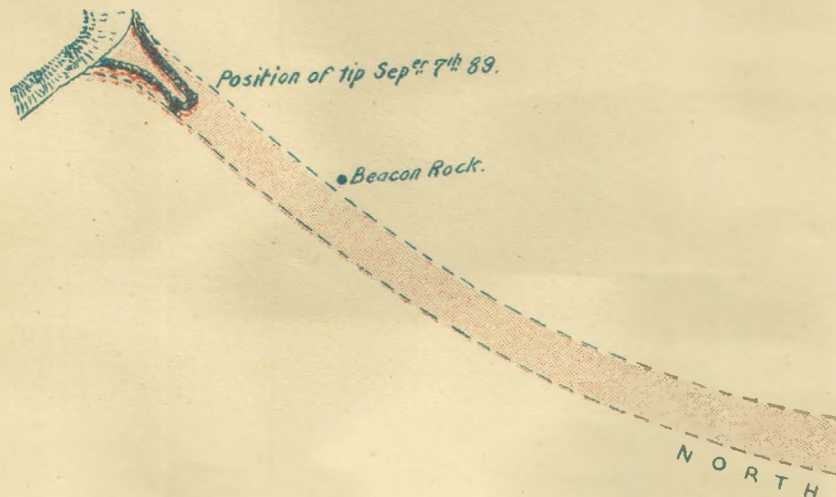


(Sig. 401-)

PHOTO-LITHOGRAPHED AT THE GOVT. PRINTING OFFICE,  
 SYDNEY, NEW SOUTH WALES.



Plan N<sup>o</sup> VII.



# PLAN

Showing position of borings taken between the proposed Breakwaters at Richmond River Heads.

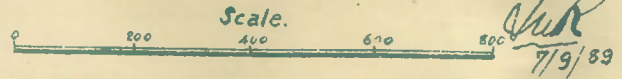
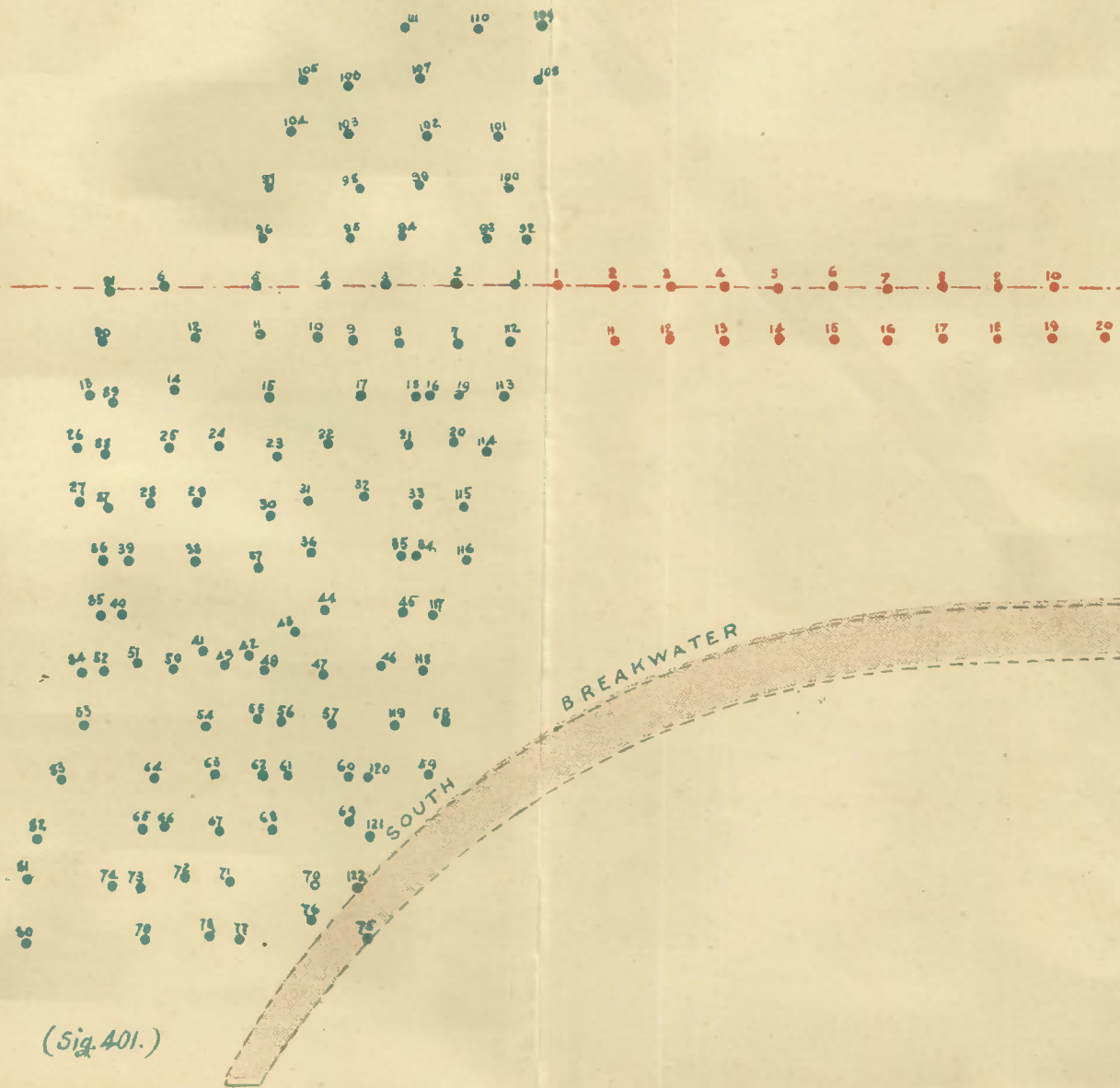


PHOTO-LITHOGRAPHED AT THE GOVT. PRINTING OFFICE, SYDNEY, NEW SOUTH WALES

NORTH

BREAKWATER

WRECK OF FRANCIS HIXSON

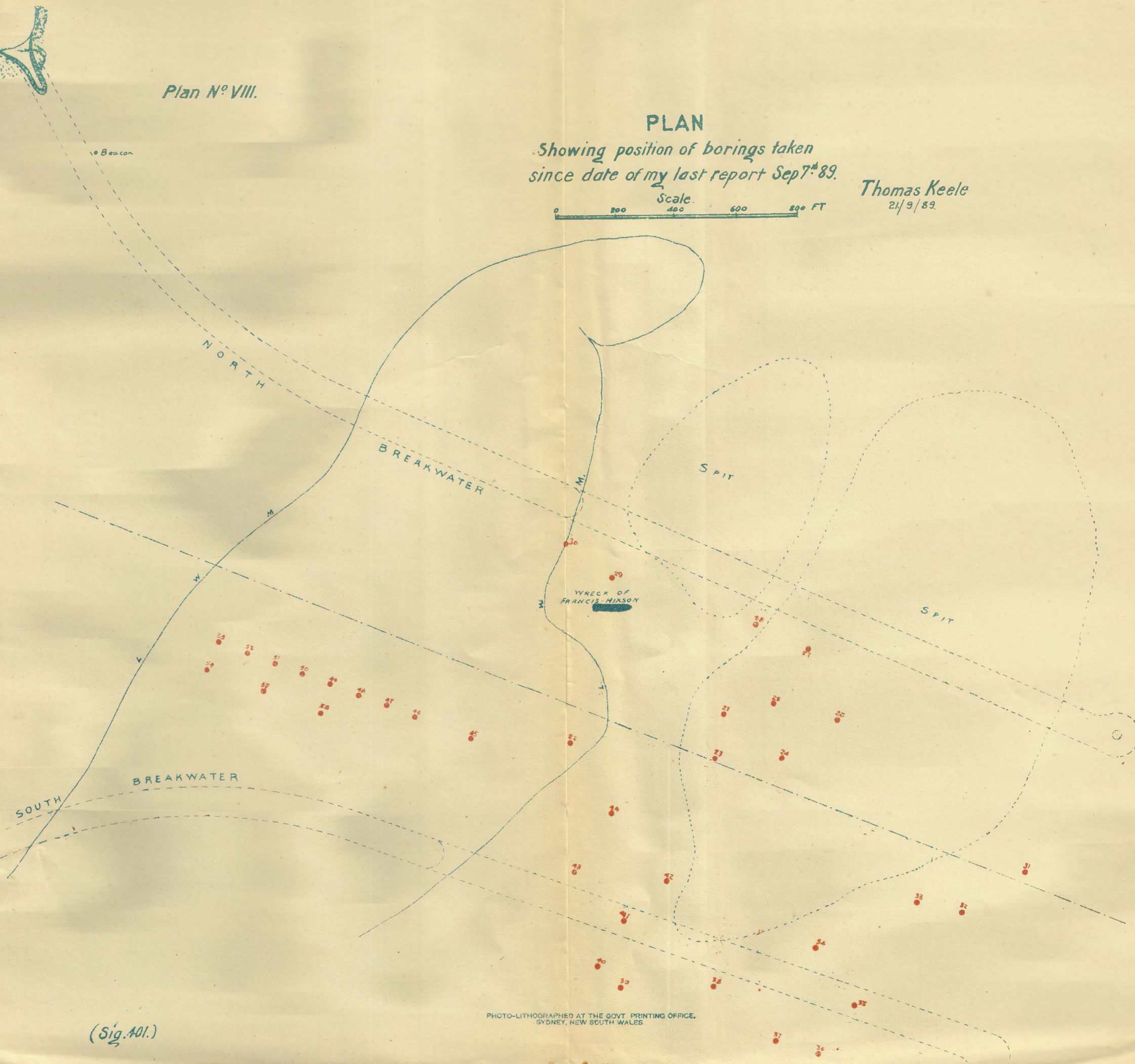


(Sig. 401.)

Plan N<sup>o</sup> VIII.

PLAN  
Showing position of borings taken  
since date of my last report Sep 7<sup>th</sup> 89.

Thomas Keele  
21/9/89.



(Sig. A01.)

1889.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

**THE RIVER MURRAY.**

(REPORT OF MR. J. E. F. COYLE, C.E., ON EXAMINATION OF.)

*Ordered by the Legislative Assembly to be printed, 22 August, 1889.*

Colonial Secretary's Office,

Sydney, 4 June, 1889.

Sir,

On behalf of this Government, I hereby authorize you to proceed to Albury, and from that point make a careful and thorough examination of the river Murray, so far as it waters the soil of New South Wales, mainly in respect, to the conditions here specified:—

1. The condition of the navigation.
2. The character of the craft employed on the river, especially as to ownership and nature of trade.
3. Whether any works undertaken by private persons or companies or other causes exist which operate in diminishing the waters or otherwise injuring the river.
4. What actual arrangements are made by the officers of Customs of Victoria or of New South Wales for the performance of their duties as such officers.
5. The situation of all Custom-houses of either Colony.
6. Whether licenses are issued at any place on the river, Echuca for example, to steamers or other vessels to trade, &c.
7. Whether any evidence presents itself of smuggling being carried on at different places upon the river.
8. Whether any proclamations or notices are posted on the banks of the river, and, if so, their nature.
9. Whether any improvements of the navigation of a practicable nature suggest themselves to your experience as an engineer.
10. Whether you observe any circumstance or authorized action on the part of any persons whatever which appears inconsistent with the ownership of the river-way by the Colony of New South Wales. And of course you will report on any other matter of relative significance, though not specifically expressed above.

Before leaving Albury it will be well to make such enquiries as may be practicable as to what is being done on the river above that point.

You must determine for yourself when you reach Albury by what means you will perform your journey of inspection and examination, and should you deem it expedient to charter a small vessel for the purpose, at any reasonable expense, your action in so doing will be approved. But as the post as well as the telegraph is conveniently at your service, it will be best to advise me on any proposal of special expenditure.

A further communication will be addressed to you in a day or two.

I have, &c.,

HENRY PARKES,  
Colonial Secretary.

J. E. F. Coyle, Esq., C.E.

---

Norwich Chambers, Hunter-street,  
Sydney, 17th August, 1889.

The Hon. the Colonial Secretary,  
Sydney,—

Sir,

I have the honor to state that, in compliance with the instructions contained in your letter of the 4th June last, I have made an examination of the River Murray, from Albury to the South Australian border, and I now beg to submit the following report in reply to the questions set forth in your letter above referred to.

In a further report the timber trade of the Murray forests will be dealt with, and the matters referred to in the present report more fully touched upon.

I have the honor to be,

Sir,

Your most obedient servant,

J. E. F. COYLE.

## RIVER MURRAY.

### 1. The condition of the Navigation.

IN 1853 Captain Francis Cadell brought the "Lady Augusta," a steamer of 72 tons burthen, through the river mouth. In the following year he succeeded in reaching Albury in that vessel, and in subsequent years did much towards making the Murray and its tributaries navigable with safety.

The first operation was the removal of timber from the waterway by cutting off at summer level, allowing the heavier portions to sink, and removing the lighter to the river banks. Thus, for each foot of rise above summer level there was a foot of clear fairway free from obstruction. In a few years after commencing operations Captain Cadell succeeded in making the river fairly navigable for about eight months in the year, to vessels drawing 4 feet 6 inches of water, from Albury to Goolwa, a distance of 1,468 miles by the course of the river; and the system he initiated forms the groundwork of all that has since been done in the way of river improvement.

In 1857 ten steamers, with barges, were trading between Albury and South Australia, and greater demands were made year by year on the capabilities of the fairway, for which special snagging boats were provided.

In 1864 railway communication was established between Melbourne and Echuca, and the Upper Murray trade from Albury to the Murrumbidgee Junction became concentrated on Echuca.

In 1872 the Victorian railway system was extended to Wodonga, and subsequently to Wahgunyah, Yarrawonga, and Cobram, points upon the Murray between Albury and Echuca, and the navigation of the river between these places may be said to have then ceased, save that four or five trips are made in the course of the year with wool from Tocumwal and the Goulburn to Echuca, and that a few boats engaged in the timber trade ply between the depôts and the saw-mills. Since the opening of the railway to Wodonga but little, and of late years nothing, has been done to maintain the navigable condition of the river between Albury and the Goulburn Junction. From the latter point to the junction with the Murrumbidgee two snagging steamers with tenders are provided by the Victorian Government for removing timber from the bed and banks of the river, while on the Lower Murray, from the Darling Junction to the sea the Government of South Australia remove timber, construct training walls over shallow reaches within their own territory, and otherwise maintain the fairway for navigation.

The general trading boats now employed draw from 4 to 6 feet of water. This may appear an excessive draught, but experience has shown that it is impossible to get a boat of sufficient displacement to perform the work required on a less draught, without increasing the length to such an extent as to render the passage of the sharp bends difficult or impracticable.

From Albury to Tocumwal the river is much impeded by timber, and the landing stages at the various places along the route were removed some years ago. From Tocumwal to Echuca the condition is somewhat improved by the occasional operations of a Victorian snagging steamer, while the fairway between Echuca and the South Australian boundary is good, and safely navigable for the largest boats trading, when its waters stand at, or over, 12 feet above summer level on the Echuca gauge, a condition that usually obtains from the beginning of June until the middle of December; and it is fairly navigable to vessels drawing 5 feet of water for eight months in the year, that portion below the effluent of Lake Victoria having sufficient depth for one month longer. A few small boats on a draught of 2 feet and under make occasional trips in any state of the river, when inducement offers.

As the water falls below 6 feet on the Echuca gauge, navigation becomes difficult for trading boats, and as it approaches summer level, impracticable, by reason of the numerous obstructions which present themselves in the waterway—as timber, wide shallow reaches, isolated rocks, and sandstone or conglomerate bars. The following places.

places are specially noted, all distances being estimated along the course of the river, commencing at Albury :—

- 12 miles (Jindera Hill).—A wide shallow reach, with timber partially embedded.
- 43 miles (Howlong).—Present bridge across the river too low to admit of the ordinary class of steamers trading on the Murray to pass under it.
- 46 miles (Devil's Elbow).—A sharp bend, with shallow water by reason of a short anabranch taking off there.
- 54 miles (Keogh's Island).—River divided into two channels, with much timber in the waterway.
- 112 miles.—A narrow cut and sharp elbow, formed by river breaking through neck of bend during the flood of 1870.
- 131½ miles (Mulwala Cut).—Shallow water ; soft, sandy bottom.
- 159 miles (Darwood's Island).—Sharp bend with much partially embedded timber.
- 190 miles.—A wide shallow reach of soft sand.
- 209 miles (Wharparanah).—A recent cut, much impeded by timber.
- 211 miles.—A wide shallow reach of soft sand.
- 249 miles (Nine Panel Bend).—A very sharp bend, with quantities of partially embedded timber.
- 263 miles (Lake Moira).—Channel narrow, and much impeded by timber.
- 265 miles (Wahgunyah Bay).—River shallow, with timber in waterway.
- 270 miles (Bama Creek).—A very shallow reach of river with much timber.
- 271 miles.—Long shallow reach, with sandstone bars, having timber partially embedded between them.
- 285 miles (Cape Horn).—A sharp shallow bend with much timber.
- 290 miles (Goulburn Junction).—A stretch of shallow water with timber.
- 294 miles (Boiling Down Reef).—A sandstone bar in which a narrow channel has been artificially cut in midstream.
- 297½ miles (Pound Reef).—A sandstone bar with narrow channel amidstream.
- 301 miles (Echuca).
- 307 miles (Boyces).—A flat bed of shale, 300 ft. wide, crosses the river for two-thirds of its distance.
- 312 miles (Murrumbidgee Reef).—A sandstone bar extends from the Victorian side to within 35 ft. of the opposite bank. There is a narrow channel about midstream, too shallow for trading vessels to pass in a low state of the river.
- 316, 318, 321, and 323 miles.—Wide reaches of shallow water. During low-water a channel is scoured through these flats, but is again filled as the water rises.
- 407 to 412 miles.—Several reaches of wide shallow water of uniform depth across the river.
- 418 miles (Clump Bend).—A sandstone bar extending across the river, wide and shallow section.
- 419½ miles (Waradgery Reef).—A flat sandstone bar, 200 feet wide, extends from the New South Wales side to within 35 feet of the opposite bank.
- 431 miles (Campbell's Islands, Kelpie Leap).—Reach of shallow water.
- 441 to 443 miles.—Several reaches of shallow water.
- 442 miles.—A sandstone bar extending from the Victorian side to within 30 feet of the opposite bank.
- 492 miles (Hospital Bend).—A sandstone bar extends for two-thirds of the width of the river from the Victorian side.
- 496 to 514 miles.—Numerous wide reaches of shallow water, with soft bottom.
- 546 to 554.—A number of sandstone bars.
- 555½ miles (Mud Island).—A hard sandstone bar extends from the Victorian side across to Mud Island. Between this and the New South Wales bank is the channel, 40 feet wide, which is impassable in a low state of the river. On the upper side a flat bed of hard sand extends across the river.
- 601½ miles (Jeremiah Rocks).—A sandstone bar extending across the river, slightly depressed in midstream.
- 611 to 612½ miles.—Four sandstone bars having channels, which silt up when the river is high, and are scoured out at low water.

- 624 to 627 miles.—Two sandstone bars, with a shallow reach of sand between them.
- 628 miles.—The river bed is composed of sandstone for a length of half-a-mile, and has a wide cross-section. The channel through this bed is narrow and intricate.
- 659½ miles.—A bar of conglomerate extends from the Victorian side to within 50 feet of the opposite bank. The channel has a hard sandy bed, and is difficult to navigate by reason of the current deflected by the bar setting into the channel at an acute angle.
- 681½ miles.—A flat sandstone bar, 200 feet wide, extends from the New South Wales side to within 30 feet of the opposite bank.
- 684½ miles.—A bar of conglomerate extends for two-thirds of the river's width from the New South Wales side, with hard bottom in channel; wide cross-section.
- 695½ miles.—A sandstone bar, 300 feet wide, extends from the Victorian side to within 50 feet of the opposite bank.
- 697½ miles (Gell's Island).—A conglomerate bar extends from the New South Wales side to within 50 feet of the opposite side.
- 738½ miles.—A hard sandstone bar, 150 feet wide, extends across the river; wide cross-section.
- 755 miles (McGrath's Island).—An irregular conglomerate reef, 150 feet wide, extends from the Victorian side to within 40 feet of the opposite bank. For a distance of a mile below this point there is a wide shallow reach, and navigation is difficult by reason of the intricacy of the channel.
- 789 miles (McFarlane's Reef).—A sandstone bar extending across the river, with a narrow depression in midstream; cross-section of river wide.
- 798 miles (Rocky Point).—There are three conglomerate reefs at this place, two running out from the New South Wales bank, and one from the Victorian side. The navigation is dangerous by reason of the tendency of the current to carry the vessel on to the New South Wales reef in endeavouring to avoid the Victorian.
- 840 miles (Cowana Reef).—A conglomerate reef, 300 feet wide, extends from the Victorian side for two-thirds of the distance across. Immediately below this are several isolated rocks in the riverway; then a second reef, 70 feet wide, extending from the New South Wales side to within 50 feet of the opposite bank.
- 851 miles.—From the Cowana Reef to the Darling Junction (Wentworth) there are no further special obstructions beyond the sandspits on the inner sides of the various bends which obtain throughout the river's course.
- The bars and reefs enumerated above, with the exception of those at Clump Bend (418), Jeremiah Rocks (601½), and McFarlane's Reef (789), have channels through or past them, and may be said to act as weirs in raising the water-level upstream in low states of the river.
- Continuing from Wentworth to the South Australian border the next obstruction met with is at—
- 894 miles (Moorna).—A wide shallow reach of soft sand ½ mile in length.
- 924 miles (Cadell's Reef).—A sandstone reef 600 feet wide extends across the river with tortuous channel through projecting points of rock.
- 949-954 miles (Rufus Reach).—A wide shallow reach of soft sand extends for about 900 feet.
- 969 miles (Little Elbow Reach).—A shallow reach extends for 200 feet.

No further special obstructions occur from this point to the South Australian boundary, which is reached at a distance of 1,004 miles by the river's course from Albury.

The action of floods is greatly moderated, and the navigable condition of the river prolonged by the numerous lakes, expansions, anabranches, billabongs, and lagoons along its course. These receive a large proportion of the flood-waters, distribute them over hundreds of square miles, and discharge them again into its bed as the waters recede. The discharge from Lake Victoria alone maintains sufficient depth for trading vessels below the junction of its effluent, the "Rufus Creek," with the Murray, for five weeks after the navigation is closed above it.

A similar cause of the navigation being prolonged is produced by artificial means. The banks are invariably higher than the land for some distance back from the river, and through these banks numerous channels have been cut, which admit the waters on the rise at a level frequently several feet below the banks, and, as the water recedes, permit of its flowing again into the channel of the river instead of forming shallow lakes, from which the only escape would be by evaporation. When it is stated that an area of over 500 square miles of country was under water an average depth of 4 feet during the present season, between Corowa and the Murrumbidgee junction, of which a considerable portion would have been impounded, some conception may be formed of the effect which these apparently unimportant works produce in maintaining the normal volume of water in the river, and as many of these openings are provided with gates, the influx and reflux can be regulated at pleasure.

## 2. The character of the craft employed on the river, especially as to ownership and nature of trade.

The trade of the Murray, apart from the timber industry, consists of carrying supplies to the stations, stores, and settlers of the Riverina district, from Melbourne and Adelaide, and bringing back wool, hides, and tallow, and is performed by steamers towing one or two barges, and carrying from 60 to 300 tons each trip. There are engaged in the trade 143 steamers, and a similar number of barges, of which sixty-seven are owned in Victoria, fifty-five in South Australia, and twenty-one in New South Wales.

The extension of railways to Hay in 1882, and to Bourke in 1885, as well as the connection of Silvertown with the railway system of South Australia in 1888, has materially affected the Murray trade. Victoria, again, has recently touched the river at two points below Echuca, viz, Koondrook and Swan Hill, and it may be anticipated that when the rails are laid to the latter place, and the necessary accommodation is provided, the trade of the Upper Murray will centre there instead of at Echuca as at present.

The trade of the Lower Murray and the river-borne trade of the Darling centre in Morgan, a town on the Murray, 100 miles below the South Australian border, and connected by rail with Adelaide, Wentworth, at the junction of the rivers, being the port of entry for New South Wales.

Formerly the trade between the Darling country and Melbourne was of equal importance to that with Adelaide, but in 1874 a reduction in cost of freight to Adelaide took place, and a large portion of the Victorian trade was diverted to South Australia.

The Upper Murray trade, which includes the river-borne trade of the Murrumbidgee, Edwards, and Wakool Rivers, centres in Echuca, where ample accommodation exists for the discharge and shipment of goods, as wharfage 1,123 lineal feet, sheds 620 feet by 31 feet, 6 hydraulic cranes, lifting up to 10-tons, hand crane, railway connection, and extensive sidings, fully sufficient to meet the requirements of the trade of the port.

Goods come direct from Melbourne by rail to the wharves, and are transferred from the wagons into the steamers and barges. Wool, again, from the Riverina is loaded directly on to the railway trucks from the vessels lying alongside the wharves, without delay or inconvenience.

Vessels leaving Echuca are said to clear for Moama, a New South Wales port across the river. They do not, however, go there, but the Customs Officers at Moama come to Echuca wharf and clear the vessel before she leaves. At Moama a wharf 120 feet long was erected a few years ago in a blind billabong off the river. It is awkwardly situated, and, in its present state, is inaccessible at ordinary water-level, and vessels are unable to swing except in times of flood. There is no railway connection nor are there appliances or accommodation of any description for the shipment or storage of goods. The wharf has not been used, and under existing conditions is of no service whatever for any purpose.

To accommodate the coastwise trade and the trade of the Murray proper, there are wharves at Tocumwal and Wentworth, on the New South Wales side, and at Koondrook and Swan Hill, on the Victorian bank. When the river is in good condition



condition the time occupied and the cost of carriage per ton, including railage, steamer, and insurance, between Melbourne, Adelaide, and Sydney, and the chief ports on the Murray and its tributaries in New South Wales, is as follows:—

						£	s.	d.
Melbourne to	Echuca,	1 day, return journey	1 day, freight	...	2	11	0	
"	Balranald,	4 days	6 days,	"	5	6	0	
"	Hay,	9 "	11 "	"	6	12	0	
"	Wentworth,	6 "	8 "	"	5	17	0	
"	Menindie,	10 "	10 "	"	6	15	0	
"	Wilcannia,	14 "	14 "	"	7	11	0	
"	Bourke,	18 "	18 "	"	8	7	0	
Adelaide to	Morgan,	1 day, return journey	1 day, freight	...	1	0	6	
"	Wentworth,	4 days,	3 days,	"	2	17	6	
"	Menindie,	8 "	5 "	"	4	0	0	
"	Wilcannia,	11 "	8 "	"	4	13	0	
"	Bourke,	15 "	11 "	"	5	7	0	

Bourke to Sydney, by rail, wool, undumped—scoured, £5 0s. 3d., greasy, £4 0s. 3d.

Sydney to Bourke, by rail, ordinary supplies by the truck of 6 tons—per ton, £6 16s. 8d.

Returns prepared by the Sub-Collectors of Customs at Moama and Wentworth, attached, illustrate the upper and lower riverborne trade with Melbourne and Adelaide.

#### PORT OF MOAMA.

DEPARTURES for the Murrumbidgee, Edwards, and Upper and Lower Murray Rivers, for the years 1884 to 1888.

MURRUMBIDGEE RIVER.					EDWARDS RIVER.				UPPER MURRAY.				LOWER MURRAY.			
Year.	Steamers.	Barges.	Aggregate Tonnage.	Value of Cargoes.	Steamers.	Barges.	Aggregate Tonnage.	Value of Cargoes.	Steamers.	Barges.	Aggregate Tonnage.	Value of Cargoes.	Steamers.	Barges.	Aggregate Tonnage.	Value of Cargoes.
1884	47	36	8,934	63,589	12	7	1,474	3,174	3	3	836	815	60	44	11,124	48,823
1885	63	51	11,580	62,277	9	9	1,114	1,761	8	3	894	243	38	29	7,439	21,783
1886	49	43	8,741	39,279	9	9	1,100	2,537	4	3	556	190	40	27	7,035	24,593
1887	87	50	13,918	79,790	14	15	1,857	2,990	12	7	921	2,969	65	29	13,632	56,160
1888	77	72	16,006	80,226	13	8	1,513	4,157	6	6	1,586	385	55	35	9,234	23,611

PORT OF MOAMA.					RETURN of bales of Wool exported to Victoria, via Murray Bridge, Moama, for the years 1879 to 1888.		RETURN of bales of Wool landed at Echuca Wharf for the years 1879 to 1888.	
RETURN showing the value of Imports and arrivals of Steamers and Barges, with their aggregate tonnage, for the Years 1879 to 1888.					VICTORIA.			
Year.	Steamers.	Barges.	Aggregate tonnage.	Value of Cargoes.	Year.	Bales.	Year.	Bales.
1879	91	54	16,204	203,466	1879	29,843	1879	74,135
1880	128	108	26,797	335,500	1880	29,764	1880	91,419
1881	182	158	43,115	410,944	1881	29,290	1881	78,242
1882	151	115	37,493	326,524	1882	27,365	1882	60,428
1883	146	124	32,482	213,629	1883	25,893	1883	50,611
1884	122	90	22,868	116,401	1884	33,893	1884	46,077
1885	118	92	21,027	86,064	1885	23,034	1885	33,444
1886	102	82	17,432	66,599	1886	24,833	1886	50,955
1887	178	101	30,328	141,909	1887	26,487	1887	78,853
1888	151	121	28,339	113,379	1888	24,690	1888	52,808

STATEMENT showing extent of Trade with South Australia and Victoria respectively, for past ten years, showing Arrivals, Departures, Value, and Tonnage of Shipping; and also the quantity of Wool and value of same exported during that period; together with Arrivals, Departures, and Tonnage of Coastwise Steamers:—

INWARDS.											
South Australia.				Victoria.							
Years.	Arrivals.	Tonnage.	Value.	Arrivals.	Tonnage.	Value.	Coastwise.		Arrivals.	Tonnage.	
							Arrivals.	Tonnage.			
			£			£					
1879	178	26,200	289,806	61	15,390	83,378	6		6	804	
1880	185	26,930	238,157	57	12,577	92,482	5		5	1,021	
1881	140	17,118	234,897	52	10,630	90,459	16		16	2,667	
1882	191	28,035	410,127	43	11,297	89,085	17		17	2,349	
1883	199	32,005	404,322	51	13,093	54,241	19		19	2,969	
1884	157	17,781	218,937	36	8,389	39,752	27		27	4,096	
1885	143	17,058	141,929	26	5,908	14,084	16		16	2,002	
1886	129	18,841	164,159	29	6,525	27,230	8		8	700	
1887	163	23,453	230,764	49	11,939	52,623	6		6	773	
1888	123	16,443	138,993	41	5,984	10,221	6		6	1,531	

OUTWARDS.												
Year.	South Australia.			Victoria.			Coastwise.		To South Australia.		Victoria.	
	Departure.	Tonnage.	Value.	Departure.	Tonnage.	Value.	Departure.	Tonnage.	Bales Wool Exported.	Value.	Bales Wool Exported.	Value.
			£			£			£		£	
1879	176	27,006	629,465	66	17,087	247,031	5	533	24,936	375,049	13,553	203,295
1880	186	26,936	637,152	58	12,238	214,093	4	474	25,432	386,430	13,238	203,251
1881	130	16,133	295,004	54	10,155	111,453	12	1,953	14,198	228,165	6,011	96,179
1882	189	27,947	921,427	43	10,003	150,021	18	2,675	50,798	893,605	7,828	149,273
1883	192	30,417	771,010	50	12,309	71,122	15	2,193	38,075	777,557	2,992	66,228
1884	167	21,665	1,029,134	56	12,969	330,652	15	1,455	46,297	972,541	13,478	299,557
1885	151	13,654	268,608	33	7,905	11,425	16	1,908	10,871	190,203	761	7,854
1886	123	17,794	783,647	37	8,380	231,934	4	373	44,893	739,832	12,344	226,987
1887	165	24,550	786,949	49	11,767	311,596	8	696	47,142	764,746	16,995	302,134
1888	119	15,183	92,596	46	6,746	41,168	8	789	5,050	84,571	2,692	39,854

NOTE.—Whenever a falling off in the imports and exports in the years is observed, it may be attributed to the unnavigable state of the Darling, as well as, during the past three years, to the opening of the Bourke Railway, and the introduction of supplies from South Australia to Silverton direct by rail for consumption in that as well as in the Darling district.

Diversion of trade from Victoria to South Australia beginning in 1875, occasioned through reduction of freights from £2 10s. to £1 5s. on the Adelaide to Morgan Railway, thereby offering inducement to Victorian exporters to forward their general supplies *via* South Australia for the Darling, instead of by the Echuca route, the freights by which were, and still are, considerably higher.

Licenses.—Six hawking steamers have obtained licenses for trading in New South Wales waters. Steamers plying for freight require none, but care has been taken that they are duly registered.

RETURN showing No. of steamers and barges, and their tonnage, employed in the South Australian and Victorian trades respectively, on the Lower Murray and Darling Rivers, as well as the name of the Colony as far as can be ascertained where owners reside:—

Trade on which vessels employed.	No. of steamers.	Tonnage.	No. of barges.	Tonnage.	Total No. steamers and barges.	Combined tonnage.	Number of owners.	Supposed place of residence of owners.
South Australia .....	54	4,005	47	2,172	101	6,177	90	N.S.W., 4, S. Australia, 86
*Victoria .....	37	2,310	65	10,313	102	12,623	92	Victoria, about 50, on steamers 42†

\* Several occasionally trade from South Australia on the Darling. † The 42 domiciled in Victoria.

### 3. Whether any works undertaken by private persons or companies, or other causes exist which operate in diminishing the waters or otherwise injuring the river?

The works undertaken by the various Trusts constituted under the Irrigation Act, 1886, in force in Victoria, those of Chaffey Bros. (Limited), under a special Act of the Victorian Legislature, those of the municipalities of Albury, Yarrawonga, Echuca, Swan Hill, and Wentworth, as well as numerous pumping plants and irrigation works owned and constructed by persons on both sides of the river, operate now, and in future will operate largely, in diminishing the waters of the river. Several woolscouring establishments are situated on the river banks.

The greater part of the sewage of Albury, Corowa, Wahgunyah, Yarrawonga, Echuca, Moama, Koondrook, Swan Hill, and Wentworth is discharged in an unpurified state either into the Murray or streams leading immediately into it.

The schedules showing the various works operating prejudicially to the river are appended, save those important diversions of water from the tributaries on the south side, for irrigation and other purposes, which will be dealt with more particularly in a final Report.

STATEMENT showing the Water Supply Plant and Works on the Northern Bank of the River Murray.

No.	Distance from Albury by river in miles.	Name or person or authority diverting water.	Estimated quantities taken.				Purposes applied to.	Remarks.
			In gallons per 24 hours.		In cubic feet per minute.			
			Summer.	Winter.	Summer.	Winter.		
1	.....	Albury— Water supply.....	.....	.....	33	14	Domestic use, and watering streets and gardens.	Works constructed under "Country Towns Water and Sewage Act, 1880"—Inlet pipe, 4 ft. below summer level, and 14 miles by course of river above Albury; capacity of pumps, 40,000 gallons per hour; engine, 45 h.-p.
2	.....	Railway Department .....	15,000	15,000	.....	.....	Railway purposes.....	Pump at railway bridge.
3	43 46	Howlong. Alexander Macvean.....	.....	.....	2	1	Irrigation .....	6 acres of orangery; 2-in. pump; not in use lately.
4	53	Quat Quat.	.....	.....	.....	.....	do .....	2 acres of orchard; 2½-in. pump, worked by engine.
5	63	Hon. John Wallace.....	6,500	4,000	.....	.....	Brewing purposes .....	Brewery pumping plant; 4 h.-p. engine and 5 in. pump, not in work yet; about to commence.
6	71	T. Ogilvie.....	1,000	1,000	.....	.....	Steam purposes .....	Flour and saw mills; one engine drives both.
7	71½	Joseph Cbicken .....	1,800	1,800	.....	.....	Domestic use .....	Two water carts ply for a few months in summer when tanks become exhausted.
8	73	Corowa .....	1,000	.....	.....	.....	do .....	Hand pump.
9	73½	F. C. Piggis.....	360	360	.....	.....	Irrigation and domestic use .....	Collendine.—2 acres of garden; engine and 3 in. pump.
10	107	Henry Hay .....	6,500	4,000	.....	.....	.....	.....
11	109	Ovens Junction.	.....	.....	.....	.....	.....	.....
12	130	Mulwala.	.....	.....	.....	.....	.....	.....
13	130	J. T. Halburd .....	4,900	3,000	.....	.....	Domestic use and watering orchard ...	1½ acre orchard and garden; windmill and 2-in. pump.
14	155	William Hay .....	.....	.....	2	1	do do .....	Boomazoomana.—6 acres orchard and garden; 4 h.-p. steam pump, 3-in. pipe.
15	174	Cobram.	.....	.....	.....	.....	.....	.....
16	184	Patrick M'Farland .....	.....	.....	83	83	Irrigation .....	Barooga Station; 550 acres sown with lucerne ready for irrigation, 500 acres more cleared. Present works consist of 1½ mile of main channel, 60 ft. wide, and 10 miles of subsidiary channels; plant—one 20-in. centrifugal pump, working capacity 10,000 gallons per minute; 43 h.-p. engine, capable of irrigating 10,000 acres. Work will be developed annually.
17	194	Tocumwal.	.....	.....	.....	.....	.....	.....
18	194	Edward Wilson .....	4,100	4,100	.....	.....	Domestic use and watering garden ...	Horse-pump 2-in. pipe supplies seventy persons and waters ½-acre of garden.
19	194	C. D. Whitty .....	800	800	.....	.....	Do do .....	No. 4 Douglas pump, 1½-in. pump, supplies four persons and waters ¼-acre of garden.
20	274½	Daniel Matthews.....	14,000	7,000	.....	.....	Irrigation and domestic use .....	Four acres of orchard; 6-in. centrifugal pump, and 6 h.-p. engine.
21	275	Henry M'Kensie .....	800	600	.....	.....	Do do .....	½-acre of garden; 4 h.-p. steam pump.
22	297	David M'Laren .....	6,500	4,000	.....	.....	Do do .....	Irrigates 2 acres of crop; 4 h.-p. engine, and 6-in. Tangye pump.
23	300	Moama.	.....	.....	.....	.....	.....	.....
24	302	Alfred Randall.....	1,800	800	.....	.....	Domestic use and watering garden ...	½-acre of garden; wind-mill and pump, 1½-in. pipe.
25	307½	William Royce.....	9,000	4,000	.....	.....	Do do .....	2½ acres of garden; hand-pump, 1½-in. pipe.
26	320	George Pilty .....	8,000	3,500	.....	.....	Irrigation .....	2 acres of sugar cane; chain pump, 3-in. pipe.
27	339½	Robertson and Wagner .....	.....	.....	12	24	Irrigation and domestic use .....	Perricoota.—400 acres in wheat, 4 acres of orchard. Plant—One 14 h.-p. engine and 18 in. centrifuga pump, also a Chambers pump, 1,600 gallons per hour.
28	409	Murray River Saw-mill Co.	1,200	1,200	.....	.....	Sawmill purposes.....	1 engine.

STATEMENT showing the Water Supply Plant and Works on the Northern Bank of the River Murray—continued.

No.	Distance from Albury by river in miles.	Name of person or authority diverting water.	Estimated quantities taken.				Purposes applied to.	Remarks.
			In gallons per 24 hours.		In cubic feet per minute.			
			Summer.	Winter.	Summer.	Winter.		
22	412	Joseph Parkman .....	2,500	1,500	.....	.....	Irrigation and domestic use .....	$\frac{1}{2}$ acre of garden, windmill and pump, 2-in. pipe.
23	443	Helsey and Dennis .....	.....	.....	1	560	do do .....	Gonn Station.—3 acres of orchard and garden watered by hand-pump; 9,000 acres of grass land irrigated last year by gravitation.
24	450	Timothy Mead.....	1,800	800	.....	.....	do do .....	$\frac{1}{2}$ acre of garden, hand-pump, 1 $\frac{1}{2}$ -in.
25	467 $\frac{1}{2}$	J. H. Dennis.....	.....	.....	406	227	do do .....	Malcol Station.—60 acres lucerne, 30 acres wheat, and 5,000 acres of grass land under irrigation. Has a pumping plant—capacity, 10,000 gallons per minute—consisting of an 18-in. and a 16-in. centrifugal pump, erected on a steamer on the river, which is moved about as required. There are 15 miles of embankment along the river on this station.
26	491	Campbell and Felton .....	.....	.....	77	72	do do .....	Murray Downs Station.—Orchard and garden, 4 acres; wheat, 60 acres; and lucerne, 80 acres—to be extended to 1,000 acres—and 1,000 acres of grass land. Plant consists of one 18-in. centrifugal pump, one 14-in. centrifugal pump, and a windmill and pump, and horse-pump for supply of garden, house, and offices. There are three cuts, provided with gates, in river banks, 12 ft., 20 ft., and 30 ft. wide respectively, and 6 ft. to 8 ft. deep, for admitting water at moderate flood level. Area of run, 117,000 acres, of which 20,000 acres were under water at time of visit. Several miles of embankment, averaging 15 inches in height, are formed at intervals along the river.
27	546	James Frazer .....	6,200	4,000	.....	.....	do do .....	Tooleybuc Crossing.—2 acres of orchard and garden, windmill, and 1 $\frac{1}{2}$ -in. pump and hand-pump.
28	666	William Taylor .....	3,100	2,000	.....	.....	.....	Euston Station.—1 acre of garden; windmill and pump (2-in.). Situated on billabong fed from river. Entrance widened and deepened.
...	671	Euston Township—						
29	"	Pierce M'Donnel .....	400	400	.....	.....	Domestic use .....	
30	"	Thomas Kinnane.....	280	280	.....	.....	do .....	
31	"	John McLeod .....	2,000	1,200	.....	.....	Irrigation and domestic use .....	$\frac{1}{2}$ acre of garden; windmill and pump (2-in.).
32	"	James Bax .....	1,000	600	.....	.....	do do .....	$\frac{1}{2}$ acre of garden; chain-pump.
33	"	William Tutor.....	150	120	.....	.....	Domestic use .....	
34	703	Alexander M'Ginty.....	4,000	2,000	.....	.....	Irrigation and domestic use .....	1 $\frac{1}{2}$ acre garden and paddock; 1 $\frac{1}{2}$ -in. hand-pump.
35	739	J. Brett.....	2,000	1,200	.....	.....	do do .....	$\frac{1}{2}$ acre of garden.
36	758	John Grace .....	2,000	1,200	.....	.....	do do .....	$\frac{1}{2}$ acre of garden; windmill and pump (2-in.).
37	761	James Grace.....	4,000	2,400	.....	.....	do do .....	1 acre of garden; windmill and pump (2-in.).
38	773	Thomas Waugh .....	.....	.....	2	1	do do .....	Taudau.—16 acres under irrigation; 6-h.p. Marshall engine and 10-in. centrifugal pump.
39	797	The Tapalin Pastoral Co.	1,500	1,200	.....	.....	do do .....	Mallee Cliffs.— $\frac{1}{2}$ acre garden.
...	811	Gol Gol Township—						
40	"	John Brighton.....	360	300	.....	.....	Domestic use .....	
41	"	Robert Dring .....	90	90	.....	.....	do .....	
42	"	Thomas Rhodes.....	360	300	.....	.....	do .....	
43	"	Richard Barnes.....	130	130	.....	.....	do .....	
44	"	John Young.....	320	310	.....	.....	do .....	
45	"	Patrick Glenny.....	140	140	.....	.....	do .....	
46	"	Mrs. Ballantyne .....	120	120	.....	.....	do .....	
47	841	William Bowring.....	7,000	3,500	.....	.....	Irrigation and domestic use .....	2 acres of garden; 4-h.p. engine, works a 2 $\frac{1}{2}$ -in. and a 1 $\frac{1}{2}$ -in. pump.
48	851	Wentworth water supply	.....	.....	5	3	Domestic use and watering streets and gardens.	Works constructed by Government. Plant: 10-h.p. engine and two double-acting pumps capacity, 5,000 gallons per hour. Works in operation since May, 1888.

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STATEMENT showing the Water Supply Plant and Works on the Northern bank of the River Murray—*continued.*

No.	Distance from Albury by river in miles.	Name of person or authority divert water.	Estimated quantity taken.				Purposes applied to.	Remarks.
			In gallons per 24 hours.		In cubic ft. per minute.			
			Summer.	Winter.	Summer.	Winter.		
49	853	Joseph Gurney.....	3,600	2,000	.....	.....	Irrigation and domestic use .....	1 acre of garden. Plant: 2-h.p. engine and Douglas pump, double action. Windmill and pump 1½-in. pipe.
50	874	William Edward McLean .....	.....	.....	2	1	do do .....	Works being constructed for irrigating 20 acres. Plant: 10-h.p. compound engine, and 8-in. centrifugal pump.
51	875	Sydney Ernest Brown.....	10,000	5,000	.....	.....	do do .....	Irrigates 10 acres. Plant: 8-h.p. Marshall engine and 8-in. centrifugal pump. Water taken from Horse-shoe Lagoon, fed from river.
52	876	William Crozier .....	7,000	3,500	.....	.....	do do .....	Anabranche Station.—2 acres under irrigation; two windmills and pumps, each 2-in. pipes.
53	882	James Nichols .....	400	130	.....	.....	do do .....	½-acre of garden; hand pump.
54	884	John Nichols .....	2,000	1,000	.....	.....	do do .....	½-acre of garden; windmill, and 2-in. pump.
55	887	William Crozier .....	.....	.....	12	6	Irrigation, watering stock, and domestic use.	Moorna Station.—6 acres of garden; 40 acres lucerne, and 60 acres of grass land under irrigation. Plant: 7-h.p. engine, and one 6-in. centrifugal pump, and 3-in. Tangye pump.
56	922	John Scadding and Son ...	.....	.....	100	50	Irrigation and domestic use .....	1½ acre of garden, 100 acres grass land; proposes irrigating 1,200. Plant, a 6 h.-p. engine and 6-in. centrifugal pump, a No. 6 Douglas pump and engine, and a windmill and pump; centrifugal pump at present on Frenchman's Creek.
57	924	Charles Henry Smith .....	3,500	1,500	.....	.....	do .....	¾-acre of garden, windmill and pump, 2-in. pipe.
58	.....	Geo. Pyke and John Emmett.	.....	.....	2	3	do .....	30 acres, under crop. Plant, 6 h.-p. engine and 6-in. centrifugal pump working on Frenchman's Creek anabranche of river.
59	.....	William Thompson .....	.....	.....	1	2	do .....	20 acres under crop; 5-in. centrifugal pump.
60	947	Thomas Elphick .....	8,500	6,800	.....	.....	do .....	1 acre of garden, 6 acres crop during ensuing year, 2 in. pump.
61	954	Henry Lambert .....	8,000	4,800	.....	.....	do .....	2 acres garden; windmill and 2-in. pump.
62	962	Robert Tully .....	5,500	3,000	.....	.....	do .....	Lake Victoria Station.—¾ acre of garden and 1 acre of lucerne. Plant, engine and 3-in. Tangye pump.
63	975	Thos. and Wm. Smith ...	2,000	1,200	.....	.....	do .....	¾-acre of garden; windmill and 2-in. pump.
64	978	John McGregor .....	1,500	750	.....	.....	do .....	½-acre of garden; hand pump, 2 in.
65	979½	John Pollard .....	6,000	2,000	.....	.....	do .....	1 acre of garden; windmill and 2-in. pump.
66	980	William Bland .....	200	200	.....	.....	Domestic use .....	Hand pump, 2 in.
67	986	James Wilkinson.....	40,300	40,300	.....	.....	Irrigation and domestic use .....	Lindsay Cliffs.—4 acres of garden and 40 acres of grain crop under irrigation. Plant, 10 h.-p. engine and 8-in centrifugal pump.
68	995½	Mrs. Thomas .....	350	350	.....	.....	Domestic use .....	
69	996	G. S. M. Grant .....	500	400	.....	.....	do .....	Hand-pump, 1½ in.
70	1003	Thomas Higgins .....	6,000	3,000	.....	.....	Irrigation and domestic use .....	½ acre of garden and 1½ acres of lucerne; windmill and 2-in. pump.
			218,060	154,880	740	1,048		
Total quantity of water diverted on northern bank in cubic feet per minute.....					765	1,065		

STATEMENT showing the Water Supply Plant and Works on the Southern bank of the River Murray—continued.

No.	Distance from Albury by river in miles.	Name of person or authority diverting water.	Estimated quantities taken.				Purposes applied to.	Remarks.
			In gallons per 24 hours.		In cubic ft. per minute.			
			Summer.	Winter.	Summer.	Winter.		
1	55	David Mitchell .....	.....	.....	6	4	Irrigation and domestic use .....	60 acres in lucerne and wheat. 6-h.-p. engine, 3-inch pump. (Not in use lately).
2	73	Wahgunyah, Railway Department.	9,000	6,000	.....	.....	Railway purposes and domestic use ...	In summer, supplies water to stations along railway for a distance of 25 miles; also supplies water to a Brewery and a few private houses. Plant, a steam pump.
3	85	George Eldridge .....	1,000	1,000	.....	.....	Sawmill purposes.....	Pump, 5 inches. 1 engine.
4	130	Yarrowonga, Water Supply .....	.....	.....	6	2	Domestic use and watering gardens ...	Plant consists of 16-h.-p. engine and Tangye pump.
5	130	J. W. Crip .....	400	400	.....	.....	Brewing purposes .....	2-inch double action force pump.
6	130	James M'Luckie .....	800	800	.....	.....	Flour-mill purposes.....	1 engine.
7	130	M. C. M. Cocket .....	800	800	.....	.....	do .....	1 do.
8	130	Crook and Robertson .....	1,200	1,200	.....	.....	Sawmill purposes .....	1 do.
9	130	R. Thornton & Co. ....	1,200	1,200	.....	.....	do .....	1 do.
10	131	J. J. Reiley .....	20,000	11,600	.....	.....	Irrigation and domestic use .....	6 acres of garden, Californian pump, and 1½ inch hand pump.
11	165	Hugh Dick .....	18,000	8,000	.....	.....	do do .....	Cobram Station. 5 acres of garden, 4½ inch M'Omé's flood pump.
12	174	Cobram. Shire Council...	2,400	1,200	.....	.....	Domestic use .....	Wheel pump erected on bank of river by Shire Council, water carried to township, ¾ of a mile off by carts.
12A	194	Kenneth Pennefather .....	3,000	2,000	.....	.....	Irrigation and domestic use .....	Half acre of garden, 1½-inch Douglas pump.
13	274½	Mathew O'Shanassy .....	.....	.....	83	83	Irrigation purposes.....	Madawla Park Station. 600 acres under irrigation; will have 1,000 in two years. Plant 56-h.-p. engine and 20-inch centrifugal pump erected on barge on river.
14	296	A. D. Jeffrey .....	.....	.....	13	13	do .....	8 acres of orchard and 5 acres of lucerne under irrigation at present; contemplates having 25 acres more under lucerne. Mr. Jeffrey pays the Victorian Government £5 a year for a pumping license, and is restricted to the use of 4,800 gallons per hour. This year no license fee has been paid, nor has it been demanded off him. Plant 4-h.-p. engine and 4-inch centrifugal pump.
15	298	James M'Intosh .....	2,400	2,400	.....	.....	Sawmill purposes .....	2 engines.
16	300	Blair and Cha .....	3,600	3,600	.....	.....	do .....	3 "
17	301	Echuca Water Supply ...	.....	.....	40	17	Domestic use and watering gardens...	Echuca.—Plant, Coltman pump and 1 Tangye. Capacity, 35,000 gallons per hour.
18	301	Railway Department .....	.....	.....	5	4	Railway and wharf purposes .....	Supply of Government railways, and hydraulic cranes on wharves. Plant, 1 10-h.-p. engine, and 3 plunger pump for railway service, and 1 14-h.-p. engine, and 2 3-inch force pumps for working hydraulic cranes.
18A	305½	Shakel, White, & Co. (Agents.)	.....	.....	3	2	Irrigation .....	Wharparilla.—6 acres garden and 10 acres grass land. Property recently purchased by a syndicate who propose forming an Irrigation Trust. Plant—windmill, and 3-inch pump, and a quantity of machinery covered with water, about which no information was obtained.
19	325	Turrumberry Irrigation Trust.	.....	.....	1,800	1,800	do .....	Comprises an area of about 19,000 acres. Plant on ground, engine and 12-inch centrifugal pump. Works not yet in operation.
20	341½	William Roberts .....	.....	.....	17	17	do .....	200 acres under irrigation. Plant—10-h.-p. engine, and 9-inch Tangye pump.
21	.....	— Hayes .....	.....	.....	83	83	do .....	350 acres cultivated, 1,000 acres under irrigation. Plant—1 150 l.h.-p. engine and 18-in. centrifugal pump.

STATEMENT showing the Water Supply Plant and Works on the Southern Bank of the River Murray—continued.

No.	Distance from Albury by river in miles.	Name of person or authority diverting water.	Estimated quantities taken				Purposes applied to.	Remarks.
			In gallons per 24 hours.		In cubic ft. per minute.			
			Summer.	Winter.	Summer.	Winter.		
22	.....	Kow Swamp scheme—						
	841	Gunbower Creek .....					} Scheme sanctioned by Government for diversion of Murray waters by gravitation into the Gunbower Creek, Loddon River, and for the supply of country beyond the Loddon, for irrigation and other purposes. The works comprise widening and deepening the entrances to Gunbower Creek, Bago's Creek, and Deep Creek, and the construction of a new channel leading out of the Murray—the Direct Cut—with cofferdam and bridge having four 10 feet regulating sluices. The irrigable area governed by this scheme is 37,020.	
	356	Bago's Creek .....			4,000	94,000		
	359	Direct Cut .....						
	360	Deep Creek .....						
23	363	Cohuna Trust .....			9,000	7,500	Irrigation and water supply .....	Pumping and gravitation. Area, 97,920 acres, of which 30,000 acres are to be irrigated each year. Plant on ground—two engines with 24-in. cylinders, and two 20-in. centrifugal pumps.
24	366	James Kennedy .....	1,800	800			Irrigation and domestic use .....	$\frac{1}{2}$ acre of garden and hand pump.
25	393	Munroe & Co. ....	1,200	1,200			Saw-mill purposes .....	1 engine.
26	401	Murray River Saw-mill Co. ....	1,200	1,200			do .....	1 engine.
27	421	Kerang and Koondrook Tramway Trust. ....	5,000	4,000			Railway purposes and domestic use ...	Koondrook. A windmill and 2-in. pump supplies the railway, and a portion of the inhabitants.
28	423	Munroe & Co. ....	2,400	2,400			Saw-mill purposes .....	2 engines.
28	423 $\frac{1}{2}$	Koondrook Irrigation Trust. ....			500	242	Irrigation.....	Area, 4,480 acres, of which 1,350 acres are to be irrigated each year. A portable pumping plant is hired when required. A timber breastwork protects the entrance to main channel.
29	428	James Watson .....			25	25	Irrigation and domestic use .....	About 300 acres under irrigation. Plant, engine and 12-in. centrifugal pump.
30	433 $\frac{1}{2}$	Benjeroop and Murrabit Irrigation Trust. ....				1,644	Irrigation .....	Area irrigable—17,893 acres—of which 6,000 acres are to be irrigated each year. Diversion by gravitation. A natural channel has been widened and deepened, and the entrance provided with a lock gate. The various persons whose properties are included in the Trust irrigate for themselves, until the works are completed.
31	.....	Elizabeth M'Intosh.....				44	Irrigation and domestic use .....	60 acres in wheat and 280 acres of grass land watered by gravitation.
32	435 $\frac{1}{2}$	William Smith.....				42	do do .....	$\frac{3}{4}$ acre of garden watered with hand pump, and 340 acres of grass land watered by gravitation. The property would be under water during floods were it not embanked.
33	436	William Doherty.....				103	do do .....	640 acres watered by gravitation.
34	439	Alexander M'Cormack ..			78	78	do do .....	940 acres under irrigation, by gravitation in winter and by pumping in summer. Plant—12 h.-p. engine and 12-in. centrifugal pump. Grows maize, sorghum, wheat, and hay for the Riverina.
35	441	Henry Weller .....			10	10	do do .....	$\frac{1}{4}$ acre of garden and 120 acres under crop. Plant—9 h.-p. engine and 8-in. centrifugal pump.
36	445	August Mulhan .....			10	10	do do .....	120 acres under crop. Waters by gravitation in winter, hires pumping plant in summer.
37	445 $\frac{1}{2}$	Robert Caldwell .....			17	17	do do .....	200 acres under irrigation. Plant—8 h.-p. engine and 10-in. centrifugal pump.
38	446	Alfred Lane .....			8	8	do do .....	$\frac{1}{2}$ acre of garden and 100 acres under crop. Hires pumping plant when required.
39	447	Donaldson Grant.....			40	40	do do .....	$\frac{1}{4}$ acre of garden, 480 acres in wheat, oats, barley, and potatoes. Hires pumping plant when necessary.
40	448	Joseph Bennett .....			12	12	do do .....	140 acres in wheat and barley. Plant—10 h.-p. engine and 12-in. centrifugal pump.
41	451	Salau Bros. ....			17	17	do do .....	200 acres in wheat. Plant—6 h.-p. engine and 8-in. centrifugal pump.
42	451 $\frac{1}{2}$	Joseph Gilligan .....			8	8	do do .....	100 acres in wheat. Hires pumping plant.



STATEMENT showing the Water Supply Plant and Works on the Southern bank of the River Murray—continued.

No.	Distance from Albury by river in miles.	Name of person or authority diverting water.	Estimated quantities taken.				Purposes applied to.	Remarks.
			In gallons per 24 hours.		In cubic feet per minute.			
			Summer.	Winter.	Summer.	Winter.		
43	452	Alexander Miller.....	.....	.....	8	8	Irrigation and domestic use .....	100 acres. Waters chiefly by gravitation; occasionally hires pumping plant.
44	452	George Heffer.....	.....	.....	12	12	do do .....	150 acres in wheat. Hires pumping plant.
45	453	J. F. Skram.....	.....	.....	10	10	do do .....	120 acres in crop. do
46	455	Charles M. Simpson.....	.....	.....	8	8	do do .....	100 acres in crop. do
47	456	James Hardman.....	.....	.....	8	8	do do .....	100 acres in lucerne. do
48	457	George H. Morton.....	.....	.....	10	10	do do .....	120 acres in crop. Waters partly by gravitation and partly by pumping. Plant hired when required.
49	459	J. O'Brien.....	.....	.....	11	11	do do .....	5 acres orchard, 155 acres grass land. Hires pumping plant.
50	460½	George Sach.....	.....	.....	13	13	do do .....	160 acres in crop. Waters partly by gravitation and partly by pumping plant; hired when required.
51	473	Wood Bros. ....	1,800	800	.....	.....	do do .....	Pental Island Station.—Half-acre garden. Hand-pump.
52	493½	Swan Hill Water Supply.....	.....	.....	5	4	Domestic use and watering gardens ...	Swan Hill Township.—Water supply pumped from river. Plant—4 h.-p. engine and 3-in. Tangye pump.
53	.....	Swan Hill Hospital.....	3,600	1,600	.....	.....	Hospital use and watering gardens ...	1-acre garden. Windmill and pump, 2-in. pipe.
54	494	Swan Hill Irrigation Trust.....	.....	.....	1,500	900	Irrigation .....	Area, 15,360 acres, of which 7,500 acres are to be irrigated each year. The works comprise 10 miles of main, 20 miles of distributing channels, and 15 miles of embankment along the river. Plant—40 h.-p. compound surface condensing engine and 15-in. centrifugal pump, to be duplicated. It is intended to supplement the pumping supply by placing sluice-gates in the embankment at intervals, to admit water by gravitation during winter.
55	513½	George Holloway.....	.....	.....	2	2	Irrigation and domestic use .....	Tyntynder Station.—2 acres garden and vineyard, and 15 acres wheat and oats. Plant—windmill, and 2-in. pump for garden and domestic supply. Crop watered by gravitation.
56	541½	Thos. & Andrew McCredie.....	1,300	800	.....	.....	do do .....	Pianghill Station.—¼-acre garden; 2 windmills and pumps for garden and station use.
57	669	A. T. C. Creswick.....	1,800	800	.....	.....	do do .....	½-acre garden; 1½-in. hand-pump.
58	736	J. J. Robinson.....	1,800	800	.....	.....	do do .....	Culcairn Station.—½-acre garden; engine and 2-in. pump.
59	816	Chaffey Bros., Ltd.....	.....	.....	29,200	54,800	Irrigation .....	Mildura Irrigation Colony.—Area, 250,000 acres. Plant—Two 40 h.-p. engines and two 22-in. centrifugal pumps, a pair of Tangye's vertical engines and a 20-in. centrifugal pump, four 44-in. centrifugal pumps and engines, one 16 h.-p. portable engine and 10-ins. centrifugal pump, a portable pumping plant on steamer, consisting of two 22-in. centrifugal pumps and one 400 i.h.-p., which drives, in addition to the various machines in the workshops, a double Blake and an auxiliary Tangye duplex pump.
60	847	Elliot Crozier.....	7,200	3,200	.....	.....	Irrigation and domestic use .....	2 acres garden; windmill and 2-in. pump.
61	904	Elder, Smith & Co.....	7,200	3,200	.....	.....	do do .....	Ned's Corner Station.—2 acres garden; engine and 2-in. pump.
62	920	Norman McDonald.....	900	400	.....	.....	do do .....	½-acre garden; 1½-in. Douglas pump.
63	937	Elder, Smith, & Co.....	.....	400	.....	.....	do do .....	Out-station shearing shed.
			102,000	61,800	46,568	161,611		
Total quantity of water diverted on southern bank, in cubic feet per minute .....					46,579	161,618		

## Wool-scouring Establishments on River.

Miles from Albury.	Northern Bank.	Miles from Albury.	Southern Bank.
75	G. F. Sugden—Wool-scouring Establishment on river.	586	A. T. C. Creswick—Wool-scouring Establishment on river.
294	George Claughton—Wool-scouring Establishment on river.	736	J. J. Robinson—Wool-washing on Billabong, discharging into river.
665	William Taylor—Boiling-down Establishment on river. Works closed for some years past.	920	Norman McDonald—Wool-washing and fullmongery on river.
„	William Taylor—Wool-scouring Establishment on Billabong, discharging into river.		

## Sewage of the following Towns discharged into River:—

Miles from Albury.	Northern Bank.	Population.	Miles from Albury.	Southern Bank.	Population.
.....	Albury ... ..	5,715	73	Wahgunyah ... ..	452
73	Corowa ... ..	900	130	Yarrowonga ... ..	800
300	Moama ... ..	600	301	Echuca ... ..	4,200
851	Wentworth ... ..	752	421½	Koondrook ... ..	180
			493½	Swan Hill ... ..	350
		7,967			5,982

4. What actual arrangements are made by the officers of Customs of Victoria or of New South Wales for the performance of their duties as such officers?

*Tintaldra*.—90 miles above Albury. An officer of the Victorian Customs acts by permission of his Department for New South Wales, from which Colony he receives £25 annually. He visits the different crossings at uncertain times, collects duty on sawn timber and other dutiable articles, and supervises the crossing of duty-paid goods sent under certificate from the Albury Customs.

*Wagra*.—30 miles above Albury. A New South Wales Customs officer acts for Victoria, receiving £25 annually from the latter Colony. He performs similar duties to those performed by the officer at Tintaldra. The duty collected at both stations amounts to only a few shillings yearly, the supplies being furnished from Albury duty-paid.

*Albury*, the first Customs Station on the Murray. A Sub-collector and four men perform the duties, one acting as locker and attending on Victorian trains, one as watchman at road bridge, and the others as clerk and messenger. 95 per cent. of the dutiable goods arriving in Albury come from Melbourne in sealed trucks under bond, and duty is paid or accounted for before they are released. Butter, cheese, bacon, and other small articles such as would not come under the Victorian export regulations, are brought by rail or dray, checked at the railway station or road bridge, and the duty paid at the Albury Custom House. Entries are presented in duplicate, one copy being forwarded to the Auditor-General, and the other retained for inspection by a Treasury Inspector, and entered in the cash-book, which book shows the daily, weekly, and monthly receipts. Cash is paid into the bank daily, and once a week a cheque is drawn in favour of the Under-Secretary for Finance and Trade, and a draft is purchased and forwarded to him. This is the ordinary practice which obtains at the various New South Wales Customs stations along the Murray.

By reason of the differential rates obtaining on the Victorian Railways, the freight from Melbourne to Albury is much less than to Wodonga, consequently the goods required within a radius of 30 miles of the latter place, on the Victorian side, come through to Albury, and are at once transhipped to their destination *via* Wodonga, thus avoiding the excess railway rate.

*Wodonga*,

*Wodonga*, on the bank opposite to Albury, has a sub-collector, and two men of the Victorian Customs, who collect the revenue by rail, and attend at the Albury Railway Station, and examine all passengers' luggage for Victoria. An officer and a night-watchman are also stationed at the Victorian end of the road bridge, who collect revenue on, and check goods passing into that Colony.

The searching of passengers' luggage at the Albury railway station by Victorian Customs officers has been arranged by the railway authorities of the two Colonies, in order to facilitate the intercolonial passenger traffic, the search being performed at the time the luggage is being transferred from one train to another, on account of the break of guage.

*Howlong*.—Foreign dutiable goods come to Albury from Melbourne in bond. A carrier, specially licensed to carry bonded goods, receives an order from the Sub-Collector at Howlong, on the Sub-Collector at Albury, to deliver certain goods to the said carrier. On arrival of the goods at Howlong, entries are passed and the duty is paid. A watchman at the bridge checks all dutiable goods passing either way.

*Gooramadda*, on the Victorian bank, opposite Howlong.—One officer stationed at the bridge examines all goods passing into or out of Victoria.

*Corowa*.—Foreign dutiable goods come to the Wahgunyah Station, on the Victorian side, by rail from Melbourne in sealed trucks, under bond. The seals are broken by the Wahgunyah railway stationmaster, who is a Victorian officer of Customs, and the goods are discharged into the railway goods-shed, from which they are removed by specially-licensed carriers across the bridge, to the Custom-house at Corowa, where entries are passed and duty is paid.

Victorian-produced dutiable goods, as beer, butter, cheese, bacon, &c., come in small quantities by dray or cart direct to the Custom-house, which is situated near the end of the bridge, and are there dealt with in a similar manner to foreign dutiable goods.

There is no watchman at the Corowa bridge on the New South Wales side.

*Wahgunyah*, on the Victorian bank, opposite Corowa.—A sub-collector and a watchman perform the duties, the latter is stationed at the end of the bridge and examines all goods passing into Victoria.

*Mulwala*.—Foreign dutiable goods come to Yarrawonga Railway Station in bond, and are conveyed by a Victorian Customs Agent in licensed carts across the river by punt. As soon as the railway trucks are opened, the Customs Agent makes proper entries from invoices, and these entries he presents to the New South Wales Customs Officer, at the same time paying the duty.

Victorian-produced dutiable goods are crossed by punt, and duty paid at the landing-place where the Customs Office is situated.

*Tocumwal*.—Foreign dutiable goods are carried from Melbourne by rail to Strathmarton and Yarrawonga, 12 and 8 miles distant respectively, in bond, and thence across the river in the Tocumwal punt by Victorian licensed carriers of bonded goods, to the Customs Office, where entries are passed, and duty is paid in the usual way.

Victorian-produced dutiable goods pass entries and pay duty as they are crossed by the punt.

Dutiable goods by steamer from Echuca, cleared from Moama, come under bond. On the vessel's arrival the master delivers the manifest and papers from the Customs Officer at Moama to the officer at Tocumwal, who compares them with the goods landed; entries are passed and duty is paid.

The owner of the punt at Tocumwal, with two sureties, has entered into a bond for £1,000 with the Customs authorities that he will only cross goods under supervision of the Customs Officer, and between stated hours.

A Victorian Customs Officer, who also acts as Stock Inspector, is stationed on the Victorian bank, at the crossing-place opposite Tocumwal.

*Moama*.—Foreign dutiable goods from Melbourne come by rail under bond to the Echuca wharves for the Murray trade, and to the Moama Station of the Deniliquin and Moama Railway for Deniliquin and local trade, at which two points entries are passed and duty is paid, or the goods are forwarded under bond to another Customs station.

There is a branch office of the New South Wales Customs at the Echuca wharf, on the Victorian side of the river, where all matters relating to the shipment of goods to places in New South Wales, by way of the Murray, are dealt with.

Two

Two Customs Officers from the Moama station perform the duties here, under the Moama sub-collector, who devotes one-half of his time to directing the Customs work at the Echuca wharves.

At the Moama Customs Station, on the New South Wales bank, are three officers, acting respectively as clerk, attendant on the Deniliquin and Moama trains, and watchman at bridge, under the supervision of the sub-collector. The duty on Victorian-produced dutiable goods is collected in the same manner as that already described in the case of other stations.

*Echuca* has seven Victorian Customs Officers, whose principal duties are to see that bonded goods are cleared for New South Wales, and to collect duty on articles crossing the bridge into Victoria.

At this port no cognizance whatever is taken by the New South Wales Customs Officers of boats clearing coastwise to any other port in Victoria.

*Barham*.—A New South Wales officer, who acts also as assistant forest ranger, collects the small amount of duty arising from goods crossed from Koondrook into New South Wales.

*Koondrook*, on the Victorian bank. A sergeant of police performs the duties of Customs officer.

*Swan Hill Crossing*.—The New South Wales sub-collector lives in Swan Hill, on the Victorian side of the river, and transacts his business in his dwelling-house. Dutiable goods for the district around this station on the New South Wales side come under bond from the Moama station by steamer. On arrival of the goods consignees pass entries and pay duty.

A certain quantity of dutiable goods may be obtained in bond, at Swan Hill, on the New South Wales officer signing the Victorian export entry. The purchaser passes import entries, pays duty, and clears his goods through.

Victorian-produced dutiable goods are dealt with in a manner similar to that already described in the case of other stations. The duty from this source does not exceed £5 in the year.

*Swan Hill*.—One Victorian Customs officer has charge of goods in bond, and collects duty on articles crossed over by punt from New South Wales.

*Euston*.—One New South Wales officer collects the duty on goods received from Melbourne, by way of Echuca, consigned to Euston and the surrounding district.

*Euston Crossing*, on the Victorian bank.—One Customs officer, who lives in Euston, performs the trifling duties of this station.

*Mildura*.—A Victorian Customs officer is stationed at this place, who supervises the landing of goods, plant, and machinery, for the irrigation works, under bond from Melbourne, by way of South Australia.

There is no officer of the New South Wales Customs at Mildura.

*Wentworth*.—A sub-collector of Customs and one man are stationed here. All foreign dutiable goods from Adelaide and Melbourne for the Darling, by way of the Murray, come by steamer, under bond, to Wentworth. Here fresh manifests for goods consigned to stations further up the Darling are made out in duplicate by the sub-collector. One copy of the manifest accompanies the steamer, while the other is sent by post to the Customs Officer at the port of destination.

Duty is paid in Wentworth on goods consigned thither and to places coastwise between Wentworth and the next Customs station inwards.

Goods, such as bacon, butter, cheese, &c., taken on board at coastwise places inside the South Australian border and brought into New South Wales, are checked at Murthoo, near the boundary, by the acting officer, who searches each boat, compares cargo with manifest, and attaches a memorandum by seal showing goods on board not in the manifest.

There is no special Customs Officer representing Victoria at Wentworth, but the New South Wales sub-collector acts for the former Colony.

*Murthoo*, situated in South Australian territory, about 8 miles by the river's course from the boundary; and at this station a South Australian Customs Officer acts also for New South Wales and Victoria.

All dutiable goods coming from Adelaide into New South Wales or Victoria are consigned to Wentworth under bond. The officer at Murthoo examines the manifest and cargo, signs the manifest, and passes the steamer on to Wentworth.

The value of bacon, butter, and cheese passing into New South Wales amounts to only a few shillings in the year.

## VICTORIAN RAILWAYS.

*Regulations for the despatch of goods, via Echuca, to New South Wales.*

1. On and after 1st September, 1876, all goods brought to the railway-sheds, Melbourne, to be exported thence by railway, *via* Echuca, to New South Wales, whether free or dutiable there, must be accompanied by export entries, invoices, and such other documents as will enable the Department to furnish all necessary information to clear the goods with the officers of the New South Wales Customs at Moama and Deniliquin; otherwise the Railway Department will refuse to take delivery.

2. From these documents a transire for the New South Wales Customs will be prepared by the Department for the contents, whether free or dutiable, of each truck; and the said transire will be in lieu of the entries hitherto prepared and passed at Moama.

3. Export entries should be limited, if possible, to one truck-load, or 5 tons weight, in any one entry, so as to facilitate the preparation of the transire, which will accompany the truck.

4. Goods should be delivered at the railway-sheds, Melbourne, within twenty-four hours after receipt of the export entries, as the transire, invoices, and all necessary documents for goods actually despatched must reach Echuca before, or simultaneously with, the arrival of the goods.

5. The entries and shipping bill brought to the railway-sheds, Melbourne, for the export of goods under drawback and for bond must specify goods for one place only, and for one firm or person, not for a number of places and persons.

6. Goods intended to be river-borne from Echuca will not be received at Melbourne, unless the name of a steamer ready to ship them at the Echuca Railway Wharf is specified in the consignment-note.

7. The Department will not allow at Echuca any departure from or variation of the strict terms of the consignment-note, after the same has been received with the goods at Melbourne.

8. Goods accompanied by incorrect or defective invoices will be liable to forfeiture in New South Wales by the Officers of Customs.

9. The New South Wales duties on goods for intermediate stations on the Deniliquin and Moama Railway must be paid at Moama. The duties on goods for Deniliquin may be paid either there or at Moama.

10. On and after the 1st September, 1876, and subject to above conditions, goods for export by Railway to New South Wales will be way-billed through from Melbourne to any station on the Deniliquin and Moama Railway Company.

J. JONES,

Commissioner of Railways.

## 5. The situation of all Custom Houses of either Colony.

Miles from Albury.	NEW SOUTH WALES.	VICTORIA.
90	.....	<i>Tintaldra</i> , 1 officer, who also acts for New South Wales.
30	<i>Wagra</i> , 1 officer, who also acts for Victoria .....	<i>Wodonga</i> , sub-collector and 4 men.
—	<i>Albury</i> , sub-collector and 4 men .....	<i>Gooramadda</i> , 1 officer, who acts as stock inspector.
43	<i>Howlong</i> , sub-collector and 1 man .....	<i>Wahgunyah</i> , sub-collector and 1 man.
73	<i>Corowa</i> , sub-collector and 1 man .....	<i>Yarrawonga</i> , 1 officer, who acts as stock inspector.
130	<i>Mulwala</i> , sub-collector .....	<i>Tocumwal</i> , Customs' officer, who acts as stock inspector.
194	<i>Tocumwal</i> , sub-collector, who acts as stock inspector.	<i>Echuca</i> —Victoria, 7 officers; New South Wales, sub-collector half time and 2 men.
300	<i>Moama</i> , sub-collector half time and 3 men .....	<i>Koondrook</i> , 1 officer (sergeant of police).
421½	<i>Barham</i> , 1 officer, who acts as stock inspector ...	<i>Swan Hill</i> , 1 officer.
493½	<i>Swan Hill crossing</i> , sub-collector, lives at Swan Hill.	
671½	<i>Euston</i> , 1 sub-collector .....	<i>Euston Crossing</i> , 1 officer lives at Euston.
818	.....	<i>Mildura</i> , 1 officer.
851	<i>Wentworth</i> , sub-collector, who also acts for Victoria, and 1 man.	
		IN SOUTH AUSTRALIA.
1024	<i>Murthoo</i> , 1 South Australian officer, who also acts for New South Wales and Victoria.	

**6. Whether licenses are issued at any place on the river, Echuca for instance, to steamers or other vessels to trade, &c.?**

A person wishing to trade upon the Murray, Darling, and Murrumbidgee Rivers registers his steamer under the Merchant Shipping Act, either in New South Wales, South Australia, or Victoria. This is chiefly done in New South Wales where there is no fee charged.

Steamer and barge are surveyed by a surveyor of the Merchant Shipping and Under-writers' Association at Echuca, for which survey a yearly charge of £2 2s. is made.

A second survey is made by the Surveyor of the Steam Navigation Board of Echuca, Victoria, and a license granted to the steamer to trade "on the Murray and Darling Rivers and their tributaries."

Masters and engineers of boats trading on the Murray, Darling, and Murrumbidgee, excepting those owned in South Australia, hold their certificates of competency from the Marine Board of Victoria. Masters and engineers of South Australian boats hold their certificates from the Marine Board of that Colony.

In the event of an accident occurring in the navigation of these rivers it is reported to the Merchant Shipping and Under-writers' Association and to the local branch of the Marine Board of Victoria at Echuca. An inquiry is held into the cause of the accident by the latter body, and officers, if found guilty, are punished by suspension or cancellation of certificates.

The Marine Board of South Australia exercises powers similar to those exercised by the Marine Board of Victoria.

There is no representative of the Marine Board of New South Wales on the Murray, nor is any cognizance taken by that body of what happens on its waters, or on those of the Darling, Murrumbidgee, or Edwards rivers.

*Local Marine Board Fees, Echuca.*

Fees to be charged for the examination of Candidates for Certificates of Competency and upon issue of Certificates of Service.

	£	s.	d.
For Certificate as Master	3	0	0
For Certificate as Mate	2	0	0
For First-class Engineer's certificate	3	0	0
For Second-class Engineer's certificate	2	0	0
For Third-class Engineer's certificate	1	0	0

*Fees for Surveys of Steamers.*

For Steamers whose registered tonnage does not exceed 30 tons	2	0	0
For Steamers not exceeding 100 tons	4	0	0
For Steamers exceeding 100 tons and not exceeding 300 tons	6	0	0
For Steamers exceeding 300 tons and not exceeding 600 tons	8	0	0
For every additional 300 tons, an additional	2	0	0
For specially measuring and determining the number of deck passengers a steamer can carry	1	0	0

(If, however, the measurement is made at the same time that the ordinary survey on hull and machinery is held, this fee is not charged.)

**7. Whether any evidence presents itself of smuggling being carried on at the different places on the river?**

No evidence of smuggling of any importance was obtained that would bear examination.

Foreign dutiable goods, which comprise 95 per cent. of the whole dutiable goods of the Murray trade, arrive at the various railway stations in sealed trucks under bond from Melbourne and Adelaide, and, before the goods are released, the duty must be paid, or accounted for, to the Customs Officers of the Colony interested.

When taking goods out of bond, or claiming rebate on duty-paid goods sent out of the Colony, the signature of a Customs Officer must be obtained. No rebate duty may be claimed unless the goods are sent out of the Colony under bond. There seems to be a complete check here.

Foreign duty-paid goods may be smuggled across the river at any place where there is no Customs Officer. But little advantage is to be gained by doing so, as payment of the duty demanded by the Colony into which the goods are sent involves a refund or rebate of duty by the Colony whence they come.

Victorian-

Victorian-produced-excise duty-paid goods—as wine, beer, &c., may also be smuggled at any place where there is no Customs Officer, but no advantage is to be gained by such a course, as New South Wales wine, beer, &c., may be obtained at the same prices.

Bacon, butter, cheese, &c., may also be smuggled from one Colony to the other, and, in small quantities, probably are so smuggled.

Victorian-distilled excise duty-paid spirits, such as Warreneep whisky, may be shipped from Echuca coastwise, that is, to another port in Victoria, and may be landed with perfect impunity at any port in New South Wales where there is no Customs Officer. They may be landed at Balranald or Hay for instance, where there is sufficient outlet for a considerable trade, and where a profit of 8s. per gallon would result. These are the only places where it could be disposed of conveniently, and the profits would probably cover the risk.

There is very little check on the smuggling across the river of jewellery and small valuables.

There is no Customs boat on the river, and no patrol at the principal ports, nor are the Officers of the Customs stations in touch with one another.

**8. Whether any proclamations or notices are posted on the banks of the river, and if so, their nature?**

Notice posted on the New South Wales end of Echuca Bridge:—

*Deniliquin and Moama Railway.*

Victorian Railways.

Notice.—Persons trespassing on this line of railway are liable to a penalty of £20, and will be prosecuted under the provisions of the Public Works Statute, 1865.

Melbourne, March, 1883.

D. GILLIES,

Commissioner of Railways.

Notices as to careless use of fire are posted frequently along the Victorian bank of the river.

**9. Whether any improvements of the navigation of a practicable nature suggest themselves to your experience as an engineer?**

As shown in the first part of this report, the chief obstacles to navigation as the river approaches summer level, are timber in the waterway, isolated rocks, wide shallow sandy reaches, and hard bars extending across or partially across the river.

Timber in the waterway should be removed and placed above the level of highest floods, or burnt. Assuming that it were cut off at ordinary summer level, what remains would still form the principal impediment to navigation. There are 18 inches of water in the driest seasons over the bars and shallow reaches, while this timber projects above the surface, and its removal for that depth is necessary in order to make the water in the fairway available. Timber now being taken from the river bed is invariably hauled to the most convenient place on the bank, whence it is removed by the first annual rise to again obstruct the navigation.

The few isolated rocks may be easily and inexpensively removed by means of explosives, and it seems a matter of surprise that their removal has not been accomplished many years ago by the maintenance boats upon the river.

A channel may be scoured and maintained through the shallow sandy reaches that most impede the navigation, by concentrating the current between timber training walls, a few feet above summer level. In the Lower Murray, at Queen's Reach, Renmark, Kapunda Island, Pences Reach, and Horse Island, in South Australian territory, inexpensive training-walls have been constructed by driving two rows of piles 2 feet apart, in alternate spaces, on each side of the channel to be scoured, and filling in the interstices between the piles of each row with timber and brushwood. Wings are placed upstream, and the structure projects about 8 feet above summer level. The concentration of current in low states of the river is found to maintain the depth of channel effectively, and navigation is much benefited thereby. All the material used was found on the river banks.

Channels may be cut, straightened, or deepened, through the more objectionable of the hard bars that obstruct the waterway. This, however, should only be done

done after careful examination of the river bed above them, for, as the water-level is raised upstream by these bars, their partial removal by lowering the water-level may create other impediments equally or even more obstructive.

The suggestions for removing timber and isolated rocks from the fairway, and for improving the channel through the various bars and shallow reaches, would, if carried out, probably have the effect of prolonging the navigable condition of the river for trading vessels in ordinary seasons for a month or six weeks.

Of the tributaries, the Murrumbidgee takes its rise in the same mountainous region as does the Murray (and the periods of its rise and fall approximate to those of this river), the melting snows in spring and early summer sustaining the volume of water in both. The Darling, again, being dependent for supply on the rainfall within its gathering area, is essentially different in character, and its rise is uncertain and widely variable—sometimes sustained for two seasons, again entirely absent for a similar or even longer period of time.

The wool-season commences early in August, and terminates about the middle of December, and the present navigable condition of the Murray fairly meets the demands made upon it during the season. Any improvement, therefore, in its fairway would only benefit its trade in a limited degree, while the Darling, from which the greater part of that trade springs, remains in its present state.

As to rendering the Murray permanently navigable, the Darling and its tributaries, and in a lesser degree the Murrumbidgee and Edwards Rivers, must be considered; and at the outset the great questions of Water Conservation and Railway Construction demand consideration, as well as the importance to the Colony of acquiring and retaining as large a share of the trade of this territory as the geographical conditions will admit of. This aspect is only referred to here, as involving questions of policy it is deemed to be outside the limits of the present inquiry. It may, however, be stated that, as a great waterway, the general direction of the Murray is not in the line of communication with a market or seaport, and traffic on its waters involves additional handling of goods. The extremely sinuous nature of its course precludes rapid transit, or its navigation by larger steamers; and while it is believed that that river will in future be a most important factor in the settlement of a wide territory, it is submitted that this will not be as a main artery of communication.

**10. Whether you observe any circumstance or authorised action on the part of any persons whatever which appears inconsistent with the ownership of the riverway by the Colony of New South Wales?**

In dealing with this question the first difficulty that presents itself is the definition of the line which represents the boundary between the Colonies of New South Wales and Victoria.

Section 5 of the Constitution Act seems to comprise all the statute law bearing on the subject, and it may be here recited:—

“And whereas by the before-mentioned Act of the fourteenth year of Her present Majesty, chapter fifty-nine, it is amongst other things enacted that the territories therein described as bounded on the north and north-east by a straight line drawn from Cape Howe to the nearest source of the river Murray and thence by the course of that river to the eastern boundary of the Colony of South Australia should be erected into a separate Colony to be known and designated as the Colony of Victoria. And whereas doubts have been entertained as to the true meaning of the said description of the boundary of the said Colony. It is hereby declared and enacted that the whole watercourse of the said river Murray from its source therein described to the eastern boundary of the Colony of South Australia is and shall be within the territory of New South Wales. Provided, nevertheless, that it shall be lawful for the Legislatures and for the proper officers of Customs of both the said Colonies of New South Wales and Victoria to make regulations for the levying of Customs Duties on articles imported into the said two Colonies respectively by way of the river Murray, and for the punishment of offences against the Customs laws of the said two Colonies respectively committed on the said river, and for the regulation of the navigation of the said river by vessels belonging to the said two Colonies respectively. Provided also that it shall



shall be competent for the Legislatures of the said two Colonies, by laws passed in concurrence with each other to define in any different manner the boundary line of the said two Colonies along the course of the River Murray, and to alter the other provisions of this section."

No concurrent legislation seems to have taken place to define in any different manner the boundary line as described, nor does any decision of the Courts on this point appear to be recorded, and beyond the Pental Island arbitration and award of the Privy Council the question of the boundary between the Colonies of New South Wales and Victoria, as described in the section recited does not seem to have been submitted to judicial interpretation.

As it is necessary for the purposes of this report that some definite line should be adopted as the boundary of the river-way, it is, with submission, assumed that a line drawn through a series of points along the margin of contact between the water at ordinary flood level and the southern bank of the river, and where the water overflows the bank along the top of the said bank, would coincide with the boundary between the river-way or watercourse and the adjoining territory.

Should this definition be tenable then, in the absence of the concurrent legislation above referred to, the construction in the river-way of the Murray by the Government of Victoria, and by those acting under its authority, of wharves, sheds, breast works, reclamation works and channels, and the erection of plant and machinery, and such other works as are more particularly described hereunder, are inconsistent with the ownership of the river-way by the Colony of New South Wales. And it would further appear that the formation of any new effluent, or the widening and deepening of any existing effluent of the river below the ordinary flood level, would, save under certain improbable conditions, also be inconsistent with the ownership of the river-way by the Colony of New South Wales. The act of diverting water from the river is not dealt with here, but it may be pointed out that the constitutional aspect of the question has been recognized by the Government of Victoria in the limitation of authority to divert water granted to Messrs. Chaffey Brothers, which is expressed as follows:—

"And Her Majesty doth hereby in like manner grant unto the licensees,  
 " . . . . ., license and authority to divert and take water from the  
 " River Murray . . . . ., so far as Her Majesty can authorize the  
 " licensees, . . . . ., to divert and take the same."

The works constructed within and upon the water-way of the river for effecting the authorized diversion of water are set forth in the following statement:—

STATEMENT showing Authorized Works fixed in and constructed upon the Waterway of the Murray.

		Locality.	Person or Authority constructing.	Description of work.	Remarks.
1	73	Wahgunyah ...	The Government of Victoria.	Railway Water Supply	Inlet fixed in waterway of river.
2	130	Yarrawonga ...	Shire, Water Works Trust.	Town Water Supply	do do
3	174	Cobram .....	Shire Council .....	Town Water Supply	do do
4	297	.....	A. D. Jeffrey .....	Irrigation Pumping Plant.	Inlet fixed in riverway.
5	301	Echuca .....	The Government of Victoria.	Wharfage .....	1,123 lineal feet of wharfage resting upon piles, the greater number of which are driven into the riverway, supports five hydraulic cranes, one hand-crane, and about one-half of 620 lineal feet of goods sheds erected upon the wharf over the river bed.
6	...	" .....	do	Railway and Wharf Water Supply.	Inlet fixed in waterway of river.
7	...	" .....	Borough Water-works Trust.	Town Water Supply	do do
8	325	Turrumberry ...	Turrumberry Irrigation Trust.	Irrigation Pumping Plant.	do do
9	341 to 360	Gunbower Creek .....	Kow Swamp and Loddon Scheme.	Gravitation channels	Natural channels of Bago's Creek and Deep Creek widened and deepened, and a new channel formed for diverting Murray waters. Excavations in waterway.
10	363	Cobuna .....	Cobuna Irrigation Trust.	Inlet channel .....	Channel excavated in waterway for admitting water to timber-breastwork and tunnel leading into pump well.

STATEMENT showing Authorized Work, &c.—*continued.*

		Locality.	Person or Authority constructing.	Description of Work.	Remarks.
11	421½	Koondrook .....	Koondrook and Kerang Tramway Trust.	Pumping plant .....	Inlet fixed in waterway of river.
12	...	„ .....	Koondrook Irrigation Trust.	.....	Timber breastwork constructed in waterway protecting channel.
13	...	„ .....	The Government of Victoria.	Wharfage .....	150 lineal feet of wharfage resting upon piles, the greater number of which are driven into the riverway; supports loading crane and engine-pump.
14	435½	Murrabit.....	Benjeroop and Murrabit Irrigation Trust.	Inlet channel .....	Natural channel widened and deepened, excavation in waterway.
15	493½	Swan Hill .....	Borough of Swan Hill	Pumping plant .....	Inlet fixed in waterway of river.
16	...	„ .....	The Government of Victoria.	Wharfage .....	100 lineal feet of wharfage resting upon piles, about one-fourth of which are driven into the waterway of the river.
17	494	„ .....	Swan Hill Irrigation Trust.	Inlet channel .....	Channel excavated in waterway for admitting water to pump well.
18	805	Middara .....	Chaffey Bros., Ltd. ...	Reclamation.....	A site for pumping plant is being reclaimed from the riverway, and is protected by a timber breastwork constructed in the bed of the river. Several inlet pipes are fixed in the waterway.

The Government of Victoria employs two steamers on the river removing timber from the bed and both banks. The Government of South Australia also occasionally employs a steamer in performing similar work between Wentworth and the Border; and the various settlers on the southern bank take water for irrigation and other purposes from, and have portions of their works and plant fixed in the waterway of the river, as previously set forth in detail. These circumstances seem inconsistent with the ownership of the riverway by the Colony of New South Wales.

J. E. F. COYLE.

Sydney, 16th August, 1889.

1889.

NEW SOUTH WALES.

**DREDGING OPERATIONS.**

(REPORT OF ENGINEER-IN-CHIEF FOR HARBOURS AND RIVERS.)

Presented to Parliament by Command.

The Engineer-in-Chief for Harbours and Rivers to The Under Secretary for  
Public Works.

Department of Public Works,  
Harbours and Rivers Branch,  
Sydney, 6 June, 1889.

THE report of the Dredging Operations to the 31st December, 1888, is herewith submitted for the information of the Honorable the Minister for Public Works.

To the Superintendent's report I have but little to add, as he has gone so fully into every branch of the subject.

Three sets of machinery for fitting up dredges on the sand-pump system are now on their way from England, and may be shortly expected. This form of dredge has been found to work so successfully in Holland, South Africa, and other places where sand similar to that met with on this coast has been lifted, that I look forward to seeing very good results accrue from their introduction here.

By this system the sand or silt can, in one operation, be lifted and deposited at some distance for making up reclamations.

I have myself witnessed this being done in San Francisco, where the silt was being lifted and delivered through pipes at a distance of 4,000 feet from the machine. The plant we are importing, however, is of much more modern and improved design than that which I saw working successfully.

If this system is once proved a success here, it will in a great measure get over the difficulty hitherto experienced in dealing with the numerous sand-banked embouchures to rivers along this coast.

A great quantity of the silt lifted by the bucket and ladder dredges and now sent to sea will, I hope, be hereafter profitably used by depositing it in front of reclamation works, then relifting and depositing it with the sand-pumps within the areas being reclaimed. I anticipate that by keeping a pump-dredge continuously at work in this way, all the silt raised in the harbour by the ladder dredges may be utilised in reclaiming land.

Four of our dredges are now working sixteen hours a day in double shifts. I believe it will be better to increase the capabilities of the plant already at our disposal in this way rather than increase the number of large dredges; and until I see this arrangement fairly tried, I do not propose recommending the construction or purchase of any more ladder dredges.

CECIL W. DARLEY.



Department of Public Works,  
Harbours and Rivers Branch,  
Sydney, 31 March, 1889.

Report of Superintendent of Dredges to The Engineer-in-Chief for Harbours  
and Rivers.

Dredging work during 1888, &c., by Ladder Dredges.

THE custom which has obtained during the past seven years of submitting exceptionally minute details of the cost per ton dredged in relation to all stores used, has, in compiling last year's work, been departed from; and although, from the delay in obtaining cost of repairs, &c., the attached statement has been somewhat deferred, it is presented early enough to be read with advantage and with some interest.

The most noticeable feature of the past year's work has been the adoption of the system, at Newcastle and Lake Macquarie, of working sixteen hours per day, an arrangement carried out with marked success and economy from 1874 to 1879. Twelve years ago the eight-hour system was unknown in the dredge service. Work was started at midnight on Sunday, and, with two crews, was carried on, with intervals for meal hours only, until the following Saturday. The recognition of the eight-hour principle necessitated a departure from this system, and on resuming double shift work, in May last, dredging was started at 4 a.m., and carried on for the day, without any stoppage for meals, until 8 p.m. During the dark mornings and evenings, towing to sea was carried on in the crowded harbour of Newcastle without a single accident, and the cost of the work has been much lessened notwithstanding that the material dealt with has been difficult to dredge. The "Newcastle" has been removing deposits (opposite Stockton) with which the buckets cannot be filled; the "Vulcan" has been working over rocky bottom at the lower end of the ballast dyke; and the "Hunter," now withdrawn from work for new ladders, was working with the old ones in a partially crippled condition.

The dredge "Minos," at Lake Macquarie entrance, has been steadily cutting her way through the sand banks towards the sea. Necessitated to start from the lake, owing to the impossibility of getting rid, except in the lake, of the material dredged, the dredge in February last had, after 4 miles working, reached the inner end of the Breakwater, when, the bar having slightly improved, it was determined that a second small tug should be employed, and a second shift of men, to push on the work (which had reached a critical stage) more rapidly, and to get as much sand away to sea as possible. Owing to the bar being fairly sheltered by the Breakwater, and outlying island, the "Minos" is now working well out towards the ocean, and the bar has deepened sufficiently to permit of a large percentage of the sand dredged being sent to sea. Necessarily the work is costly owing to the risk of working a bucket and ladder dredge with punts alongside in rough water; it is at places such as this that the sand pump system, urged to be adopted, could be applied advantageously.

Its natural advantages, as far as deep water is concerned, have not in the past been wholly beneficial to the city of Sydney. The temptation which the deep water of the harbour offered long ago to those who sought a ready solution to the sewage difficulty could not be withstood, and dredges which should be employed in the interests of commerce, have now to be set apart for maintaining the original depth of water continually encroached upon by the contents of the city sewers. Add to this the continually recurring requests of coast district members of Parliament to lend Sydney dredges for urgent northern or southern requirements, and the explanation is clear as to why the deepening of many parts of our harbour has not been carried on as briskly as it might have been. However, with the limited dredging appliances at disposal, much has recently been accomplished. Darling Harbour has been sufficiently deepened to admit of the long jetties, building near Pyrmont Bridge, being used for large ships. Blackwattle Bay, albeit still far from healthy, has been sufficiently dredged to be, from a sanitary point of view, endurable, and around its eastern and southern boundaries berthing accommodation has been made for the many steamers

Alteration in compiling cost of work.

**Newcastle Harbour.**  
Dredges working sixteen hours daily from May, 1888.  
Quantities dredged and cost, including repairs, but exclusive of towing.

Dredge "Newcastle" lifted in 1888, 575,200 tons; cost of dredging, 3-241d. per ton.

"Hunter" lifted in 1888 382,120 tons; cost of dredging, 2-899d. per ton.

"Vulcan" lifted in 1888 357,606 tons; cost of dredging, 2-329d. per ton.

**Lake Macquarie Bar.**  
"Minos" working sixteen hours daily from February, 1888.  
"Minos" lifted, chiefly near bar, 275,060 tons; cost of dredging, including repairs, but exclusive of towing, 4-594d. per ton.

**Sydney Harbour.**

Dredging at Darling Harbour, Blackwattle Bay, Cockatoo Island, &c., eight hours per day.  
Quantities dredged and cost, including repairs, but exclusive of towing:  
"Samson" lifted 240,550 tons; cost of dredging, 5-114d. per ton for 1888.  
"Hercules" lifted in 1888 101,590 tons; cost of dredging, 8-328d. per ton.

and

"Charon" lifted in 1888  
140,940 tons; cost of  
dredging, 3-672d. per ton.

and sailing vessels using the Government and private wharfs recently built. The removal of sewage led by pipes into this bay, requires the services of a dredge for more than six months in the year. During the year 1888, the dredge "Samson" has removed over 160,000 tons of silt from the approach to the new dock, leaving a depth of 28 feet at low water. A berth at Johnson's Bay has likewise been deepened for cattle ships. The "Hercules" and "Charon" have been chiefly employed at Darling Harbour and Island and Blackwattle Bay. Dredging to the extent of £2,056 15s. paid to Treasury has been performed for private firms in 1888.

**Dredging in Shoalhaven district.**

Improvements to dredge "Pluto."  
"Pluto" worked only part of year. Quantity lifted, 55,080 tons; cost per ton, including expenditure on converting dredge as described, 17-346d. per ton.

A reference to the attached schedule will show that an exceptionally large amount has recently been spent on the Shoalhaven dredge "Pluto." For upwards of twenty-five years this dredge has been constantly working on the Shoalhaven and Crookhaven rivers at much disadvantage, owing to the limited depth the vessel was capable of working to. In July last the dredge was brought to Sydney and converted from a stern delivery 12-feet to a side delivery 20-feet depth one. Owing to this alteration the channels can now be cut sufficiently deep to last for several years, and the services of the "Pluto" can then be availed of elsewhere. While the dredge was in Sydney the attendant tug had her engines compounded, giving an increase of speed and lessening the fuel consumption by 40 per cent. During the first half of the year 1888 the "Pluto" completed the deepening of Broughton Creek, and the steamers now ply without delay to the town of Berry.

**Moruya Heads.**  
Dredge "Archimedes."

Of all the ports of our seaboard there is none more unsatisfactory to report upon than Moruya. Thirty years ago the river was in a far better condition than it is to-day. At that time there was comparatively deep water as far as the township. Now there is nothing to be seen but a continuation of sandbanks. The altered condition has been caused by the tearing up of the river bed and its banks by gold-diggers and sluicing parties seeking for gold from Araluen to Moruya, as well as by the deposit of debris sent down from hydraulic sluicing claims on the upper tributaries. This blocking up of the river has been most prejudicial to the entrance, the volume of flood tide water being lessened, the ebb scour is correspondingly diminished, hence the shallowed bar and the tortuous channel inside of it. In California a similar result arose from hydraulic sluicing, and navigation was so much interfered with that injunctions were granted to prevent sluicing which interfered with river channels. Had a suitable short twin-screw steamer of light draft been placed in the Moruya trade, no dredging would have been required; but the I.S.N. Co. persisted in sending to the port a vessel which her captain admits will not come round the natural bends of the channel—bends which quickly form again after being dredged away. A fascine dyke, to be about a mile in length, is being constructed under Mr. Williams' supervision, and after dredging, which will take over a year, has been done parallel to it, there will be a straight channel for the Illawarra Company's steamers. The Sydney dredge "Archimedes" was taken eighteen months ago from Sydney sewage work to Moruya, and has been working for the past year under the greatest possible disadvantages. The punts could only go to sea during certain conditions of tide; but little silt could be advantageously deposited in the river, and sand dredged was not suitable for the fascine dyke, therefore the work done by the "Archimedes" for 1888 is far from satisfactory. A channel is now being cut to enable steamers to reach Mynora, about 1½ miles from Moruya township.

**Moraya.**

Dredge "Archimedes,"  
in 1888, lifted 69,945 tons;  
cost, including repairs,  
but excluding towage,  
8-073d. per ton.

**Manning River.**  
Dredge "Ulysses."

Quantity lifted in 1888,  
218,640 tons; cost per  
ton, including repairs,  
but excluding towage,  
2-873d. per ton.

The dredge "Ulysses," during the first eight months of the past year, was employed between Taree and Wingham. After undergoing an overhaul the plant was removed to the Manning Heads to improve the channel formerly cut there. This has been done, and the steamers use the channel. The dredge has again returned to the work between Taree and Wingham. Although the steamer "Rosedale" has been to Wingham through the channel cut by the "Ulysses," it will be some months before it is completed sufficiently to admit of the steamers using it to the best advantage. The material dredged, chiefly shingle, has been deposited in selected places near the flats, and the dredging is not therefore delayed, consequently the cost is low.

**Macleay River.**  
Dredge "Fitzroy."

Quantity lifted by  
"Fitzroy" in 1888,  
163,210 tons; cost of  
dredging, including  
repairs, but exclusive  
of towing, 3-357d. per  
ton.

The work performed by the dredge "Fitzroy" during the past year has been nearly equally divided between the upper and the lower reaches of the Macleay River, that at the former being in the neighbourhood of Kempsey, and in the latter at Fisherman's Channel, Shark Island, and Long Reach. In the early part of the year there was some detention, owing to an accident to the machinery, and the cost of work is not as low as usual. Here, as at the Manning River, the facilities for discharging

charging the material dredged are favourable, and the plant therefore usually works to the best advantage. No inconvenience to the ocean steamers plying on the river has been felt, and the "Fitzroy" can now throughout the long course of the Macleay River, about 25 miles, keep the flats well under control without any extra expenditure.

Early in the year the "Titan" was employed at some distance from the Bellinger Heads deepening M'Ateer's Crossing, and afterwards returned to the work of cutting a channel in the main river, north of the island, near the Heads. It is intended to extend this cutting to the steamers' wharf, the outer edge of it to be protected with a dyke. The back creek was deepened sufficiently for punts, but as a light draft sea steamer is now on the line it is proposed to still further improve it as a temporary channel to allow the "Avon" to go up to Fernmount.

**Bellinger River.**  
Dredge "Titan."  
Quantity dredged in 1888, 83,900 tons; cost per ton for lifting, including repairs, but exclusive of towing, 5'35d. per ton; working sixteen hours per day during part of November and December.

The dredge "Clarence" was employed in the south arm of the Clarence River until February, 1888, when dredging at the elbow, Lawrence, was resumed.

**Clarence River.**  
Dredge "Clarence."  
Quantity lifted in 1888, 191,260 tons; cost per ton, including repairs, but exclusive of towing, 8'16d. per ton.

From January to June of last year the Richmond River dredge "Alcides" was dredging near Ballina. Afterwards the channel, which was partly dredged by the grab-dredge "Zeta," was completed, and the plant was removed up the river to deepen the flats at Swan Bay.

**Richmond River.**  
Dredge "Alcides."  
Quantity lifted during 1888, 175,700 tons; cost per ton, including repairs, but exclusive of towing, 2'958d. per ton.

The whole of the dredging plant has been maintained in its usual efficient state; and in addition to the extensive alterations before referred to in connection with the "Pluto," the steamer "Ajax" has been fitted with new compound engines and boiler of nearly 500 indicated horse-power; the tug "Athena" has been lengthened, and a larger boiler fitted; the tug "Cyclops" has been altered by compounding the engines. In all these tugs the success of the alterations has been all that could be desired.

I look forward with much confidence to the adoption of the principle of dredging and reclaiming land by the use of sand pumps, worked by powerful engines. The new pumps and piping now being made in Holland for our steam hopper-barges "Juno" and "Neptune" will soon arrive in the colony, and I feel satisfied from the results recently achieved in Europe and America by pump dredges, that we may reasonably anticipate a radical and most satisfactory change in our system of dredging and reclamation.

Conversion of steam barges into sand pump dredges.

A. B. PORTUS.

The Engineer-in-Chief for Harbours and Rivers.







## General Regulations for the Management of the Dredge Service.\*

*Regulation 1.*—The Dredge Service, which will be considered as a whole, shall be divided into the following grades, viz:—

1st. The Engineer's grade, comprising—

<i>A.</i> Engineer's, 1st, 2nd, 3rd class (excluding the Chief Engineer's of the Dredges) with wages ranging from... ..	£20 per month to £12 per month.
<i>B.</i> Engine-drivers ... ..	13 „ 10 „
<i>C.</i> Firemen ... ..	12 „ 9 „

2nd. Mechanical grade, comprising—

<i>A.</i> Blacksmiths, carpenters, fitters, and boilermakers, &c., with wages from £15 per month to £11 per month.
<i>B.</i> Striker's boilermaker's assistants, machine attendants, &c., with wages varying from £10 per month to £6 5s. per month.

3rd. Nautical grade, comprising—

<i>A.</i> Masters of Tugs, from ... ..	£20 per month to £12 per month.
<i>B.</i> Mates, from ... ..	14 „ 10 „
<i>C.</i> Coxswains and winchmen ... ..	10 „
<i>D.</i> A.B. seamen, including watchmen and cooks ... ..	8 13s. 4d. per month to £8 per month.
<i>E.</i> Boys ... ..	4 per month to £6 5s. per month.

*Regulation 2.*—The whole of the men at present in the Service shall be classified according to the foregoing grades; the position to be assigned to each particular employé shall be determined by fitness and length of service. As vacancies occur, the senior hands shall be promoted until they reach the top of their respective grades, provided they are competent, and nothing has been recorded against them in the "Conduct Book," referred to in Regulation 3. In the case of Engineers, however, it shall be indispensable that those to be appointed to the 1st class shall hold 1st class certificates; those to the 2nd class, 2nd class certificates; and to the 3rd class, 3rd class certificates. With regard to the nautical grade, all masters shall hold masters' sea-going certificates, and mates shall hold mates' certificates.† On and after the 1st February, 1889, the qualifications of employés to be appointed to positions for which the salaries do not exceed £156 per annum, whether mates of dredges, masters of small tugs, or engineers of small tugs, shall be in the cases of mates or masters, the holding of a master's Harbours and Rivers Certificate from the Marine Board, and for engineers, the holding of a 3rd class engineer's certificate.

The qualification for all positions above £156 per annum to remain as before.

*Regulation 3.*—There shall be entered in a "Conduct Book" the name of every employé in the Dredge Service, giving the date of his entry therein, age, and such particulars of his service (whether of good or bad conduct) as will determine promotion or otherwise; it being distinctly understood that nothing will be recorded against any employé in such book, except after due inquiry and on the report of the Superintending Engineer approved by the Engineer-in-Chief, and after an opportunity shall have been afforded the accused of appeal.

*Regulation 4.*—All new appointees shall enter at the bottom of whichever grade they may be nominated to, except in the case of vacancies which cannot be filled from the Service; but none shall be eligible who are over thirty-five years of age, and who cannot produce a certificate from the Medical Officer of the Department (for which such officer shall be entitled to be paid a fee of 2s. 6d., to be paid by the nominee) that they are physically fit for the position sought, together with satisfactory references from previous employers.

*Regulation 5.*‡—From the 1st May to the 1st September the working hours shall be from 6:30 a.m. to 5:30 p.m., and during the remaining months of the year from 6 a.m. to 6 p.m. Three-quarters of an hour will be allowed for breakfast, and 1 hour for dinner. Owing to the shortened breakfast hour, work will terminate on Saturdays at 1 p.m. When circumstances render it necessary for the tugs to work continuously from 6 to 6 the meal hours must be taken while the steamers are towing.

*Regulation 6.*—Should any employé, by reason of accident occurring in the discharge of his duty, and by no fault of his own, be physically incapacitated for work, he shall be entitled (if his absence shall necessarily extend to that time) to two months' pay, or any lesser proportion, as the case may demand. If he is absent more than two months, such case thereafter will be specially dealt with on its merits. In the event of absence through sickness, not being the result of accident as before described, half-pay to the extent of one month will be allowed, if necessary, provided such sickness has not been brought about by misconduct on the part of such employé, to determine which a certificate to that effect shall be required from the Government Medical Officer, if the employé reside in Sydney or Newcastle. If he reside elsewhere, he must furnish from a properly qualified medical practitioner a certificate stating the nature of the disease from which he is suffering, which will be referred to the Government Medical Officer for report. For every examination or report such Officer shall be entitled to a fee of 2s. 6d., which shall be paid from any money due or to become due to the patient, except in case of accidents occurring in the discharge of duty, when the fee shall be paid by the Department. A medical report will be required at least once each week, if absence from duty should extend beyond that time; for a period less than three days the certificate of the Dredge Master, endorsed by the Superintending Engineer, shall be held to be sufficient.

*Regulation 7.*—Nothing in the foregoing Regulations shall prevent the Minister from dealing in the way of promotion or otherwise with any specially meritorious case which may be brought before him.

*Regulation 8.*—Any person who has been in the Dredge Service, but whose services have been dispensed with owing to a reduction in the number of hands, shall be eligible for reappointment to any suitable vacancy, anything in these Regulations to the contrary notwithstanding.

*Regulation 9.*—In the event of any misbehaviour being proved against any employé, but not of such a serious nature as to demand dismissal from the Service, the Engineer-in-Chief shall have the power to punish by fine or disratment as the circumstances of the case seem to him to warrant.

14th January, 1889.

\* Nothing in these Regulations shall be held to apply to the Masters of Dredges, respecting whom a wider choice of selection may be necessary.  
 † In the case of those already in the Service who do not hold such certificates, it shall be considered that they have "Service" certificates; but they will not be eligible for promotion unless they can obtain and produce certificates of "competency."  
 ‡ Since the original Regulations were passed, the summer working hours have, by direction of Mr. Secretary Lackey, been reduced from ten to nine hours per day, and a temporary increase of 10 per cent. on wages, after having been on two occasions voted by Parliament, was submitted during the last Session and passed as a permanent rate. On 10th October, 1888, Mr. Secretary Wright directed that the working hours be 48 per week.  
 NOTE.—Special attention is drawn to Regulation 2, as amended.

**Analysis of Dredge Expenditure and Work for the Year ending 31st December, 1885. (Dredges).**

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	"NEWCASTLE."				"SAMSON."				"VULCAN."				"HUNTER."				"HERCULES."									
	Double ladder. Size, 145 x 34. Engines, pair condensing. Cyls., 23 in.; W.P., 24 lb.; str., 3 ft. Dredges to 32 feet.				Double ladder. Size, 110 x 24. Engines, pair high pressure. Cyls., 16 in.; W.P., 35 lb.; str., 3 ft. Dredges to 35 feet.				Double ladder. Size, 110 x 24. Engines, pair high pressure. Cyls., 14 in.; W.P., 25 lb.; str., 2 ft. 6 in. Dredges to 24 feet.				Double ladder. Size, 110 x 30. Engine, single condensing. Cyl., 32 in.; W.P., 10 lb.; str., 3 ft. 6 in. Dredges to 26 feet.				Single ladder. Size, 100 x 26. Engines, single condensing. Cyl., 24 in.; W.P., 7 lb.; str., 3 ft. 6 in. Dredges to 26 feet.									
Tons dredged in 1885.....	391,000.				214,060.				242,588.				17,095.				111,260.									
Material dredged.....	Sand and mud.				Sand, mud, and shells.				Clay, stones, and sand.				Rock.				Mud and sewage matter.									
Where dredging.....	Newcastle.				Sydney.				Newcastle.				Newcastle.				Sydney.									
Where deposited.....	Sea.				Sea.				Sea.				Sea.				Sea.									
Hours dredging.....	1,577½.				1,389½.				1,641½.				1839.				1,540½.									
Tons dredged per hour (average).....	248.				154½.				147½.				9½.				72½.									
<b>Expenditure as under—</b>	£	s.	d.	Pence per ton of silt dredged.	Pence per hour dredging.	£	s.	d.	Pence per ton of silt dredged.	Pence per hour dredging.	£	s.	d.	Pence per ton of silt dredged.	Pence per hour dredging.	£	s.	d.	Pence per ton of silt dredged.	Pence per hour dredging.						
Salaries, including wages.....	3,670	10	7	2 2530	558 5203	2,560	5	0	2 8705	442 1371	2,293	18	11	2 2694	335 3926	2,334	4	7	32 7706	304 6303	2,065	12	3	4 4557	321 8092	
Coals, including freight.....	307	6	7	0 1886	46 7643	303	14	3	0 3405	52 4490	166	16	6	0 1650	24 3912	108	7	7	1 5215	14 1441	139	3	0	0 3092	21 6787	
General stores.....	596	16	7	0 3663	90 8157	142	7	11	0 1597	24 5906	370	13	6	0 3670	54 1954	164	0	8	2 3029	21 4072	120	10	11	0 2601	18 7801	
Repairs.....	2,900	16	5	1 7806	441 3993	1,399	6	4	1 5688	241 6521	1,283	17	11	1 2701	187 7155	474	9	4	6 6612	61 9206	918	5	11	1 9808	143 0616	
Collisions.....																30	0	0	0 4212	3 9152						
Wharfage.....																										
Repairs, Macleay dock.....																										
Total expenditure.....	7,475	10	2			4,405	13	6			4,115	6	10			3,111	2	2			3,243	12	1			
Cost per ton.....				4 5885					4 9395					4 0715					43 6774					6 9968		
Cost per hour.....					1137 5001					760 8288					691 6947					406 0174					505 3326	
Cost of coal per ton delivered on board.....	0	7	11			0	10	6			0	7	6			0	6	0			0	11	0			
	"FITZROY."				"CLARENCE."				"ARCHIMEDES."				"PLUTO."				"TITAN."									
	Single ladder. Size, 100 x 25. Engine, single high pressure. Cyl., 15½ in.; W.P., 30 lb.; str., 2 ft. 6 in. Dredges to 15 feet.				Single ladder. Size, 103 x 23. Engine, single high pressure. Cyls., 18 in.; W.P., 40 lb.; str., 5 ft. 0 in. Dredges to 17 feet.				Single ladder. Size, 68 x 20. Engine, single high pressure. Cyls., 15½ in.; W.P., 45 lb.; str., 2 ft. 6 in. Dredges to 18 feet.				Single ladder. Size, 67 x 25. Engine, single high pressure. Cyl., 16 in.; W.P., 45 lb.; str., 2 ft. 6 in. Dredges to 12 feet.				Single ladder. Size, 55 x 18. Engine, single high pressure. Cyls., 13 in.; W.P., 45 lb.; str., 2 ft. 6 in. Dredges to 8 feet.									
Tons dredged in 1885.....	199,770.				128,815.				93,020.				109,080.				51,100.									
Material dredged.....	Sand, mud, and stones.				Loam and sand.				Clay and sand.				Sand.				Sand.									
Where dredging.....	Macleay River.				Clarence River.				Richmond River.				Shoalhaven.				Myall River.									
Where deposited.....	River.				River.				River.				River.				River.									
Hours dredging.....	1,675.				1,427½.				1,655½.				1,480.				1,176½.									
Tons dredged per hour (average).....	119½.				90½.				56½.				73½.				43½.									
<b>Expenditure as under—</b>	£	s.	d.	Pence per ton of silt dredged.	Pence per hour dredging.	£	s.	d.	Pence per ton of silt dredged.	Pence per hour dredging.	£	s.	d.	Pence per ton of silt dredged.	Pence per hour dredging.	£	s.	d.	Pence per ton of silt dredged.	Pence per hour dredging.						
Salaries, including wages.....	1,791	14	6	2 1525	256 7248	2,315	19	7	4 3149	389 4449	1,621	11	4	4 1838	235 1162	1,558	5	3	3 4285	252 6913	1,788	12	1	8 4004	364 8662	
Coals, including freight.....	231	18	8	0 2787	33 2323	339	2	9	0 6319	57 0278	296	7	6	0 7648	42 9724	213	1	2	0 4687	34 5500	91	14	3	0 4307	18 7090	
General stores.....	101	16	8	0 1224	14 5907	254	8	3	0 4741	42 7808	106	12	0	0 2747	15 4562	165	18	6	0 3651	26 9067	178	4	6	0 8375	36 3566	
Repairs.....	339	19	7	0 4084	48 7134	757	16	11	1 4119	127 4359	433	19	11	1 1198	62 9264	294	4	7	0 6474	47 7128	689	19	10	3 2405	140 7549	
Collisions.....	6	8	3	0 0077	0 9188																					
Wharfage.....																										
Repairs, Macleay dock.....											13	0	0	0 0336	1 8849							0	5	3	0 0011	0 0536
Total expenditure.....	2,471	17	8			3,667	7	6			2,471	10	9			2,231	9	6			2,748	15	11			
Cost per ton.....				2 9697					6 8328					6 3767					4 9097					12 9102		
Cost per hour.....					354 1800					616 6894					358 3561					361 8608					560 7403	
Cost of coal per ton delivered on board.....	0	11	4			0	17	7½			0	15	3			0	16	7			0	6	2½			

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**Analysis of Dredge Expenditure and Work for the Year ending 31st December, 1885. (Dredges)—continued.**

	"CHARON."			"ULYSSES."			"MINOS."		
	Single ladder. Size, 98 x 20. Engine, single high pressure. Cyls., 15½ in.; W.P., 45 lb.; str., 2 ft. 6 in. Dredges to 18 feet.			Single ladder. Size, 100 x 24. Engine, single diagonal condensing. Cyls., 18 in.; W.P., 40 lb.; str., 4 ft. Dredges to 20 feet.			Single ladder. Size, 110 x 24. Engine, single diagonal condensing. Cyl., 18 in.; W.P., 40 lb.; str., 4 ft. Dredges to 20 feet.		
Tons dredged in 1885	106,170.			268,760.			148,890.		
Material dredged	Mud, clay, and sewage. Sydney.			Shingle sand. Manning River.			Shoalhaven and Lake Macquarie.		
Where dredging	1575.			1780.			1203.		
Where deposited	67½.			151.			123½.		
Hours dredging									
Tons dredged per hour (average)									
<b>Expenditure as under—</b>	<b>£ s. d.</b>	<b>Pence per ton of silt dredged.</b>	<b>Pence per hour dredging.</b>	<b>£ s. d.</b>	<b>Pence per ton of silt dredged.</b>	<b>Pence per hour dredging.</b>	<b>£ s. d.</b>	<b>Pence per ton of silt dredged.</b>	<b>Pence per hour dredging.</b>
Salaries, including wages	1,919 15 6	4·3397	292·5872	1,850 4 5	1·6523	240·4680	1,911 14 6	3·0816	381·3915
Coals, including freight	120 10 1	0·2724	18·3620	139 6 0	0·1243	18·7821	162 6 1	0·2617	32·3798
General stores	101 8 5	0·2292	15·4550	100 14 7	0·0900	13·5813	219 17 1	0·3550	43·8613
Repairs	620 18 3	1·4036	94·6153	352 15 9	0·3150	47·5669	608 16 11	0·9814	121·4655
Collisions	30 0 0	0·0678	4·5714						
Wharfage									
Repairs, Macleay dock									
<b>Total expenditure</b>	<b>2,792 12 3</b>	<b>6·3127</b>	<b>425·5409</b>	<b>2,443 0 9</b>	<b>2·1816</b>	<b>329·3983</b>	<b>2,902 14 7</b>	<b>4·6797</b>	<b>579·0981</b>
Cost per ton									
Cost per hour									
Cost of coal per ton delivered on board	0 11 0			0 14 5½			0 13 8½		

**Analysis of Dredge Expenditure for the Year ending 31st December, 1886. (Dredges).**

	"NEWCASTLE."			"SAMSON."			"VULCAN."		
	Double ladder. Size, 145 x 24. Engines, pair condensing. Cyls., 23 in.; W.P., 34 lb.; str., 3 ft. Dredges to 32 feet.			Double ladder. Size, 119 x 24. Engines, pair high pressure. Cyls., 16 in.; W.P., 35 lb.; str., 3 ft. Dredges to 35 feet.			Double ladder. Size, 110 x 24. Engines, pair high pressure. Cyls., 14 in.; W.P., 25 lb.; str., 2 ft. 6 in. Dredges to 24 feet.		
Tons dredged in 1886	375,000.			213,580.			293,536.		
Material dredged	Sand. Newcastle.			Hard clay and mud. Sydney.			Sand. Newcastle.		
Where dredging	Sea.			Sea.			Sea.		
Where deposited	1,309.			1,620.			1,763.		
Hours dredging	305.			132.			167½.		
Tons dredged per hour (average)									
<b>Expenditure as under—</b>	<b>£ s. d.</b>	<b>Pence per ton of silt dredged.</b>	<b>Pence per hour dredging.</b>	<b>£ s. d.</b>	<b>Pence per ton of silt dredged.</b>	<b>Pence per hour dredging.</b>	<b>£ s. d.</b>	<b>Pence per ton of silt dredged.</b>	<b>Pence per hour dredging.</b>
Salaries, including wages	3,749 1 2	2·3694	687·3751	2,590 19 3	2·9122	383·8463	2,502 1 9	2·0457	339·6493
Coals, including freight	344 15 0	0·2207	63·2085	385 10 0	0·4383	57·1111	231 14 7	0·1894	31·4565
General stores	540 6 5	0·3457	99·0657	115 13 5	0·1300	17·1364	117 5 5	0·0960	15·9190
Repairs	1,946 5 2	1·2456	356·8388	1,485 11 7	1·6697	220·0858	278 14 7	0·2278	37·3366
Collisions	112 2 0	0·0717	20·5532	16 0 0	0·0168	2·2222			
Conveyance of crew	6 11 0	0·0042	1·2009						
Rent of wharf									
Repairs, Macleay dock									
<b>Total expenditure</b>	<b>6,699 0 9</b>	<b>4·2873</b>	<b>1228·2422</b>	<b>4,592 14 3</b>	<b>5·1620</b>	<b>680·4018</b>	<b>3,129 16 4</b>	<b>2·5589</b>	<b>424·8619</b>
Cost per ton									
Cost per hour									
Cost of coal per ton delivered on board	0 8 9½			0 14 0			0 8 7½		

**Analysis of Dredge Expenditure for the Year ending 31st December, 1886. (Dredges)—continued.**

	"HUNTER."				"HERCULES."				"FITZROY."				"CLARENCE."				"ARCHIMEDES."								
	Double ladder. Size, 110 x 80. Engines, single condensing. Cyls., 32 in.; W.P., 10 lb.; str., 3 ft. 6 in. Dredges to 26 feet.				Single ladder. Size, 100 x 26. Engines, single condensing. Cyl., 24 in.; W.P., 7 lb.; str., 3 ft. 6 in. Dredges to 26 feet.				Single ladder. Size, 100 x 25. Engine, single high pressure. Cyl., 15½ in.; W.P., 30 lb.; str., 2 ft. 6 in. Dredges to 15 feet.				Single ladder. Size, 103 x 23. Engine, single high pressure. Cyls., 18 in.; W.P., 40 lb.; str., 5 ft. 6 in. Dredges to 17 feet.				Single ladder. Size, 98 x 20. Engine, single high pressure. Cyls., 15½ in.; W.P., 45 lb.; str., 2 ft. 6 in. Dredges to 18 feet.								
Tons dredged in 1886.....	191,025.				111,230.				169,490.				265,040.				59,780.								
Material dredged.....	Rock, sand, and mud.				Mud and sewage.				Sand, rock, and shell.				Sand.				Sand.								
Where dredging.....	Newcastle.				Sydney.				Macleay River.				Clarence River.				Richmond River.								
Where deposited.....	Sea.				Sea.				River.				River.				River.								
Hours dredging.....	1,773½.				1,695½.				1,855½.				1,980½.				1,217½.								
Tons dredged per hour (average).....	124.				64½.				91.				133.				49.								
<b>Expenditure as under—</b>	£	s.	d.	Pence per ton of silt dredged.	Pence per hour dredging.	£	s.	d.	Pence per ton of silt dredged.	Pence per hour dredging.	£	s.	d.	Pence per ton of silt dredged.	Pence per hour dredging.	£	s.	d.	Pence per ton of silt dredged.	Pence per hour dredging.					
Salaries, including wages.....	2,325	12	0	2-9218	314-6689	2,123	5	5	4-5922	301-2533	1,755	1	11	2-4852	227-0132	2,388	10	9	2-1629	289-4462	1,871	18	8	7-5154	369-0808
Coals, including freight.....	118	1	0	0-1433	15-9728	210	0	0	0-4532	29-7256	214	15	9	0-3040	27-7818	343	7	0	0-3109	41-6076	179	19	9	0-7227	35-4876
General stores.....	220	11	6	0-2772	29-8453	65	5	1	0-1405	9-2368	55	10	10	0-0787	7-1838	82	10	10	0-0748	10-0030	82	17	8	0-2991	16-3417
Repairs.....	373	14	4	0-4695	50-5664	659	0	0	1-4220	93-2323	428	8	9	0-6066	55-4164	1,825	16	7	1-6583	221-2568	267	9	10	1-1073	52-7403
Collisions.....																									
Conveyance of crew.....																									
Rent of wharf.....																6	10	0	0-0059	0-7876					
Repairs, Macleay dock.....											3	2	0	0-0044	0-4010										
Total expenditure.....	3,037	18	10			3,062	10	6			2,456	19	3			4,646	15	2			2,402	5	11		
Cost per ton.....				3-8168					6-6079											4-2078					
Cost per hour.....					411-0534					433-5040											563-1012				473-6504
Cost of coal per ton delivered on board.....	0	6	0			0	15	0			0	13	8½			0	14	11½			0	13	4½		
	"PLUTO."				"TITAN."				"CHARON."				"ULYSSES."				"MINOS."								
	Single ladder. Size, 67 x 25. Engine, single high pressure. Cyl., 16 in.; W.P., 45 lb.; str., 2 ft. 6 in. Dredges to 12 feet.				Single ladder. Size, 55 x 18. Engine, single high pressure. Cyl., 13 in.; W.P., 45 lb.; str., 2 ft. Dredges to 8 feet.				Single ladder. Size, 68 x 20. Engine, single high pressure. Cyl., 15½ in.; W.P., 45 lb.; str., 2 ft. 6 in. Dredges to 13 feet.				Single ladder. Size, 100 x 24. Engine, single diagonal condensing. Cyl., 18 in.; W.P., 40 lb.; str., 4 ft. Dredges to 20 feet.				Single ladder. Size, 100 x 24. Engine, single diagonal condensing. Cyl., 18 in.; W.P., 40 lb.; str., 4 ft. Dredges to 20 feet.								
Tons dredged in 1886.....	79,400.				52,250.				133,875.				238,750.				157,840.								
Material dredged.....	Sand.				Sand.				Mud and sewage.				Sand.				Sand.								
Where dredged.....	Shoalhaven.				Myall River.				Sydney.				Manning River.				Lake Macquarie.								
Where deposited.....	River.				River.				Sea.				River.				River.								
Hours dredging.....	1,035½.				1,216½.				1,706½.				1,714½.				1,526½.								
Tons dredged per hour (average).....	76½.				42.				78.				139½.				101.								
<b>Expenditure as under—</b>	£	s.	d.	Pence per ton of silt dredged.	Pence per hour dredging.	£	s.	d.	Pence per ton of silt dredged.	Pence per hour dredging.	£	s.	d.	Pence per ton of silt dredged.	Pence per hour dredging.	£	s.	d.	Pence per ton of silt dredged.	Pence per hour dredging.					
Salaries, including wages.....	1,625	17	10	4-9146	376-7453	1,771	6	9	8-1363	349-3906	1,853	0	9	3-3219	260-5706	1,888	3	5	1-8986	264-3493	1,974	7	2	3-0022	310-4644
Coals, including freight.....	153	4	0	0-4631	35-4984	103	11	6	0-4757	20-4297	135	2	2	0-2423	18-9989	198	18	7	0-1998	27-8505	131	13	6	0-2002	20-7059
General stores.....	202	18	6	0-6133	47-0198	134	6	7	0-6170	26-4962	38	8	5	0-0688	5-4025	63	11	5	0-0636	8-9003	111	3	7	0-1688	17-4822
Repairs.....	538	10	11	1-6278	124-7897	355	16	11	1-6345	70-1894	234	9	6	0-4204	32-9712	637	14	9	0-6313	96-2853	122	14	11	0-1867	19-3015
Collisions.....																									
Conveyance of crew.....																									
Rent of wharf.....																									
Repairs, Macleay dock.....																									
Total expenditure.....	2,520	11	3			2,365	1	9			2,261	0	10			2,838	8	2			2,339	19	2		
Cost per ton.....				7-6188					10-8635											2-8533					
Cost per hour.....					584-0532					466-5059											397-3854				367-9540
Cost of coal per ton delivered on board.....	0	16	0½			0	9	11½			0	10	11½			0	14	10½			0	9	1½		

**Analysis of Dredge Expenditure for the Year ending 31st December, 1887. (Dredges).**

	"NEWCASTLE."				"SAMSON."				"VULCAN."				"HUNTER."				"HERCULES."								
	Double ladder. Size, 145 x 24. Engines, pair condensing. Cyls., 23 in.; W.P., 24 lb.; str., 3 ft. Dredges to 32 feet.				Double ladder. Size, 110 x 24. Engines, pair high pressure. Cyls., 16 in.; W.P., 35 lb.; str., 3 ft. Dredges to 35 feet.				Double ladder. Size, 110 x 24. Engines, pair high pressure. Cyls., 14 in.; W.P., 25 lb.; str., 2 ft. 6 in. Dredges to 24 feet.				Double ladder. Size, 110 x 24. Engine, single condensing. Cyls., 32 in.; W.P., 10 lb.; str., 3 ft. 6 in. Dredges to 26 feet.				Single ladder. Size, 100 x 26. Engine, single condensing. Cyl. 24 in.; W.P., 7 lb.; str., 3 ft. 6 in. Dredges to 26 feet.								
Tons dredged in 1887 .....	457,000.				201,400.				260,762.				263,265.				85,790.								
Material dredged .....	Sand and mud.				Mud, clay, and rock.				Sand.				Mud, shingle, and sand.				Mud, clay, and sewage.								
Where dredging .....	Newcastle.				Sydney.				Newcastle.				Newcastle.				Sydney.								
Where deposited .....	Sea.				Sea.				Sea.				Sea.				Sea.								
Hours dredging .....	1,736.				1,481.				1,534.				1,604.				1,355.								
Tons dredged per hour (average) .....	259.				136.				168½.				164.				63.								
Expenditure as under—	£	s.	d.	Pence per ton of silt dredged.	Pence per hour dredging.	£	s.	d.	Pence per ton of silt dredged.	Pence per hour dredging.	£	s.	d.	Pence per ton of silt dredged.	Pence per hour dredging.	£	s.	d.	Pence per ton of silt dredged.	Pence per hour dredging.					
Salaries, including wages .....	3,558	11	9	1-8688	491-9707	2,429	4	10	2-8949	393-6674	2,242	6	9	2-0638	350-8220	2,276	15	6	2-0757	340-6620	1,944	11	1	5-4599	344-4228
Coals, including freight .....	407	8	3	0-2140	56-3243	472	2	0	0-5625	76-3050	222	1	0	0-2044	34-7405	139	6	7	0-1272	20-8474	175	2	0	0-4898	81-0140
General stores .....	351	11	3	0-1847	48-6031	146	2	6	0-1742	22-5134	177	6	4	0-1631	27-7419	146	10	6	0-1337	21-9239	85	16	0	0-2400	15-1972
Repairs .....	656	5	2	0-3446	90-7269	834	17	7	0-9948	135-2948	599	15	8	0-5521	93-8383	205	6	0	0-1870	30-7181	1,105	7	5	3-0924	195-7851
Wharfage .....																									
Repairs, Macleay dock .....																									
Total expenditure .....	4,973	16	5	.....	.....	3,882	6	11	.....	.....	3,241	9	9	.....	.....	2,767	18	7	.....	.....	3,310	16	6	.....	.....
Cost per ton .....				2-6121	.....				4-6264	.....				2-9834	.....				2-5236	.....					9-2621
Cost per hour .....				.....	687-6250				.....	627-9801				.....	507-1427				.....	414-1514					.....
Cost of coal per ton delivered on board .....	0	8	8	.....	.....	0	15	9	.....	.....	0	9	11½	.....	.....	0	6	0½	.....	.....	0	17	5	.....	.....
	"FITZROY."				"CLARENCE."				"ARCHIMEDES."				"PLUTO."				"TITAN."								
	Single ladder. Size, 100 x 25. Engine, single high pressure. Cyl., 15½ in.; W.P., 30 lb.; str., 2 ft. 6 in. Dredges to 15 feet.				Single ladder. Size, 103 x 23. Engine, single high pressure. Cyls., 13 in.; W.P., 40 lb.; str., 5 ft. 6 in. Dredges to 17 feet.				Single ladder. Size, 68 x 20. Engine, single high pressure. Cyls., 15½ in.; W.P., 45 lb.; str., 2 ft. 6 in. Dredges to 18 feet.				Single ladder. Size, 67 x 25. Engine, single high pressure. Cyl., 16 in.; W.P., 45 lb.; str., 3 ft. 6 in. Dredges to 12 feet.				Single ladder. Size, 65 x 18. Engine, single high pressure. Cyl., 13 in.; W.P., 40 lb.; str., 2 ft. Dredges to 8 feet.								
Tons dredged in 1887 .....	141,470.				125,030.				41,840.				112,080.				64,650.								
Material dredged .....	Sand and mud.				Sand.				Sand, rock, and mud.				Sand.				Mud, sand, and soft clay.								
Where dredging .....	Macleay River.				Clarence River.				Sydney and Moruya.				Shoalhaven.				White Bay and Bellinger River.								
Where deposited .....	River.				River.				Sea and river.				River.				Reclamation and river.								
Hours dredging .....	1,397.				1,268.				774½.				1,376.				1,353.								
Tons dredged per hour (average) .....	101.				98½.				54.				79½.				48.								
Expenditure as under—	£	s.	d.	Pence per ton of silt dredged.	Pence per hour dredging.	£	s.	d.	Pence per ton of silt dredged.	Pence per hour dredging.	£	s.	d.	Pence per ton of silt dredged.	Pence per hour dredging.	£	s.	d.	Pence per ton of silt dredged.	Pence per hour dredging.					
Salaries, including wages .....	1,680	6	1	2-8504	288-6709	2,188	17	2	4-2007	414-2973	1,933	8	8	11-0905	599-1292	1,600	7	8	3-4269	279-1366	1,651	4	7	6-1298	292-9008
Coals, including freight .....	188	14	6	0-3232	32-4224	260	5	0	0-4996	49-2587	119	12	0	0-6863	37-0613	228	0	0	0-4880	39-7674	139	1	9	0-5163	24-6719
General stores .....	110	16	5	0-1851	19-0386	330	5	4	0-7499	73-8677	263	13	8	1-5074	81-7011	55	9	7	0-1191	8-6781	73	7	10	0-2726	13-0184
Repairs .....	532	7	8	0-9082	91-4617	1,317	19	1	2-5298	249-4550	1,358	1	10	7-7949	420-8418	33	18	4	0-0726	5-9157	.....	.....	.....	.....	.....
Wharfage .....																									
Repairs, Macleay dock .....	109	18	6	0-1865	18-8846	0	18	0	0-0018	0-1702															
Total expenditure .....	2,622	3	2	.....	.....	4,158	4	7	.....	.....	3,674	15	9	.....	.....	1,917	15	9	.....	.....	2,243	18	6	.....	.....
Cost per ton .....				4-4484	.....				7-9818	.....				21-0791	.....				4-1066	.....					8-3301
Cost per hour .....				.....	450-4782				.....	787-0489				.....	1138-7334				.....	333-4978					.....
Cost of coal per ton delivered on board .....	0	14	3	.....	.....	0	15	0	.....	.....	0	15	10	.....	.....	0	16	0	.....	.....	0	14	3	.....	.....

**Analysis of Dredge Expenditure for the Year ending 31st December, 1887. (Dredges)—continued.**

	"CHARON."				"ULYSSES."				"MINOS."				"ALCIDES."			
	Single ladder. Size, 68 x 20. Engine, single high pressure. Cyls., 15½ in.; W.P., 45 lb.; str., 2 ft. 6 in. Dredges to 13 feet.				Single ladder. Size, 100 x 24. Engine, single diagonal condensing. Cyls., 18 in.; W.P., 40 lb.; str., 4 ft. Dredges to 20 feet.				Single ladder. Size, 100 x 24. Engine, single diagonal condensing. Cyl., 18 in.; W.P., 40 lb.; str., 4 ft. Dredges to 20 feet.				Single ladder. Size, 100 x 24. Engine, diagonal condensing. Cyls., 18 in.; W.P., 40 lb.; str., 4 ft. Dredges to 20 feet.			
Tons dredged in 1887	99,190.				232,660.				114,240.				141,860.			
Material dredged	Sewage matter, mud, and clay.				Shingle.				Sand.				Sand, stone, and rock.			
Where dredging	Sydney.				Manning River.				Lake Macquarie.				Richmond River.			
Where deposited	Sea.				River.				River.				River.			
Hours dredging	1,686.				1,566.				1,217.				1,750.			
Tons dredged per hour (average)	59.				148½.				94.				81.			
<b>Expenditure as under—</b>	£	s.	d.	Pence per ton of silt dredged.	Pence per hour dredging.	£	s.	d.	Pence per ton of silt dredged.	Pence per hour dredging.	£	s.	d.	Pence per ton of silt dredged.	Pence per hour dredging.	
Salaries, including wages	1,700	19	0	4.2607	250.6689	1,818	6	10	1.8704	277.9065	1,820	2	4	3.8245	358.9383	
Coals, including freight	158	9	9	0.3835	22.5605	203	17	0	0.2103	31.2414	62	2	0	0.1307	12.2466	
General stores	78	7	1	0.1896	11.1537	70	3	1	0.0726	10.7518	97	12	0	0.2030	19.2473	
Repairs	592	15	0	1.4342	84.3772	97	16	4	0.1008	14.9911	130	0	10	0.2743	25.6450	
Wharfage																
Repairs, Macleay dock																
<b>Total expenditure</b>	<b>2,590</b>	<b>10</b>	<b>10</b>			<b>2,185</b>	<b>3</b>	<b>3</b>			<b>2,109</b>	<b>17</b>	<b>2</b>			
Cost per ton				6.2680					2.2541					4.4325		
Cost per hour					368.7603					334.8908				416.0772		
Cost of coal per ton delivered on board				0 13 6					0 13 6					0 14 0		

**Analysis of Dredge Expenditure and Work for the Year ending 31st December, 1888.**

	"NEWCASTLE."				"SAMSON."				"VULCAN."				"HUNTER."			
	Double ladder. Size, 145 x 24. Engines, pair condensing. Cyls., 23 in.; W.P., 24 lb.; str., 3 ft. Dredges to 32 feet.				Double ladder. Size, 110 x 24. Engines, pair high pressure. Cyls., 16 in.; W.P., 35 lb.; str., 3 ft. Dredges to 35 feet.				Double ladder. Size, 110 x 24. Engines, pair high pressure. Cyls., 14 in.; W.P., 25 lb.; str., 2 ft. 6 in. Dredges to 24 feet.				Double ladder. Size, 110 x 30. Engine, single condensing. Cyls., 32 in.; W.P., 10 lb.; str., 3 ft. 6 in. Dredges to 26 feet.			
Tons dredged in 1888	575,200.				240,150.				357,606.				382,120.			
Material dredged	Sand and mud.				Mud, gravel, and sewage.				Clay and sand.				Mud and sand.			
Where dredging	Newcastle.				Sydney.				Newcastle.				Newcastle.			
Where deposited	Sea.				Sea.				Sea.				Sea.			
Hours dredging	2,352.				1,322.				2,462.				2,130.			
Tons dredged per hour	244½.				182.				145.				179.			
<b>Expenditure as under—</b>	£	s.	d.	Pence per ton of silt dredged.	Pence per hour dredging.	£	s.	d.	Pence per ton of silt dredged.	Pence per hour dredging.	£	s.	d.	Pence per ton of silt dredged.	Pence per hour dredging.	
Salaries, including wages	5,273	9	4	2.200	538.109	2,211	2	0	2.211	401.411	3,419	0	3	2.295	333.321	
Coals, including freight	527	19	11	0.221	53.877	424	17	6	0.424	77.133	292	16	10	0.196	28.546	
General stores	390	0	5	0.163	39.798	304	4	0	0.304	55.225	143	2	7	0.096	13.953	
Repairs	1,575	8	0	0.657	160.755	2,176	17	1	2.175	395.192	361	2	6	0.244	35.203	
Collisions																
<b>Total expenditure</b>	<b>7,766</b>	<b>17</b>	<b>8</b>			<b>5,117</b>	<b>0</b>	<b>7</b>			<b>4,216</b>	<b>8</b>	<b>2</b>			
Cost per ton				3.241					5.114					2.831		
Cost per hour					792.539					928.961				411.023		
Cost of coal per ton delivered on board				0 9 4					0 15 0					0 7 10		

**Analysis of Dredge Expenditure and Work for the Year ending 31st December, 1888. (Dredges)—continued.**

	"HERCULES."				"FITZROY."				"CLARENCE."				"ARCHIMEDES."				"PLUTO."								
	Single ladder. Size, 100 x 26. Engines, single high pressure. Cyl., 24 in.; W.P., 7 lb.; str., 3 ft. 6 in. Dredges to 26 feet.				Single ladder. Size, 100 x 25. Engine, single high pressure. Cyl., 15½ in.; W.P., 30 lb.; str., 2 ft. 6 in. Dredges to 15 feet.				Single ladder. Size, 103 x 23. Engine, single high pressure. Cyl., 18 in.; W.P., 40 lb.; str., 5 ft. 6 in. Dredges to 17 feet.				Single ladder. Size, 63 x 20. Engine, single high pressure. Cyl., 15½ in.; W.P., 45 lb.; str., 2 ft. 6 in. Dredges to 18 feet.				Single ladder. Size, 67 x 25. Engine, single high pressure. Cyl., 16 in.; W.P., 45 lb.; str., 2 ft. 6 in. Dredges to 12 feet.								
Tons dredged in 1888.....	101,590.				168,210.				191,260.				69,445.				55,080.								
Material dredged.....	Mud, clay, and sand.				Sand, mud, and stones.				Sand, mud, and clay.				Mud and sand.				Sand.								
Where dredging.....	Sydney.				Macleay River.				Clarence River.				Moruya.				Shoalhaven River.								
Where deposited.....	Sea and reclamation.				River.				River.				Sea and river.				Sea and river.								
Hours dredging.....	1,692.				1,725.				2,007½.				1,127½.				727½.								
Tons dredged per hour.....	60.				97½.				95.				61.				75½.								
Expenditure as under—	£	s.	d.	Pence per ton of silt dredged.	Pence per hour dredging.	£	s.	d.	Pence per ton of silt dredged.	Pence per hour dredging.	£	s.	d.	Pence per ton of silt dredged.	Pence per hour dredging.	£	s.	d.	Pence per ton of silt dredged.	Pence per hour dredging.					
Salaries, including wages.....	1,750	19	8	4.136	248.366	1,616	15	6	2.307	224.942	1,907	2	0	2.393	227.998	1,880	16	8	6.500	400.353					
Coals, including freight.....	323	8	0	0.763	45.872	191	1	0	0.272	26.582	327	17	6	0.412	39.198	185	18	5	0.643	39.573	121	1	6	0.528	39.942
General stores.....	95	9	10	0.225	13.545	80	9	6	0.115	11.197	109	18	4	0.138	13.141	97	4	3	0.335	20.691	135	3	10	0.589	44.599
Repairs.....	1,355	9	9	3.204	192.268	464	5	11	0.663	64.597	173	11	6	0.217	20.751	172	1	4	0.595	36.625	430	1	4	1.874	141.879
Collisions.....																									
Total expenditure.....	3,525	7	3			2,352	11	11			2,518	9	4			2,336	0	8			2,264	14	9		
Cost per ton.....				8.328					3.357																
Cost per hour.....					300.051					327.318					301.088										
Cost of coal per ton delivered on board..	0	15	6			0	13	9½			0	14	8			0	15	10½			0	14	6		
	"TITAN."				"CHARON."				"ULYSSES."				"MINOS."				"ALCIDES."								
	Single ladder. Size, 55 x 18. Engine, single high pressure. Cyl., 13 in.; W.P., 45 lb.; str., 2 ft. Dredges to 8 feet.				Single ladder. Size, 68 x 20. Engine, single high pressure. Cyl., 15½ in.; W.P., 46 lb.; str., 2 ft. 6 in. Dredges to 18 feet.				Single ladder. Size, 100 x 27. Engine, single diagonal condensing. Cyl., 18 in.; W.P., 40 lb.; str., 4 ft. Dredges to 20 feet.				Single ladder. Size, 100 x 27. Engine, single diagonal condensing. Cyl., 18 in.; W.P., 40 lb.; str., 4 ft. Dredges to 20 feet.				Single ladder. Size, 100 x 27. Engine, single diagonal condensing. Cyl., 18 in.; W.P., 40 lb.; str., 4 ft. Dredges to 20 feet.								
Tons dredged in 1888.....	83,900.				140,940.				213,640.				275,660.				175,700.								
Material dredged.....	Sand and shingle.				Sewage, mud, and sand.				Sand and shingle.				Sand.				Sand, clay, and shells.								
Where dredging.....	Bollinger River.				Sydney.				Manning River and Heads.				Lake Macquarie.				Richmond River.								
Where deposited.....	River.				Sea and reclamation.				River.				Sea and river.				River.								
Hours dredging.....	1,876.				1,856.				1,689.				2,633.				1,558½.								
Tons dredged per hour.....	44½.				75½.				126½.				103½.				112½.								
Expenditure as under—	£	s.	d.	Pence per ton of silt dredged.	Pence per hour dredging.	£	s.	d.	Pence per ton of silt dredged.	Pence per hour dredging.	£	s.	d.	Pence per ton of silt dredged.	Pence per hour dredging.	£	s.	d.	Pence per ton of silt dredged.	Pence per hour dredging.					
Salaries, including wages.....	1,599	14	4	4.576	204.654	1,841	1	4	3.135	238.069	1,666	13	9	1.872	236.829	4,450	10	10	3.875	405.670	1,693	18	10	2.314	260.859
Coals, including freight.....	184	11	0	0.528	23.609	179	19	5	0.307	23.272	197	5	0	0.222	28.029	233	3	4	0.203	21.253	228	10	11	0.312	35.194
General stores.....	54	19	4	0.157	7.033	42	15	6	0.073	5.532	114	2	5	0.127	16.216	156	16	7	0.137	14.295	116	15	1	0.160	17.979
Repairs.....	31	4	7	0.089	3.995	93	2	2	0.168	12.089	579	3	9	0.651	82.300	436	1	11	0.379	39.751	126	3	1	0.172	19.426
Collisions.....																									
Total expenditure.....	1,870	9	3			2,156	18	5			2,557	4	11			5,276	12	8			2,165	7	11		
Cost per ton.....				5.350					3.673																
Cost per hour.....					239.291					278.912					363.374										
Cost of coal per ton delivered on board..	0	15	4½			0	12	1½			0	16	10			0	9	0			0	15	3½		



**Analysis of Dredge Expenditure and Work for the Year ending 31st December, 1885. (Tugs.)**

	"AJAX," S.S.			"THETIS," S.S.			"DIONE," S.S.			"CYCLOPS," P.S.															
	Size, 130 x 21. Engines, pair jet condensing. Cyls., 30 in.; str., 20 in. Working pressure, 20 lb.			Size, 132 ft. 6 in. x 20. Engines, pair jet condensing. Cyls., 30 in.; str., 20 in. Working pressure, 20 lb.			Size, 95 x 12 ft. 6 in. Engines, pair compd. surface condensing. Cyls., 16 in. and 32 in.; str., 16 in. Working pressure, 40 lb.			Size, 80 x 15 ft. 6 in. Engines, pair high pressure. Cyls., 16 in.; str., 30 in. Working pressure, 40 lb.															
Tons of silt, &c., towed.....	262,150.			138,910.			122,865.			131,800.															
Where carried .....	Sea.			Sea.			Sea and river.			River.															
Description of material.....	Newcastle.			Sydney.			Newcastle and Clarence River.			Shoalhaven and Richmond Rivers.															
Where employed .....	4,729.			6,392.			5,785.			7,289.															
Number of miles towed .....	1,518.			1,595.			2,126.			2,151½.															
Number of hours under steam .....																									
Expenditure as under—	£	s.	d.	Pence per ton deposited.	Pence per mile steamed.	Pence per hour under steam.	£	s.	d.	Pence per ton deposited.	Pence per mile steamed.	Pence per hour under steam.	£	s.	d.	Pence per ton deposited.	Pence per mile steamed.	Pence per hour under steam.							
Salaries, including wages .....	842	15	5	0-7716	42-7713	133-2444	788	7	7	1-3621	29-6013	118-6276	968	16	10	1-8925	40-1939	109-3706	918	7	6	1-6722	30-2387	102-4686	
Coal, including freight .....	142	2	5	0-1301	7-2227	22-4696	346	16	4	0-5992	13-0219	52-1856	153	13	7	0-3002	6-3756	17-3485	112	4	0	0-2043	3-6943	12-5188	
General stores .....	103	0	10	0-0943	5-2193	16-2912	113	6	1	0-1957	10-2541	17-0489	53	17	10	0-1052	2-2359	6-0837	79	13	2	0-1452	2-6228	8-8878	
Repairs .....	167	2	4	0-1530	8-4813	26-4216	128	6	3	0-2217	4-8178	19-3072	182	14	5	0-3569	7-5804	20-6270	146	18	2	0-2675	4-8372	16-3914	
Collisions .....																									
Total expenditure.....	1,255	1	0	.....	.....	.....	1,376	16	3	.....	.....	.....	1,359	2	8	.....	.....	.....	1,257	2	10	.....	.....	.....	
Cost per ton .....				1-1490	.....	.....				2-3787	.....	.....				2-6548	.....	.....				2-2892	.....	.....	
Cost per mile .....				.....	63-6946	.....				.....	57-0951	.....				.....	56-3858	.....				.....	41-3930	.....	
Cost per hour .....				.....	.....	198-4268				.....	.....	207-1693				.....	.....	153-4298				.....	.....	140-2666	
Cost of coal per ton delivered on board	0	8	4½	.....	.....	.....	0	11	2½	.....	.....	.....	0	17	8½	.....	.....	.....	0	7	10	.....	.....	.....	
	"CERES," S.S.			"CHARYBDIS," P.S.			"LITTLE NELL," S.S.			"ACHILLES," S.S.															
	Size, 104 x 15. Engine, compd. surface condensing. Cyls., 36 in. and 20 in.; str., 20 in. Working pressure, 75 lb.			Size, 82 x 14. Engine, external pipe condensing. Cyl., 18 in.; str., 36 in. Working pressure, 45 lb.			Size, 82 x 12 ft. 6 in. Engines, pair surface condensing. Cyls., 16 in.; str., 16 in. Working pressure, 50 lb.			Size, 89 x 12 ft. 6 in. Engines, pair high pressure. Cyls., 16 in.; str., 16 in. Working pressure, 60 lb.															
Tons of silt, &c., towed.....	165,240.			246,920.			29,185.			56,635.															
Where carried .....	Sea.			River.			Sea and river.			Sea and reclamation.															
Description of material.....	Sydney and Newcastle.			Manning River.			Sydney and Clarence River.			Sydney.															
Where employed .....	9,733.			4,952.			2,789.			6,073.															
Number of miles towed .....	2,286.			2,332.			769.			1,641.															
Number of hours under steam .....																									
Expenditure as under—	£	s.	d.	Pence per ton deposited.	Pence per mile steamed.	Pence per hour under steam.	£	s.	d.	Pence per ton deposited.	Pence per mile steamed.	Pence per hour under steam.	£	s.	d.	Pence per ton deposited.	Pence per mile steamed.	Pence per hour under steam.							
Salaries, including wages .....	940	19	0	1-3797	23-4241	99-7323	628	18	2	0-6113	30-4802	64-7247	450	14	1	3-7063	38-7843	140-6619	529	11	5	2-2441	20-9882	77-4509	
Coals, including freight .....	254	8	10	0-3695	6-2740	26-7180	351	15	9	0-3419	17-0495	36-2045	85	9	5	0-7029	7-3549	26-6749	181	0	6	0-7671	7-1539	26-4754	
General stores .....	110	2	9	0-1600	2-7161	11-5629	37	6	11	0-0362	1-8100	3-8494	42	15	8	0-3520	3-6815	13-8524	66	15	5	0-2830	2-6289	9-7654	
Repairs .....	169	14	6	0-2465	4-1851	17-8190	188	10	2	0-1833	9-1361	19-4006	948	7	10	7-7990	81-6113	295-9870	105	13	8	0-4479	4-1765	15-4564	
Collisions .....																				10	4	4	0-0433	0-4037	1-4942
Total expenditure.....	1,484	5	1	.....	.....	.....	1,206	11	0	.....	.....	.....	1,527	7	0	.....	.....	.....	893	5	4	.....	.....	.....	
Cost per ton .....				2-1557	.....	.....				1-1727	.....	.....				12-5602	.....	.....				3-7854	.....	.....	
Cost per mile .....				.....	36-5993	.....				.....	58-4756	.....				.....	131-4320	.....				.....	35-3012	.....	
Cost per hour .....				.....	.....	155-8272				.....	.....	124-1732				.....	.....	476-6762				.....	.....	130-6423	
Cost of coal per ton delivered on board	0	10	8½	.....	.....	.....	0	15	0½	.....	.....	.....	0	10	8	.....	.....	.....	12	10	0	.....	.....	.....	

G.C.

**Analysis of Dredge Expenditure and Work for the Year ending 31st December, 1885. (Tugs)—continued.**

	"PEARL," P.S.				"HECTOR," P.S.				"SCYLLA," S.S.				"NEPTUNE," S.S. (Hopper Barge).												
	Size, 110 x 12. Engine, single high pressure. Cyl., 21 in.; str., 36 in. Working pressure, 45 lb.				Size, 70 x 24. Engine, single high pressure. Cyl., 18 in.; str., 30 in. Working pressure, 45 lb.				Size, 50 x 9. Engines, pair high pressure. Cyls., 7 in.; str., 10 in. Working pressure, 50 lb.				Size, 152 x 24. Engines, pair compound surface condensing. Cyls., 20 in. and 36 in.; str., 24 in. Working pressure, 80 lb.												
Tons of silt, &c., towed.....	10,620.				199,190.				34,555.				83,692.												
Where carried .....	Sea.												Sea.												
Description of material .....	Sydney.								Sydney.				Sydney.												
Where employed .....	899.				5,787.				1,662.				5,411.												
Number of miles towed .....	346.				2,622.				673.				1,403.												
Number of hours under steam .....																									
Expenditure as under—	£	s.	d.	Pence per ton deposited.	Pence per mile steamed.	Pence per hour under steam.	£	s.	d.	Pence per ton deposited.	Pence per mile steamed.	Pence per hour under steam.	£	s.	d.	Pence per ton deposited.	Pence per mile steamed.	Pence per hour under steam.							
Salaries, including wages .....	102	17	0	2-3243	27-4573	71-3410	631	2	7	0-7603	26-1742	57-7693	100	12	1	0-6988	14-5277	35-8767	1,078	0	3	3-0914	47-8143	184-4069	
Coals, including freight .....	43	1	9	0-9737	11-5028	29-8873	199	9	4	0-24	3	8-2724	18-2578	17	6	2	0-1203	2-4994	6-1723	159	2	9	0-4563	7-0584	27-2234
General stores .....	5	8	1	0-1222	1-4427	3-7483	33	7	10	0-0403	1-3849	3-0564	3	8	4	0-0235	0-4933	1-2184	163	13	6	0-4693	6-2595	27-9976	
Repairs .....	63	11	2	1-4363	16-9677	44-0870	5	1	6	0-0032	0-2104	0-4645	44	14	3	0-3105	6-4567	15-9450	202	4	4	0-5799	8-9692	34-5916	
Collisions .....																									
Total expenditure .....	214	18	0				86	1	3				166	0	10				1,603	0	10				
Cost per ton .....				4-8565						1-0471															
Cost per mile .....					57-8705						86-0419														
Cost per hour .....						149-0636						79-5480												274-2195	
Cost of coal per ton delivered on board .....	0	13	5½				0	11	4				0	16	6				0	10	6				
					"JUNO," S.S. (Hopper Barge).				"ATHENA," S.S.				"ORESTES," S.S.												
					Size, 152 x 24. Engines, pair compound surface condensing. Cyls., 20 in. and 36 in.; str., 24 in. Working pressure, 80 lb.				Size, 61 x 12 ft. 9 in. Engines, pair compound surface condensing. Cyls., 18 in. and 14½ in.; str., 12 in. Working pressure, 75 lb.				Size, 110 x 16. Engines, compound surface condensing. Cyls., 18½ in. and 36 in.; str., 24 in. Working pressure, 80 lb.												
Tons of silt, &c., towed .....					212,963.				92,360.				30,220.												
Where carried .....					Sea.								Sea and bay.												
Description of material .....					Newcastle.								Sydney.												
Where employed .....					4,818.				3,465.				4,326.												
Number of miles towed .....					2,121.				2,098.				881.												
Number of hours under steam .....																									
Expenditure as under—	£	s.	d.	Pence per ton deposited.	Pence per mile steamed.	Pence per hour under steam.	£	s.	d.	Pence per ton deposited.	Pence per mile steamed.	Pence per hour under steam.	£	s.	d.	Pence per ton deposited.	Pence per mile steamed.	Pence per hour under steam.							
Salaries, including wages .....	1,220	16	0	1-3758	60-8119	128-1386	614	7	10	1-5965	42-5553	70-2832	427	6	3	3-3936	23-7066	116-4075							
Coals, including freight .....	96	19	2	0-1093	4-8298	10-9712	33	15	4	0-0877	2-3388	3-8627	150	3	3	1-1925	8-3308	40-9069							
General stores .....	140	2	4	0-1578	6-9796	15-8547	70	16	1	0-1840	4-9041	8-0995	77	7	9	0-6147	4-2933	21-0816							
Repairs .....	357	6	7	0-4027	17-7998	40-4334	95	11	2	0-2483	6-6198	10-9314	123	12	11	0-9819	6-8597	33-6834							
Collisions .....																									
Total expenditure .....	1,815	4	1				814	10	5				778	10	2										
Cost per ton .....				2-0456						2-1165															
Cost per mile .....					90-4211						56-4170							43-1904							
Cost per hour .....						205-3979						93-1768						212-0794							
Cost of coal per ton delivered on board .....	0	6	2				0	6	10				0	14	10										

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**Analysis of Dredge Expenditure and Work for the Year ending 31st December, 1886. (Tugs.)**

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	"THETIS," S.S.				"AJAX," S.S.				"NEPTUNE," S.S. (Hopper Barge).				"JUNO," S.S. (Hopper Barge).											
	Size, 132 ft. 6 in. x 20. Engines, pair jet condensing. Cyls., 30 in.; str., 20 in. Working pressure, 20 lb.				Size, 130 x 21. Engines, pair jet condensing. Cyls., 30 in.; str., 20 in. Working pressure, 20 lb.				Size, 152 x 24. Engines, pair compound surface condensing. Cyls., 20 in. and 36 in.; str., 24 in. Working pressure, 80 lb.				Size, 152 x 24. Engines, pair compound surface condensing. Cyls., 20 in. and 36 in.; str., 24 in. Working pressure, 80 lb.											
Tons of silt towed .....	117,488.				282,600.				115,810.				269,096.											
Where carried .....	Sea.				Sea.				Sea.				Sea.											
Description of material .....	Hard clay and mud.				Sand.				Mud and sewage.				Sand.											
Where employed .....	Sydney.				Newcastle.				Sydney.				Newcastle.											
Number of miles towed .....	4,629.				4,453.				8,871.				6,620.											
Number of hours under steam .....	1,249½				1,488½				1,328.				2,177.											
<b>Expenditure as under—</b>	£	s.	d.	Pence per ton deposited.	Pence per mile steamed.	Pence per hour under steam.	£	s.	d.	Pence per ton deposited.	Pence per mile steamed.	Pence per hour under steam.	£	s.	d.	Pence per ton deposited.	Pence per mile steamed.	Pence per hour under steam.						
Salaries, including wages .....	619	18	0	1-2663	32-1396	119-0683	821	7	2	0-6975	44-2680	132-3882	1,125	0	4	2-3416	30-4367	203-3163	1,379	2	6	1-2300	49-9985	152-0396
Coals, including freight .....	388	8	6	0-7935	20-1386	64-6073	226	16	4	0-1925	12-246	36-5588	289	2	9	0-6018	7-8222	52-2537	193	9	0	0-1725	7-0133	21-3266
General stores .....	70	11	0	0-1440	3-6584	23-5512	113	7	1	0-0964	6-1095	18-3337	99	16	8	0-2077	2-7012	18-0423	146	17	4	0-1309	5-3244	16-1909
Repairs .....	210	19	5	0-4310	10-9381	40-5226	1,129	11	2	0-9593	60-8789	182-1255	196	10	6	0-4090	5-3168	35-5165	367	17	9	0-3282	13-3373	40-5573
Collisions .....																								
<b>Total expenditure .....</b>	<b>1,280</b>	<b>16</b>	<b>11</b>				<b>2,291</b>	<b>1</b>	<b>9</b>				<b>1,710</b>	<b>10</b>	<b>3</b>				<b>2,087</b>	<b>6</b>	<b>7</b>			
Cost per ton .....				2-6348						1-9457														
Cost per mile .....					66-8747						123-4810													
Cost per hour .....						247-7494						369-4062												230-1144
Cost of coal per ton delivered on board .....	0	13	8				0	9	6				0	15	0				0	7	6			

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	"ORESTES," S.S.				"CERES," S.S.				"DIONE," S.S.				"CYCLOPS," P.S.											
	Size, 110 x 18. Engines, compound surface condensing. Cyls., 18 in. and 36 in.; str., 24 in. Working pressure, 80 lb.				Size, 104 x 15. Engine, compound surfacing condensing. Cyls., 36 in. and 20 in.; str., 20 in. Working pressure, 75 lb.				Size, 95 x 12 ft. 6 in. Engines, pair compound surface condensing. Cyls., 16 in. and 32 in.; str., 16 in. Working pressure, 60 lb.				Size, 85 x 15 ft. 6 in. Engines, pair high pressure. Cyls., 15 in.; str., 30 in. Working pressure, 60 lb.											
Tons of silt towed .....	144,720.				130,330.				259,880.				59,400.											
Where carried .....	Sea.				Sea and reclamation.				River.				River.											
Description of material .....	Sand, mud, and sewage.				Mud and sewage.				Sand.				Sand.											
Where employed .....	Sydney.				Newcastle and Sydney.				Clarence River.				Richmond River.											
Number of miles towed .....	13,175.				7,402.				2,837.				5,318.											
Number of hours under steam .....	2,333.				1,647½				24,39½				1,971.											
<b>Expenditure as under—</b>	£	s.	d.	Pence per ton deposited.	Pence per mile steamed.	Pence per hour under steam.	£	s.	d.	Pence per ton deposited.	Pence per mile steamed.	Pence per hour under steam.	£	s.	d.	Pence per ton deposited.	Pence per mile steamed.	Pence per hour under steam.						
Salaries, including wages .....	1,062	0	1	1-7612	19-3458	109-2503	710	16	7	1-2514	23-0477	103-5502	850	1	10	0-7850	71-9148	83-6413	828	16	0	3-3487	37-4035	100-9193
Coals, including freight .....	400	9	1	0-6643	7-2947	41-1955	182	6	1	0-3209	5-9109	26-5573	188	7	5	0-1739	15-9356	18-5839	259	7	6	1-0480	11-7056	31-5829
General stores .....	109	10	9	0-1815	1-9948	11-2683	91	10	3	0-1611	2-9672	13-3311	37	7	8	0-0346	3-1624	3-6783	44	7	0	0-1791	2-0009	5-4004
Repairs .....	409	17	6	0-6797	7-4664	42-1646	291	7	7	0-5129	9-4476	42-4468	14	14	11	0-0137	1-2474	1-4509	156	6	2	0-6316	7-0547	19-0330
Collisions .....																								
<b>Total expenditure .....</b>	<b>1,981</b>	<b>17</b>	<b>5</b>				<b>1,276</b>	<b>0</b>	<b>6</b>				<b>1,090</b>	<b>11</b>	<b>10</b>				<b>1,288</b>	<b>16</b>	<b>8</b>			
Cost per ton .....				3-2867						2-2463														
Cost per mile .....					36-1017						41-3734													
Cost per hour .....						203-8787						185-8854												156-9356
Cost of coal per ton delivered on board .....	0	15	5				0	10	2				0	14	6				0	14	0			

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**Analysis of Dredge Expenditure and Work for the Year ending 31st December, 1886. (Tugs)—continued.**

	"ACHILLES," S.S.			"LITTLE NELL," S.S.			"CHARYBDIS," P.S.			"HECTOR," P.S.						
	Size, 80 x 12 ft. 6 in. Engines, compound surface condensing. Cyls., 13 and 24 in.; str., 18 in. Working pressure, 90 lb.			Size, 82 x 12 ft. 6 in. Engines, pair surface condensing. Cyls., 16 in.; str., 16 in. Working pressure, 40 lb.			Size, 82 x 14. Engine, external pipe condensing. Cyl., 18 in.; str., 36 in. Working pressure, 45 lb.			Size, 70 x 14. Engine, single high pressure. Cyl., 18 in.; str., 36 in. Working pressure, 45 lb.						
Tons of silt towed .....	80,615.			79,810.			238,750.			167,510.						
Where carried .....	Sea and river.			Sea and river.			River.			River.						
Description of material .....	Sand and mud.			Sand and mud.			Sand.			Sand.						
Where employed .....	Sydney and Lake Macquarie.			Sydney and Shoalhaven.			Manning River.			Macleay River.						
Number of miles towed .....	4,847.			3,794½.			2,137.			3,344.						
Number of hours under steam .....	1,366.			1,653.			2,360½.			2,547.						
<b>Expenditure as under—</b>	£ s. d.	Pence per ton deposited.	Pence per mile steamed.	Pence per hour under steam.	£ s. d.	Pence per ton deposited.	Pence per mile steamed.	Pence per hour under steam.	£ s. d.	Pence per ton deposited.	Pence per mile steamed.	Pence per hour under steam.				
Salaries, including wages .....	528 1 2	1·5720	26·1469	92·7775	599 18 10	1·8041	37·9460	87·1059	609 4 2	0·6124	68·4184	61·9402	560 2 6	0·8025	40·2004	52·7797
Coals, including freight .....	89 15 2	0·2672	4·4444	15·7701	166 4 9	0·4999	10·5144	24·1361	253 14 9	0·2549	28·4965	25·7984	193 12 10	0·2774	13·8975	18·2465
General stores .....	29 16 7	0·0889	1·4770	5·2408	40 16 4	0·1226	2·5816	5·9262	33 0 0	0·0332	3·7061	3·3554	18 12 3	0·0267	1·3359	1·7338
Repairs .....	2,232 12 3	6·6467	110·5481	392·2599	343 16 11	1·0340	21·7490	49·9231	11 17 0	0·0120	1·3308	1·2048	2 16 0	0·0040	0·2010	0·2639
Collisions .....																
<b>Total expenditure.....</b>	<b>2,880 5 2</b>	<b>8·5748</b>	<b>142·6164</b>	<b>506·0483</b>	<b>1,150 16 10</b>	<b>3·4606</b>	<b>72·7900</b>	<b>167·0913</b>	<b>907 15 11</b>	<b>·9125</b>	<b>101·9518</b>	<b>92·2988</b>	<b>775 3 7</b>	<b>1·1106</b>	<b>55·6348</b>	<b>73·0439</b>
Cost per ton .....																
Cost per mile .....																
Cost per hour .....																
Cost of coal per ton delivered on board	0 10 8				0 15 11				0 14 9				0 13 8			
	"GANYMEDE," S.S.			"ATHENA," S.S.			"PEARL," P.S.			"SCYLLA," S.S.						
	Size, 64 x 14. Engines, compound surface condensing. Cyls., 9 and 18 in.; str., 14 in. Working pressure, 95 lb.			Size, 61 x 12 ft. 9 in. Engines, pair compound surface condensing. Cyls., 18 in. and 14½ in.; str., 12 in. Working pressure, 75 lb.			Size, 110 x 12. Engine, single high pressure. Cyl., 21 in.; str., 36 in. Working pressure, 45 lb.			Size, 50 x 9. Engines, pair high pressure. Cyls., 7 in.; str., 10 in. Working pressure, 60 lb.						
Tons of silt towed .....	18,465.			79,720.			64,780.			38,270.						
Where carried .....	Reclamation.			River.			Sea, river, and reclamation.			Reclamation, Callan Park.						
Description of material .....	Mud and sewage.			Sand and mud.			Sand and mud.			Mud and sewage.						
Where employed .....	Sydney.			Myall River and Lake Macquarie.			Myall River and Sydney.			Sydney.						
Number of miles towed .....	1,396.			5,695.			3,411.			4,016.						
Number of hours under steam .....	491.			1,999.			1,554½.			1,706.						
<b>Expenditure as under—</b>	£ s. d.	Pence per ton deposited.	Pence per mile steamed.	Pence per hour under steam.	£ s. d.	Pence per ton deposited.	Pence per mile steamed.	Pence per hour under steam.	£ s. d.	Pence per ton deposited.	Pence per mile steamed.	Pence per hour under steam.	£ s. d.	Pence per ton deposited.	Pence per mile steamed.	Pence per hour under steam.
Salaries, including wages .....	123 8 1	2·1995	21·2156	60·3198	526 1 8	1·5839	22·1703	63·1616	543 4 10	2·0126	38·2223	83·8711	204 0 8	1·2794	12·1932	28·7035
Coals, including freight .....	23 3 4	0·4129	3·9828	11·3238	51 10 6	0·1552	2·1714	6·1862	117 5 8	0·4344	8·2521	18·1074	38 17 3	0·2437	2·3224	5·4672
General stores .....	12 12 9	0·2253	2·1727	6·1772	30 19 2	0·0929	1·3046	3·7166	15 11 2	0·0577	1·0951	2·4023	5 12 1	0·0352	0·3346	0·7883
Repairs .....	49 5 5	0·8782	8·4706	24·0635	92 11 0	0·2787	3·9003	11·1116	126 2 0	0·4672	8·3725	19·4686	675 7 4	4·2354	40·3610	95·0105
Collisions .....																
<b>Total expenditure.....</b>	<b>208 9 7</b>	<b>3·7159</b>	<b>35·8417</b>	<b>101·9043</b>	<b>701 2 4</b>	<b>2·1107</b>	<b>29·5466</b>	<b>84·1760</b>	<b>802 3 8</b>	<b>2·9719</b>	<b>56·4420</b>	<b>123·8494</b>	<b>923 17 4</b>	<b>5·7937</b>	<b>55·2112</b>	<b>129·9695</b>
Cost per ton .....																
Cost per mile .....																
Cost per hour .....																
Cost of coal per ton delivered on board	0 15 9				0 7 0				0 8 2				0 15 9			

Analysis of Dredge Expenditure and Work for the Year ending 31st December, 1887. (Tugs.)

	"THETIS," S.S.				"AJAX," S.S.				"NEPTUNE," S.S. (Hopper Barge).				"JUNO," S.S. (Hopper Barge).				"ORESTES," S.S.				"CERES," S.S.										
	Size, 132 ft. 6 in. x 20. Engines, pair jet condensing. Cyl., 30 in.; str., 20 in. Working pressure, 20 lb.				Size, 130 x 21. Engines, pair jet condensing. Cyl., 30 in.; str., 20 in. Working pressure, 20 lb.				Size, 152 x 24. Engines, pair compound surface condensing. Cyls., 20 in. and 36 in.; str., 24 in. Working pressure, 80 lb.				Size, 152 x 24. Engines, pair compound surface condensing. Cyls., 20 in. and 36 in.; str., 24 in. Working pressure, 80 lb.				Size, 110 x 16. Engines, pair compound surface condensing. Cyls., 18½ in. and 36 in.; str., 24 in. Working pressure, 80 lb.				Size, 104 x 15. Engine, pair compound surface condensing. Cyls., 36 in. and 20 in.; str., 20 in. Working pressure, 20 lb.										
Tons of silt towed	112,160.				322,200.				92,078.				271,102.				174,615.				228,990.										
Where carried	Sea.				Sea.				Sea.				Sea.				Sea.				Sea.										
Description of material	Mud and gravel.				Sand.				Mud and clay.				Sand.				Sand and mud.				Sand.										
Where employed	Sydney.				Newcastle.				Sydney.				Newcastle.				Sydney and Newcastle.				Newcastle.										
Number of miles towed	6,168.				5,809.				1,936.				7,805.				10,734.				9,977.										
Number of hours under steam	1,459.				1,335.				1,936.				2,044.				2,371.				2,114.										
Expenditure as under—	£	s.	d.	Pence per ton de- posited	Pence per mile steam'd	Pence p'r hour under steam.	£	s.	d.	Pence per ton de- posited	Pence per mile steam'd	Pence p'r hour under steam.	£	s.	d.	Pence per ton de- posited	Pence per mile steam'd	Pence p'r hour under steam.	£	s.	d.	Pence per ton de- posited	Pence per mile steam'd	Pence p'r hour under steam.							
Salaries, including wages	723	1	2	1-5471	28-1868	118-9404	1,092	13	0	0-8065	44-7299	141-6001	1,043	0	1	2-7186	31-2122	129-2930	1,175	10	9	1-0406	38-6214	138-0279	968	12	10	1-3313	21-6677	98-0489	
Coals, including freight	656	13	8	1-1910	21-8961	91-5723	223	5	10	0-1682	9-2253	29-2043	357	11	4	0-9319	10-7002	44-3204	160	9	5	0-1430	5-2721	18-8120	426	9	7	0-5860	9-5356	43-1704	
General stores	102	8	7	0-2192	3-0916	16-8484	152	16	2	0-1139	6-3133	19-3852	123	3	11	0-3343	3-8362	15-3921	142	17	8	0-1268	4-6943	17-4769	79	16	0	0-1102	1-7841	8-0769	
Repairs	129	9	10	0-2772	6-0469	21-5069	1,043	12	4	0-7773	43-1172	136-4948	438	4	10	1-1423	13-1148	54-3278	289	17	11	0-2565	9-5243	34-0386	421	2	3	0-5738	9-4156	42-6263	
Collisions	5	17	8	0-0128	0-2294	0-9678	.....	.....	.....	.....	.....	.....	62	14	9	0-1634	1-8774	7-7774	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rent of wharf	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total expenditure	1,517	10	11	.....	.....	.....	2,502	7	4	.....	.....	.....	2,029	14	11	.....	.....	.....	1,768	15	9	.....	.....	.....	1,896	0	8	.....	.....	.....	
Cost per ton	.....	.....	.....	3-2472	.....	.....	.....	.....	1-8639	.....	.....	.....	.....	.....	.....	5-2905	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cost per mile	.....	.....	.....	.....	69-1448	.....	.....	.....	.....	103-3857	.....	.....	.....	.....	.....	60-7406	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cost per hour	.....	.....	.....	.....	.....	249-0298	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cost of coal per ton delivered on board	0	15	7½	.....	.....	.....	0	8	6	.....	.....	.....	0	16	1	.....	.....	.....	0	6	8	.....	.....	.....	0	16	9	.....	.....	.....	.....
	"DIONE," S.S.				"CYCLOPS," P.S.				"RHEA," S.S.				"ACHILLES," S.S.				"LITTLE NELL," S.S.				"CHARYBDIS," P.S.										
	Size, 95 x 12 ft. 6 in. Engines, pair compound surface condensing. Cyls., 16 in. and 12 in.; str., 16 in. Working pressure, 40 lb.				Size, 85 x 15 ft. 6 in. Engines, pair surface condensing. Cyl., 15 in.; str., 30 in. Working pressure, 60 lb.				Size, 90 x 18 ft. 6 in. Engines, pair compound surface condensing disconnected. Cyls., 15 in. and 23 in.; str., 20 in. Working pressure, 100 lb.				Size, 80 x 12 ft. 6 in. Engines, pair compound surface condensing. Cyl., 13 in. and 24 in.; str., 18 in. Working pressure, 60 lb.				Size, 82 x 12 ft. 6 in. Engines, pair surface condensing. Cyl., 16 in.; str., 18 in. Working pressure, 60 lb.				Size, 82 x 14. Engine, external pipe condensing. Cyl., 18 in.; str., 36 in. Working pressure, 45 lb.										
Tons of silt towed	125,030.				69,365.				132,440.				122,600.				85,695.				232,200.										
Where carried	River.				Sea and river.				River.				Lake and river.				River and sea.				River.										
Description of material	Sand.				Mud and sand.				Sand and gravel.				Sand.				Mud and sand.				Sand.										
Where employed	Clarence River.				Sydney and Shoalhaven.				Richmond River.				Lake Macquarie and Richmond River.				Sydney and Shoalhaven.				Manning River.										
Number of miles towed	2,464.				5,831.				4,867.				2,154.				6,093.				5,629.										
Number of hours under steam	2,161.				1,802.				2,205.				2,157.				2,000.				2,181.										
Expenditure as under—	£	s.	d.	Pence per ton de- posited	Pence per mile steam'd	Pence p'r hour under steam.	£	s.	d.	Pence per ton de- posited	Pence per mile steam'd	Pence p'r hour under steam.	£	s.	d.	Pence per ton de- posited	Pence per mile steam'd	Pence p'r hour under steam.	£	s.	d.	Pence per ton de- posited	Pence per mile steam'd	Pence p'r hour under steam.	£	s.	d.	Pence per ton de- posited	Pence per mile steam'd	Pence p'r hour under steam.	
Salaries, including wages	716	2	2	1-3746	69-7508	79-5308	638	18	7	2-2107	28-7644	82-3539	789	12	6	1-4309	38-9377	86-9456	728	12	5	1-4148	19-1448	31-0705	648	5	8	1-8166	25-5106	77-4454	
Coals, including freight	165	13	0	0-3181	16-1386	18-4912	207	15	10	0-3269	12-0561	64-5169	212	2	6	0-3843	10-4608	23-0884	148	14	6	0-2888	3-3078	16-5478	370	13	2	1-0382	14-5857	44-2798	
General stores	52	8	8	0-1007	5-1070	5-0281	33	6	2	0-1152	1-4994	4-2931	48	1	7	0-0873	2-5708	6-2331	42	15	0	0-0880	1-1231	4-7559	52	6	9	0-1484	2-0593	6-2523	
Repairs	47	0	5	0-0902	4-5799	5-2222	341	7	0	1-1810	15-3674	43-9978	185	19	8	0-2464	6-7062	14-9090	273	7	9	0-5426	7-3410	31-0861	347	6	11	0-9727	13-6084	41-4948	
Collisions	0	15	5	0-0614	0-0751	0-0356	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rent of wharf	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total expenditure	982	0	5	.....	.....	.....	1,281	7	7	.....	.....	.....	1,185	16	1	.....	.....	.....	1,199	9	8	.....	.....	.....	1,418	12	6	.....	.....	.....	
Cost per ton	.....	.....	.....	1-8850	.....	.....	.....	.....	4-4335	.....	.....	.....	.....	.....	.....	2-1489	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cost per mile	.....	.....	.....	.....	95-0518	.....	.....	.....	.....	57-6573	.....	.....	.....	.....	.....	58-4740	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cost per hour	.....	.....	.....	.....	.....	109-0629	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cost of coal per ton delivered on board	0	15	0	.....	.....	.....	0	16	0	.....	.....	.....	0	18	10	.....	.....	.....	0	9	0	.....	.....	.....	0	16	0	.....	.....	.....	.....

**Analysis of Dredge Expenditure and Work for the Year ending 31st December, 1887. (Tugs)—continued.**

	"HECTOR," P.S.				"GANYMEDE," S.S.				"ATHENA," S.S.			"PEARL," P.S.			"SCYLLA," S.S.																
	Size, 70 × 14. Engine, single high pressure. Cyl., 18 in.; str., 36 in. Working pressure, 45 lb.				Size, 64 × 14. Engines, compound surface condensing. Cyl., 9 in. and 18 in.; str., 14 in. Working pressure, 95 lb.				Size, 61 × 12 ft. 9 in. Engines, pair compound surface condensing. Cyl., 18 in. and 14½ in.; str., 12 in. Working pressure, 60 lb.			Size, 110 × 12. Engine, single high pressure. Cyl., 21 in.; str., 36 in. Working pressure, 45 lb.			Size, 50 × 9. Engines, pair high pressure. Cyl., 7 in.; str., 10 in. Working pressure, 50 lb.																
Tons of silt towed .....	141,400.				23,130.				60,340.			41,130.			53,885.																
Where carried .....	River.				Sea and reclamation.				Callan Park and Bullinger River.			Reclamation, Snail's and White Bays, and sea.			Reclamation, Snail's and White Bays.																
Description of material .....	Sand, mud, and gravel.				Mud and stone.				Mud and sand.			Mud and sand.			Mud, sewage, and stone.																
Where employed .....	Macleay River.				Sydney.				Sydney and Bullinger River.			Sydney and Moruya.			Sydney.																
Number of miles towed .....	2,626.				3,221.				3,808.			1,444.			3,281.																
Number of hours under steam .....	1,998.				1,144.				1,968.			1,077.			2,040.																
Expenditure as under—	£	s.	d.	Pence per ton deposited.	Pence per mile steamed.	Pence per hour under steam.	£	s.	d.	Pence per ton deposited.	Pence per mile steamed.	Pence per hour under steam.	£	s.	d.	Pence per ton deposited.	Pence per mile steamed.	Pence per hour under steam.	£	s.	d.	Pence per ton deposited.	Pence per mile steamed.	Pence per hour under steam.							
Salaries, including wages .....	566	18	6	0-9623	51-8134	68-0990	212	1	11	2-2007	15-8035	44-4956	538	19	10	2-1438	33-0700	65-7307	418	10	4	2-4422	29-5506	93-2627	291	14	1	1-3174	21-3376	34-1674	
Coal, including freight .....	180	14	0	0-3069	16-5149	21-7957	44	4	10	0-4591	3-2968	9-2815	86	7	5	0-4345	5-4736	10-5391	131	13	0	0-7676	21-8809	29-3371	54	19	11	0-2472	4-0229	6-4417	
General stores .....	41	9	0	0-0701	4-6882	4-9790	14	14	3	0-1526	1-0960	0-0866	32	8	0	0-7289	2-0420	3-9512	14	17	9	0-0573	2-4744	3-3175	27	0	11	0-0216	1-3784	3-1679	
Repairs .....	62	19	1	0-1063	5-7536	7-5621	64	12	4	0-6705	4-8146	13-5559	156	10	11	0-6187	0-8033	13-9639	147	14	0	0-8619	24-5434	32-9137	90	14	6	0-4079	6-6364	10-6266	
Collisions .....																															
Rent of wharf .....																															
Total expenditure .....	852	0	7	1-4461	77-8701	102-3458	335	13	4	3-4829	25-0109	70-4196	813	6	2	3-2349	51-2489	99-1839	712	15	1	4-1590	118-4633	158-8310	464	9	5	2-0381	33-0753	54-4036	
Cost per ton .....				1-4461	77-8701	102-3458				3-4829	25-0109	70-4196				3-2349	51-2489	99-1839				4-1590	118-4633	158-8310				2-0381	33-0753	54-4036	
Cost per mile .....																															
Cost per hour .....																															
Cost of coal per ton delivered on board .....	0	14	2½				0	17	9				0	12	11				0	17	10					0	17	9			

**Analysis of Dredge Expenditure and Work for the Year ending 31st December, 1888. (Tugs).**

	"THETIS," S.S.				"AJAX," S.S.				"NEPTUNE," S.S. (Hopper Barge).			"JUNO," S.S. (Hopper Barge).			"ORESTES," S.S.																
	Size, 132 ft. 6 in. × 20. Engines, pair jet condensing. Cyls., 30 in.; str., 20 in. Working pressure, 20 lb.				Size, 130 × 21. Engines, pair jet condensing. Cyls., 30 in.; str., 20 in. Working pressure, 20 lb.				Size, 152 × 24. Engines, pair compound surface condensing. Cyls., 20 in. and 36 in.; str., 24 in. Working pressure, 80 lb.			Size, 152 × 24. Engines, pair compound surface condensing. Cyls., 20 in. and 36 in.; str., 24 in. Working pressure, 80 lb.			Size, 110 × 16. Engines, compound surface condensing. Cyls., 18½ in. and 36 in.; str., 24 in. Working pressure, 80 lb.																
Tons of silt towed .....	116,831.				37,820.				161,568.			333,856.			577,200.																
Where carried .....	Sea.				Sea.				Sea.			Sea.			Sea.																
Description of material .....	Mud, gravel, and sewage.				Mud, gravel, and sewage.				Mud, sand, and sewage.			Clay and sand.			Sand.																
Where employed .....	Sydney.				Sydney.				Sydney.			Newcastle.			Newcastle.																
Number of miles towed .....	6,135.				1,610.				6,318.			10,539.			14,360.																
Number of hours under steam .....	1,721.				502.				2,215.			2,736.			3,112.																
Expenditure as under—	£	s.	d.	Pence per ton deposited.	Pence per mile steamed.	Pence per hour under steam.	£	s.	d.	Pence per ton deposited.	Pence per mile steamed.	Pence per hour under steam.	£	s.	d.	Pence per ton deposited.	Pence per mile steamed.	Pence per hour under steam.	£	s.	d.	Pence per ton deposited.	Pence per mile steamed.	Pence per hour under steam.							
Salaries, including wages .....	902	18	8	1-855	35-523	125-917	435	9	10	2-763	64-913	207-789	963	8	6	1-431	26-597	104-389	1,417	1	11	1-019	32-298	123-404	1,161	11	6	0-483	18-760	89-532	
Coal, including freight .....	485	10	11	0-998	18-994	67-711	88	17	4	0-504	13-246	42-402	393	0	3	0-451	11-610	32-833	260	19	6	0-118	5-948	22-726	296	2	0	0-123	4-782	22-835	
General stores .....	61	0	4	0-125	2-387	3-509	84	11	6	0-537	12-503	40-353	102	7	3	0-162	3-888	11-091	242	17	0	0-174	5-535	21-148	162	18	2	0-068	2-632	12-564	
Repairs .....	171	7	4	0-352	6-704	23-898	82	6	3	0-522	12-269	39-273	377	4	3	0-559	14-830	40-871	171	14	7	0-123	3-915	14-956	271	15	3	0-113	4-339	20-958	
Towing by hired tugs .....																															
Collisions .....							3	11	4	0-023	0-532	1-702																			
Total expenditure .....	1,820	17	3	3-330	63-408	260-035	694	16	3	4-409	103-574	331-520	1,746	0	3	2-593	60-325	189-184	2,002	13	0	1-504	46-096	132-234	1,892	6	11	0-787	30-563	145-039	
Cost per ton .....				3-330	63-408	260-035				4-409	103-574	331-520				2-593	60-325	189-184				1-504	46-096	132-234				0-787	30-563	145-039	
Cost per mile .....																															
Cost per hour .....																															
Cost of coal per ton delivered on board .....	0	15	8½				0	12	8½				0	15	8½				0	9	1½					0	11	2			

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**Analysis of Dredge Expenditure and Work for the Year ending 31st December, 1888. (Tugs)—continued.**

		"CERES," S.S.				"DIONE," S.S.				"CYCLOPS," S.S.				"RHEA," S.S.				"ACHILLES," S.S.				"LITTLE NELL," S.S.															
		Size, 104 x 15. Engines, pair compound surface condensing. Cyls., 36 in. and 20 in.; str., 20 in. Working pressure, 75 lb.				Size, 92 x 12 ft. 6 in. Engines, pair compound surface condensing. Cyls., 16 in. and 12 in.; str., 16 in. Working pressure, 60 lb.				Size, 85 x 15 ft. 6 in. Engines, pair surface condensing. Cyls., 15 in.; str., 30 in. Working pressure, 60 lb.				Size, 90 x 18 ft. 6 in. Engines, compound surface condensing. Cyls., 15 in. and 28 in.; str., 20 in. Working pressure, 100 lb.				Size, 80 x 12 ft. 6 in. Engines, pair compound surface condensing. Cyls., 13 in. and 24 in.; str., 18 in. Working pressure, 90 in.				Size, 82 x 12 ft. 6 in. Engines, pair surface condensing. Cyls., 16 in.; str., 16 in. Working pressure, 60 lb.															
		392,520. Sea. Sand and mud. Newcastle. 16,673. 3,033.				73,650. Sea and reclamation. Mud, clay, and sewage. Clarence River and Sydney. 6,638. 2,157.				56,035. Sea and river. Sand. Shoalhaven River. 3,567. 1,358.				147,640. River and lake. Sand and mud. Lake Macquarie and Richmond River. 5,345. 2,079.				155,630. River, sea, and lake. Sand, mud, and shells. Newcastle, Richmond R., and L. Macquarie. 9,455. 2,419.				41,820. Sea and reclamation. Mud and sewage. Sydney. 4,540. 1,510.															
		£ s. d.				£ s. d.				£ s. d.				£ s. d.				£ s. d.																			
		Pence per ton de-posed				Pence per ton de-posed				Pence per ton de-posed				Pence per ton de-posed				Pence per ton de-posed																			
		Pence per mile steam'd				Pence per mile steam'd				Pence per mile steam'd				Pence per mile steam'd				Pence per mile steam'd																			
		Pence p'r hour under steam.				Pence p'r hour under steam.				Pence p'r hour under steam.				Pence p'r hour under steam.				Pence p'r hour under steam.																			
Tons of silt towed		.....				.....				.....				.....				.....																			
Where carried		.....				.....				.....				.....				.....																			
Description of material		.....				.....				.....				.....				.....																			
Where employed		.....				.....				.....				.....				.....																			
Number of miles towed		.....				.....				.....				.....				.....																			
Number of hours under steam.		.....				.....				.....				.....				.....																			
Expenditure as under—		.....				.....				.....				.....				.....																			
Salaries, including wages		.....				.....				.....				.....				.....																			
Coals, including freight		.....				.....				.....				.....				.....																			
General stores		.....				.....				.....				.....				.....																			
Repairs		.....				.....				.....				.....				.....																			
Towing by hired tugs		.....				.....				.....				.....				.....																			
Collisions		.....				.....				.....				.....				.....																			
Total expenditure		.....				.....				.....				.....				.....																			
Cost per ton		.....				.....				.....				.....				.....																			
Cost per mile		.....				.....				.....				.....				.....																			
Cost per hour		.....				.....				.....				.....				.....																			
Cost of coal per ton delivered on board		.....				.....				.....				.....				.....																			
		1,26	8	11	0-772	18-153	99-817	557	2	9	1-814	20-144	61-991	456	1	11	1-952	30-682	80-606	618	0	5	1-904	27-761	71-344	996	19	7	1-492	24-549	95-937	420	7	4	2-412	22-232	65-511
		229	3	11	0-140	3-298	18-137	212	14	8	0-693	7-691	23-669	194	12	0	0-833	13-093	34-392	211	1	3	0-342	9-481	24-368	134	12	9	0-209	3-416	13-358	192	10	7	1-105	10-178	30-005
		126	10	3	0-077	1-820	10-611	53	9	2	0-174	1-933	5-948	29	8	4	0-126	1-979	5-197	59	9	9	0-097	2-072	6-868	93	17	0	0-144	2-381	9-312	13	13	2	0-073	0-722	2-128
		108	4	2	0-060	1-659	8-562	265	10	9	0-865	9-690	29-545	210	12	4	0-900	14-171	37-221	322	6	10	0-524	14-477	37-204	234	6	9	0-362	5-947	23-250	65	7	5	0-375	3-456	10-188
		1,725	7	3	1-055	24-835	136-527	1,088	17	4	3-646	89-868	121-153	890	14	7	3-811	59-931	157-416	1,210	17	3	1-958	64-391	139-770	1,429	16	1	2-207	36-203	141-857	707	2	3	4-058	37-381	110-199
		0	8	8				0	15	9				0	14	8				0	13	8				0	9	0									

## Tugs employed on Special Services, 1885.

	S.S. "AJAX."				S.S. "THETIS."						S.S. "DIONE."		S.S. "CHARYRDIS."		
	Ministerial trips to Newcastle and Clarence and Richmond Rivers.	Volunteers and Torpedo Corps.	Towing dredge and punts to Richmond and other rivers, and miscellaneous services.	Attending wreck of "New England."	Trips to Lord Howe and Norfolk Islands.	Ministerial trips to Grafton, Wiseman's Ferry, &c.	Volunteers.	Towing dredges, punts, and other miscellaneous services connected with dredge service.	Attending Sir John Coode to southern ports.	Attending Geographical Society.	Attending wreck "New England" and "Cahors."	Attending Sir John Coode at Clarence River.	Search New Guinea explorers with s.s. "Opal."		
Number of miles steamed .....	408	920	3,350	144	3,063	951	601	511	160	45	294	70	690		
Number of hours under steam .....	100	169	671	45	572	174	156	131	30	26	94	13	207		
Expenditure—															
Salaries and allowances .....	£ s. d. 228 18 11	£ s. d. 204 19 10	£ s. d. 638 14 5	£ s. d. 33 19 1	£ s. d. 490 6 4	£ s. d. 189 13 6	£ s. d. 115 2 9	£ s. d. 88 11 11	£ s. d. 29 7 6	£ s. d. 12 17 1	£ s. d. 52 10 0	£ s. d. 8 4 0	£ s. d. 55 16 6		
Repairs .....	11 0 3	18 12 1	73 17 5	4 19 1	70 3 10	13 19 11	12 11 0	10 10 9	2 8 3	2 1 10	8 1 7	1 10 11	16 14 6		
Stores, including coal .....	42 2 11	73 17 4	214 18 9	42 5 7	352 16 10	227 17 11	59 0 6	37 15 10	16 9 9	7 10 0	9 3 6	1 15 4	34 10 11		
Total expenditure .....	282 2 1	297 9 3	927 10 7	131 3 9	913 7 0	431 11 4	186 14 3	136 13 6	48 5 6	22 8 11	69 15 1	11 10 3	107 2 0		
Cost per mile .....	s. d. 14 0	s. d. 6 5-59	s. d. 5 6-45	s. d. 18 2-04	s. d. 4 7-31	s. d. 9 0-91	s. d. 6 2-56	s. d. 5 4-31	s. d. 6 0-33	s. d. 9 11-71	s. d. 4 8-94	s. d. 3 3-47	s. d. 3 1-25		
Cost per hour .....	56 5-05	35 2-43	27 7-75	58 3-66	31 11-22	49 7-26	23 11-25	20 10-25	32 1-76	17 3-19	14 10-09	12 9-50	10 4-17		
	S.S. "LITTLE NELL."				S.S. "CERES."				S.S. "ACHILLES."		S.S. "PEARL."	S.S. "SCYLLA."	S.S. "NEPTUNE."	S.S. "JUNO."	S.S. "ORESTES."
	Attending wreck "New England," "Cahors," and "Douglas."	Miscellaneous services in connection with Fitz Roy Dock.	Attending Volunteers.	Attending Pilots.	Attending Fisheries Commission.	Attending boat race, H. and R., and Railway Picnics.	Miscellaneous services connected with Fitz Roy Dock.	Towing dredges, and other miscellaneous services connected with dredge service.	Attending Volunteers and Torpedo Corps.	Miscellaneous service in connection with Fitz Roy Dock.	Miscellaneous services in connection with dock and harbour.	Miscellaneous services in Sydney Harbour.	Attending Volunteers, &c.	Attending Volunteers, Torpedo Corps, &c.	Towing powder hulk to Hawkesbury, and harbour work.
Number of miles steamed .....	118	1,205	291	38	60	148	166	655	225	669	4,377	3,341	501	427	170
Number of hours under steam .....	79	473	53	42	12	82	52	188	102	249	2,071	1,026	177	254	43
Expenditure—															
Salaries and allowances .....	£ s. d. 55 11 11	£ s. d. 277 4 6	£ s. d. 51 11 8	£ s. d. 30 8 5	£ s. d. 7 18 0	£ s. d. 13 5 11	£ s. d. 21 12 3	£ s. d. 114 18 0	£ s. d. 43 5 6	£ s. d. 31 18 1	£ s. d. 615 12 6	£ s. d. 246 11 8	£ s. d. 177 12 9	£ s. d. 188 14 2	£ s. d. 20 17 1
Repairs .....	97 8 6	583 6 10	3 18 8	3 2 4	0 17 10	2 7 6	3 17 2	13 16 3	6 11 6	16 0 9	330 8 9	108 0 9	28 17 4	42 15 10	6 0 8
Stores, including coal .....	19 6 6	78 17 9	8 9 0	6 13 11	1 18 4	5 2 1	8 5 10	41 9 8	15 8 0	37 11 11	290 5 2	50 1 7	40 14 6	51 15 7	11 2 1
Total expenditure .....	172 6 11	939 9 1	63 19 4	40 4 8	10 14 2	20 15 6	33 15 3	170 3 11	65 5 0	135 10 9	1,286 6 5	404 14 0	247 4 7	283 5 7	37 19 10
Cost per mile .....	s. d. 30 6-04	s. d. 15 7-11	s. d. 4 4-75	s. d. 21 2-10	s. d. 3 6-83	s. d. 2 9-63	s. d. 4 0-31	s. d. 5 2-36	s. d. 5 9-60	s. d. 4 0-62	s. d. 5 10-53	s. d. 2 5-07	s. d. 9 10-43	s. d. 13 3-22	s. d. 4 5-63
Cost per hour .....	48 7-53	39 8-68	24 1-66	19 1-96	17 10-16	12 11-80	12 11-82	18 3-71	12 9-52	10 10-64	12 5-06	4 11-73	27 11-22	22 3-63	17 8-04



Tugs employed on Special Services, 1886.

	"AJAX."				"THETIS."								"NEPTUNE."				
	Ministerial trip to Hawkesbury	Ministerial trip to Kiama.	Ministerial trip to Tathra.	Towing dredges and punts, and other miscellaneous services in connection with dredge service.	Vice-regal trip to Hawkesbury and Grafton.	Ministerial trip to Wollongong.	Ministerial trip to Hawkesbury.	Ministerial trip to Grafton.	In search of sch. "May Newton," and s.s. "Wendowie."	Conveyance of volunteers to and from Ulladulla.	Conveying prisoners to Trial Bay.	Towing dredges and punts to Clarence and other northern rivers.	Conveying N. A. Volunteers to and from sea.	Conveying police to Wollongong.	Conveying unemployed to Botany.	Towing H.M. ships "Opal" and "Miranda" to and from Fitzroy Dock.	Harbour work, chiefly in connection with dredge service.
Number of miles steamed .....	178	261	478	3,809	899	112	240	1,008	1,894	482	450	3,809	258	100.	63	26	62
Number of hours under steam .....	36	51	72	627	160	24	47	151	208	98	65	667	71	14½	40	12	29
Expenditure as under—	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Salaries and allowances .....	36 13 3	47 4 8	65 5 10	240 3 10	250 18 3	17 15 4	32 15 2	80 10 10	176 4 11	74 5 7	64 19 4	554 3 9	52 3 6	14 3 0	36 2 11	11 6 11	27 13 2
Repairs .....	9 3 0	13 5 1	18 15 0	163 5 4	27 0 1	4 2 2	7 18 7	25 9 8	35 2 1	16 10 11	10 19 4	110 17 7	110 10 2	2 2 1	5 19 10	1 15 6	4 5 9
Sundry stores, including coal .....	102 0 8	17 2 6	25 15 0	191 9 0	348 16 9	19 15 3	28 2 3	183 17 8	68 6 6	33 2 7	42 9 10	155 16 0	62 13 8	3 18 9	2 7 3	1 3 6	4 2 6
Total expenditure .....	148 1 11	77 12 3	109 15 10	594 18 2	626 15 1	32 12 9	68 16 0	289 18 2	279 13 6	123 19 1	118 8 6	820 17 4	126 7 4	20 3 10	44 10 0	14 5 11	36 1 5
Cost per mile .....	s. d. 17 1 4508	s. d. 5 11 3878	s. d. 4 7 7083	s. d. 3 1 4844	s. d. 13 11 3203	s. d. 5 9 9375	s. d. 5 8 8000	s. d. 5 9 3698	s. d. 4 0 1507	s. d. 5 1 7199	s. d. 3 6 5 2616	s. d. 4 2 9197	s. d. 9 8 6201	s. d. 4 0 4600	s. d. 14 1 5238	s. d. 10 11 9615	s. d. 11 7 6290
Cost per hour .....	82 3 3055	30 5 2353	30 5 3722	18 11 7161	78 4 1312	27 2 3760	29 3 3193	38 4 7814	26 10 7019	25 3 5612	36 5 2615	24 11 8599	35 3 7746	27 10 2086	22 3 0000	23 9 3166	24 10 6172

	"CERES."						"LITTLE NELL."	"DIONE."	"ACHILLES."	"ORESTES."	"PEARL."	"GANYMEDE."	"SCYLLA."
	Ministerial trip to Hawkesbury.	Vice-Regal trip to Manly.	Attending H.M.S. "Nelson" and others.	Towing powder magazine to Broken Bay.	Towing punt to Newcastle.	Miscellaneous work, chiefly in connection with dredge service.	Harbour work : taking men to and from Fitzroy Dock, and other services chiefly in connection with dredge service.	Baking the Clarence River Bar.	Harbour work, chiefly in connection with dredge service.	Ministerial trip to Manly.	Harbour work, chiefly in connection with dredge service.	Harbour work : taking men to and from Fitzroy Dock, and other services chiefly in connection with dredge service.	Harbour work, chiefly in connection with dredge service.
Number of miles steamed .....	290	52	153	59	72	1808	1,449	675	397	12	446	2,138	624
Number of hours under steam .....	40	15½	100	9	11½	624	510	187	165½	6	257	732	213
Expenditure as under—	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Salaries and allowances .....	26 14 1	6 13 10	40 11 3	3 17 6	4 19 3	271 4 2	185 0 9	65 15 8	30 13 5	11 0 9	89 15 8	182 12 2	25 9 7
Repairs .....	7 1 5	2 14 10	17 13 9	1 11 6	2 0 8	110 3 0	106 1 8	0 16 7	271 6 2	0 17 6	20 5 0	72 10 11	34 6 5
Sundry stores, including coal .....	9 19 10	3 11 8	10 15 0	3 2 9	3 13 7	70 9 9	60 10 4	15 3 6	33 2 0	1 11 6	26 5 0	32 18 7	5 10 3
Total expenditure .....	43 15 4	13 0 4	60 0 0	8 11 9	10 13 6	451 16 11	351 12 9	81 15 9	340 1 7	13 9 9	136 5 8	288 1 8	115 6 3
Cost per mile .....	s. d. 3 0 2267	s. d. 5 0 0769	s. d. 9 0 2353	s. d. 2 10 9322	s. d. 2 11 5833	s. d. 4 11 9795	s. d. 4 10 2422	s. d. 2 5 0800	s. d. 17 1 5894	s. d. 22 5 7500	s. d. 6 1 3363	s. d. 2 8 3386	s. d. 3 8 3509
Cost per hour .....	21 10 6000	16 9 5344	13 9 6000	19 1 0000	18 7 2048	14 5 7863	13 9 4764	11 11 2700	41 1 1662	53 11 4000	10 7 2685	7 10 4535	10 9 9295

Tugs employed on Special Service during 1887.

	"THETIS."					"AJAX."				"DIONE."
	Harbours and Rivers Picnic and attending General Schaw.	Volunteers to Tathra.	Prisoners to Trial Bay.	Leper from Richmond River.	Towing Dredge to Moruya and Punt to Northern Rivers, and other Miscellaneous Services in connection with dredge service.	Chamber of Commerce Picnic.	Laying the Telegraph Cable.	Conveying Volunteers to Tathra and Sydney.	Towing Punt to Clarence and other Rivers, and other Miscellaneous Services in connection with dredge service.	Attending Punt at borings at Clarence River.
Number of miles steamed .....	95	380	437	...	4,721	14	105	451	1,345	474
Number of hours under steam .....	26	63	58	16	920	8	27	65	285	221
Expenditure as under—	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Salaries and allowances .....	12 17 8	43 16 5	43 9 4	17 3 1	896 2 5	49 5 8	31 7 5	57 14 10	300 7 9	73 4 8
Repairs .....	2 8 3	5 16 9	5 7 7	1 9 8	85 7 3	1 6 3	4 8 4	10 13 5	46 15 7	4 16 3
Sundry stores, including coal .....	11 19 11	29 1 4	26 15 2	7 7 8	399 19 4	1 13 2	5 11 10	13 9 4	59 0 5	22 7 7
Collisions .....										
Total expenditure .....	27 5 10	78 14 6	75 12 1	26 0 5	1,381 9 0	52 5 1	41 7 7	81 17 7	412 3 9	100 8 7
Cost per mile .....	s. d. 5 8·9473	s. d. 4 1·7210	s. d. 3 5·5217	s. d. .....	s. d. 5 10·2283	s. d. 74 7·7857	s. d. 7 10·5809	s. d. 3 7·5720	s. d. 6 1·5501	s. d. 4 2·8502
Cost per hour .....	20 11·9230	24 11·9047	26 0·8448	32 6·3125	30 0·0376	130 7·6250	30 7·8148	25 2·3230	28 4·0877	9 1·0633

	"NEPTUNE."			"CYCLOPS."		"PEARL."		"GANYMEDE."	"SCYLLA."
	Attending H.M. Ship "Tyno."	Towing Archimedes to Moruya, and other work chiefly in connection with dredge service.	N. A. Volunteers to sea for practice.	Attending H.M. Ship "Dart."	Harbour Work, chiefly in connection with dredge service.	Attending H.M. ships.	Harbour Work, chiefly in connection with dredge service.	Harbour Work, chiefly in connection with dredge service.	Harbour Work, chiefly in connection with dredge service.
Number of miles steamed .....	9	699	168	9	602	14	526	4,724	750
Number of hours under steam .....	6	130	49	8	259	8	281	1,698	353
Expenditure as under—	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Salaries and allowances .....	3 4 8	128 8 11	56 2 7	2 14 10	88 17 6	3 2 2	109 3 11	314 16 2	50 5 1
Repairs .....	1 7 4	29 11 7	11 3 0	1 9 5	47 9 7	1 1 11	38 10 8	95 18 2	15 12 7
Sundry stores, including coal .....	1 9 11	32 9 3	12 4 9	1 5 10	41 17 8	1 1 9	38 4 9	87 10 0	14 2 8
Collisions .....	0 3 11	4 4 3	1 11 9	.....	.....	.....	.....	.....	.....
Total expenditure .....	6 5 10	194 14 0	81 2 1	5 10 1	178 4 9	5 5 10	185 19 4	498 4 4	80 0 4
Cost per mile .....	s. d. 13 11·7777	s. d. 5 6·8498	s. d. 9 7·8631	s. d. 12 2·7777	s. d. 5 4·6178	s. d. 7 6·7142	s. d. 7 0·8516	s. d. 2 1·3116	s. d. 2 1·6053
Cost per hour .....	20 11·6666	29 11·4461	33 1·2448	13 9·1250	13 9·1621	13 2·7500	13 2·8327	5 10·4193	4 6·4022

Tugs employed on Special Service, 1888.

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	"THETIS."						"AJAX."			"CERES."	"RHEA."			"GANYMEDE."	
	Chamber of Commerce picnic.	Attending H.M. ships.	Railway picnic.	Attending derelict vessel.	Attending "Wolverine."	Towing plant to Southern and Northern Rivers in connection with the dredge service.	Taking prisoners to Trial Bay.	Harbour work in connection with dredge service.	Towing plant to southern and northern rivers in connection with dredge service.	Towing "Delta" to Raymond Terrace.	Towing punt to Richmond River.	Taking Mr. Geary to Ballina.	Harbour work in connection with dredge service.	To Lake Macquarie for "Minos."	Harbour work in connection with dredge service.
Number of miles steamed .....	68	10	114	198	14	1,738	303	20	2,048	32	243	145	39	194	1,030
Number of hours under steam .....	55	10	57	55	13	306	90	16	389	10	65	17	20	72	339
Expenditure as under—	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Salaries and allowances .....	28 17 1	5 4 11	33 9 1	44 8 4	6 16 5	295 12 9	77 18 5	13 17 0	447 8 1	4 8 2	27 8 8	5 1 0	5 18 11	13 15 5	64 17 0
Repairs .....	5 9 6	0 19 10	5 13 6	5 9 6	1 5 10	30 9 4	7 1 3	1 5 1	30 9 10	0 7 1	10 1 6	2 12 3	3 2 0	4 9 4	21 0 10
Sundry stores .....	17 9 4	3 3 6	18 2 0	17 9 4	4 2 6	97 3 10	31 0 8	5 10 4	134 2 7	1 3 5	8 9 2	2 4 3	2 12 0	4 1 5	19 3 6
Total expenditure .....	51 15 11	9 8 4	57 4 7	67 7 2	12 4 9	423 5 9	116 0 2	20 12 5	612 0 6	5 13 8	45 19 4	9 17 11	11 12 11	22 6 2	105 1 4
Cost per mile .....	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Cost per hour .....	15 2 32	18 1 00	10 0 48	6 9 64	17 5 78	4 10 45	7 7 88	20 7 45	5 11 72	3 6 62	3 9 39	1 4 38	5 11 03	2 5 09	2 0 48
	18 10 01	18 1 00	20 0 98	24 5 93	18 9 32	27 7 79	25 9 35	25 9 31	31 5 60	11 4 40	14 1 72	11 7 70	11 7 75	6 2 36	6 2 38

	"NEPTUNE."		"SCYLLA."		"ATHENA."	"ACHILLES."		"LITTLE NELL."		"CYCLOPS."			"JUNO."	"DIONE."			
	Attending Naval Volunteer Artillery.	Attending H.M. ships.	Attending H.M. ships.	Harbour work in connection with dredge service.	Harbour work in connection with dredge service.	Sydney to Richmond River.	Harbour work in connection with dredge service.	Attending H.M. ships.	Harbour work in connection with dredge service.	Towing "Pluto" to Sydney.	Towing flagship for regatta.	Harbour work in connection with dredge service.	Attending derelict vessel.	Tramway picnic.	Attending H.M. ships.	Harbour work in connection with dredge service.	Towing "Pluto" to Shoalhaven.
Number of miles steamed .....	294	16	8	30	58	102	454	10	682	35	16	386	14	70	10	270	150
Number of hours under steam .....	136	10	6	10	30	26	114	6	329	20	13	237	4	20	10	150	64
Expenditure as under—	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Salaries and allowances .....	127 7 10	4 6 10	0 18 7	1 11 1	6 5 10	10 7 10	45 11 4	1 12 9	89 16 1	6 14 4	4 7 3	79 11 11	13 1 1	4 9 2	2 4 7	39 0 0	16 10 7
Repairs .....	24 17 9	1 14 0	0 6 5	0 10 9	20 8 2	2 10 4	11 0 10	0 5 1	18 19 4	3 2 0	2 0 3	36 15 1	0 14 7	2 9 2	1 4 7	18 11 9	7 17 6
Sundry stores .....	23 3 2	1 16 7	0 3 9	0 6 4	1 15 2	2 9 1	10 15 4	0 17 3	47 8 7	3 5 11	2 2 10	39 1 10	0 4 11	2 9 4	1 4 8	16 19 4	7 17 11
Total expenditure .....	175 10 9	7 17 5	1 8 9	2 8 2	28 9 4	15 7 3	67 7 6	2 15 1	151 4 0	13 2 3	8 10 4	155 8 10	19 0 7	9 7 8	4 13 10	74 11 1	32 6 0
Cost per mile .....	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Cost per hour .....	11 11 29	9 10 06	3 7 12	1 4 06	9 9 79	1 10 76	2 11 02	5 6 10	4 5 21	3 1 02	10 10 75	3 0 64	27 2 22	21 8 7	9 4 60	5 26 27	4 3 68
	25 9 77	15 8 90	4 9 30	4 9 30	13 11 73	11 9 31	11 9 34	9 2 16	9 2 29	13 1 35	13 1 23	13 1 41	35 1 75	9 4 60	9 4 60	9 10 49	10 1 12

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Work performed by Dredges and Attendant Tugs, from 1st January to 31st December, 1885.

	Quantities.		Cost of Dredging, Towing, and Repairing.		Rate per ton.		Quantities.		Cost of Dredging, Towing, and Repairing.		Rate per ton.								
	Tons.	Tons.	£	s. d.	d.		Tons.	Tons.	£	s. d.	d.								
"Newcastle" .....	.....	391,000	7,475	10	2	45885	"Titan" .....	.....	51,000	2,748	15	11	129102						
Towed by Tugs—							Towed by Tugs—												
"Ajax" .....	257,000	.....	1,947	17	2	11956	"Pearl" .....	10,400	.....	558	15	8	26675						
"Ceres" .....	50,800						"Athena" .....	39,500											
"Juno" .....	3,600						Crew .....	1,200											
Hired .....	79,600						.....	.....	3,307	11	7	155777							
.....	391,000	.....	9,423	7	4	57841	"Ulysses" .....	.....	268,760	2,443	0	9	21816						
Towed by Tugs—							Towed by Tugs—												
"Samson" .....	.....	214,060	4,405	13	6	49895	"Charybdis" .....	246,920	.....	1,358	18	6	12147						
Hired .....	9,100	.....	2,150	16	6	24114	"Cyclops" .....	21,560											
.....	.....	.....	.....	.....	.....	Hired .....	280												
Not towed away	213,850	.....	6,556	10	0	73509	.....	268,760	.....	3,801	19	3	33963						
.....	210	.....					"Minos" .....	.....	148,890	2,902	14	7	46797						
.....	214,060	.....					Towed by Tugs—												
"Vulcan" .....	.....	242,588	4,115	6	10	40715	"Cyclops" .....	91,340	.....	1,753	19	2	28272						
Towed by Tugs—							"Athena" .....	52,710											
"Dione" .....	20,370	.....	2,210	16	9	21872	Hired .....	4,840											
"Juno" .....	198,718	.....	6,326	3	7	62587	.....	148,890	.....	4,656	13	9	75069						
"Neptune" .....	7,900	.....					"Hercules" .....	.....	111,260	3,243	12	1	69968						
Hired .....	15,600	.....					Towed by Tugs—												
.....	.....	.....	.....	.....	.....	.....	"Ajax" .....	1,200	.....	1,304	7	9	28152						
"Hunter" .....	.....	17,095	3,111	2	2	436774	"Thebis" .....	250											
Towed by Tugs—							"Ceres" .....	60,540											
"Dione" .....	120	.....	.....	.....	.....	.....	"Achilles" .....	1,440											
Hired .....	16,975	.....	176	6	6	24755	"Neptune" .....	29,210											
.....	.....	.....	.....	.....	.....	.....	"Juno" .....	3,260											
.....	17,095	.....	3,287	8	8	461529	"Orestes" .....	240											
"Charon" .....	.....	106,170	2,792	12	3	63127	Hired .....	15,120											
Towed by Tugs—							.....	111,260	.....	4,557	19	10	98105						
"Ajax" .....	3,815	.....	2,570	12	0	37445	"Archimedes" .....	.....	93,020	2,471	10	9	63767						
"Thebis" .....	255						Towed by Tug—					"Cyclops" .....	40,460	.....	1,430	10	4	36909	
"Ceres" .....	9,120						Hired .....					.....	52,560						
"Little Nell" .....	1,930						.....	.....	.....	.....	.....	.....	93,020	.....	3,902	1	1	100676	
"Achilles" .....	56,635						.....					"Fitzroy" .....	.....	199,770	2,471	17	8	29697	
"Neptune" .....	26,590						.....					Towed by Tug—							
"Juno" .....	1,875						.....	.....	.....	.....	.....	"Hector" .....	199,190	.....	869	1	3	10471	
"Orestes" .....	27,890						.....					Crew .....	580						
"Scylla" .....	32,855						.....					.....	199,770	.....	3,440	18	11	40168	
Hired .....	4,345						.....					.....	.....	128,815	3,667	7	6	68328	
Twice towed ...	164,760						.....	5,363	4	3	100572	"Clarence" .....	.....	128,815	.....	2,523	9	11	46930
.....	58,590						.....					Towed by Tugs—							
.....	106,170	.....					"Dione" .....	102,495	.....	*6,190	17	5	115253						
							"Little Nell" .....	26,555											
							.....	129,050	.....	.....	.....	.....	.....						
							Hired .....	235*	.....	.....	.....	.....	.....						
							.....	128,815	.....	.....	.....	.....	.....						
							"Pluto" .....	.....	109,080	2,231	9	6	49097						
							Towed by Tugs—												
							Hired .....			1,284	13	5	28265						
							.....	109,080	.....	3,516	2	11	77362						

\* Left in punt in 1884, but not towed away.

## Work performed by Dredges and Attendant Tugs, from 1st January to 31st December, 1886.

	Quantities.		Cost of Dredging, Towing, and Repairing.		Rate per ton.		Quantities.		Cost of Dredging, Towing, and Repairing.		Rate per ton.		
	Tons.	Tons.	£	s. d.	d.		Tons.	Tons.	£	s. d.	d.		
"Newcastle".....		375,000	6,699	0	9	4.8873	"Hfan".....		52,250	2,365	1	9	10.8635
Towed by Tugs—							Towed by Tugs—						
"Ajax".....	282,600						"Athena".....	29,300					
"Ceres".....	40,200		2,178	18	11	1.3945	"Pearl".....	21,750		527	0	1	2.4207
Hired Tugs.....	52,200						Crew.....	1,050					
							Not towed away...	150					
	375,000		8,877	19	8	5.7813		52,250		2,892	1	10	13.2842
"Samson".....		213,530	4,592	14	3	5.1618	"Clarence".....		265,040	4,646	15	2	4.2078
Towed by Tugs—							Towed by Tugs—						
"Thetis".....	117,488						"Dione".....	259,880					
"Orestes".....	57,740						Hired Tugs.....	5,040		1,108	11	10	1.0039
"Neptune".....	6,300		2,449	14	10	2.7478	Not towed away	120					
"Rhea".....	1,700							265,040		5,765	7	0	5.2117
"Ceres".....	12,000												
Hired Tugs.....	18,302												
	213,530		7,042	9	1	7.9096							
							"Hunter".....		191,025	3,037	18	10	3.8168
"Vulcan".....		293,536	3,129	16	4	2.5583	Towed by Tugs—						
Towed by Tugs—							"Ceres".....	47,905					
"Juno".....	269,006						"Juno".....	120		1,310	0	5	1.6458
"Ceres".....	2,140		2,192	7	2	1.7925	"Achilles".....	1,530					
Hired Tugs.....	22,300						Hired Tugs.....	141,410					
	293,536		5,322	3	6	4.8514		191,025		4,347	19	3	5.4626
"Fitzroy".....		169,490	2,456	19	3	3.4788	"Hercules".....		111,230	3,062	10	6	6.6079
Towed by Tug—							Towed by Tugs—						
"Hector".....	167,510						"Neptune".....	108,360		1,640	14	3	3.5401
Crew.....	1,980		775	3	7	1.1106	Hired Tugs.....	2,880					
	169,490		3,232	2	10	4.5894		111,230		4,708	4	9	10.1480
"Pluto".....		79,400	2,520	11	5	7.6188	"Charon".....		133,875	2,261	0	10	4.0534
Towed by Tug—							Towed by Tugs—						
"Little Nell".....	79,400		1,144	18	7	3.4609	"Ganymede".....	870					
	79,400		3,665	10	0	11.0797	"Scylla".....	27,760					
							"Athena".....	3,080					
							"Orestes".....	84,055		2,275	8	4	3.6145
							"Ceres".....	26,860					
							"Pearl".....	440					
							"Achilles".....	1,530					
							Hired Tugs.....	6,490					
"Archimedes".....		59,780	2,402	5	11	9.6445		151,085		4,536	9	2	7.6679
Towed by Tug—							Twice towed.....	17,210					
"Cyclops".....	59,400		1,288	16	8	5.2074		133,875					
Not towed away...	380												
	59,780		3,691	2	7	14.8519							
"Ulysses".....		238,750	2,838	8	2	2.8533	* "Alcides".....						
Towed by Tug—							Towed by Tugs—						
"Charybdis".....	238,750		907	15	11	0.9125	"Ceres".....	2,265		23	3	11	2.2463
	238,750		3,746	4	1	3.7658	"Pearl".....	2,010		24	17	9	2.9719
"Minos".....		158,040	2,339	19	2	3.5579	Grab Dredges—						
Towed by Tugs—							Towed by Tug—						
"Athena".....	49,000						"Ganymede".....	12,595		194	19	1	3.7149
"Pearl".....	32,040		3,463	15	9	5.2601	Towed by Tugs—						
"Achilles".....	77,000						"Ceres".....	4,900		54	11	3	2.2465
	158,040		5,808	14	11	8.8180	"Scylla".....	10,510		253	14	3	5.7937

\* Experimental work, "Alcides" being a new dredge.

## Work performed by Dredges and Attendant Tugs, from 1st January to 31st December, 1887.

	Quantities.		Cost of Dredging, Towing, and Repairing.		Rate per ton.		Quantities.		Cost of Dredging, Towing, and Repairing.		Rate per ton.	
	Tons.	Tons.	£	s. d.	d.		Tons.	Tons.	£	s. d.	d.	
"Newcastle" .....		457,000	4	973	16 5	2-6121	"Titan" .....		64,650	2,243	18 6	8-3301
Towed by Tugs—							Towed by Tugs—					
"Ajax" .....	322,200						"Athens" .....	60,340				
"Ceres" .....	1,200						"Scylla" .....	4,190		851	13 3	3-1632
"Orestes" .....	51,600		2,645	1 9	1-3881		"Scylla," Garden	120				
"Juno" .....	5,200						Island .....					
Hired .....	76,800							64,650		3,095	11 9	11-4933
	457,000		7,618	18 2	4-0002							
"Samson" .....		201,400	3,874	7 3	4-6264	"Ulysses" .....		232,660	2,185	3 3	2-2541	
Towed by Tugs—						Towed by Tug—						
"Thetis" .....	111,650					"Charybdis" .....	232,660		882	17 11	0-9123	
"Orestes" .....	73,950						232,660		3,068	1 2	3-1664	
"Cyclops" .....	3,500		2,618	1 0	3-1198							
"Neptune" .....	8,250											
"Pearl" .....	2,300											
Hired .....	1,750											
	201,400		6,492	8 3	7-7462	"Archimedes" .....		41,840	3,674	15 0	21-0791	
"Vulcan" .....		260,762	3,241	9 9	2-9834	Towed by Tugs—						
Towed by Tug—						"Pearl" .....	13,020					
"Juno" .....	260,262		1,708	2 0	1-5721	"Little Nell" .....	15,200					
Hired .....	500					"Ganymede" .....	12,940					
	260,762		4,949	11 9	4-5555	"Scylla" .....	2,150		1,091	14 2	4-0365	
"Hunter" .....		263,265	2,767	18 3	2-5236	"Cyclops" .....	4,025					
Towed by Tugs—						"Orestes" .....	3,280					
"Ceres" .....	227,790					"Neptune" .....	12,625					
"Juno" .....	5,640					Hired .....	1,670					
"Orestes" .....	10,540		1,891	17 1	1-7271	Twice towed.....	61,910		4,766	9 11	25-1156	
Hired .....	18,920						23,070					
Not towed away.	375						41,840					
	263,265		4,659	15 4	4-2507	"Minos" .....		114,240	2,109	17 2	4-4325	
"Hercules" .....		85,790	3,310	16 6	9-2621	Towed by Tugs—						
Towed by Tugs—						"Achilles" .....	111,860		1,106	17 3	2-3253	
"Little Nell" .....	5,930					"Rhea" .....	2,380					
"Scylla" .....	2,060						114,240		3,216	14 5	6-7578	
"Neptune" .....	71,200		1,776	6 10	4-8969	"Alcides" .....		141,800	2,101	18 9	3-5576	
"Orestes" .....	3,350					Towed by Tugs—						
"Cyclops" .....	240					"Rhea" .....	130,060		1,278	9 0	2-1638	
Hired .....	4,320					"Achilles" .....	11,740					
Twice towed.....	87,100		5,087	3 4	14-1590		141,800		3,380	7 9	5-7214	
	1,310											
	85,790					"Charon" .....		99,190	2,590	10 10	6-2680	
"Fitzroy" .....		141,470	2,622	3 2	4-4484	Towed by Tugs—						
Towed by Tug—						"Orestes" .....	31,895					
"Hector" .....	139,090		852	0 7	1-4461	"Thetis" .....	510					
Crew .....	2,380					"Athens" .....	420					
	141,470		3,474	3 9	5-8945	"Pearl" .....	25,815		1,496	18 4	2-7579	
"Pluto" .....		112,030	1,917	15 9	4-1066	"Scylla" .....	44,765					
Towed by Tugs—						"Cyclops" .....	6,520					
"Cyclops" .....	55,080		1,961	1 7	4-1993	"Ganymede" .....	1,730					
"Little Nell" .....	57,000					"Little Nell" .....	7,545					
	112,030		3,878	17 4	8-3059	Hired .....	11,065					
"Clarence" .....		125,030	4,158	4 10	7-9818	Twice towed.....	130,265		4,087	9 2	9-0259	
Towed by Tug—							31,075					
"Dione" .....	125,030		982	0 5	1-8850		99,190					
	125,030		5,140	5 3	9-8668	Garden Island Exca-						
						vations—						
						Material towed by						
						" Ganymede." .....	8,400		122	6 6	3-4049	

## Work performed by Dredges and Attendant Tugs, from 1st January to 31st December, 1888.

	Quantities.		Cost of Dredging, Towing, and Repairing.		Rate per Ton.		Quantities.		Cost of Dredging, Towing, and Repairing.		Rate per Ton.										
	Tons.	Tons.	£.	s.	d.		d.	Tons.	Tons.	£.	s.	d.	d.								
"Newcastle".....	.....	575,200	7,766	17	8	3-241	"Fitzroy".....	.....	168,210	2,352	11	11	3-357								
Towed by Tug—							Towed by Tug—														
"Orestes".....	574,800	.....	1,886	0	7	0-787	"Hector".....	168,210	.....	839	15	10	1-197								
Hired.....	400						.....	.....	.....	.....	.....	.....	.....	3,192	7	9	4-554				
	575,200	.....	9,652	18	3	4-028		168,210	.....	.....	.....	.....	.....								
"Samson".....	.....	240,150	5,117	0	7	5-114	"Pluto".....	.....	55,080	2,264	14	9	9-868								
Towed by Tugs—							Towed by Tug—														
"Ajax".....	37,100	.....	3,125	15	2	3-129	"Cyclops".....	55,080	.....	874	12	5	3-811								
"Thetis".....	79,800						.....	.....	.....	.....	.....	.....	.....	3,189	7	2	13-679				
"Neptune".....	117,775						.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....				
"Dione".....	1,660						.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....				
Hired.....	3,820						.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....				
	240,150	.....	8,242	15	9	18-243	"Alcides".....	.....	175,700	2,105	7	11	2-958								
							Towed by Tugs—														
"Vulcan".....	.....	357,606	4,216	8	2	2-829	"Rhea".....	138,460	.....	1,465	12	1	2-002								
Towed by Tugs—						"Achilles".....	26,600	.....						.....	.....	.....	.....				
"Juno".....	333,856	.....	.....	.....	.....	Hired.....	10,500	.....						.....	.....	.....	.....				
"Achilles".....	4,750	.....	.....	.....	.....	Poled away.....	140	.....						.....	.....	.....	.....				
"Orestes".....	2,000	.....	2,217	17	1	1-488		175,700	.....	3,631	0	0	4-960								
"Ceres".....	12,050	.....	.....	.....	.....	.....	Towed by Tugs—														
Hired.....	4,950	.....	.....	.....	.....	.....	"Rhea".....	124,180	.....	2,195	0	3	1-912								
	357,606	.....	6,434	5	3	4-317	"Achilles".....	9,160						.....	.....	.....	.....				
"Hunter".....	.....	382,120	4,617	1	7	2-899	"Ganymede".....	75,480						.....	.....	.....	.....				
Towed by Tug—							"Athena".....	40,040						.....	.....	.....	.....				
"Ceres".....	382,120	.....	1,679	14	9	1-055	Hired.....	26,720						.....	.....	.....	.....				
	382,120	.....	6,296	16	4	3-954		275,580	.....	7,471	12	11	6-506								
							Not towed away...	80	.....	.....	.....	.....	.....								
"Clarence".....	.....	191,260	2,518	9	4	3-100	"Ulysses".....	.....	218,640	2,557	4	11	2-872								
Towed by Tugs—							Towed by Tug—														
"Dione".....	12,780	.....	663	11	9	0-833	"Charybdis".....	218,640	.....	1,167	1	3	1-311								
"Ceres".....	1,540						.....	.....	.....	.....	.....	.....	.....	3,724	6	2	4-183				
Hired.....	176,940						.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....				
	191,260	.....	3,182	1	1	3-993		218,640	.....	.....	.....	.....	.....								
"Archimedes".....	.....	69,445	2,336	0	8	8-073	"Titan".....	.....	83,900	1,870	9	3	5-350								
Towed by Tug—							Towed by Tug—														
"Pearl".....	69,445	.....	927	17	6	3-206	"Athena".....	22,800	.....	894	5	9	2-588								
	69,445	.....	3,263	18	2	11-279	Hired.....	59,200						.....	.....	.....	.....				
							Poled away.....	1,900						.....	.....	.....	.....				
								83,900	.....	2,764	15	0	7-938								
"Hercules".....	.....	101,590	3,525	7	3	8-328	"Charon".....	.....	140,940	2,156	18	5	3-672								
Towed by Tugs—							Towed by Tugs—														
"Neptune".....	41,590	.....	1,281	4	1	3-025	"Little Nell".....	41,720	.....	2,042	9	2	3-478								
"Scylla".....	3,740						.....	.....						.....	.....	"Scylla".....	42,270	.....	.....	.....	.....
"Little Nell".....	460						.....	.....						.....	.....	"Dione".....	30,935	.....	.....	.....	.....
"Ajax".....	450						.....	.....						.....	.....	"Thetis".....	11,970	.....	.....	.....	.....
"Ganymede".....	100						.....	.....						.....	.....	"Neptune".....	2,855	.....	.....	.....	.....
"Thetis".....	25,060						.....	.....						.....	.....	"Cyclops".....	775	.....	.....	.....	.....
"Dione".....	26,320						.....	.....						.....	.....	"Lillian".....	1,385	.....	.....	.....	.....
Hired.....	3,840						.....	.....						.....	.....	Hired.....	9,030	.....	.....	.....	.....
	101,590						.....	4,806						11	4	11-353		140,940	.....	4,199	7

## Work performed by Hired Tugs, and amount paid for same during 1885.

For Dredge.	Tons towed.	Amounts paid.	Remarks.
		£ s. d.	
"Newcastle" .....	79,600	243 0 0	"Ajax" away on special service.
"Samson" .....	9,100	16 10 0	"Thetis" do.
"Vulcan" .....	15,600	110 10 0	Attendant tug under repairs.
"Hunter" .....	16,975	175 0 0	No Government tug available.
"Hercules" .....	15,120	136 5 0	Hired tug assisting.
"Minos" .....	4,840	15 13 4	Attendant tug under repairs.
"Charon" .....	4,345	99 8 11	Hired tug assisting.
"Archimedes" .....	52,560	1,094 11 11	No Government tug available.
"Pluto" .....	109,080	1,284 13 5	Attendant tug under repair.
"Titan" .....	.....	9 0 0	Assisting in towing 6 punts to sea.
"Ulysses" .....	21,560	152 7 6	Attendant tug under repair.
	229,780	2,337 0 1	

## Work performed by Hired Tugs, and amount paid for same during 1886.

For Dredge.	Tons towed.	Amounts paid.	Remarks.
		£ s. d.	
"Newcastle" .....	52,200	250 0 0	"Ajax" employed on special service, towing, &c.
"Samson" .....	18,302	111 10 0	
"Vulcan" .....	22,300	85 0 0	
"Clarence" .....	5,040	18 0 0	
"Hunter" .....	141,410	805 10 0	
"Hercules" .....	2,880	33 10 0	
"Charon" .....	6,490	102 5 0	Attendant tug under repairs.
	248,620	1,405 15 0	No Government tug available.
			Assisting towing.

## Work performed by Hired Tugs, and amount paid for same during 1887.

For Dredges.	Tons towed.	Amounts paid.	Remarks.
		£ s. d.	
"Newcastle" .....	76,800	276 8 1	"Ajax" away on special service.
"Samson" .....	1,750	18 1 1	
"Vulcan" .....	500	10 0 0	
"Hunter" .....	18,920	124 5 0	
"Hercules" .....	4,320	49 10 0	
"Archimedes" .....	1,070	19 5 0	
	103,960	497 9 2	Hired tug assisting.
			Attendant tug under repair.
			Assisting towing.

## Work performed by Hired Tugs, and amount paid for same during 1888.

For Dredge.	Tons towed.	Amounts paid.	Remarks.
		£ s. d.	
"Newcastle" .....	400	2 0 0	Tug "Ajax" under repair.
"Samson" .....	3,820	40 0 0	Tug "Thetis" do.
"Vulcan" .....	4,950	22 0 0	Assisting towing.
"Hercules" .....	3,840	34 5 0	Tug on special service and repairs.
"Clarence" .....	176,940	468 0 0	No Government tug available.
"Alcides" .....	10,500	85 12 1	Tug under repairs.
"Minos" .....	26,720	111 15 0	Assisting towing dredge, working double shift.
"Titan" .....	59,200	322 5 11	Tug under repairs, and sent to Lake Macquarie to "Minos."
"Charon" .....	9,030	54 10 0	Assisting towing.
	295,400	1,140 8 0	

The following amounts have been received from Private Firms for work performed for them by Dredges.

Dredges.	1885.	1886.	1887.	1888.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
"Samson" .....	790 0 0	245 0 0	1,039 7 6	210 0 0
"Charon" .....	288 18 5	209 17 1	278 0 0	322 15 0
"Hercules" .....	.....	.....	.....	1,393 0 0
"Alpha" .....	.....	.....	.....	161 0 0



## Comparative Cost of Stores, Labour, Repairs, &amp;c., during the years 1885, 1886, 1887, 1888. (Dredges.)

		Amounts.			Pence per ton Dredged.	Pence per hour Dredging.			Amounts.			Pence per ton Dredged.	Pence per hour Dredging.		
"NEWCASTLE."							"FITZROY."								
		£	s.	d.	d.	d.			£	s.	d.	d.	d.		
Total expenditure .....	{	1885	7,475	10	2	4·5885	1187·5001	Total expenditure .....	{	1885	2,471	17	8	2·9697	354·1800
		1886	6,699	0	9	4·2873	1228·2422			1886	2,456	19	3	3·4789	317·7962
		1887	4,973	16	5	2·6121	657·6250			1887	2,622	3	2	4·4484	450·4782
		1888	7,766	17	8	3·241	792·539			1888	2,352	11	11	3·357	327·318
Tons dredged .....	{	1885				391,000		Tons dredged .....	{	1885				199,770	
		1886				375,000				1886				169,490	
		1887				457,000				1887				141,470	
		1888				575,200				1888				168,210	
Hours dredging .....	{	1885				1,577		Hours dredging .....	{	1885				1,675	
		1886				1,309				1886				1,855½	
		1887				1,736				1887				1,397	
		1888				2,352				1888				1,725	
"SAMSON."							"CLARENCE."								
Total expenditure .....	{	1885	4,405	13	6	4·9395	760·8288	Total expenditure .....	{	1885	3,667	7	6	6·8328	616·6894
		1886	4,592	14	3	5·1620	680·4018			1886	4,646	15	2	4·2078	563·1012
		1887	3,847	7	3	4·6264	627·9801			1887	4,153	4	10	7·9818	787·0489
		1888	5,117	0	9	5·114	988·961			1888	2,513	9	4	3·160	301·088
Tons dredged .....	{	1885				201,060		Tons dredged .....	{	1885				128,815	
		1886				213,530				1886				265,040	
		1887				201,400				1887				125,030	
		1888				240,150				1888				191,260	
Hours dredging .....	{	1885				1,390		Hours dredging .....	{	1885				1,427½	
		1886				1,620				1886				1,980½	
		1887				1,481				1887				1,268	
		1888				1,322				1888				2,007½	
"VULCAN."							"ARCHIMEDES."								
Total expenditure .....	{	1885	4,115	6	10	4·1715	601·6947	Total expenditure .....	{	1885	2,471	10	9	6·3767	358·3561
		1886	3,129	16	4	2·5589	424·8619			1886	2,402	5	11	9·6445	473·6504
		1887	3,241	9	9	2·9834	507·1427			1887	3,674	15	9	21·0791	1138·7334
		1888	4,216	8	2	2·829	411·023			1888	2,336	0	8	8·073	497·242
Tons dredged .....	{	1885				242,585		Tons dredged .....	{	1885				93,020	
		1886				293,536				1886				59,780	
		1887				260,762				1887				41,840	
		1888				357,606				1888				69,445	
Hours dredging .....	{	1885				1,641½		Hours dredging .....	{	1885				1,655½	
		1886				1,768				1886				1,217½	
		1887				1,534				1887				774½	
		1888				2,462				1888				1,127½	
"HUNTER."							"PLUTO."								
Total expenditure .....	{	1885	3,111	2	2	43·6774	406·0174	Total expenditure .....	{	1885	2,231	9	6	4·9087	361·8608
		1886	3,037	18	10	3·8168	411·0534			1886	2,520	11	3	7·6188	584·0532
		1887	2,767	18	3	2·5236	414·1514			1887	1,917	15	9	4·1066	333·4978
		1888	4,617	1	7	2·899	520·234			1888	2,264	14	9	9·868	747·130*
Tons dredged .....	{	1885				17,095		Tons dredged .....	{	1885				109,080	
		1886				191,025				1886				79,400	
		1887				263,265				1887				102,080	
		1888				382,120				1888				55,080	
Hours dredging .....	{	1885				1,839		Hours dredging .....	{	1885				1,480	
		1886				1,774				1886				1,035½	
		1887				1,604				1887				1,376	
		1888				2,130				1888				727½	
"HERCULES."							"TITAN."								
Total expenditure .....	{	1885	3,243	12	1	6·9968	505·3326	Total expenditure .....	{	1885	2,743	15	11	12·9102	560·7403
		1886	3,062	10	6	6·6079	433·5040			1886	2,365	1	9	10·8365	466·5059
		1887	3,310	16	6	9·2621	586·4191			1887	2,243	18	6	8·3901	396·0354
		1888	3,525	7	3	8·328	500·051			1888	1,870	9	3	5·350	239·291
Tons dredged .....	{	1885				111,230		Tons dredged .....	{	1885				51,100	
		1886				111,230				1886				52,250	
		1887				85,790				1887				64,650	
		1888				101,530				1888				83,900	
Hours dredging .....	{	1885				1,540½		Hours dredging .....	{	1885				1,176½	
		1886				1,695½				1886				1,216½	
		1887				1,355				1887				1,353	
		1888				1,692				1888				1,876	

\* This cost does not include the sum of £2,713 2s. 7d. expended in converting the "Pluto" from a shallow working stern-delivery dredge to a deep dredging side-delivery machine. As altered this vessel can now cut a channel through dry sand-banks.

Comparative Cost of Stores, &c., during the Years 1885, 1886, 1887, 1888. (Dredges)—*continued.*

	Amounts.	Pence per ton Dredged.	Pence per hour Dredging.		Amount.	Pence per ton Dredged.	Pence per hour Dredging.
"CHARON."				"MINOS."			
Total expenditure .....	1885 2,792 12 3 1886 2,261 0 10 1887 2,590 10 10 1888 2,156 18 5	6·3127 4·0534 6·2680 3·672	425·5409 317·9432 368·7603 287·912	Total expenditure .....	1885 2,902 14 7 1886 2,339 19 2 1887 2,109 17 2 1888 5,276 12 8	4·6797 3·5579 4·4325 4·594	579·0981 367·9540 288·2657 480·969
Tons dredged .....	1885 1886 1887 1888	106,170 133,875 99,190 140,940		Tons dredged .....	1885 1886 1887 1888	148,890 157,840 114,240 275,660	
Hours dredging .....	1885 1886 1887 1888	1,575 1,706½ 1,686 1,856		Hours dredging .....	1885 1886 1887 1888	1,203 1,526½ 1,217 2,633	
"ULYSSES."				"ALCIDES."			
Total expenditure .....	1885 2,443 0 9 1886 2,338 8 2 1887 2,185 3 3 1888 2,557 4 11	2·1816 2·8533 2·2541 2·872	329·3963 397·3854 334·8905 363·374	Total expenditure .....	1885 ..... 1886 ..... 1887 2,101 18 9 1888 2,165 7 11	..... ..... 3·5576 2·958	..... ..... 288·2657 333·458
Tons dredged .....	1885 1886 1887 1888	268,760 238,750 232,660 213,640		Tons dredged .....	1885 1886 1887 1888	..... ..... 141,800 175,700	
Hours dredging .....	1885 1886 1887 1888	1,780 1,714½ 1,566 1,689		Hours dredging .....	1885 1886 1887 1888	..... ..... 1,750 1,558½	

## Comparative Cost of Stores, Labour, Repairs, &amp;c., during the Years 1885, 1886, 1887, 1888. (Tugs).

	Amount.	Pence per ton towed.	Pence per mile steamed.	Pence per hour.		Amount.	Pence per ton towed.	Pence per mile steamed.	Pence per hour.
S.S. "AJAX."					S.S. "THETIS."				
Total expenditure	£ s. d. 1885 1,255 1 0 1886 1,552 13 2 1887 1,763 18 9 1888 694 16 3	1·1490 1·3816 1·3139 4·400	63·6946 83·6824 72·8774 103·574	193·4268 250·2606 230·7057 331·520*	Total expenditure	£ s. d. 1885 1,376 16 3 1886 1,289 16 11 1887 1,517 10 11 1888 1,620 17 3	2·3787 2·6348 3·2472 3·330	51·6951 66·8747 59·1443 63·408	207·1693 247·7494 249·6298 260·035
Tons towed .....	1885 1886 1887 1888	262,150 282,600 322,200 37,820			Tons towed .....	1885 1886 1887 1888	138,910 117,488 112,160 116,131		
Miles steamed ...	1885 1886 1887 1888	4,729 4,453 5,809 1,610			Miles steamed .....	1885 1886 1887 1888	6,392 4,620 6,158 6,135		
Hours under steam	1885 1886 1887 1888	1,518 1,488½ 1,835 503			Hours under steam	1885 1886 1887 1888	1,595 1,249½ 1,459 1,721		

\* The cost here given does not include an expenditure of £8,231 8s. incurred in entirely renewing the "Ajax" in all parts except part of the plating and frame of the hull. Compound engines of 450 indicated horse-power were fitted, also new decks, bulwarks, and cabins. The speed of the vessel was increased 2 knots per hour, and the consumption of fuel reduced by 50 per cent.

Comparative Cost of Stores, Labour, Repairs, &c., during the Years 1885, 1886, 1887, 1888. (Tugs)—continued.

	Amount.	Pence per ton towed.	Pence per mile steamed.	Pence per hour.		Amount.	Pence per ton towed.	Pence per mile steamed.	Pence per hour.
S.S. "DIONE."					S.S. "LITTLE NELL."				
	£	s.	d.			£	s.	d.	
Total expenditure	1885 1,359 2 8	2-6548	56-3856	153-4298	Total expenditure	1885 1,527 7 0	12-5602	131-4320	476-6762
	1886 1,090 11 10	1-0072	92-2602	107-3044		1886 1,159 16 10	3-4606	72-7900	169-0913
	1887 982 0 5	1-8850	95-0513	109-0629		1887 1,418 12 6	3-9729	55-8239	169-4723
	1888 1,088 17 4	3-546	39-368	121-153		1888 707 2 3	4-058	37-381	110-199
Tons towed.....	1885		122,865		Tons towed.....	1885		29,185	
	1886		259,880			1886		79,810	
	1887		125,080			1887		85,695	
	1888		73,690			1888		41,820	
Miles steamed.....	1885		5,785		Miles steamed.....	1885		2,789	
	1886		2,867			1886		3,794½	
	1887		2,464			1887		6,099	
	1888		6,638			1888		4,540	
Hours under steam	1885		2,126		Hours under steam	1885		769	
	1886		2,439½			1886		1,653	
	1887		2,161			1887		2,009	
	1888		2,157			1888		1,540	
P.S. "CYCLOPS."					S.S. "ACHILLES."				
Total expenditure	1885 1,257 2 10	2-2892	41-2930	140-2066	Total expenditure	1885 893 5 4	3-7854	35-3012	130-6423
	1886 1,289 16 8	5-2074	58-1047	156-0356		1886 2,880 5 2	8-5748	142-6164	506-0483
	1887 1,281 7 7	4-4335	57-0873	165-1617		1887 1,199 9 8	2-3291	31-5167	133-4603
	1888 890 14 7	3-811	59-931	157-416		1888 1,429 16 1	2-207	36-293	141-857
Tons towed.....	1885		131,900		Tons towed.....	1885		56,695	
	1886		59,400			1886		80,615	
	1887		69,365			1887		123,600	
	1888		56,065			1888		155,530	
Miles steamed.....	1885		7,289		Miles steamed.....	1885		6,073	
	1886		5,318			1886		4,847	
	1887		5,331			1887		9,134	
	1888		3,567			1888		9,455	
Hours under steam	1885		2,157½		Hours under steam	1885		1,641	
	1886		1,971			1886		1,366	
	1887		1,862			1887		2,157	
	1888		1,358			1888		2,419	
S.S. "CERES."					S.S. "PEARL."				
Total expenditure	1885 1,484 5 1	2-1557	36-5993	155-8272	Total expenditure	1885 214 18 0	4-8565	57-9705	149-6636
	1886 1,276 0 6	2-2463	41-3734	135-8854		1886 802 3 8	2-9719	56-4420	123-8494
	1887 1,624 12 3	1-7027	49-0806	184-4404		1887 712 5 1	4-1590	118-4633	158-8310
	1888 1,725 7 3	1-055	24-835	136-527		1888 927 17 6	3-266	91-229	102-339
Tons towed.....	1885		165,240		Tons towed.....	1885		10,620	
	1886		136,330			1886		64,780	
	1887		228,990			1887		41,130	
	1888		392,520			1888		69,445	
Miles steamed.....	1885		9,733		Miles steamed.....	1885		899	
	1886		7,402			1886		3,411	
	1887		9,977			1887		1,444	
	1888		16,673			1888		2,441	
Hours under steam	1885		2,286		Hours under steam	1885		346	
	1886		1,647½			1886		1,554½	
	1887		2,114			1887		1,077	
	1888		3,033			1888		2,176	
P.S. "CHARYBDIS."					P.S. "HECTOR."				
Total expenditure	1885 1,206 11 0	1-1727	58-4758	124-1732	Total expenditure	1885 869 1 3	1-0471	36-0419	79-5480
	1886 907 15 11	0-9125	101-9518	92-2988		1886 775 3 7	1-1106	55-6348	73-0439
	1887 882 17 11	0-9123	37-6434	97-1549		1887 852 0 7	1-4461	77-8701	102-3458
	1888 1,167 1 3	1-311	64-642	131-376		1888 839 5 10	1-197	50-047	85-06½
Tons towed.....	1885		246,020		Tons towed.....	1885		199,190	
	1886		288,750			1886		167,510	
	1887		232,260			1887		141,400	
	1888		213,640			1888		168,360	
Miles steamed.....	1885		4,952		Miles steamed.....	1885		5,787	
	1886		2,137			1886		3,344	
	1887		5,629			1887		2,626	
	1888		4,333			1888		4,025	
Hours under steam	1885		2,332		Hours under steam	1885		2,622	
	1886		2,360			1886		2,547	
	1887		2,181			1887		1,998	
	1888		2,132			1888		2,368	

Comparative Cost of Stores, Labour, Repairs, &c., during the Years 1885, 1886, 1887, 1888. (Tugs)—*continued.*

	Amount.	Pence per ton towed.	Pence per mile steamed.	Pence per hour.		Amount.	Pence per ton towed.	Pence per mile steamed.	Pence per hour.
S.S. "SCYLLA."									
	£ s. d.				S.S. "ORESTES."				
Total expenditure	1885 166 0 10	1 1531	23 9771	59 2124		£ s. d.			
	1886 923 17 4	5 7937	55 2112	129 9695	Total expenditure	1885 778 10 2	6 1827	43 1904	212 0794
	1887 464 9 5	2 0881	33 9753	54 4036		1886 1,951 17 5	3 2867	35 1017	203 8787
	1888 524 5 10	2 988	30 588	57 746		1887 1,896 0 8	2 6061	42 3930	191 9225
Tons towed.....	1885		34,555			1888 1,892 6 11	0 787	30 563	145 939
	1886		38,270		Tons towed.....	1885		30,220	
	1887		53,385			1886		144,720	
	1888		42,110			1887		174,615	
Miles steamed.....	1885		1,662			1888		577,200	
	1886		4,016		Miles steamed.....	1885		4,326	
	1887		3,281			1886		13,175	
	1888		4,115			1887		10,734	
Hours under steam	1885		673			1888		14,860	
	1886		1,706		Hours under steam	1885		881	
	1887		2,049			1886		2,333	
	1888		2,179			1887		2,371	
						1888		3,112	
S.S. "NEPTUNE" (hopper barge).									
Total expenditure	1885 1,603 0 10	4 5969	71 1014	274 2195					
	1886 1,710 10 3	3 5601	46 2769	309 1288					
	1887 2,029 14 11	5 2905	60 7406	251 6217					
	1888 1,746 0 3	2 598	66 325	189 184					
Tons towed.....	1885		83,692						
	1886		115,310						
	1887		92,078						
	1888		161,568						
Miles steamed.....	1885		5,411						
	1886		8,871						
	1887		8,020						
	1888		6,318						
Hours under steam	1885		1,403						
	1886		1,328						
	1887		1,936						
	1888		2,215						
S.S. "JUNO" (hopper barge).									
Total expenditure	1885 1,815 4 1	2 0456	90 4211	205 3979					
	1886 2,087 6 7	1 8616	75 6735	230 1144					
	1887 1,768 15 9	1 5659	58 5811	207 6854					
	1888 2,092 13 0	1 504	46 696	182 234					
Tons towed.....	1885		212,963						
	1886		289,096						
	1887		271,102						
	1888		333,856						
Miles steamed.....	1885		4,818						
	1886		6,620						
	1887		7,305						
	1888		10,530						
Hours under steam	1885		2,112						
	1886		2,177						
	1887		2,044						
	1888		2,756						
S.S. "ATHENA."									
Total expenditure	1885 814 10 5	2 1165	56 4170	93 1768					
	1886 701 2 4	2 1107	29 5466	84 1760					
	1887 813 6 6	3 2349	51 2589	99 1839					
	1888 1,579 8 9	6 021	74 166	227 803					
Tons towed.....	1885		92,360						
	1886		79,720						
	1887		60,340						
	1888		62,995						
Miles steamed.....	1885		3,465						
	1886		5,695						
	1887		3,808						
	1888		5,119						
Hours under steam	1885		2,098						
	1886		1,999						
	1887		1,968						
	1888		1,664						
					S.S. "GANYMEDÉ."				
Total expenditure	1885				1885				
	1886				1886				
	1887				1887				
	1888				1888				
Tons towed.....	1885				1885				
	1886				1886				
	1887				1887				
	1888				1888				
Miles steamed.....	1885				1885				
	1886				1886				
	1887				1887				
	1888				1888				
Hours under steam	1885				1885				
	1886				1886				
	1887				1887				
	1888				1888				
					S.S. "RHEA."				
Total expenditure	1885				1885				
	1886				1886				
	1887				1887				
	1888				1888				
Tons towed.....	1885				1885				
	1886				1886				
	1887				1887				
	1888				1888				
Miles steamed.....	1885				1885				
	1886				1886				
	1887				1887				
	1888				1888				
Hours under steam	1885				1885				
	1886				1886				
	1887				1887				
	1888				1888				

Statement of Dredge Expenditure and Work for the Year 1885.

Dredges.	Where Dredging.	Material Dredged.	Tons Dredged.	Hours Dredging.	Expenditure.	Cost per ton.	Cost per hour.
					£ s. d.	Pence.	£ s. d.
"Newcastle"	Newcastle	Sand and mud	391,000	1,577 1/2	7,475 10 2	4 5885	3 14 9 1/2
"Samson"	Sydney	Sand, mud, and shell	214,060	1,339 1/2	4,405 13 6	4 9395	3 3 4 1/2
"Vulcan"	Newcastle	Clay, stones, and sand	242,588	1,614 1/2	4,115 6 10	4 0715	2 10 1 1/2
"Hunter"	Newcastle	Rock	17,095	1,939	3,111 2 2	43 6774	1 13 10
"Hercules"	Sydney	Mud and sewage matter	111,260	1,540 1/2	3,243 12 1	6 9968	2 2 1
"Fitzroy"	Macleay River	Sand, mud, and stones	199,770	1,675	2,471 17 8	2 9697	1 9 6
"Clarence"	Clarence River	Loam and sand	128,815	1,427 1/2	3,067 7 6	6 8328	2 11 4 1/2
"Archimedes"	Richmond River	Clay and sand	98,020	1,655 1/2	2,471 10 9	6 3767	1 9 10
"Pluto"	Shoalhaven	Sand	109,080	1,480	2,231 9 6	4 9097	1 10 1 1/2
"Titan"	Myall River	Sand	51,100	1,176 1/2	2,743 15 11	12 9102	2 6 8 1/2
"Charon"	Sydney	Mud, clay, and sewage	106,170	1,575	2,792 12 3	6 3127	1 15 5 1/2
"Ulysses"	Manning River	Shingle and sand	268,760	1,780	2,443 0 9	2 1816	1 7 5
"Minos"	Shoalhaven and Lake Macquarie	Sand	148,890	1,203	2,302 14 7	4 6797	2 8 3
			2,081,608	19,933			
		Total expenditure			44,080 12 8		
		Average cost per ton dredged				5 0823	
		Average cost per hour dredging					2 4 3

Statement of Tug Expenditure and Work for the Year 1885.

Tugs.	Where employed.	Where deposited.	Tons towed.	Miles steamed.	Hours under steam.	Expenditure.	Cost per ton.	Cost per mile.	Cost per hour.
						£ s. d.	Pence.	£ s. d.	£ s. d.
"Ajax"	Newcastle	Sea	262,150	4,729	1,518	1,255 1 0	1 1490	0 5 3 1/2	0 16 6 1/2
"Thetis"	Sydney	Sea	138,910	6,992	1,595	1,373 16 3	2 3787	0 4 3 1/2	0 17 3
"Dione"	Newcastle and Clarence River	Sea and River	122,865	5,785	2,126	1,360 2 8	2 6548	0 4 8	0 12 9 1/2
"Cyclops"	Shoalhaven and Richmond River.	River	121,800	7,289	2,151 1/2	1,257 2 10	2 2892	0 2 5 1/2	0 11 8
"Ceres"	Sydney and Newcastle	Sea	195,340	9,723	2,286	1,484 5 1	2 1557	0 3 0 1/2	0 12 11 1/2
"Charybdis"	Manning River	River	246,920	4,952	2,532	1,206 11 0	1 1727	0 4 10 1/2	0 10 4
"Little Nell"	Sydney and Clarence	Sea and river	29,185	2,789	769	1,557 7 0	12 5602	0 10 11 1/2	0 3 11 1/2
"Achilles"	Sydney	Sea and reclamation	56,635	6,073	1,641	893 5 4	3 7854	0 2 11 1/2	0 10 10 1/2
"Pearl"	Sydney	Sea	10,020	399	346	214 18 0	4 8565	0 4 9 1/2	0 12 5
"Hector"	Macleay River	River	199,190	5,787	2,622	869 1 3	1 0471	0 3 0	0 6 7 1/2
"Scylla"	Sydney	Sea and reclamation	84,555	1,662	673	166 0 10	1 1531	0 1 11 1/2	0 4 11 1/2
"Neptune"	Sydney	Sea	83,692	5,411	1,403	1,093 0 10	4 9969	0 5 11	1 2 10
"Juno"	Newcastle	Sea	212,983	4,818	2,121	1,815 4 1	2 0456	0 7 6 1/2	0 17 1 1/2
"Athena"	Myall River and Lake Macquarie.	River	92,390	3,465	2,098	814 10 5	2 1165	0 4 8 1/2	0 7 9
"Orestes"	Sydney	Sea and bay	30,226	4,326	881	778 10 2	6 1827	0 3 7	0 17 6
			1,817,305	74,100	24,562 1/2				
		Total expenditure				16,650 16 9			
		Average cost per ton towed					2 1989		
		Average cost per mile steamed						0 4 5 1/2	
		Average cost per hour under steam							0 13 6 1/2

Statement of Dredge Expenditure and Work for the year 1886.

Dredges.	Where Dredging.	Material Dredged.	Tons Dredged.	Hours Dredging.	Expenditure.	Cost per ton.	Cost per hour.
					£ s. d.	Pence.	£ s. d.
"Newcastle"	Newcastle	Sand	275,000	1,300	6,699 0 9	4 2873	5 2 4 1/2
"Samson"	Sydney	Hard clay and mud	213,580	1,620	4,592 14 3	5 1620	2 16 8 1/2
"Vulcan"	Newcastle	Sand	293,536	1,768	3,129 16 4	2 5689	1 15 4 1/2
"Hunter"	Newcastle	Sand	191,025	1,773 1/2	3,037 18 10	3 8168	1 14 3
"Hercules"	Sydney	Mud and sewage	111,230	1,695 1/2	3,062 10 6	6 6079	1 16 1 1/2
"Fitzroy"	Macleay River	Sand, rock, and shell	169,490	1,855 1/2	2,456 19 3	3 4789	1 6 5 1/2
"Clarence"	Clarence River	Sand	265,040	1,980 1/2	4,646 15 2	4 2078	2 6 11
"Archimedes"	Richmond River	Sand	59,780	1,217 1/2	2,403 5 11	9 6445	1 19 5 1/2
"Pluto"	Shoalhaven	Sand	79,400	1,035 1/2	2,520 11 3	7 6188	2 8 8
"Titan"	Myall River	Sand	52,250	1,216 1/2	2,365 1 9	10 8635	1 18 10 1/2
"Charon"	Sydney	Mud and sewage	133,875	1,706 1/2	2,361 0 10	4 0534	1 6 5 1/2
"Ulysses"	Manning River	Sand	238,750	1,714 1/2	2,838 8 2	2 8533	1 13 1 1/2
"Minos"	Lake Macquarie	Sand	167,840	1,526 1/2	2,539 19 2	3 5679	1 10 7 1/2
			2,840,746	20,419			
		Total expenditure			42,353 2 2		
		Average cost per ton dredged				4 9425	
		Average cost per hour dredging					5

Statement of Tug Expenditure and Work for the Year 1886.

Tugs.	Where employed.	Where deposited.	Tons towed.	Miles steamed.	Hours under steam.	Expenditure.	Cost per ton.	Cost per mile.	Cost per hour.
"Ajax"	Newcastle	Sea	232,600	4,452	1,483½	£ s. d. 1,552 13 2	Pence. 1 3186	£ s. d. 0 6 9½	£ s. d. 1 0 10
"Thetis"	Sydney	Sea	117,488	4,629	1,249½	1,239 15 11	2 6343	0 5 6½	1 0 7½
"Dione"	Clarence River	River	259,880	2,837	2,439½	1,030 11 19	1 6072	0 7 8½	0 8 11½
"Cyclops"	Richmond River	River	53,400	5,319	1,971	1,288 16 8	5 2374	0 4 10	0 13 0½
"Ceres"	Sydney and Newcastle	Sea	136,350	7,402	1,647½	1,276 0 6	2 2463	0 8 5½	0 7 8½
"Charybdis"	Manning River	River	238,750	2,137	2,860½	907 15 11	9 123	0 6 5½	0 7 8½
"Little Nell"	Sydney and Shoalhaven	Sea and river	79,810	3,79½	1,653	1,150 16 10	3 4606	0 6 0½	0 13 11
"Achilles"	Sydney and Lake Macquarie	Sea and lake	80,615	4,547	1,866	2,830 5 2	8 5748	0 11 10½	2 4 2
"Pearl"	Sydney and Myall River	Sea and river	64,780	3,411	1,554½	802 3 8	2 9719	0 4 8½	0 10 3½
"Hector"	Macleay River	River	167,510	3,334	2,547	775 3 7	1 1106	0 4 7½	0 6 1
"Scylla"	Sydney	Reclamation	38,270	4,916	1,706	923 17 4	5 7937	0 4 7½	0 10 9½
"Neptune"	Sydney	Sea	115,310	8,871	1,328	1,710 10 3	3 5691	0 3 10½	1 5 9
"Juno"	Newcastle	Sea	268,096	6,030	2,177	2,047 8 7	1 8616	0 6 3½	0 19 2
"Athena"	Myall River and Lake Macquarie	River and lake	79,720	5,695	1,969	701 2 4	2 1107	0 2 5½	0 7 0
"Orestes"	Sydney	Sea	144,720	13,175	2,333	1,981 17 5	3 2867	0 8 0	0 16 11½
"Ganymede"	Sydney	Reclamation	13,465	1,390	491	208 9 7	3 7159	0 2 11½	0 8 5½
						2,147,744	61,940	28,316½	
Total expenditure						30,627 7 9			
Average cost per ton towed							2 3050		
Average cost per mile steamed								0 6 0	
Average cost per hour under steam									0 14 6½

Statement of Dredge Expenditure and Work for the Year 1887.

Dredges.	Where Dredging.	Material Dredged.	Tons Dredged.	Hours Dredging.	Expenditure.	Cost per ton.	Cost per hour.
"Newcastle"	Newcastle	Sand and mud	457,000	1,736	£ s. d. 4 973 16 5	d. 2 6121	£ s. d. 2 17 3½
"Samson"	Sydney	Mud, clay, and rock	291,400	1,481	3 874 7 3	4 6264	2 12 2½
"Vulcan"	Newcastle	Sand	260,763	1,534	3 241 9 9	2 9334	2 2 3
"Hunter"	Newcastle	Mud, shingle, and sand	263,265	1,604	2 767 18 3	3 3236	1 14 6
"Hercules"	Sydney	Mud, clay, and sewage	85,700	1,555	3 310 16 6	9 2621	2 8 10½
"Fitzroy"	Macleay River	Sand and mud	141,470	1,397	2 022 3 2	4 4484	1 17 6½
"Clarence"	Clarence River	Sand	125,080	1,288	4 158 4 19	7 9817	3 5 7
"Arhimedes"	Sydney and Moruya	Sand, rock, and mud	41,840	774½	3 674 15 9	21 0791	4 14 10½
"Pluto"	Shoalhaven	Sand	112,000	1,378	1 917 15 9	4 1606	1 7 9
"Titan"	Bellinger and Sydney	Mud, sand, and soft clay	64,650	1,353	2 243 18 6	2 3301	1 13 9
"Charon"	Sydney	Mud, clay, and sewage matter	94,100	1,686	2 590 10 10	6 2389	1 10 8½
"Ulysses"	Manning River	Sand and shingle	232,600	1,563	2 185 3 3	2 2841	1 10 7½
"Minos"	Lake Macquarie	Sand	114,240	1,217	2 109 17 2	4 4325	1 14 8
"Alcides"	Richmond River	Sandstone and rock	141,800	1,750	2 101 18 9	3 3570	1 4 0
					2,341,177	20,067½	
Total expenditure					41,772 16 2		
Average cost per ton dredged						4 2322	
Average cost per hour dredging							2 1 6½

Statement of Tug Expenditure and Work for the Year 1887.

Tugs.	Where employed.	Where deposited.	Tons towed.	Miles steamed.	Hours under steam.	Expenditure.	Cost per ton.	Cost per mile.	Cost per hour.
"Ajax"	Newcastle	Sea	322,200	5,909	1,835	£ s. d. 1,763 18 9	Pence. 1 3139	£ s. d. 0 6 0½	£ s. d. 0 19 2½
"Thetis"	Sydney	Sea	112,160	6,158	1,459	1,517 10 11	3 2472	0 4 11	1 0 9½
"Dione"	Clarence River	River	125,039	2,464	2,161	982 9 5	1 8550	0 7 11½	0 9 1
"Cyclops"	Sydney and Shoalhaven	Sea and river	69,363	5,831	1,892	1 231 7 7	4 4335	0 4 9½	0 13 9
"Ceres"	Newcastle	Sea	238,690	9,977	2,114	1,624 12 3	1 7027	0 3 3	0 15 4½
"Charybdis"	Manning River	River	238,260	5,629	2,181	852 17 11	0 9133	0 3 14	0 8 1
"Little Nell"	Sydney and Shoalhaven	Sea and river	85,695	6,099	2,009	1,418 12 6	3 9729	0 4 7½	0 14 1½
"Achilles"	Lake Macquarie and Richmond River	River and lake	128,603	9,134	2,157	1,199 9 8	2 3231	0 2 7½	0 11 1½
"Pearl"	Sydney and Moruya	Sea and river	41,130	1,444	1,077	712 15 1	4 1590	0 9 10½	0 13 2½
"Hector"	Macleay River	River	141,400	2,620	1,993	852 0 7	1 4461	0 6 5½	0 8 6½
"Scylla"	Sydney	Reclamation	53,358	3,281	2,049	464 9 5	2 0881	0 2 9½	0 4 6½
"Neptune"	Sydney	Sea	92,078	8,600	1,936	2,029 14 11	5 2365	0 5 0½	1 0 11½
"Juno"	Newcastle	Sea	69,340	7,305	2,044	1,765 15 9	1 5559	0 4 10	0 17 3½
"Athena"	Sydney and Bellinger River	Sea and river	271,162	3,808	1,968	813 6 2	3 2349	0 4 3½	0 8 3
"Orestes"	Sydney and Newcastle	Sea	174,615	16,734	2,371	1,896 0 8	2 3671	0 3 6½	0 15 11½
"Ganymede"	Sydney	Reclamation	23,130	3,221	1,144	335 13 4	3 4822	0 2 1	0 5 10½
"Rhea"	Richmond River	River	132,440	4,867	2,305	1,185 16 1	2 1439	0 4 10½	0 10 9
			2,298,920	95,907	32,570				
Total expenditure						20,729 2 0			
Cost per ton towed							2 1641		
Cost per mile towed								0 4 3½	
Cost per hour under steam									0 12 8½

Statement of Dredge Expenditure and Work for the Year 1888.

Dredges.	Where Dredging.	Material Dredged.	Tons Dredged.	Hours Dredging.	Expenditure.	Cost per ton.	Cost per hour.
"Newcastle"	Newcastle	Sand and mud	*575,200	2,352	£ s. d. 7,766 17 8	Pence. 3 241	£ s. d. 3 6 0 <sup>1</sup> / <sub>2</sub>
"Samson"	Sydney	Mud, gravel, and sewage	240,150	1,322	5,117 0 7	5 114	3 14 4 <sup>1</sup> / <sub>2</sub>
"Vulcan"	Newcastle	Clay and sand	*357,008	2,462	4,216 8 2	2 829	1 14 3
"Hunter"	Newcastle	Mud and sand	*382,120	2,130	4,617 1 7	2 899	2 3 4 <sup>1</sup> / <sub>2</sub>
"Hercules"	Sydney	Mud, clay, and sand	201,590	1,692	3,595 7 3	3 328	2 1 8
"Fitzroy"	Macleay River	Sand, mud, and stone	168,210	1,725	2,352 11 11	3 357	1 7 3 <sup>1</sup> / <sub>2</sub>
"Clarence"	Clarence River	Sand, mud, and clay	191,260	2,007 <sup>1</sup> / <sub>2</sub>	2,518 9 4	3 160	1 5 1
"Archimedes"	Moruya	Mud and sand	69,945	1,127 <sup>1</sup> / <sub>2</sub>	2,336 0 8	3 073	2 1 6 <sup>1</sup> / <sub>2</sub>
"Pluto"	Shoalhaven River	Sand	55,080	727 <sup>1</sup> / <sub>2</sub>	*2,264 14 9	9 808	3 2 3
"Titan"	Bellinger River	Sand and shingle	83,900	1,876	1,870 9 3	5 350	0 19 11 <sup>1</sup> / <sub>2</sub>
"Charon"	Sydney	Sewage, mud, and sand	140,940	1,856	2,156 18 5	3 672	1 3 2 <sup>1</sup> / <sub>2</sub>
"Ulysses"	Manning River and Heads	Sand and shingle	213,640	1,689	2,557 4 11	2 872	1 10 3 <sup>1</sup> / <sub>2</sub>
"Minos"	Lake Macquarie	Sand	*275,060	2,633	5,276 12 8	4 594	2 0 0 <sup>1</sup> / <sub>2</sub>
"Alcides"	Richmond River	Sand, clay, and shells	175,700	1,568 <sup>1</sup> / <sub>2</sub>	2,165 7 11	2 958	1 5 3 <sup>1</sup> / <sub>2</sub>
			3,031,001	25,158			
Total expenditure .....					43,741 5 1		
Average cost per ton dredged .....						3 869	
Average cost per hour dredging .....							1 18 8 <sup>1</sup> / <sub>2</sub>

\* These dredges worked sixteen hours per day during portions of the year.  
 † This cost does not include the sum of £2,713 2s. 7d. expended in converting the "Pluto" from a shallow working stern-delivery dredge to a deep dredging side-delivery machine. As altered this vessel can now cut a channel through dry sand-banks.

Statement of Tug Expenditure and Work for the Year 1888.

Tugs.	Where employed.	Where deposited.	Tons towed.	Miles steamed.	Hours under steam.	Expenditure.	Cost per ton.	Cost per mile.	Cost per hour.
"Thetis"	Sydney	Sea	116,321	6,135	1,721	£ s. d. 1,629 17 3	Pence. 3 330	£ s. d. 0 5 3 <sup>1</sup> / <sub>2</sub>	£ s. d. 1 1 8
"Ajax"	Sydney	Sea	37,820	1,610	508	*694 16 3	4 400	0 8 7 <sup>1</sup> / <sub>2</sub>	1 7 7 <sup>1</sup> / <sub>2</sub>
"Neptune"	Sydney	Sea	161,568	6,318	2,215	1,746 0 3	2 598	0 5 6 <sup>1</sup> / <sub>2</sub>	0 15 9
"Juno"	Newcastle	Sea	333,856	10,530	2,756	2,692 13 0	1 504	0 3 10 <sup>1</sup> / <sub>2</sub>	0 15 2
"Orestes"	Newcastle	Sea	577,200	14,863	3,112	1,892 6 11	0 739	0 2 6 <sup>1</sup> / <sub>2</sub>	0 12 1 <sup>1</sup> / <sub>2</sub>
"Ceres"	Newcastle	Sea	392,520	16,673	3,093	1,725 7 3	1 055	0 2 6 <sup>1</sup> / <sub>2</sub>	0 11 4 <sup>1</sup> / <sub>2</sub>
"Dione"	Clarence River and Sydney	Sea and reclamation	73,690	6,638	2,157	1,038 17 4	3 546	0 8 3 <sup>1</sup> / <sub>2</sub>	0 10 1
"Cyclops"	Shoalhaven River	Sea and river	56,065	3,567	1,358	890 14 7	3 311	0 4 11 <sup>1</sup> / <sub>2</sub>	0 15 1 <sup>1</sup> / <sub>2</sub>
"Rhea"	Lake Macquarie and Richmond River	River and lake	147,040	5,343	2,079	1,210 17 3	1 965	0 4 6 <sup>1</sup> / <sub>2</sub>	0 11 7
"Achilles"	Newcastle, Richmond River, and Lake Macquarie.	River, sea, and lake	155,536	9,455	2,419	1,423 16 1	2 207	0 3 0	0 11 0
"Little Nell"	Sydney	Sea and reclamation	41,320	4,540	1,540	707 2 3	4 058	0 3 1 <sup>1</sup> / <sub>2</sub>	0 9 2
"Charybdis"	Manning River	River	213,640	4,333	2,132	1,167 1 3	1 311	0 5 4 <sup>1</sup> / <sub>2</sub>	0 10 11 <sup>1</sup> / <sub>2</sub>
"Hector"	Macleay River	River	168,360	4,025	2,368	830 5 10	1 197	0 4 2	0 7 1
"Gaiymede"	Sydney and Lake Macquarie.	Reclamation and lake	83,615	8,330	2,734	1,570 8 9	0 021	0 1 10 <sup>1</sup> / <sub>2</sub>	0 6 2 <sup>1</sup> / <sub>2</sub>
"Athens"	Bellinger River and Lake Macquarie	River and lake	62,935	5,119	1,904	927 17 6	3 203	0 7 7	0 18 11 <sup>1</sup> / <sub>2</sub>
"Pearl"	Moruya	Sea and river	69,445	2,441	2,176	524 5 10	2 938	0 2 6 <sup>1</sup> / <sub>2</sub>	0 8 6 <sup>1</sup> / <sub>2</sub>
"Sphinx"	Sydney	Reclamations	42,110	4,116	2,179				0 4 9 <sup>1</sup> / <sub>2</sub>
			2,734,705	114,638	36,136				
Total expenditure .....						20,981 13 9			
Average cost per ton dredged .....							1 842		
Average cost per mile steamed .....								0 3 10	
Average cost per hour under steam .....									0 12 2 <sup>1</sup> / <sub>2</sub>

\* The cost here given does not include an expenditure of £3,231 8s. incurred in entirely renewing the "Ajax" in all parts except part of the plating and frame of the hull. Compound engines of 450 indicated horse power were fitted, also new decks, bulwarks, and cabins. The speed of the vessel was increased 2 knots per hour, and the consumption of fuel reduced by 50 per cent.

Return showing Quantity and Cost of Work performed by Dredges and Tugs from 1st January, 1875, to 31st December, 1888.

	1875.			1876.			1877.			1878.			1879.		
	Quantities.	Cost of dredging, towing, and repairing.	Price per ton.	Quantities.	Cost of dredging, towing, and repairing.	Price per ton.	Quantities.	Cost of dredging, towing, and repairing.	Price per ton.	Quantities.	Cost of dredging, towing, and repairing.	Price per ton.	Quantities.	Cost of dredging, towing, and repairing.	Price per ton.
Dredges. Tugs.	Tons.	£ s. d.	d.	Tons.	£ s. d.	d.	Tons.	£ s. d.	d.	Tons.	£ s. d.	d.	Tons.	£ s. d.	d.
1. S. "Newcastle" and "Ajax" and other tugs (Newcastle).	855,035 sand, night and day.	7,801 14 8	5-27	589,370 sand, night and day.	12,173 4 1	4-05	770,095 sand, night and day.	11,864 7 10	3-69	661,855 sand, night and day.	12,312 19 9	4-46	388,400 night work ceased in March.	11,035 13 1	6-82
2. S. "Samson" and "Thetis" and other tugs (Sydney Heads).	223,560 sand, night and day, rough water.	9,518 6 6	10-21	240,780 sand, night and day, rough water.	10,740 17 0	10-66	312,200 sand, night and day, rough water.	12,142 1 1	9-33	225,380 work at Heads finished in October, new boiler "Thetis" included in cost.	11,512 5 1	12-26	196,700 mud, &c., at Darling Harbour, day work, cost new boiler, &c., included in expenses.	9,301 4 0	11-35
"Vulcan" and "Little Nell" and other tugs (Hunter River).	210,090 sand, night and day, extensive repairs.	9,181 19 3	10-48	278,700 sand, night and day.	6,286 8 1	5-41	297,350 sand, night and day.	6,709 0 11	5-41	176,460 night work ceased in August, new boiler "Vulcan" charged to expenses.	7,709 6 2	10-49	152,100 day work, sand.	5,131 1 1	8-09
4. S. "Hunter" and "Cyclops" and other tugs (Newcastle).	229,515 sand, night and day.	7,166 19 6	7-49	231,330 sand, night and day.	7,391 2 8	7-66	63,960 sand for 2 months, extensive repairs.	10,464 19 11	39-26	21,110 expensive repairs and working at dock.	5,791 17 9	65-84	74,280 rock, clay, and sand.	4,217 9 11	13-62
5. S. & H. "Hercules" and "Achilles," &c. (Sydney Harbour).	29,450 day work, rock, &c.	4,166 9 10	38-95	20,450 day work, rock, &c.	3,770 7 1	44-24	23,000 day work, rock, &c.	3,079 6 10	32-13	Under repairs.....	8,507 6 8	....	64,570 day work, clay, mud, &c.	4,527 17 11	10-83
6. "Fitzroy" and "Charybdis" (Macleay River).	90,750 day work, sand.	4,070 0 5	11-23	117,150 day work, sand.	3,298 1 0	6-75	118,125 day work, sand.	3,604 12 6	7-32	104,520 day work, sand.	3,499 18 1	8-03	90,800 day work, sand.	3,327 16 6	8-79
7. "Pluto" and "Pearl" (Shoalhaven River).	131,880 day work, sand.	3,090 16 6	5-62	58,200 day work, heavy repairs.	5,182 8 7	21-37	67,150 day work (repairs).	3,041 12 6	10-37	117,480 day work, sand.	3,143 5 0	6-42	90,120 day work, sand.	2,565 10 8	6-83
8. "Titan" and "Hector" and "Seylla" (Hawkesbury, Lake Macquarie, and Murrumbidgee River).	54,000 day work, sand.	2,920 2 2	12-98	50,500 day work, sand.	2,793 18 11	13-27	43,750 day work, sand.	3,288 10 7	18-01	49,000 day work, sand.	3,461 10 10	16-93	111,780 night and day, sand.	3,019 17 11	7-77
9. "Clarence" and "Little Nell" (Clarence River).	.....	.....	.....	.....	.....	.....	56,104 started November, sand, night and day.	5,271 19 0	22-53	299,945 night and day work, sand.	8,333 18 4	6-66	247,080 night work ceased in October.	7,399 4 5	7-18
10. S. & H. "Archimedes" and "Seylla" and "Achilles," &c. (Sydney Harbour).	.....	.....	.....	.....	.....	.....	.....	.....	.....	49,090 day work at jetties, and reclaiming.	3,947 11 11	19-27	65,780 day work, jetties.	3,107 7 3	11-66
11. S. & H. "Charon," "Achilles," and other tugs (Sydney Harbour).	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12. "Ulysses" and "Charybdis," &c. (Manning River).	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13. "Minos" and "Pearl," &c. (Moruya) ..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

THE material lifted by the dredges marked S was wholly deposited at sea, and the cost of dredging has been enhanced by detentions during stormy weather, a disadvantage which the other dredges have not laboured under. The dredgings from the "Hercules," "Archimedes," and "Charon," were partly sent to sea and partly used for reclaiming water frontages.

1. The "Newcastle" first started work in Newcastle Harbour in May, 1875. Night-work began in June of that year, and continued until April, 1879, when a collision at night took place between the "Ajax" and the ship "Durat Bay," entailing, with other smaller collisions, a loss to the Department of £1,527 13s. 1d., which amount, although debited to the work of 1879, together with £597 0s. 5d., the cost of a collision with the "Eagle," charged against 1878, might very fairly, as contingencies of night-work, be distributed over the whole period embraced by the return. The outfit of the dredge is included in the working expenses. Extensive repairs to dredge and to tug's boiler in 1880.

2. The "Samson," from 1875 until October, 1878, was deepening the Sow and Figs Channel, and was thereby subjected to much detention, owing to damage to buckets and to the water being too rough for dredging. The charges for 1876 and 1877 include the sum of £1,637 12s. 5d. paid for recovery and repairs to a punt wrecked at the Heads during the "Daandenoug" gale, and in 1878 and 1879 special votes of £1,693 6s. 10d. and £2,987 13s. 9d. for new boilers fitted in the "Thetis" and "Samson," together with a thorough overhaul of dredge punts and machinery, are a charge against the expenses of these years, but may fairly be distributed over the period (eleven years) from 1868 to 1879. Deducting cost of these renewals paid by special vote, the rate of the "Samson" and "Thetis" work for 1879 was 7-62d. per ton, the rate shown in the details of expenditure. The employment of the "Thetis" upon services not connected with dredging has increased the cost of the "Samson's" work chiefly by the impossibility of obtaining a substitute tug equal to the dredge's requirements. From 1875 until October, 1878, the "Samson" worked night and day.

3. The "Vulcan," built in 1864, underwent an extensive overhaul in 1875, and was supplied with a new boiler in 1878, the cost of which is charged against the work of the latter year, but is a legitimate charge to be spread over fourteen previous years. Much of the sand lifted by the "Vulcan" was towed long distances; in some cases the depositing place was over 12 miles away from the dredge. The "Vulcan" worked night and day from 1875 until August, 1878.

4. The "Hunter" worked night and day dredging sand in Newcastle Harbour during 1875 and 1876, when it was found necessary to supply her with new boilers, renew much of the woodwork, add a hurricane deck, and thoroughly overhaul the machinery. The heavy expenditure of 1877 and 1878 is in all fairness a charge distributable over each year's work, since 1869, the year the "Hunter" first started to work. The high rate per ton, and the small quantity of work performed in 1879, is owing to the employment of the dredge at rock work. [See foot-notes p.



Return showing Quantity and Cost of Work performed by Dredges and Tugs from 1st January, 1875, to 31st December, 1883—continued.

	1880.				1881.				1882.				1883.			
	Quantities.	Cost of dredging, towing, and repairing.	Price per ton.		Quantities.	Cost of dredging, towing, and repairing.	Price per ton.		Quantities.	Cost of dredging, towing, and repairing.	Price per ton.		Quantities.	Cost of dredging, towing, and repairing.	Price per ton.	
Dredges. Tugs.	Tons.	£ s. d.	d.	Tons.	£ s. d.	d.	Tons.	£ s. d.	d.	Tons.	£ s. d.	d.	Tons.	£ s. d.	d.	
1. S. "Newcastle" and "Ajax" and other tugs (Newcastle)...	300,800 sand and soft rock.	10,976 16 10	7-31	370,600 sand, mud, and stone.	7,947 6 4	5-14	429,859 sand, mud, and stone.	9,574 6 0	5-3455	447,200 sand, mud, and stones.	9,002 14 5	4-8315				
2. S. "Sampson" and "Thetis" and other tugs (Sydney Heads).	152,135 sand, soft rock, clay, and mud.	6,208 11 2	9-88	182,315 sand, mud, clay, and blasted rock.	5,845 18 11	7-61	169,050 sand, mud, and rock.	6,904 11 5	9-6394	85,846 rock, sewage, and clay.	6,485 12 1	18-1520				
3. "Vulcan" and "Little Nell" and other tugs (Hunter River).	125,140 sand and soft rock.	4,438 1 10	8-51	134,450 sand, mud, clay, and soft rock.	3,909 10 4	6-97	174,995 sand, mud, and clay.	4,782 1 0	6-6583	177,180 sand, gravel, and rock.	6,847 9 5	9-2861				
4. S. "Hunter" and "Cyclops" and other tugs (Newcastle)...	79,600 sand and soft rock.	3,794 6 2	11-44	153,050 sand, mud, clay, and soft rock.	5,741 2 7	9-00	138,040 sand, mud, and rock.	5,135 19 8	8-9296	207,005 mud and sand.	5,889 19 5	4-7595				
5. S. & H. "Hercules" and "Achilles," &c. (Sydney Harbour).	87,560 hard clay and mud.	4,685 15 4	12-84	78,410 clay, mud, rock, and stone.	4,256 4 1	13-25	87,330 clay, mud, rock, and hard rock.	4,837 6 10	13-2909	118,570 clay, mud, rock, and stones.	4,912 10 8	9-9436				
6. "Fitzroy" and "Charybdis" (Macleay River) .....	101,830 sand and gravel.	4,094 14 9	9-05	214,450 sand, coarse gravel, and shingle.	3,052 16 7	3-41	70,300 sand, gravel, and shingle.	2,558 18 0	8-0295	182,630 sand, mud, and clay.	3,793 14 7	4-9855				
7. "Pluto" and "Pearl" (Shoalhaven River) .....	136,590 sand.	3,073 2 10	5-40	129,490 sand.	3,522 16 6	6-32	180,930 sand.	3,799 11 10	8-5478	103,440 sand.	2,883 2 8	6-7099				
8. "Titan" and "Hector" and "Scylla" (Hawkesbury, Lake Macquarie, and Myall River).	35,870 sand.	4,681 0 10	33-53	78,250 sand.	2,554 1 9	7-95	74,900 sand.	3,186 17 0	10-3357	754,350 sand, mud, and shells.	3,289 11 8	14-5261				
9. "Clarence" and "Little Nell" (Clarence River) .....	173,610 clay, mud, and sand.	6,208 16 10	8-58	159,555 sand and clay.	4,213 7 5	6-33	31,550 sand and clay.	6,499 12 1	49-4423	153,530 sand and loam.	4,765 10 1	7-4494				
10. S. & H. "Archimedes" and "Scylla" and "Achilles," &c. (Sydney Harbour).	88,890 clay, mud, and sand.	4,345 5 11	13-49	75,050 sand, mud, stiff clay, and jetties.	3,052 0 10	11-04	95,800 mud and sand.	3,127 0 5	7-3392	59,320 sand.	3,841 17 0	15-4137				
11. S. & H. "Charon," "Achilles," and other tugs (Sydney Harbour) .....	.....	.....	.....	93,685 mud and sewage.	4,029 19 7	10-32	98,195 mud and sewage.	3,800 18 8	9-2902	144,535 mud, clay, and rock.	4,271 1 11	7-7706				
12. "Ulysses" and "Charybdis," &c. (Manning River) .....	.....	.....	.....	.....	.....	.....	212,830 sand.	3,267 2 2	3-6841	191,590 clay and shingle.	3,791 11 3	4-7496				
13. "Minos" and "Pearl," &c. (Moruya) .....	.....	.....	.....	.....	.....	.....	92,820 sand.	4,073 17 8	10-5336	113,040 sand and stones.	3,906 19 9	8-2773				

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5. The "Hercules" is the oldest dredge in the service, having been at work nearly forty years. Like the "Hunter," she was most extensively repaired in 1878, much of the hull having been rebuilt and new hurricane deck fitted. Employed chiefly in dredging clay, rock and silt (used for reclamation in Sydney Harbour), it is not to be wondered at that the quantity of work performed is so much less than that of other dredges not having the same difficulties to contend with.

6. The dredge "Fitzroy" has been since 1876 steadily employed, day work only, lifting sand at the Macleay River. The only detentions have been for repairs or from floods in the river. The material dredged in 1881 was deposited at an easy distance from the dredge.

7. The "Pluto," employed at Shoalhaven for five years, dredging sand, underwent extensive repairs in 1876. This dredge was built in 1862, and has never worked at night. Cost of new boiler and extensive repairs to "Pearl" included in expenses of 1881.

8. The "Titan," built for coast lakes, &c., was employed up to October, 1876, at Brisbane Water, and from February, 1876, until June, 1880, she was occupied deepening the entrance and tributary creeks of Lake Macquarie. The increased work of 1879 is owing to the dredge working night and day during that year. The material lifted at the lake was chiefly sand, with some mud and gravel.

9. The "Clarence," built in 1877, commenced working at the Clarence River Heads in October of that year. For a short time previous to leaving Sydney, some work, as a trial, was performed at Woolloomooloo Bay. Night and day work was carried on for two years after her arrival at the Clarence; the material lifted was sand, which was deposited behind islands and out of the main channel. The expenditure for 1877 includes the outfit of the dredge.

10. The "Archimedes," designed specially for the removal of sewage deposits and jetty deepening in Sydney Harbour, started to work early in 1878, and was employed for a considerable time at the mouths of the Corporation sewers. After the completion of this work she was removed to Rushcutters' Bay, where deepening and reclaiming the water frontage by the silt lifted in the bay and elsewhere has been steadily going forward.

11. The "Charon" started work in Blackwattle Bay early in 1881, and was wholly employed removing sewage and material deposits.—A.B.P., 31/12-82.

12. The "Ulysses" has been dredging at the Manning River since starting to work in January, 1882.

13. The "Minos" has been dredging at the Moruya River since starting to work in May, 1882.

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Return showing Quantity and Cost of Work performed by Dredges and Tugs from 1st January, 1884, to 31st December, 1888.

	1884.				1885.				1886.				1887.				1888.															
	Cost of dredging, towing, and repairing.								Cost of dredging, towing, and repairing.								Cost of dredging, towing, and repairing.								Cost of dredging, towing, and repairing.							
	Tons.	£	s.	d.	Price per ton.	Tons.	£	s.	d.	Price per ton.	Tons.	£	s.	d.	Price per ton.	Tons.	£	s.	d.	Price per ton.	Tons.	£	s.	d.	Price per ton.							
"Newcastle" and attendant tug, at Newcastle	486,800	11,569	7	8	5-7249	391,000	2,423	7	4	5-7841	375,000	8,877	19	8	5-7818	457,000	7,618	18	2	4-0002	575,200	9,652	18	3	4-028							
"Samson" and do., Sydney	56,440	7,259	18	10	80-9746	214,060	6,558	10	0	7-3509	213,580	7,042	9	1	7-9096	201,400	6,492	8	3	7-7462	240,150	9,274	15	7	9-269							
"Vulcan" and do., Newcastle	213,310	6,485	12	10	7-2405	242,588	6,326	3	7	6-2587	293,536	5,322	3	6	4-8514	260,762	4,949	11	9	4-5555	357,606	6,434	5	3	4-317							
"Hunter" and do., Newcastle	99,560	4,245	10	3	10-2430	17,095	3,287	8	8	46-1529	191,023	4,347	19	3	5-4626	263,265	4,659	15	4	4-2507	382,120	6,296	16	4	3-954							
"Hercules" and do., Sydney	105,535	6,961	17	9	15-8927	111,260	4,557	19	10	9-8105	111,230	4,703	4	9	10-1480	85,700	5,087	3	4	14-1590	101,590	4,819	18	5	11-386							
"Archimedes" and tug, Richmond River and Moruya	68,460	3,926	1	4	13-7665	93,020	3,902	1	1	10-0876	59,780	3,691	2	7	14-8519	41,849	4,766	9	11	25-1156	60,445	3,263	18	2	11-279							
"Fitzroy and do., Macleay River	201,650	3,243	12	8	3-8640	199,770	3,440	18	11	4-0168	169,490	3,232	2	10	4-5894	141,470	3,474	3	9	5-8945	168,210	3,192	7	9	4-554							
"Clarence" and "Little Nell," Clarence River	175,485	4,390	0	7	6-0150	128,815	6,190	17	5	11-5258	265,040	5,755	7	0	5-2117	125,030	5,149	5	3	3-8668	191,260	3,182	1	1	3-993							
"Pluto" and do., Shoalhaven	101,286	3,844	4	6	9-1130	109,080	3,516	2	11	7-7362	79,400	3,665	10	0	11-0797	112,080	3,878	17	4	8-3059	55,030	4,139	7	2	13-679							
"Titan" and do., Myall River and Bellinger	68,950	2,913	16	11	10-1439	51,000	3,307	11	7	15-5777	52,250	2,832	1	10	13-2842	64,650	3,095	11	9	11-4933	83,900	2,764	15	0	7-938							
"Charon" and do., Sydney	121,565	4,961	4	6	9-7860	106,170	5,363	4	3	10-0572	133,875	4,536	9	2	7-6679	99,190	4,057	9	2	9-0259	140,940	4,199	7	7	7-150							
"Ulysses" and do., Manning River	298,340	3,334	13	1	2-6940	263,760	3,801	10	3	3-3963	238,750	3,746	4	1	3-7658	232,660	3,038	1	2	3-1664	213,640	3,724	6	2	4-183							
"Minos" and do., Shoalhaven and Lake Macquarie	118,090	7,265	0	6	14-7620	148,890	4,656	13	9	7-5069	158,040	5,803	14	11	8-8180	114,240	3,216	14	5	6-7578	275,660	7,471	12	11	6-506							
"Alcides" and do., Richmond River	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	141,900	3,380	7	9	5-7214	175,700	3,631	0	0	4-960								

Explanation respecting excessive cost of Dredging.

- \* "Samson."—Extensive repairs to tug "Thetis" (entire renovation), attached to dredge.
- † "Hunter."—Dredging rock.
- ‡ "Hercules."—Extensive repairs, including new boiler for "Ceres," attached to dredge.
- § "Archimedes."—Dredging under difficulties at Richmond Heads.
- || "Minos."—Extensive repairs to tugs attached.
- ¶ "Hunter."—Dredging rock.
- ‡ "Titan."—Extensive repairs.
- § "Archimedes."—Dredging under difficulties at Richmond Heads.

- ¶ "Pluto."—At Fitzroy Dock, having boiler strengthened and other repairs.
- ‡ "Hercules."—Supply of new wioches, and repairs to boiler, &c.
- § "Archimedes."—Extensive repairs; removal from Richmond to Sydney, thence to Moruya.
- ¶ "Titan."—Repairs to tugs attached, and removal from Sydney to Bellinger River.
- || "Hercules."—Fitted with larger buckets, and alterations to hull, &c.
- ‡ "Archimedes."—Working under difficulties as to discharging sand at Moruya Heads.
- ¶ "Pluto."—Extensive alterations to hull, being converted from a stern to side-discharging dredge, and longer ladder fitted

In October, 1885, the working hours per week were reduced to forty-eight.

On 1st October, 1887, a reduction of hands was made on dredges and tugs.

**Statement giving a List of the Dredging Plant now under Construction, with the Names of the Contractors, amounts of the Contract, and specified time of Completion.**

Particulars of Plant now under construction.	Names of Contractors.	Amount of Contract.	Specified date of completion.
Dredge for Sydney Harbour .....	Mort's Company .....	£ 16,835	13 May, 1889.
Two Iron "Hopper Barges," 600 tons each .....	E., S., and A. Chartered Bank ...	17,453	November, 1889.

**List of Ladder Dredges and Tugs at present attached, and Punts now in commission, with estimated value.**

Dredges.	Tugs.	Punts.	Where working.	Estimated present value.	Name of Master.	Dredge began to work.
"Newcastle" ..	"Orestes" .....	3 400-ton punts .....	Newcastle Harbour ..	£ 40,000	James Rorison .....	1875
"Samson" .....	"Ajax" .....	3 350-ton punts & steam barge "Neptune" ..	Sydney Harbour .....	43,000	John Laing .....	1868
"Hunter" .....	"Ceres" .....	3 iron and 1 wooden punt .....	Newcastle Harbour ..	28,000	Joseph Mather .....	1859
"Vulcan" .....	"Juno" (steam barge) 2 ..	1 .. ..	Newcastle Harbour ..	26,000	David Kirkwood .....	1860
"Hercules" ..	"Thetis" .....	3 .. punts .....	Sydney Harbour .....	27,000	John Carruthers (temp.)	1842
"Fitzroy" .....	"Hector" .....	2 .. ..	Macleay River .....	14,500	John Hamilton .....	1870
"Pluto" .....	"Cyclops" .....	2 .. ..	Shoalhaven River .....	13,000	Thomas Brodie .....	1862
"Clarence" ..	Hired tug .....	2 .. ..	Clarence River .....	19,000	Robert Steel .....	1877
"Archimedes" ..	"Pearl" .....	2 .. ..	Moruya .....	9,500	John Ryan .....	1878
"Titan" .....	"Athena" .....	2 .. and 1 wooden punt ..	Bellinger River .....	7,000	David Lawson .....	1872
"Charon" .....	"Dione" and "Scylla" 3 ..	punts .....	Sydney Harbour .....	16,500	Henry Orr .....	1881
"Ulysses" .....	"Charybdis" .....	2 .. ..	Manning River .....	12,000	William Bennett .....	1882
"Minos" .....	"Ganymede" .....	3 .. ..	Lake Macquarie .....	14,500	John Mather .....	1882
"Aloides" .....	"Achilles" .....	2 .. ..	Richmond River .....	17,000	William Jones .....	1887
—	"Rhea" .....	Employed .....	Sydney Harbour .....	4,000	.....	1876
—	"Little Nell" .....	Under alteration in machinery ..	.....	1,000	.....	1875
—	Launch "Epa" .....	Employed .....	Newcastle .....	800	.....	1882

Twenty-one (21) close-bottom punts used for reclamation purposes and for the use of other Government Departments, value collectively, £12,000. Machinery in addition to the above—1 punching and shearing machine, cost £200; 2 drilling machines, cost £156; 1 lathe, cost £173.

**Quantity of Silt lifted and Cost of Work for the Years 1887 and 1888.**

Grab Dredges.	1887.			1888.			Remarks.
	Tons lifted.	Total cost.	Cost per ton.	Tons lifted.	Total cost.	Cost per ton.	
"Alpha" .....	Tons. 18,150	£ s. d. 1,278 16 6	d. 16-9100	Tons. 20,510	£ s. d. 1,291 6 2	d. 15-1103	1887—Dredging principally at Martin's Reach and Palmer's Island, Clarence River. 1888—Dredging principally at Morgan's Reach, Eatonsville Falls, and Harwood Island, Clarence River. The expense of a new grab and an extensive overhaul to dredge and punts has considerably increased the cost of dredging in each year.
"Beta" .....	9,820	1,341 4 0	32-7788	8,543	886 15 8	24-9125	1887—Dredging at the Bellinger River and Wollongong. 1888—Also in Wollongong. Excessive cost in dredging chiefly due to removal from Bellinger River to Sydney, and thence to Wollongong.
"Gamma" .....	39,530	1,765 11 0	10-7195	39,150	1,417 16 8	8-6917	1887—Dredging at Port Macquarie, Andrew's Falls, and Hastings River. The expense of towage is included in the cost in each year.
"Delta" .....	.....	.....	.....	13,801	1,161 10 1	20-1986	Dredging at Newcastle, Hinton, and Raymond Terrace. Extensive repairs to dredge and punts amounting to £535 has increased the cost of dredging.
"Zeta" .....	18,950	950 2 1	12-0829	39,175	730 8 7	4-4748	1887-88—Dredging at South Arm, Emigrant Creek, North Creek, and Wilson's Creek, Richmond River. The increased cost in 1887 is due to the many obstructions from snags and freshets during the year.
"Eta" .....	47,050	1,106 8 7	6-0261	58,300	1,084 8 7	4-4632	1887-88—Dredging crossing to Camden Haven Heads, also Watson's and Taylor's Lakes, and cutting through Lake to Upper Camden Haven.
"Theta" .....	34,875	673 2 7	4-0323	48,130	357 4 6	4-2745	1887-88—Dredging at Wallamba River, South Foister, crossing at Foole Island, crossing at Chapman's, and crossing at Cockatoo Island.
"Iota" .....	22,550	776 6 7	8-2624	13,287	827 6 8	10-8571	1887-88—Dredging at Nambucca River Heads and at Bradley's Falls, Dever's Crossing, Broadwater Flat, and Taylor's Arm. The increased cost is due to freshets and strong tides in the river.

## Return showing cost of Grab Dredges, 31st December, 1888.

	£	s.	d.	Dredging at
"Alpha" ... ..	2,576	8	7	Clarence River.
"Beta" ... ..	2,697	18	10	Wollongong.
"Gamma" ... ..	2,926	16	1	Hastings River.
"Delta" ... ..	2,579	0	8	Newcastle.
"Epsilon" ... ..	2,596	5	2	Cook's River.
"Zeta" ... ..	2,760	15	4	Richmond River.
"Eta" ... ..	2,903	13	4	Camden Haven.
"Theta" ... ..	2,743	0	4	Wallumba River.
"Iota" ... ..	3,090	2	2	Nambuccra River.
"Kappa" ... ..	1,437	2	1	Cook's River.
"Lambda" ... ..	520	10	8	
"Mu" ... ..	2,500	0	0	

Steam launches "Vesta," "Oberon," and "Ariel," attached to Grab Dredges, collective value, £1,800.

1889.

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LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

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CIRCULAR QUAY IMPROVEMENTS BILL.

(MESSAGE No. 4.)

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*Ordered by the Legislative Assembly to be printed, 4 April, 1889.*

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CARRINGTON,  
*Governor.*

*Message No. 4.*

In accordance with the provisions contained in the 54th section of the Constitution Act, the Governor recommends, for the consideration of the Legislative Assembly, the expediency of making provision to meet the requisite expenses in connection with a Bill to sanction the carrying out of certain improvements to the Circular Quay, Sydney.

*Government House,  
Sydney, 4th April, 1889.*

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1889.

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LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

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NEWCASTLE HARBOUR IMPROVEMENTS BILL.

(MESSAGE No. 3.)

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*Ordered by the Legislative Assembly to be printed, 4 April, 1889.*

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CARRINGTON,

*Governor.*

*Message No. 3.*

In accordance with the provisions contained in the 54th section of the Constitution Act, the Governor recommends, for the consideration of the Legislative Assembly, the expediency of making provision to meet the requisite expenses in connection with a Bill to sanction the carrying out of certain harbour improvements at Newcastle, in the county of Northumberland.

*Government House,*

*Sydney, 4th April, 1889.*

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1889.

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LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

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WOLLONGONG HARBOUR TRUST BILL.  
(MESSAGE No. 33.)

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*Ordered by the Legislative Assembly to be printed, 20 June, 1889.*

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CARRINGTON,  
*Governor.*

*Message No. 33.*

In accordance with the provisions contained in the 54th section of the Constitution Act, the Governor recommends, for the consideration of the Legislative Assembly, the expediency of making provision to meet the requisite expenses in connection with a Bill to provide for the improvement, management, and regulation of the Port of Wollongong and certain portions of the Tom Thumb Lagoon, and for other purposes connected therewith.

*Government House,*  
*Sydney, 20th June, 1889.*

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.....

1889.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## WOLLONGONG HARBOUR TRUST BILL.

(PETITION FROM LANDOWNERS, FARMERS, &c., OF WOLLONGONG, IN FAVOUR OF.)

*Received by the Legislative Assembly, 26 June, 1889.*

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

The humble Petition of the landowners, farmers, storekeepers, tradesmen, miners, workmen, labourers, and others, the inhabitants of the town of Wollongong and electorate of Illawarra,—

RESPECTFULLY SHOWETH:—

That enormous deposits of coal are found in the Illawarra Mountains within the electorate, which also extend beyond its area, both to the north and south; these several coal-seams are situated generally above sea-level, and can be most cheaply raised and brought to the sea-side. Seams of rich iron ores and other valuable minerals also exist in the "coal measures."

That the only shipping port on the coast adjacent to these vast coal-seams is that of Wollongong, which has been much improved by the wise and judicious expenditure voted by your honorable House, and which has made that port suitable and safe for accommodating shipping drawing fourteen to fifteen feet of water.

That the development of the local coal industry (now employing nearly one thousand five hundred hands) in Illawarra is very much hindered and retarded for want of space and depth of water at Wollongong Harbour, to receive and load the large class of vessels used in modern commerce.

That the Illawarra Railway, now in parts open for traffic, runs nearly parallel with the Illawarra Mountain range, which contains the valuable coal-seams and other minerals referred to above, and that by use of the said railway every colliery in the district would be enabled to send its coals to Wollongong Harbour for exportation direct to intercolonial and foreign markets.

That the engineers of the Harbours and Rivers Department, Sir John Coode, and other engineers experienced in harbour construction, concur in the opinion that Wollongong Harbour can at reasonable cost be enlarged and deepened to safely accommodate and load the largest class of modern ships of Her Majesty's Navy and mercantile marine, including what are termed the ships of the age. That experience in Great Britain and Colonies of New Zealand and Victoria proves that the enlargement, extension, and improvement of harbours for promoting trade and commerce have been most successfully carried out by establishing local harbour trusts for such purposes. And that such improved harbours under the management of trusts have been the principal factors in economically extending the carrying trade of ports and advancing the prosperity of communities.

That for the establishment of a harbour trust at Wollongong the inhabitants, in public meeting assembled, on Thursday, December 22nd, 1887, formed a society called "The Wollongong Harbour Trust League," having for its object the improvement of the harbour accommodation at that port.

That due inquiry having been made into the various commercial interests and local industries that will be promoted, advanced, and benefited by harbour enlargement, and also the best and most prudent means to adopt to foster and duly protect general public interests from and against private encroachments that might eventually drift into vested rights, to the injury and hindrance of public progress and improvements, the result of said inquiries is embodied in a Bill now before your Honorable House for establishing a harbour trust at Wollongong, said Bill being principally founded on the Act of the Imperial Parliament 10th Victoria, chapter 27, passed May 11th, 1847, for improving harbours, docks, and piers in the United Kingdom, the Harbour Improvement Acts in force in New Zealand, and the Melbourne Harbour Trust Act of 1876, and its amended Act.

That your Petitioners most respectfully ask your Honorable House to give an earnest and careful consideration of the various provisions in the Bill, and humbly pray that you will, at the earliest moment, give your assent to a measure for establishing a local harbour trust for enlarging, deepening, and improving the harbour at Wollongong.

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

[Here follow 1,650 signatures.]

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1889.

## NEW SOUTH WALES.

## LANDS FOR PUBLIC PURPOSES ACQUISITION ACT.

(RESUMPTION OF LAND FOR DOCK AT CUNDLETOWN, MANNING RIVER.)

Presented to Parliament, pursuant to Act 44 Vic. No. 16.

### NOTIFICATION OF RESUMPTION OF LAND UNDER 44 VICTORIA No. 16.

NEW SOUTH WALES, } By His Excellency The Right Honourable  
to wit. } CHARLES ROBERT, BARON CARRINGTON,  
a Member of Her Majesty's Most  
(L.S.) Honourable Privy Council, Knight  
CARRINGTON, } Grand Cross of the Most Distinguished  
Governor. } Order of Saint Michael and Saint  
George, Governor and Commander-in-  
Chief of the Colony of New South  
Wales and its Dependencies.

WHEREAS I, the Governor aforesaid, with the advice of the Executive Council of the said Colony, have duly sanctioned the carrying out of certain works for and in connection with the construction and erection of a dock at the Manning River, for and towards the completion of which said works public funds are available under the provisions of the "Appropriation Act of 1888;" and whereas the land hereinafter described is required for the construction of the said works: Now, I, the Governor of the said Colony, with the advice of the Executive Council of the said Colony, in pursuance of the powers in this behalf given to or vested in me by the "Lands for Public Purposes Acquisition Act," do by this notification, published in the Gazette, and in a newspaper, that is to say, in the "Manning and Hastings Advocate," circulated in the Police District wherein the said land is situated, declare that the land hereinafter described has been resumed for the public purposes hereinafter mentioned, that is to say, for and in connection with the docking and repairing of vessels, to the intent that, upon the publication of this notification in the Gazette, the legal estate in the said land shall forthwith be vested in the Minister for Public Works and his successors, on behalf of Her Majesty, for the purpose of the said last-mentioned Act, for an estate of inheritance in fee-simple in possession, freed and discharged from all trusts, obligations, estates, interest, contracts, charges, rates, rights-of-way, or

other easements whatsoever; and to the intent, further, that the legal estate therein, together with all powers incident thereto or conferred by the said Act, shall be vested in the said Minister as a trustee with the powers stated in the said last-mentioned Act. And I declare that the following is the description of the land hereinbefore referred to, that is to say:—

All that piece or parcel of land situate in the private township of Cundletown, parish of Cundle, county of Macquarie, and Colony of New South Wales, being allotments 16 and 17 of section 32 of the subdivision of the above private township, comprising portion of a grant of 15,000 acres to Francis Fisher: Commencing at the north-western corner of allotment 18, section 32, on the south-western boundary of a lane; and bounded thence on the north-east by part of that lane bearing westerly 132 feet; on the north-west by the south-east boundary of allotment 15, section 32, bearing southerly 165 feet to Albert-terrace; on the south-west and south by part of that terrace bearing easterly to the Dawson River; and by that river downwards to the south-western corner of allotment 18, section 32; and thence on the south-east by the north-west boundary of that allotment bearing northerly, to the point of commencement, containing 31 perches, more or less,—exclusive of area of 100 feet reservation above high-water mark, referred to in the above-mentioned grant, and said to be in the possession and occupation of G. K. Holden.

In witness whereof, I have hereunto set my Hand, and caused the Great Seal of the Colony to be hereto affixed, at Government House, Sydney, this ninth day of February, in the year of our Lord one thousand eight hundred and eighty-nine, and in the fifty-second year of Her Majesty's Reign.

By His Excellency's Command,

JAMES FLETCHER.

GOD SAVE THE QUEEN!



1889.

## NEW SOUTH WALES.

## LANDS FOR PUBLIC PURPOSES ACQUISITION ACT.

(RESUMPTION OF LAND FOR WHARF NEAR GHINNY GHINNY, MANNING RIVER.)

Presented to Parliament, pursuant to Act 44 Vic. No. 16.

NOTIFICATION OF RESUMPTION OF LAND UNDER  
44 VICTORIA No. 16.

NEW SOUTH WALES, } By His Excellency The Right Honourable  
to wit. } CHARLES ROBERT, BARON CARRINGTON,  
a Member of Her Majesty's Most  
(L.S.) } Honourable Privy Council, Knight  
CARRINGTON, } Grand Cross of the Most Distinguished  
Governor. } Order of Saint Michael and Saint  
George, Governor and Commander-in-  
Chief of the Colony of New South  
Wales and its Dependencies.

WHEREAS I, the Governor aforesaid, with the advice of the Executive Council of the said Colony, have duly sanctioned the carrying out of certain works for and in connection with wharf accommodation and approaches thereto, at the Manning River, near Ghinny Ghinny, for and towards the completion of which said works public funds are available under the provisions of the "Appropriation Act of 1887." And whereas the land hereinafter described is required for the construction of the said works: Now I, the Governor of the said Colony, with the advice of the Executive Council of the said Colony, in pursuance of the powers in this behalf given to or vested in me by the "Lands for Public Purposes Acquisition Act," do, by this notification, published in the Gazette, and in a newspaper, that is to say, in the "Manning and Hastings Advocate," circulated in the Police District wherein the said land is situated, declare that the land hereinafter described has been resumed for the public purposes hereinafter mentioned, that is to say, for and in connection with the loading and discharging of vessels to the intent that, upon the publication of this notification in the Gazette, the legal estate in the said land shall forthwith be vested in the Minister for Public Works and his successors, on behalf of Her Majesty, for the purpose of the said last-

mentioned Act, for an estate of inheritance in fee simple in possession, freed and discharged from all trusts, obligations, estate, interest, contracts, charges, rates, rights-of-way, or other easements whatsoever; and to the intent, further, that the legal estate therein, together with all powers incident thereto or conferred by the said Act, shall be vested in the said Minister as a trustee, with the powers stated in the said last-mentioned Act: And I declare that the following is the description of the land hereinbefore referred to, that is to say:—

All that piece or parcel of land situated in the parish of Cundle and county of Macquarie, being part of a grant of 50 acres to Francis Longworth, portion 9, of Jones' Island: Commencing at a point on the north-western boundary of the land resumed for wharfage purposes, distant 480 feet, and bearing south 53 degrees 35 minutes west from the south-eastern corner of the said grant; and bounded on the south-east by land previously resumed bearing south 41 degrees 16 minutes west 12 feet 7 inches; thence on the south by land previously resumed, bearing north 86 degrees 3 minutes west 547 feet to a reserved road 1 chain wide; thence by that road north-easterly 11 feet 2 inches; thence by a line bearing south 86 degrees 3 minutes east 549 feet 8 inches to the point of commencement,—containing 20½ perches or thereabouts, and said to be in the possession and occupation of Francis Longworth.

In witness whereof I have hereunto set my Hand, and caused the Great Seal of the Colony to be hereto affixed, at Government House, Sydney, this ninth day of February, in the year of our Lord one thousand eight hundred and eighty-nine, and in the fifty-second year of Her Majesty's Reign.

By His Excellency's Command,

JAMES FLETCHER.

GOD SAVE THE QUEEN!





1889.

## NEW SOUTH WALES.

## LANDS FOR PUBLIC PURPOSES ACQUISITION ACT.

(RESUMPTION OF LAND, FOR WHARF ACCOMMODATION, AT COLO RIVER.)

Presented to Parliament, pursuant to Act 44 Vic. No. 16, sec. 6.

NOTIFICATION OF RESUMPTION OF LAND UNDER  
44 VICTORIA No. 16.

NEW SOUTH WALES, } By His Excellency The Right Honourable  
to wit. } CHARLES ROBERT, BARON CARRINGTON,  
a Member of Her Majesty's Most  
Honourable Privy Council, Knight  
(L.S.) Grand Cross of the Most Distinguished  
CARRINGTON, Order of Saint Michael and Saint  
Governor. George, Governor and Commander-in-  
Chief of the Colony of New South  
Wales and its Dependencies.

WHEREAS I, the Governor aforesaid, with the advice of the Executive Council of the said Colony, have duly sanctioned the carrying out of certain works for and in connection with wharf accommodation and approaches thereto, at junction of Colo and Hawkesbury Rivers, for and towards the completion of which said works public funds are available under the provisions of the "Appropriation Act of 1888;" And whereas the land hereinafter described is required for the construction of the said works: Now I, the Governor of the said Colony, with the advice of the Executive Council of the said Colony, in pursuance of the powers in this behalf given to or vested in me by the "Lands for Public Purposes Acquisition Act," do, by this notification, published in the Gazette, and in a newspaper, that is to say, in the "Windsor and Hawkesbury Chronicle," circulated in the Police District wherein the said land is situated, declare that the land hereinafter described has been resumed for the public purposes hereinafter mentioned, that is to say, for and in connection with the loading and discharging of vessels to the intent that, upon the publication of this notification in the Gazette, the legal estate in the said land shall forthwith be vested in the Minister for Public Works and his successors, on behalf of Her Majesty, for the purposes of the said last-mentioned Act, for an estate of inheritance in fee simple in

possession, freed and discharged from all trusts, obligations, estate, interest, contracts, charges, rates, rights-of-way, or other easements whatsoever; and to the intent, further, that the legal estate therein, together with all powers incident thereto or conferred by the said Act, shall be vested in the said Minister as a trustee, with the powers stated in the said last-mentioned Act: And I declare that the following is the description of the land hereinbefore referred to, that is to say:—

All that piece or parcel of land situated in the parish of Meehan, county of Cook, being part of a grant of 150 acres to James Sherwin, commencing on the southern side of a road from Sackville to West Portland, catalogued in the Surveyor General's Office as R. 541b-1,603, at its intersection with high water-mark of the Hawkesbury River; and bounded thence on the north by that road bearing westerly 66 feet; thence on the west by other part of the said grant bearing south 132 feet; thence on the south by other part of the said grant bearing east 52 feet to high water-mark of the Hawkesbury River; thence on the east by that river bearing northerly to the point of commencement, and containing 27 perches or thereabouts, and said to be in the possession and occupation of John Lamb.

In witness whereof, I have hereunto set my Hand, and caused the Great Seal of the Colony to be hereto affixed, at Government House, Sydney, this third day of May, in the year of our Lord one thousand eight hundred and eighty-nine, and in the fifty-second year of Her Majesty's Reign.

By His Excellency's Command,

BRUCE SMITH.

GOD SAVE THE QUEEN!



1889.

## NEW SOUTH WALES.

# LANDS FOR PUBLIC PURPOSES ACQUISITION ACT.

(RESUMPTION OF LAND, FOR WHARF ACCOMMODATION, AT EUROKA, MACLEAY RIVER.)

Presented to Parliament, pursuant to Act 44 Vic. No. 16, sec. 6.

## NOTIFICATION OF RESUMPTION OF LAND UNDER 44 VICTORIA No. 16.

NEW SOUTH WALES, } By His Excellency The Right Honourable  
to wit. } CHARLES ROBERT, BARON CARRINGTON,  
a Member of Her Majesty's Most  
(L.S.) } Honourable Privy Council, Knight  
CARRINGTON, } Grand Cross of the Most Distinguished  
Governor } Order of Saint Michael and Saint  
George, Governor and Commander-in-  
Chief of the Colony of New South  
Wales and its Dependencies.

WHEREAS I, the Governor aforesaid, with the advice of the Executive Council of the said Colony, have duly sanctioned the carrying out of certain works for and in connection with the erection of wharf accommodation and approaches thereto, at Euroka, Macleay River, for and towards the completion of which said works public funds are available under the provisions of the "Appropriation Act of 1888;" and whereas the land hereinafter described is required for the construction of the said works: Now I, the Governor of the said Colony, with the advice of the Executive Council of the said Colony, in pursuance of the powers in this behalf given to or vested in me by the "Lands for Public Purposes Acquisition Act," do by this notification published in the Gazette and in a newspaper, that is to say, in the "Macleay Herald," circulated in the Police District wherein the said land is situated, declare that the land hereinafter described has been resumed for the public purposes hereinafter mentioned, that is to say, for and in connection with the loading and discharging of vessels, to the intent that, upon the publication of this notification in the Gazette, the legal estate in the said land shall forthwith be vested in the Minister for Public Works and his successors, on behalf of Her

Majesty, for the purpose of the said last-mentioned Act, for an estate of inheritance in fee-simple in possession, freed and discharged from all trusts, obligations, estates, interest, contracts, charges, rates, rights-of-way, or other easements whatsoever; and to the intent further that the legal estate therein, together with all powers incident thereto or conferred by the said Act, shall be vested in the said Minister as a trustee with the powers stated in the said last-mentioned Act. And I declare that the following is the description of the land hereinbefore referred to, that is to say:—

All that piece or parcel of land situated in the parish of Kslateenee, county of Dudley, and being part of a grant of 459 acres to Herbert Salway (portion 6): Commencing at the north-east corner of the said grant; and bounded thence on the east by a reserved road 33 feet wide bearing south 90 feet; thence on the south by other part of the said grant bearing west 165 feet; thence on the west by other part of the said grant bearing north 61 feet to the Macleay River; thence by that river north-easterly to the point of commencement,—containing 1 rood 9 perches or thereabouts, and said to be in the possession of Herbert Salway.

In witness whereof, I have hereunto set my Hand, and caused the Great Seal of the Colony to be hereto affixed, at Government House, Sydney, this third day of May, in the year of our Lord one thousand eight hundred and eighty-nine, and in the fifty-second year of Her Majesty's Reign.

By His Excellency's Command,  
BRUCE SMITH.

GOD SAVE THE QUEEN!



1889.

## NEW SOUTH WALES.

## LANDS FOR PUBLIC PURPOSES ACQUISITION ACT.

(RESUMPTION OF LAND, FOR WHARF ACCOMMODATION, AT DARLING ISLAND, PYRMONT.)

Presented to Parliament, pursuant to Act 44 Vic. No. 16, sec. 6.

NOTIFICATION OF RESUMPTION OF LAND UNDER  
44 VICTORIA No. 16.

NEW SOUTH WALES, } By His Excellency The Right Honourable  
to wit. } CHARLES ROBERT, BARON CARRINGTON,  
a Member of Her Majesty's Most  
Honourable Privy Council. Knight  
(L.S.) } Grand Cross of the Most Distinguished  
CARRINGTON, } Order of Saint Michael and Saint  
Governor. } George, Governor and Commander-in-  
Chief of the Colony of New South  
Wales and its Dependencies.

WHEREAS I, the Governor aforesaid, with the advice of the Executive Council of the said Colony, have duly sanctioned the carrying out of certain works for and in connection with wharf accommodation and approaches thereto at Darling Island, in the City of Sydney, in the said Colony, for and towards the completion of which said works public funds are available; and whereas the land hereinafter described is required for the construction of the said works: Now I, the Governor of the said Colony, with the advice of the Executive Council of the said Colony, in pursuance of the powers in this behalf given to or vested in me by the "Lands for Public Purposes Acquisition Act," do, by this notification published in the Gazette, and in a newspaper, that is to say, in the "Sydney Morning Herald," circulated in the Police District wherein the said land is situated, declare that the land hereinafter described has been resumed for the public purposes hereinafter mentioned, that is to say, for and in connection with the providing of wharfage accommodation for the berthing, loading, and discharging of vessels to the intent that, upon the publication of this notification in the Gazette, the legal estate in the said land shall forthwith be vested in the Minister for Public Works and his successors, on behalf of Her Majesty, for the purpose of the said last-mentioned Act, for an estate of inheritance in fee simple in possession, freed and discharged from all trusts, obligations, estate, interests, contracts, charges, rates, rights-of-way, or other easements whatsoever; and to the intent further that the legal estate therein, together with all powers incident thereto or conferred by the said Act, shall be vested in the said Minister as a trustee, with the powers stated in the said last-mentioned Act: And I declare that the following is the description of the land hereinbefore referred to, that is to say:—

All that piece or parcel of land situated at Pyrmont, in the parish of St. Andrew, county of Cumberland, and Colony of New South Wales, be the hereinafter mentioned several dimensions a little more or less, containing by admeasurement 8 acres 1 rood 37½ perches more or less, and comprising parts of Thomas Jones' 55-acre grant and approved reclamations adjacent thereto: Commencing at a point on the north-western side of John-street, Pyrmont, distant north 54 degrees 21 minutes east 200 links from its intersection with the north-eastern side of Mill-street; and bounded thence towards part of the south-west by a fenced line dividing it from original lot 5 of the Pyrmont Estate, as occupied, bearing north 35 degrees 25 minutes west 251.15 links; thence again towards the south-west by a fenced lane bearing north 54 degrees 16 minutes west 64.65 links to the southern extremity of the eastern termination

of a lane called Jones-street leading from Mill-street; thence towards the west by that eastern termination of Jones-street, being a fenced line bearing north 3 minutes west 34.9 links; thence again on the south-west by a north-eastern side of Jones-street, being a fence line bearing north 54 degrees 28½ minutes west 173.66 links, to a north-eastern angle thereof; thence towards part of the north-west by a fenced line bearing north 18 degrees 45 minutes east 284.3 links to a point on the limit of reclamation of Jones Bay; thence again towards the north-west by the said limit of reclamation, being lines bearing successively north 59 degrees 12 minutes east 90 links, north 59 degrees 25 minutes east 89 links, north 61 degrees 47 minutes east 45 links, north 63 degrees 56 minutes east 186.9 links, north 12 degrees 36 minutes east 50.75 links, north 11 degrees 20 minutes east 175.3 links, north 22 degrees 43 minutes east 290 links, south 71 degrees 4 minutes east 24.1 links, south 71 degrees 39 minutes east 29.8 links, and south 29 degrees 30 minutes east 38 links, to a point on the original high-water mark of Jones' Bay; thence by that high-water mark northerly to a point thereon distant in a direct line north 21 degrees 27 minutes east 213.9 links from the last-mentioned point; thence again towards the north-west, north-north-east, and south-east by the limit of reclamation of Jones Bay, Johnson's Bay, and Darling Harbour, being lines bearing successively north 56 minutes east 43.4 links, north 12 degrees 42 minutes east 40.2 links, north 40 degrees 37 minutes east 31.3 links, north 50 degrees 45 minutes east 40.5 links, north 58 degrees 49 minutes east 42.1 links, north 69 degrees 42 minutes east 12.4 links, south 78 degrees 56 minutes east 67 links, north 89 degrees 11 minutes east 63 links, south 75 degrees 7 minutes east 19.7 links, south 67 degrees 29 minutes east 48.6 links, south 53 degrees 25 minutes east 34.9 links, south 25 degrees 6 minutes east 35.7 links, south 67 degrees 25 minutes west 11.5 links, south 23 degrees 47 minutes east 19.6 links, south 7 degrees 20 minutes east 22.5 links, south 5 degrees 53 minutes west 165.4 links, south 11 degrees 50 minutes west 160.6 links, south 78 degrees 40 minutes east 14.6 links, south 25 minutes west 45.5 links, south 10 degrees 3 minutes west 37.6 links, south 18 degrees 33 minutes west 79.6 links, south 22 degrees 6 minutes west 338.2 links, south 19 degrees 18 minutes east 49.8 links, south 3 degrees 13 minutes east 51.4 links, and south 31 degrees 18 minutes west 398.2 links, to a point on the limit of reclamation of Darling Harbour at the northern extremity of the north-western side of John-street aforesaid; and thence towards the remainder of the south-east by part of the north-western side of John-street bearing south 54 degrees 21 minutes west 462.95 links, to the point of commencement.

In witness whereof, I have hereunto set my Hand and caused the Great Seal of the Colony to be hereto affixed, at Government House, Sydney, this fourth day of June, in the year of our Lord one thousand eight hundred and eighty-nine, and in the fifty-second year of Her Majesty's Reign.

By His Excellency's Command,

BRUCE SMITH.

GOD SAVE THE QUEEN!

...

...

1889.

NEW SOUTH WALES.

ABORIGINES.

(REPORT OF BOARD FOR PROTECTION OF, FOR 1888.)

Presented to Parliament by Command.

The Aborigines Protection Board to The Principal Under Secretary.

Sir, Office of Aborigines Protectorate Board, Sydney, 12 April, 1889.

In accordance with the usual practice we have the honor to transmit, for the information of the Colonial Secretary, the following report respecting the work of the Board during the year 1888, together with a detail of the expenditure of the funds voted by Parliament.

Mr. Hugh Robison, who served as a member of the Board from the 5th June, 1883, resigned on the 15th October last.

The position of Secretary to the Board became vacant by the death of Major T. Gethin Coote on the 29th April last, and the duties have since been discharged by Mr. A. Berkelman, a clerk in the office of the Inspector-General of Police, who receives an allowance at the rate of £60 per annum for the work, which is chiefly, and as far as possible, performed after his other duties are over for the day.

Though the arrangement is an anomalous one, it is found in operation so extremely convenient that we recommend its continuance, at any rate for the present. The Board has to depend so largely upon the officers and members of the constabulary throughout the Colony for cheerfully and effectively carrying out its operations (which services we take the opportunity of gratefully acknowledging), that business is greatly facilitated by the knowledge possessed by the Acting Secretary of the country districts, and the facility of access he has to our Chairman at all times.

It will be seen by the subjoined census return (Appendix A) collected by the police, that there has been a total decrease in the aboriginal native population during the year of 417 (324 full-blood and 93 half-castes), although the births outnumber the reported deaths by 16. This decrease has been chiefly caused by large numbers of the aborigines on the borders leaving their districts for the adjacent colonies, owing to the dryness of the season and to the discontinuance to a large extent of the rabbit trapping and hunting; for instance, at Silverton, where the number in 1887 was given as 77, there are now only 13, a decrease of 64, whilst at Barrington, Mogil Mogil, and Yetman, on the Queensland Border, the numbers show a large falling off, and early in October last, just prior to the taking of the census, a company of about forty aborigines was taken by speculators from the Richmond and Clarence River districts to Melbourne for the purpose of holding corroborees, a proceeding which the Board would have been glad to have had in their power to prohibit.

As far as can be ascertained, there are at the present time 379 children (full-blood and half-castes) receiving school instruction, 323 in the Public Schools and 56 privately. A school for aboriginal children has been erected by the Board on the native reserve at Brungle, and a teacher provided by the Department of Public Instruction, and, as will be seen by the following extract from a report by the District Inspector of Schools, the result so far has been very gratifying. The Inspector states:—

It is very pleasing to be able to report that the children are regular and punctual, and seem very willing to attend school. I chatted with nearly all the parents, who seemed greatly delighted to have a school, and they make laudable efforts to send their children clean and tidy. The children themselves are extremely docile, and one would be astonished to see the progress they have made in drill in so short a time. One girl of fifteen years of age (a half-caste) can read and write fairly well. She reads the I.N.B. 2nd Book to the end. The rest are all beginners, having never been at school before. Most of the pupils have mastered the alphabet, and make a fair attempt at spelling words of three letters. They also write words of the same kind on slates. Very satisfactory work has been done in the short time (one month) they have been receiving instruction.

Another

Another similar school-house is about to be built at Maloga Lake, where some thirty children will be taught who have hitherto had some instruction in a hut lent for the purpose by Mr. Bate.

It would be extremely desirable to extend similar advantages to other districts, notably to the Clarence and Richmond River Districts where there are a large number of neglected aboriginal children; but up to the present time the Board have not been able, from various causes, to make the necessary arrangements.

Many aborigines are fairly well employed in the districts last referred to, in such work as maize-pulling, binding and stripping sugar-cane, clearing and burning off scrub, ringbarking, &c., whilst in the Macleay, Hastings, and Manning districts they are occupied farming on reserves dedicated by the Government for their use. Along the southern coast they are provided with fishing-boats, and some are employed in farming pursuits, at saw-mills, and on wharves loading and unloading cargo. Inland they can find work on the stations, for which they receive fair wages, the men shearing, shepherding, boundary-riding, horse-breaking, &c., &c.—the women as domestic servants. In the Shoalhaven district about twenty-five are engaged as farm labourers and stock-keepers by Mr. David Berry, and receive wages at the rate of from 10s. to 13s. per week, with rations and quarters.

In some parts of the Colony, for example, at Yass, the Barrington, and Brungle, the aborigines are now living in comfortable huts built of slabs with galvanized iron roofs, the material having been supplied by the Board. Some of these huts are neatly kept, and the people fairly industrious. The children at Yass are taught in the Convent School.

Appendix D contains a statement of boats in the possession of the aborigines, showing their present condition and the purposes for which they are used.

During the year 8,290 blankets were forwarded from the Government Stores Department to the various Benches of Magistrates for distribution. The blankets have hitherto been issued on the Queen's Birthday in each year; but it having been brought under the notice of the Board that in many places such issue is rather late in the season, a circular was forwarded to each Bench of Magistrates, requesting that the blankets be distributed not later than the 1st May in each year if practicable.

The increased provision voted by Parliament has by no means proved in excess of requirements during the past year, and the necessities of the aboriginal population will probably be on the increase notwithstanding the probable diminution in numbers, as many of the older people are becoming from disease and other causes too infirm to work for the support of themselves and their children. It therefore becomes necessary that they should be provided with food and clothing, and in some instances shelter also.

Appended will be found the Annual Report of the Aborigines Protection Association for the past year.

We have, &c.,

EDMUND FOSBERY, Chairman.	} Members of the Board.
RICHARD HILL, M.L.C.,	
PHILIP GIDLEY KING, M.L.C.,	
SYDNEY BURDEKIN, M.L.A.,	
A. M. HUTCHINSON.	



## APPENDICES.

## APPENDIX A.

## CENSUS.

	Full Blood.					Half-castes.					Grand Total.
	Adults.			Children.	Total.	Adults.			Children.	Total.	
	Males.	Females.	Total.			Males.	Females.	Total.			
By return, 1887 .....	2,093	1,530	3,623	1,419	5,042	662	573	1,235	1,625	2,860	7,902
Do. 1888 .....	1,983	1,458	3,441	1,277	4,718	611	578	1,189	1,578	2,767	7,485
Decrease .....	110	72	182	142	324	51	.....	46	47	93	.....
Increase .....	.....	.....	.....	.....	.....	.....	5	.....	.....	.....	.....
Total Decrease .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	417

Births reported.			Deaths reported.		
Full Blood.	Half-castes.	Total.	Full Blood.	Half-caste.	Total.
200	136	336	245	75	320

## APPENDIX B.

## EXPENDITURE, 1888.

Locality.	Average monthly.		Period.	Aid.	Amount expended in the Year.
	Adults.	Children.			
Angledool .....	11	7	12 months..	Rations .....	£ s. d. 138 19 7
Ballina .....	1	.....	12 .....	.....	7 4 11
Barrington River .....	10	5	12 .....	clothing, erection of huts, &c., &c. ....	154 15 5
Bega .....	5	2	12 .....	boat, and medical comforts .....	74 2 10
Bermagui .....	1	.....	1 .....	.....	0 7 10
Bonalbo .....	2	.....	5 .....	.....	6 11 8
Bonshaw .....	1	5	4 .....	.....	9 4 5
Boorooma .....	9	8	3 .....	.....	21 11 9
Bourke .....	3	1	12 .....	.....	16 8 1
Bowraville .....	11	2	12 .....	and clothing .....	66 3 5
Breeza .....	3	11	12 .....	.....	42 6 9
Brewarrina .....	16	8	12 .....	.....	135 13 3
Broughton Creek .....	1	3	6 .....	.....	7 2 4
Brungle .....	35	23	12 .....	fencing wire, farming implements, seed potatoes, dray, harness, galvanized iron for huts, tools, and erection of school building.	278 19 3
Bullerawa .....	2	.....	12 .....	.....	20 1 2
Burrier .....	3	.....	12 .....	.....	16 0 1
Camira .....	3	.....	12 .....	and tar for boat .....	20 11 7
Casino .....	36	.....	1 .....	Tents, rations, and medical comforts for sick blacks	27 17 11
Clarence and Richmond Rivers and New England Districts.	147	90	.....	Clothing .....	Govt. Stores.
Collarendabri .....	4	3	12 months..	Rations .....	43 4 2
Coolangatta and Greenwell Point.	9	13	12 .....	.....	68 11 8
Coogee Bay .....	.....	.....	.....	Boat, sails, &c. ....	30 0 0
Coonabarabran .....	1	.....	12 months..	Rations .....	13 7 9
Coonamble .....	3	.....	3 .....	.....	0 14 2
Cootamundra .....	1	.....	1 .....	.....	0 4 11
Copmanhurst .....	1	.....	12 .....	.....	6 7 9
Coppymurrumbilla .....	10	3	12 .....	.....	100 3 4
Cowl Cowl .....	.....	3	.....	Clothing .....	4 10 0
Cowra .....	7	24	12 months..	Rations and clothing .....	68 10 11
Cox's River .....	6	10	12 .....	.....	64 1 6
Denison Town .....	2	5	5 .....	.....	17 16 2
Dubbo .....	12	8	12 .....	.....	57 4 6
Dungog .....	3	.....	.....	Clothing .....	1 18 9
Eden .....	1	3	4 months..	Rations and two boats .....	85 3 1
Fernmount .....	14	2	12 .....	.....	28 12 11
Forster .....	6	4	12 .....	and clothing .....	46 9 6
Gilgunnia .....	5	.....	12 .....	.....	40 14 2

## APPENDIX B—continued.

Locality.	Average monthly.		Period.	Aid	Amount expended in the Year.
	Adults.	Children.			
Glenngie .....	2	.....	12 months...	Rations.....	£ s. d. 11 9 10
Glenorchy .....	2	1	12 "	"	29 7 7
Goodooga .....	13	1	12 "	"	87 6 10
Goonal .....	9	1	12 "	"	67 5 8
Gresford .....	1	4	12 "	"	7 9 0
Gulargambone .....	7	5	12 "	"	47 0 11
Gunnedah .....	4	.....	12 "	and clothing .....	20 17 3
Jembaicumbene .....	4	.....	10 "	"	14 1 2
Jervis Bay .....	5	5	12 "	and punt to convey children to school.....	40 3 1
Kangaroo Valley.....	6	4	12 "	"	33 0 6
Kiama .....	1	11	10 "	"	27 9 6
Kogarah .....	2	.....	12 "	"	11 7 3
Kyogle .....	2	.....	8 "	"	9 2 11
Lake Macquarie .....	2	2	12 "	"	15 16 1
La Perouse .....	7	6	12 "	and sails for boat .....	107 9 0
Lionsville .....	2	.....	12 "	"	16 9 4
Lismore .....	3	.....	12 "	"	34 16 2
Macleay River.....	79	24	12 "	clothing, fencing-wire, and boat .....	421 1 2
Milroy .....	5	.....	3 "	"	13 9 5
Mogil Mogil.....	13	9	12 "	"	104 3 8
Moree .....	1	.....	.....	Erection of hut, and brass plate for king of the Big River Tribe .....	24 0 6
Moruya and Turlinjah	7	8	12 months...	Rations .....	54 18 5
Mungindi .....	18	.....	12 "	"	165 6 6
Murwillumbah .....	2	2	8 "	"	12 7 5
Nambucca .....	11	6	12 "	clothing, farming implements, seed-maize, paint for boat, &c. ....	62 8 8
Narrabri .....	4	6	5 "	"	5 2 0
Narrandera .....	6	7	12 "	"	26 16 6
Newstead .....	3	.....	12 "	"	18 13 8
Oban .....	5	.....	12 "	"	32 11 6
Palmer's Island .....	3	.....	1 "	"	1 3 9
Penrith .....	1	1	9 "	"	2 11 2
Pindari .....	3	3	.....	Clothing .....	2 19 6
Port Macquarie .....	16	8	12 months...	Rations and clothing .....	65 2 0
Port Stephens .....	12	6	12 "	and paint for boat .....	68 8 2
Rylstone .....	1	9	6 "	"	13 2 0
Shellharbour .....	5	19	6 "	"	18 9 9
Singleton .....	24	17	12 "	tents, gunpowder, shot, &c., &c. ....	177 12 8
Taree .....	9	12	12 "	paint and tar for boat .....	48 5 5
Do .....	.....	.....	.....	Oars for boat .....	Govt. Stores.
Tatalla .....	3	.....	5 months...	Rations and clothing .....	13 12 4
Terembone .....	6	4	12 "	"	54 11 10
Terry Hie Hie.....	8	7	12 "	"	88 7 1
Tilpa .....	3	.....	12 "	"	28 3 10
Tomakin .....	2	.....	12 "	"	12 7 2
Tilba Tilba .....	17	22	12 "	paint for boat, medicine, &c. ....	177 2 8
Toooloom .....	3	.....	12 "	"	22 11 4
Ulladulla .....	10	20	12 "	paint for boat .....	130 18 4
Walcha .....	2	3	8 "	"	4 3 7
Walgett .....	5	.....	12 "	clothing, nursing, &c. ....	34 6 2
Wanaaring .....	4	.....	12 "	"	12 13 5
Warren .....	4	.....	12 "	"	12 2 6
Wee Waa .....	2	.....	12 "	"	14 0 0
Wellingrove.....	1	4	12 "	"	19 16 0
Wellington .....	11	2	12 "	"	100 14 5
Windsor .....	31	30	12 "	"	44 0 10
Wingham .....	19	11	12 "	"	90 4 10
Wollar .....	1	1	12 "	"	9 10 3
Wollomombi .....	2	.....	12 "	"	6 4 10
Wollongong .....	1	3	2 "	"	2 7 2
Yass and Pudman Creek.	2	37	12 "	clothing, seed-wheat, and galvanized iron, timber, &c., for huts. ....	241 18 5
Centennial Treat.....	.....	.....	.....	Dinners, tobacco, and clothing .....	430 19 2
Total .....	822	564	.....	.....	5,192 4 7

## APPENDIX C.

AMOUNTS paid for medical attendance on Aborigines, 1888.

Place.	Amount.	Place.	Amount.
	£ s. d.		£ s. d.
Bourke .....	0 10 0	Nymagee .....	9 0 0
Braidwood .....	0 4 6	Pindari .....	14 5 0
Casino .....	190 10 0	Port Macquarie .....	3 10 0
Cootamundra .....	1 10 0	Silverton .....	1 10 0
Copeland .....	6 15 0	Singleton .....	15 17 6
Coppymurrumbilla .....	24 4 0	Taree .....	42 14 0
Goulburn .....	1 0 0	Terrara .....	3 10 0
Gundagai .....	1 15 0	Walcha .....	13 15 0
Gunnedah .....	57 2 0	Warren .....	1 1 0
Kempsey .....	50 0 0	Wellington .....	1 10 0
Kiama .....	5 5 0	Wingham .....	35 10 0
Lismore .....	129 1 3	Yass .....	34 7 6
Milton .....	20 15 0	Young .....	0 10 0
Moruya .....	7 15 0		
Murwillumbah .....	7 8 0	Total .....	£ 720 19 9
Narrandera .....	40 5 0		

## APPENDIX D.

## BOATS.

Locality.	Date, Boats supplied.	Present condition.	Purpose for which used.
Ballina .....	September, 1887...	Fair .....	For crossing the river and occasionally for fishing purposes.
Bega .....	March, 1888...	Good .....	Seldom used.
Bermagui .....	November, 1885...	Good .....	Fishing, &c.
Bombo, Kiama .....	July, 1886...	Bad .....	do
Bowraville .....	December, 1886...	Fair .....	do
Brushy Island, Nambucca .....	December, 1886...	Good .....	do
Darlington Point .....		Bad .....	Seldom used.
Eden .....	March, 1888...	Good .....	Fishing, &c.
Do .....	March, 1888...	Good .....	do
Fattorini Island .....	July, 1888...	Good .....	Fishing, conveying produce, &c.
Forster .....	January, 1888...	Good .....	Fishing, &c.
Hastings River (Island near Ennis).	May, 1887...	Good .....	Fishing, taking aborigines to and from the island, and conveying produce.
La Perouse .....		Good .....	Fishing, &c.
Do .....	— 1888...	Good .....	do
Do .....		Bad .....	do
Do .....		Bad .....	Not used.
Lawrence .....	May, 1887...	Fair .....	Used by aborigines going about the river.
Nelligen .....		Very old, bad .....	Fishing, &c.
Pelican Island .....	— 1883...	Good .....	Fishing, conveying aborigines to and from the island, &c.
Sackville Reach .....		Good .....	Fishing, conveying children across river to school, &c.
Tea Gardens (Port Stephens) .....	September, 1887...	Good .....	Fishing, &c.
Do .....		Very old, useless..	Not used.
Do .....		Very old, useless..	do
Taree .....	September, 1884...	Fair .....	Fishing, &c.
Turlinjah .....	— 1883...	Very fair .....	do
Ulladulla .....	— 1876...	Bad, beyond repair .....	Not used.
Do .....	— 1883...	Good .....	Fishing, &c.
Do .....	— 1887...	Good .....	do
Wagonga Heads .....	— 1876...	Bad, beyond repair .....	Not used.
Do .....	— 1881...	Bad, beyond repair .....	do
Wallaga Lake .....	— 1878...	Good .....	Fishing.
Do .....	— 1881...	Good .....	do

## APPENDIX E.

REPORT of the Aborigines' Protection Association, for 1888, including Cumeroogunga (late Maloga), Warangesda and Brewarrina Missions.

## OFFICE BEARERS.

*Hon. Treasurers:*

MR. U. W. CARPENTER, 53 West-street, Darlinghurst. | MR. JAMES GREEN, 511 Bourke-street, Surry Hills.

*General Secretary:*

MR. G. E. ARDILL, Temperance Hall, Pitt-street.

*Council:*BISHOP OF RIVERINA,  
ARCHDEACON GUNTHER,  
REV. J. BARNIER,  
REV. A. J. CLARKE,MR. U. W. CARPENTER,  
MR. JAS. GREEN,  
MR. A. MENZIES,  
MR. J. G. TRESEDER,MR. C. E. WIGZELL,  
MR. THOMAS PEPPER,  
MR. MOSES WEYMARK,  
MR. A. FOX.*Bankers:*

THE COMMERCIAL BANK.

*Collector:*

MR. JAMES DRUCE, Jamieson-street.

At the close of another year we present to our subscribers an account of the work of the Association during that term. We have again to recognise the gracious dealing of a covenant-keeping God, whose faithfulness has been manifested, and whose guidance we have recognised.

While we have been face to face with great and grave difficulties, and have at times felt much perplexity in dealing with the work entrusted to our care, we have to record our thankfulness to Almighty God for the renewed tokens of His favour, and the amount of effective work we have been enabled to perform.

Cumeroogunga

*Cumeroogunga (late Maloga).*

Since our last report the work at this station has made good progress, notwithstanding the difficulty of securing a suitable site upon which to erect the mission buildings. At the close of the previous year application was made to the Minister for Lands for the reservation of 100 acres of high land on the river bank in addition to the present reserve. The application was granted, but much delay in the gazetting of the reservation has caused us a considerable amount of inconvenience, as, being uncertain of the tenure of the land, we have not felt free to erect so many buildings as we otherwise would have done. There is now, however, prospect of the speedy settlement of this matter.

The cultivation of the land has proved most successful. About 53 acres have been brought under cultivation, and we have returns for 117 bags wheat and 20 tons of hay, valued at £200. This is really the first full year of harvesting, and bids fair as an augury for the future operations in this direction. While the buildings were on the conditional purchase land of Messrs. Matthews Brothers no work was done on the reserve, therefore no return for the labour of the aborigines came to the Council.

Spiritually, we cannot give that glowing account which has been rendered in previous reports, but we believe that the Spirit of God is working amongst the people, and some who have passed away have left clear testimony as to their faith in Christ as their Saviour. Many of those now on the mission profess faith in Christ, and some manifest by their lives that they are followers of the Lord Jesus Christ.

Much improvement is shown by the children in the Public School—specimens of their work exhibit much proficiency.

*Warangesda.*

The work at this station has not shown the vigour that we could have wished. The failure of the wheat crop has again to be noted. However, on the other hand, a small orchard has been laid out, and all the trees look well. An area of 5 acres on the river bank has been cleared and got ready for the plough. Sundry improvements have been made in the erection of drafting yards, &c. The kitchen and bakehouse were destroyed by fire: these are now in course of re-erection, as also an extra wing to the dormitory, which is to form the sub-matron's apartment, so that constant supervision of the children can be maintained.

As to the spiritual results, the Bishop of Riverina writes:—

"I held a service there on the 20th December, and was much cheered by the reverence shown outwardly by all, the hearty responding and singing of the aborigines—the hymns being really well sung—and the intelligent interest with which the address was listened to, of course very simple and with a good deal of illustration.

The school was much to be praised likewise, the order being good, and the teaching efficient, so far as I could judge.

I saw some improvements, notably the fence round the girls' playground. The general appearance of the place was satisfactory, everything neat and tidy."

We have to acknowledge the liberal support received from the Diocese of Riverina. We are also grateful to His Lordship the Bishop of Riverina, and to the Rev. S. J. Lowdell, who visits the station and holds services regularly.

*Brewarrina.*

This station has manifested considerable improvement of late. Through the instrumentality of the Rev. J. B. Gribble, who was appointed Travelling Missionary, and the Overseer, a large number of aborigines, men, women, and children, were gathered into the station. Cultivation has been commenced, a fruit orchard being planted, the trees show signs of vitality. The children are gathered together by the Overseer and taught daily. Application has been made for the establishment of a Provisional School on the Reserve. We believe that in the future this station can be made very beneficial to the aborigines of the district. Religious services are conducted regularly, and some marked signs of the influence of the Gospel are to be seen.

*New Stations.*

An endeavour was made during the year to improve the condition of the aborigines resident near the city. Martin Simpson, an aboriginal, was employed to work amongst his brethren and influence them against the drink. However, his efforts were considerably nullified by the easy facilities for law-breaking and also the evil influence of the whites. Necessity exists for legislation with a view to cause the aborigines to camp out of the city. We still realise the necessity of providing adequate supervision at La Perouse, and hope to be able to arrange matters during the early part of the present year.

A deputation visited the Barrington, at the request of the Government Board, and advised the formation of a station there. After consideration it was resolved to proceed with the establishment of a mission, providing funds were supplied. Under the circumstances the Board decided to proceed with the erection of huts and to appoint a teacher and overseer under their own direction.

We should be glad to form a station on the Clarence, where a most suitable reserve has been gazetted, but lack of funds prevents further development.

*Employment.*

We would again revert to the necessity for training the youths and maidens to learn useful employments. The children are being carefully educated in the Public Schools, and many show great aptitude and are good scholars. However, there will be no outlet for them, thus educated, unless we can train them to industries and afterwards apprentice them. Immediate action is necessary to provide a Training Home for the girls for domestic service. We trust that during the present year we shall be enabled to commence this very important sphere of labour, which we feel confident would prove of vast importance for the well being of the girls now growing up on the stations.

*Control of Children.*

It is of primary importance that some action be taken to constitute the Government Board *ex officio* guardians of all the children, and giving them full power to remove to the mission stations such of the children, as they deem necessary, from the control of their parents or professed guardians, who continue to roam the country or live in those hot beds of immorality—camp-life near large towns.

*Further Facilities.*

To successfully cultivate a large area of the land on the several stations, the council should be in a position to erect an irrigation plant at each station. Much could be done in this way to bring under cultivation the land that is now idle, and also to provide work on the stations for the aborigines. Application has already been made to the Government, for a special grant for this purpose. The matter will receive further attention at once.

*Visits of Inspection.*

Deputations from the Council have visited Warangesda and Cumeroogunga, and reported upon the condition of these stations. The Rev. J. B. Gribble was also appointed travelling missionary, and instructed to visit the several stations and report. His reports have been received and fully considered by the Council.

*Finances.*

We regret to have again to remind our subscribers and friends that with increased work undertaken, the amount of subscriptions received by your Council have been altogether inadequate to enable the Council to claim sufficient Government subsidy to thoroughly perform all the work needed at the present stations, and undertake necessary and important work as already indicated. We would appeal for extended help. While missionary effort in foreign lands receives so much attention, the heathen at our own doors are perishing for lack of the knowledge of Christ.

*Our Aim.*

Our aim is not simply to feed and clothe the remnants of the tribes, but to preach the glad tidings of a Saviour crucified. We want to claim in our Saviour's name, the heathen for His inheritance. Those on our stations are directly under christian influence, but much might be done by the regular and systematic visitation of the various camps throughout the Colony. What we require is a missionary, who would take with him one or two of the aborigines already influenced by the Gospel of the Grace of God, and hold meetings amongst those in camp, and by personal contact endeavour to lead them to a knowledge of the truth. He could also be employed to advocate the claims of the Association to support when passing through the several townships.

The council appeal for continued and increased support to enable them to develop more extensively the missionary aspect of the work. For this they must look to the christian and philanthropic public, and do so with confidence that the response will be worthy of the well known liberality of those who long to see the kingdoms of this world become the kingdoms of our God and His Christ, and who are waiting for the approach of the time when they shall be gathered from the east and the west, the north and the south, to sit down at the marriage supper of the Lamb, and when every kindred, nation, tribe, and tongue shall yield their quota of praise to Him who lifted up, draws all men to Himself.

MANAGER'S REPORT of the Brewarrina Mission, for the Year ending 31 December, 1888.

JUST a year has elapsed since we took up our residence at the reserve set apart for this Mission, and it has been one fraught with unceasing labour, but attended with infinite pleasure in the satisfactory results that have been the outcome. When we started the year it was without a single native resident on the reserve, but before the first month had elapsed we had the pleasure of welcoming about twenty to their future home, most of them old people with a few children. Since their arrival the number steadily increased, as natives within reach heard they were well treated, until by the end of November we had a roll of forty-five natives. At this time the Rev. J. B. Gribble arrived from Bourke with a number, brought from that town and picked up *en route*. This, with three or four who arrived after his coming and a contingent from Milroy, enabled us to start this year with eighty-three residents.

The health of the natives on the place has been good. There have been five deaths, four being from extreme old age and one from consumption.

The attention required from these people and multiplicity of their wants has taxed our time and patience, as well as resources, to an extent that could hardly be credited by anyone not experienced in dealing with them, but in many ways has shown their unmistakable desire to make the station their permanent home.

We have found employment for the able-bodied men in fencing off two bends of the river to form two paddocks, building a school-house, forming a garden, &c. And more latterly they have been engaged in making bricks, with which we are intending to build cottages, dormitories for the children, &c.

The roll of natives on the place stands thus:—Adults, fifty-six; children, twenty-seven, of the latter twenty-three being of school age.

BALANCE SHEET of the Aborigines Protection Association for the year ending 31 December, 1888.

1888—Jan. 1st.		£ s. d.		£ s. d.		By Cumeroogunga—		£ s. d.		£ s. d.		
To Balance in hand	.....	.....	475	11	2	By Rations, clothing, &c.	722	2	10			
General account—						Freight and duty on goods	142	9	11			
Subscriptions and donations	.....	.....	320	4	7	Salaries, wages, &c.	352	1	8			
Cumeroogunga—						Building material, property, &c.	430	17	1			
Subscriptions and donations	31	10	5			Medical expenses, &c.	25	4	9			
Sale of wool, &c.	116	2	7							1,672	16	3
Sale of rations	92	6	5			239	19	5				
Warangesda—						Warangesda—						
Subscriptions and donations, per Bishop of Riverina	77	11	0			Rations, clothing, &c.	501	11	6			
Subscriptions and donations from other sources	13	16	8			Salaries	250	16	8			
Sale of rations	13	9	7			Building material, property, &c.	92	18	8			
Sale of wool, &c.	85	6	10			Seed-wheat, &c.	18	13	7			
										864	0	5
						190	4	1				
Brewarrina—						Brewarrina—						
Donations	1	0	0			Rations, clothing, &c.	79	18	6			
						Material and property account	174	4	5			
Government subsidies						Salaries	133	17	5			
										388	0	4
						General—						
						Salaries (Travelling Missionary and Gen. Sec.)	252	2	11			
						Travelling expenses	32	0	10			
						Printing, advertising, rent of halls, &c.	37	4	0			
						Incidental expenses	31	6	7			
										352	14	4
						Balance in hand, 31 Dec., 1888	.....			3,277	11	4
										134	3	7
										£3,411	14	11

U. W. CARPENTER, }  
JAMES GREEN, } Honorary Treasurers.

Audited and found correct,

E. G. W. PALMER, }  
ALFRED EVANS, } Auditors.

DONATIONS AND SUBSCRIPTIONS.

£ s. d.		General.		£ s. d.		£ s. d.	
Allen, R. C.	1 1 0	Clay, Mrs.	1 0 0	Dangar, F. H.	10 0 0		
Awdry, Miss	0 10 0	Cohen, D. & Co.	2 2 0	Dare, Henry	0 10 0		
Baird, Rev. J.	1 1 0	Collections—		Dixson & Sons	1 1 0		
Barker, Mrs. F.	1 0 0	S. Nicholas S. School,		Elwin, Miss	0 5 0		
Barker, Mrs.	0 5 0	Wollongong	1 1 0	Fairfax, J. R.	1 0 0		
Barker, Mrs. A.	0 10 6	Public meeting,		Federal Coffee Palace	1 1 0		
Barker, Mrs. W.	0 10 6	Parramatta	2 15 9	Fraser, J.	3 0 0		
Bords, Riviere Coll. Waha.	1 3 0	S. School gathering,		Friends, Parramatta	0 4 6		
Bradley, Walter	2 2 0	Parramatta	2 8 0	Friend	0 8 6		
Brown, Revd. Bryan	0 5 0	S. Matthew's, Windsor	2 17 0	Friend	3 0 0		
Brown, Revd. J. T.	1 0 0	Prayer meeting for rain,		Friend, per Dr. W. Woolls	5 0 0		
Bull, Henry & Co.	2 2 0	Windsor	2 0 0	Gardiner, W. & Co.	1 1 0		
Bull, Miss	1 0 0	Msson. mtng., Windsor	0 18 0	Garrick, & Co.	1 1 0		
Burnett, Revd. C.	0 5 0	Msson. mtng., Richmond	2 0 9	Gibbs Bright & Co.	2 2 0		
Caird, Maxwell & Co.	1 1 0	Dr. Bevan's church,		Goodwin, Jane	0 10 0		
Carpenter, U. W.	1 1 0	Melbourne,	16 3 4	Gordon, Miss	0 10 0		
Carpenter, U. W. (2nd sub)	1 0 0	Connell, Hogarth & Co.	2 2 0	Gordon, Miss J.	1 0 0		
Chambers, C.	0 5 0	Cowell, Mrs.	1 0 0	Gordon, Alex.	1 0 0		
Chambers, Miss C. E.	0 2 6	Dangar, A. A.	1 1 0	Gordon, Mrs.	0 4 0		

## DONATIONS AND SUBSCRIPTIONS—continued.

## General.

£	s.	d.	£	s.	d.	£	s.	d.			
Gray, R., Son & Co. ...	2	2	0	Marsden, Bishop ...	0	10	0	Sargood, Colonel ...	1	0	0
Greenway, Rev. R. ...	1	1	0	Marsden, Mrs. ...	0	10	0	Stephen, His Honor Mr.	2	0	0
Harbottle, Alsopp & Co. ...	2	2	0	Marsden, Miss ...	0	10	0	Justice ...	2	0	0
Hordy, Bros. ...	2	2	0	McArthur, A. & Co. ...	2	2	0	Sunday School Contributions—			
Heyde, Todman & Co. ...	1	1	0	McLean Bros. and Rigg ...	1	1	0	St. Barnabas', Glebe	10	0	0
Hodgson, Mrs. ...	0	5	0	Meyer, Mr. ...	0	2	6	St. David's, S. Hill ...	2	0	0
Hoffnung & Co. ...	2	2	0	Mitchell, Revd. Stanley ...	5	0	0	St. Matthias,			
Holdsworth, Macpherson &				Moore, Dr. W. ...	0	10	0	Paddington ...	5	0	0
Co. ...	1	1	0	Newton, C. Bro. & Co. ...	1	1	0	"Sympathy" ...	2	0	0
Hussey, W. ...	0	5	0	Newton and Lamb ...	1	0	0	Thompson and Giles ...	2	2	0
Johnson, E. ...	0	10	0	Pain, Taylor and Marks ...	1	1	0	Thompson, J. Malbon ...	1	0	0
Jones, C. ...	1	1	0	Perry, W. & Co. ...	2	2	0	Thyme, Rev. A. B. ...	0	2	6
Jones, David & Co. ...	2	2	0	Plummer and Owen ...	1	1	0	Tupson, Revd. R. ...	1	0	0
Kyneston, Rev. W. ...	0	10	6	Porter, R. ...	3	3	0	Waters, W. ...	1	0	0
Lander, Mr. ...	0	10	0	Primrose, Ethel ...	0	5	0	Woods, E. ...	1	1	0
Lark, Sons & Co. ...	2	2	0	Prince, Ogg & Co. ...	1	1	0	Yab, Mrs. ...	0	5	0
Maples, the Misses ...	0	10	0								

## Cumerooingua (late Maloga).

£	s.	d.	£	s.	d.	£	s.	d.			
Allan, G. J. ...	1	1	0	Collections—				M. & R. ...	1	0	0
B., Mrs. Bowral ...	1	0	0	Town Hall, Creswick	2	16	7	Newton, C. J. ...	1	0	0
Balfour, Hon. James ...	2	2	0	Welsh Ch., Ballarat	3	17	0	Nilsby, Miss ...	0	5	0
Banfield, Mr. ...	0	17	6	Cooper, Jack ...	0	2	0	Number of Friends, Ballarat	0	14	0
Bellenger, G. ...	1	0	0	Currow, Mrs. E. ...	0	2	6	Nutt, Miss ...	2	0	0
Benny, Miss ...	1	0	0	Dimmand, Mr. ...	1	1	0	P., Mrs. Geelong ...	1	0	0
Collections—				Donation from Yass	1	0	0	Pupils at Clarendon Ladies'			
Baptist Church Geelong	2	15	3	Family at Bowral ...	0	10	0	College, Ballarat ...	1	0	0
Do Lillydale	2	5	3	Friend at Bowral ...	0	5	0	Sale of Rations ...	51	5	10
Congre. Ch., Ballarat	4	1	4	Friend at Clunes ...	0	2	6	Sale of wool, sheep-			
Ebenezer Pres. Church				Friend at Drysdale ...	0	2	6	skins, &c. ...	116	2	7
Ballarat ...	5	8	6	Friend at Talbot ...	0	2	6	Simmonds, S. P. ...	1	1	0
Elmore, Victoria	3	5	11	Gardiner, Rev. A. ...	2	0	0	Sunday School Collections—			
Foresters' Hall,				Ham, Mr. ...	1	1	0	Pres. S. S. Colac, Vic.	2	10	0
Queenscliffe ...	4	5	0	Harper, Mrs. R. ...	1	1	0	do Glebe ...	6	6	6
Free Library, Drysdale	3	6	4	Harrison, Miss ...	1	0	0	do Marybro'			
"Friends," Geelong	1	4	3	Harrop, Mrs. ...	0	10	0	Victoria	1	4	2
Park & Wesleyan Ser.,				Howard, H. F. ...	2	2	0	do Penrith ...	2	17	5
Chilwell ...	9	0	5	Kennedy, Rev. ...	1	0	0	P. M. S. S. Clunes ...	0	15	0
Presb. Hall, Talbot ...	2	2	11	Kitchen, Theo. ...	3	3	0	St. Peters C. E. S. S.,			
Public Meeting, Ballarat	8	7	2	Luke, Mrs. ...	1	0	0	Woolloomooloo ...	4	0	0
Sal. Army, Ballarat ...	1	14	7	Lunes, Revd. D. V. ...	1	0	0	Tapp, Miss ...	1	0	0
Do Castlemain ...	4	7	7	McDowell, J. ...	1	0	0	"Wellwisher" ...	0	5	0
Do Eaglehawk ...	2	0	0	McNab, Mr. ...	0	5	0	Williams, Mr. ...	0	6	0
Do Geelong ...	8	9	10	Missionary Box, Urana ...	2	15	0	Womens' Prayer Union,			
Do Sandhurst ...	5	4	9	Morrison, G. ...	0	2	6	Ballarat ...	1	0	0
Town Hall, Clunes ...	2	12	9	Murphy, J. ...	0	10	0	do Geelong	3	3	3

## Warangesda.

£	s.	d.	£	s.	d.	£	s.	d.			
Bright, Jack, for main-				Murray, James, for main-				St. Paul's S. S., Burwood	8	0	5
tenance of wife ...	2	4	0	tenance of wife ...	1	10	0	Special donation from			
Friends at Bowral ...	1	11	3	Riverina Church Fund ...	52	11	0	Riverina Ch. Fund, per			
Mission Box, St. Matthias				Sale of rations ...	13	9	7	Bishop of Riverina ...	25	0	0
S. S. Paddington ...	0	11	0	Sale of wool, sheepskins, &c. ...	85	6	10				

## Buccarriua.

Macrae, J. ...								1	0	0
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1889.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

MEDICAL ATTENDANTS TO ABORIGINES AT CUMEROONGUNGA  
MISSION STATION.

(CORRESPONDENCE, &c., RELATING TO APPOINTMENT OF.)

*Ordered by the Legislative Assembly to be printed, 8 May, 1889.*

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 25th April, 1889, That there be laid upon the Table of this House,—

“Copies of all correspondence between Dr. G. R. Eakins and the Aborigines Protection Board; also copies of all correspondence relating to the appointment of Dr. Sergeant as Medical Attendant to the Aborigines at the Cumeroogunga Mission Station.”

(*Mr. Chanter.*)

The Government Medical Officer, Moama and District, to The Aborigines Protectorate Board.

Echuca, Victoria, 1 February, 1889.

I HAVE to report that since my first visit one of the patients ailing with typhoid has died at the Cumeroogunga Camp.

I assume that my first report, which I sent to the Board of Health, Sydney, has been read by you. On yesterday, the first of this month, I again visited the station, in company with Senior-constable Robertson, of Moama, N.S.W., and found the camp disorganized, and a good deal of discontent and disapproval of the management. I advised the immediate removal of the healthy and unaffected families to a camp about a mile away from the present one. I also wish to state that about twenty or more canvas tents are necessary. I advised the closing of the school, and have acquainted the Minister of Public Instruction with my action.

The cause of the outbreak has been the neglected insanitary state of the camp. A good deal of sickness prevails amongst them. I have taken every precaution to prevent the further spread of the disease. I have this date forwarded my second report to the Board of Health. I will continue to look after them, and superintend the sanitary arrangements, which ought to have been looked after long ago, considering the habits and mode of life of these people.

GEO. REGINALD EAKINS, M.D.,

Health Officer and Government Medical Officer, Moama and District, N.S.W.

P.S.—The patients under treatment are so far progressing satisfactorily, and the best is being done for them under the existing state of affairs.—GEO. REGINALD EAKINS.

The Secretary, Aborigines Protectorate Board, to The Secretary, Aborigines Protection Association.

Sir, Office of Aborigines Protectorate Board, Sydney, 5 February, 1889.

With reference to papers forwarded from this office to you on the 30th ultimo, relative to an outbreak of typhoid and other sickness at the Cumeroogunga Mission Station, I am now directed to acquaint you that the Board request to be informed, without delay, what action the Association intend taking, the desired information not having been furnished, as promised, for consideration at the meeting of the Board on Monday.

I have, &c.,

A. BERCKELMAN,  
Secretary, Aborigines Protectorate Board.

The General Secretary, Aborigines Protection Association, to The Secretary, Aborigines Protectorate Board.

The Aborigines Protection Association,

Sir, Temperance Hall, Pitt-street, Sydney, 9 February, 1889.

I am instructed by the Council of the Aborigines Protection Association to inform you that immediate action was taken upon the report of Dr. Eakins regarding the outbreak of typhoid at Cumeroogunga Station. The Manager was instructed to provide necessary accommodation and food for the sick, and also to use every precaution for the prevention of the spread of the disease. Twelve extra tents have been purchased, so as to provide ample accommodation and means for the isolation of the sick from those who have not been affected. A special order has been repeated regarding the number of dogs upon the station, and no householder will be allowed to keep more than one dog. Instructions have been given to preserve the place in thorough cleanliness, and to provide ample w.c.'s. with proper conveniences.

The Manager reports that the typhoid was brought on to the station by some blacks who were visiting Melbourne.

The unfinished condition of the huts is due to the fact that the reservation of the 63 acres of land granted by the late Government has not yet been made or notified in the Government Gazette, and that much uncertainty as to the tenure of the ground has thus been caused. The immediate gazetting of the full 63 acres would place us in a position to complete the buildings without fear of the necessity for removal.

The question of the appointment of a doctor to visit the station periodically has received consideration, and will be finally dealt with at next meeting of the Council. Arrangements had already been made for an occasional visit of inspection, and Doctors Singleton and Dames, of Melbourne, had visited and reported to the Council.

I have, &c.,

G. E. ARDILL,  
General Secretary.

The Government Medical Officer, Moama and District, to The Aborigines Protectorate Board.

Echuca, Victoria, 5 February, 1889.

I HAVE to report that since my visit on the 31st January, and up to my visit on the 3rd February, two more cases of typhoid have died. Two fresh cases presented themselves on my visit of the 3rd. Another death has been reported to me this date. The patients, all three, are children. The adults are more amenable to treatment, and is more easily carried out. The school is now closed, and there is a diminution in the amount of sickness. What cleansing that can be done is being carried out by the Manager. Wet weather and very heavy rains having set in to-day, the poor people will be obliged to return to their former homes, and the old camp, which will cause further infection, besides giving rise to other illness, such as diarrhoea, congestion of the lungs, &c.

I shall pay another visit on the 7th, and report accordingly. I hope some tents will be at once procured. It would be advisable, if it could possibly be done, to have it brought under the notice of the Minister of Public Instruction, to have the necessary alterations and additions and sanitary changes effected while the school is closed. The teacher, Mr. James, has shown great willingness to assist me in carrying out the necessary sanitary reforms.

I have, &c.,

GEO. REGINALD EAKINS, M.D.,  
Government Medical Officer, Moama and District, N.S.W.

The Government Medical Officer, Moama and District, to the Aborigines Protectorate Board.

Echuca, Victoria, 10 February, 1889.

I VISITED the Cumeroogunga Aboriginal Station again on the 8th, and have to report that two fresh cases of fever had developed since my last visit. I have to ask that instructions be wired to the Manager to procure at once a supply of milk in such quantities as may be required for use in feeding the sick; the supply now doled out is totally inadequate. It is more than a farce to pretend to help the sick and give them nourishment when the very article of diet most suitable is not available. I have written to your Board on this matter already, and no steps have as yet been taken to remedy the grievance. No death has as yet occurred amongst the adult patients, but several have taken place amongst the children. I beg to suggest that a trained nurse be appointed to superintend the nursing and preparation of alimentary food for the sick. I feel I cannot succeed in my treatment and successfully stamp out the epidemic unless such aid is forthcoming. I have now to state that there is absolutely no nursing assistance or intelligent supervision rendered to the unfortunate patients, and I hope the Board will instruct me to obtain a trained nurse from Bendigo Hospital, and such instructions be at once wired me.

GEO. REGINALD EAKINS, M.D.,

Government Medical Officer.

A copy of the above report was forwarded to the Aborigines Protection Association on the 13th February, 1889.—A. BERCKELMAN, Secretary A. P. Board.

Telegram



Telegram from The Secretary, Aborigines Protection Association, to The Manager,  
Cumeroogunga Mission Station.

13 February, 1889.

PROCURE sufficient milk for patients, as per doctor's order. What nursing and attention is given?  
Mrs. D'Lany should give supervision.

G. E. ARDILL.

The General Secretary, Aborigines Protection Association, to The Secretary,  
Aborigines Protectorate Board.

Aborigines Protection Association, Temperance Hall,

Sir,

Pitt-street, Sydney, 12 March, 1889.

I am directed to convey to you the following information concerning the station at  
Cumeroogunga:—

*Extracts from Letters.*

"There are no serious cases of sickness here now, although there are in bed now the following cases of fever:—  
four adults, one boy, and one little girl."

"Mrs. M'Lean was supplied with everything which Dr. Eakins would allow her to have up to the time of her death,  
at the expense of the Association."

"I am glad to state our patients are getting on. The little orphan, Ada, got fever, and by myself I got her over it.  
She was seven days out of her mind. She was the worst case we had, and several children and men showed symptoms,  
and with Dr. Singleton's medicine-chest I had victory with all—not me, but God blessed the means and restored them.  
Dr. Eakins comes, and all the children (six or seven) died he had. If he had not come I would not have been afraid to  
superintend all if they got it, at present, for I have deep experience with fever cases."

"Rest assured we shall do all in our power for them. It is not spreading."

I have, &c.,

G. E. ARDILL,

General Secretary.

The General Secretary, Aborigines Protection Association, to The Secretary,  
Aborigines Protectorate Board.

Sir,

The Aborigines Protection Association, Temperance Hall, Sydney, 6 April, 1889.

I am directed to acquaint your Board with the fact that a deputation from this Council has  
recently visited the Mission Station at Cumeroogunga, and report that much difficulty is being experienced  
in the working of the station in consequence of the action of the doctor in sending the people away from  
the station to camp down the river, and also in closing the school for so long a time, especially now when  
the sickness has entirely disappeared.

Further, the Council have now appointed Dr. George Sergeant as medical officer to the station.

I am, &c.,

G. E. ARDILL,

General Secretary.

The Government Medical Officer, Moama and District, to The President, Aborigines  
Protectorate Board.

*Re Cumeroogunga Aboriginal Station.*

Sir,

Echuca, Victoria, 12 April, 1889.

I have the honor to report that I have now paid sixteen visits to the Cumeroogunga Station,  
and have succeeded in suppressing the present outbreak of typhoid. On my last visit, April 10th, there  
were two patients (adults) recovering. Although the disease is now stamped out during the cold weather, a  
similar outbreak may certainly be anticipated when next hot season arrives. I have also to report that  
the camp is now assuming its wonted filthy appearance. My instructions have been disregarded with  
respect to providing proper sanitary arrangements. The cesspits are still in existence, and the filthy habits  
still continue. I have been most indifferently assisted by the management throughout the epidemic. My  
instructions were resented as irksome, and considerable supineness was exhibited. Because I advised the  
closing of the school as a necessary sanitary precaution, and insisted on the people who were not affected  
removing to a healthy camp, for similar sanitary reasons, I have been, I believe, represented as unduly  
interfering with the prerogative of the management, who held different views on the matter, and who  
wished the people to remain at work in the infected camp, although in doing so they ran fearful risks.  
This statement is borne out by the fact that when the tents were obtained they were only given to those  
who followed the dictum of the Manager. I applied for a trained nurse to your Board, but did not  
receive any reply to my application; I was given the services of an ignorant aboriginal. I believe that  
when I applied for tents the Manager represented there were tents enough on the station. He, it seems,  
was displeased because the people carried out my instructions (with the intelligent assistance of Mr. James,  
the school-teacher), and remained away from the infected camp. He refused, I am informed, to give those  
people rations because they did not absolutely do as he wished. I beg to refer you to my former reports;  
also as to the corroborative evidence of the visiting police constables; also the representatives of the  
Press, who are independent witnesses.

Referring to a copy of letter with extracts signed by G. E. Ardill, dated Pitt-street, 12th March,  
1889, and addressed to Secretary, Aborigines Protectorate Board, I have to state that it is a tissue of  
falsehoods, and diametrically opposed to the truth. With reference to the girl Ada referred to, she was  
under my care for at least a fortnight, and up to that time had not any treatment whatsoever, and, if any,  
must have been injurious. I had to call the attention of the woman Delany to the disgustingly dirty  
state of her house and environs in presence of Senior-constable Robertson. With reference to the  
statement that all the children under my care died, I have to point out that these were the cases of  
children suffering from typhoid in various stages, and who had no treatment, and were allowed to walk  
about and eat improper food, and as a natural sequence nearly all succumbed before my assistance was  
availed of, the advanced state of the disease precluding recovery. As to the statement that the individual,  
skilled

skilled as the writer of the document referred to appeared to be, that individual's audacity in uttering such a statement to anybody is only equalled by the amount of lying. I wish to state that the Manager refused to give the M'Lean family rations in my presence when requested to do so by Senior-constable Robertson. I wish to point out the danger to your Board of entrusting to any one person the power of an autocrat, and the urgent necessity of appointing a committee of local gentlemen to see that the management is efficiently carried out, and that the caprices of an individual may not injuriously affect a community so helpless as the aborigines. I shall be glad to assist your Board with a further report *re* appointing a responsible committee. I have also to state that the men for the greater part have an intense dislike to the management, principally on account of harsh and arbitrary acts. He refused to my knowledge to lend a buggy to the parents to fetch the body of a child that was dead in Echuca to their own burying-ground.

I make this and similar statements without fear of successful contradiction.

I may add that Mr. Ardill, the Secretary of the A. P. Association, although in Echuca, did not call on me, or make me aware of his arrival. Had he done so, I could have pointed out various grievances that the blacks at present labour under.

Petitions from the aborigines, containing some of the treatment they receive, have been forwarded to Sydney, whether to your Board or the A. P. Association I cannot now say; and I hope, however, that the matter of appointing a local committee of management, and other things, will receive due consideration, and that statements like the extracts in the letter referred to will not pass unchallenged.

I have, &c.,  
 GEO. REGINALD EAKINS, M.D.,  
 Government Medical Officer and Health Officer, Moama and District.

This letter is now under the consideration of the Board.—A. BERCKELMAN, Secretary A. P. Board.

1889.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

MEDICAL ATTENDANTS TO ABORIGINES AT CUMMERA-  
GUNGA MISSION STATION.  
(FURTHER CORRESPONDENCE RESPECTING.)

*Ordered by the Legislative Assembly to be printed, 31 July, 1889.*

FURTHER RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 25th April, 1889, That there be laid upon the Table of this House,—

“Copies of all correspondence between Dr. G. R. Eakins and the Aborigines Protection Board; also, copies of all correspondence relating to the appointment of Dr. Sergeant as Medical Attendant to the Aborigines at the Cummeragunga Mission Station.”

(*Mr. Chanter.*)

Extract from Votes and Proceedings.

LEGISLATIVE ASSEMBLY, 9 July, 1889.

(5.) Medical Attendants to Aborigines at Cummeragunga Mission Station:—*Mr. Barbour*, for MR. CHANTER, asked the Colonial Secretary,—

(1.) Referring to the Return to Order, made 25th April, 1889—“Medical Attendants to Aborigines at Cummeragunga Mission Station,”—is it not a fact that the said Return to Order does not include the whole of the papers asked for?

(2.) Did he receive a letter from J. M. Chanter, M.P., dated 5th June, 1889, setting forth that certain papers had been withheld, and asking for their production?

(3.) Will he at once request the Aborigines Protectorate Board to supply him with the papers hereinafter mentioned, and lay them upon the Table of this House:—(a) The whole of the reports from Dr. Eakins to the Minister of Public Instruction; (b) the whole of the reports from Dr. Eakins to the Board of Health; (c) the report of the senior-constable stationed at Moama; (d) the petition forwarded to the Aborigines Protectorate Board, or the Aborigines Protectorate Association, by the Aborigines at Cummeragunga Mission; (e) the whole of the letter from which extract was taken and forwarded by G. E. Ardill, Esq., on the 12th day of March, 1889; (f) reports from the Board and Association, showing upon whose recommendation Dr. Sergeant was appointed; (g) the reasons from the Board and Association that caused them to sanction the appointment of Dr. Sergeant as medical attendant?

SIR HENRY PARKES answered,—I will cause the papers to be obtained and copies to be made, for the purpose of being laid upon the Table.

(A.)

Telegram from Doctor Eakins, Echuca, to The Minister for Public Instruction.

1 February, 1889.

ADVISED closing school, Cummeragunga. Cause, typhoid. Wire instructions.

GEO. R. EAKINS, M.D.,  
Health Officer, Moama.

Sir,

Echuca, Victoria, 1 February, 1889.

In consequence of an outbreak of typhoid fever amongst the aborigines at Cummeragunga Station, I have taken upon myself to advise the teacher, Mr. James, to immediately close the school, as those children who are now lying sick of typhoid have been in attendance at the school until obliged to take to bed, and it is absolutely necessary, in order to prevent any further spread of the disease, that it should be closed.

515—A.

[920 copies—Approximate Cost of Printing (labour and material), £4 10s. 2d.]

I wired to-day to you that you might send the necessary instructions to Mr. James.

*Re* the school itself, it is much too small for the number of children in attendance, and inadequately ventilated, the ceiling is too low, no ventilators in it either.

There is no pretention to modesty in the construction of the closets, which will have to be removed or destroyed by burning as a sanitary precaution.

I have, &c.,

GEO. REGINALD EAKINS, M.D.,

Health Officer and Government Medical Officer, Moama and District.

The Minister of Public Instruction, Sydney.

Sir,

Echuca, Victoria, 18 February, 1889.

I have to report that the fourteen days which has now expired, which was granted to the Cummeragunga Aboriginal School in this district in consequence of an outbreak of typhoid, has now expired, and it is advisable to keep the school still closed until the disease is stamped out. I have, on my own authority, advised the teacher to still keep the school closed, and beg you will sanction the step and communicate such to the teacher.

GEORGE REGINALD EAKINS, M.D.,

Health Officer and Government Medical Officer, Moama and District, N. S. Wales.

The Minister of Public Instruction, Sydney.

Sir,

Echuca, Victoria, 12 April, 1889.

I have the honor to report that the outbreak of typhoid has now been stopped, and that it will be safe for the teacher to again open the school at the Aboriginal Station, Cummeragunga.

I paid my last visit there on Wednesday, 10th April. I have to point out that nothing has been done to destroy or disinfect the closets in connection with the school, which had been in use previous to the outbreak.

I have, &c.,

GEO. REGINALD EAKINS,

Health Officer, Moama and District, N. S. Wales.

The Minister of Public Instruction, Sydney.

(B.)

Telegram from The Government Medical Officer, Moama and District, to The Government Medical Adviser.

25 January, 1889.

EPIDEMIC typhoid amongst aborigines, Cummeragunga. No medical attendance. Several now attacked. Wire instructions.

GEO. REGINALD EAKINS, M.D.,

Echuca.

Telegram from Medical Adviser to Dr. Eakins, Echuca.

26 January, 1889.

KINDLY visit aboriginals at Cummeragunga and report.

H. N. M'LAURIN,

Medical Adviser.

Sir,

Echuca, Victoria, 27 January, 1889.

According to instructions received by telegram from you on the 26th instant, I have to report that I visited this date Cummeragunga Aboriginal Station. I find that the houses, which are built of wood or rough slabs, are for the most part in a very unfinished state. There is no street or other drainage, the earth in and about the dwellings being saturated with domestic liquid refuse. No ash-heaps or provision for the removal of manure; bones, rags, dead animals, and garbage of all kinds lying about festering in the heat of the sun, covered with flies, ants, and other insects, and emitting sickly odours; the houses in a good many cases being dirty both inside and outside, with no conveniences for comfort or cleanliness. There are no closets, with a few exceptions, and these are mere holes dug in the ground, and are more dangerous than none at all. Numerous complaints were made to me of the character of the food supplied. A sample of the sugar submitted to me looked more like inferior cement than anything else. The supply of milk is totally inadequate. There are numerous dogs (old, young, and diseased), with their attendant fleas. I find there are eight cases of typhoid scattered about the camp. I was informed a good many more were ailing of pains and diarrhoea, strongly suspicious of typhoid, who were walking about the neighbourhood, that I did not see at the time of my visit. There is no provision for isolation or treatment of infectious cases, and no medical attendance whatever. In my opinion, the disease typhoid having now got into the camp, it will be very hard to get rid of, and numerous deaths may be expected, on account of the existing state of things and the uncleanly habits and ignorance of the poor people. There were no medicines, with the exception of what was contained in the small medicine chest, and none of any use. No disinfectants; no adjunctives, or nursing. The women and children are for the most part sickly. Ulcers, phthisis, pneumonia, dyspepsia, hydatids, diarrhoea, exist among them. For the purpose of isolation and treatment, I beg to suggest that a temporary hospital be at once erected, with proper medical attendance and nursing, and that a good supply of milk be at once available, and an immediate wholesome check placed on the number of dogs now roaming about the camp, as in consequence of these dogs licking the hands, faces, and bodies of infected children, they must spread the disease.

I have, &c.,

GEO. REGINALD EAKINS, M.D., L.R.C.P., Edin., &c.,

Health Officer, &c., Moama, N.S.W., and Echuca, Victoria.

The Chief Medical Adviser, Government of New South Wales.

Board of Health Office, 127, Macquarie-street, Sydney, 30 January, 1889.  
Cummeragunga Aboriginal Station.

THIS report discloses a very sad state of matters, and I forward it for the consideration of the Aborigines Protectorate Board, who will probably be able to take some action in the matter.

In the meantime, I have instructed Dr. Eakins to continue in medical attendance for the present. I should be glad if the Aborigines Protectorate Board would favour me with its opinion as to the erection of a hospital.

The Secretary, Aborigines Protectorate Board. H. N. M'LAURIN,  
Medical Adviser to the Government.

Telegram from the Secretary, Board of Health, to Doctor Eakins, Echuca.

REPORT on Cummeragunga Aboriginal Station has been forwarded to the Aborigines Protectorate Board for the necessary action. The Medical Adviser desires in the meantime you will continue in medical attendance on the station for the present, and report to him the circumstances at each visit.

EDMUND SAGER,  
Secretary, Board of Health.

Sir,

Echuca, Victoria, 1 February, 1889.

Re my former report on the outbreak of typhoid at Cummeragunga Aboriginal Station, I have to state that one of the children then ailing died on the 28th January. I paid a visit again on the 31st. I find several fresh cases developing symptoms of same disease.

I have recommended the removal of all the unaffected and healthy families to a different camp, about 1 mile away from the present one. I have given directions for the closing of the school, and communicated my recommendation to the Minister of Public Instruction; and the destruction of the closet pits by burning wood and charcoal, so as to destroy all excrement and chances of infection. I have also caused all filth, garbage, rags, bones, and everything unsanitary about the dwellings to be destroyed by burning. In the new camp I have advised that a portion of the camp be dug out and used as a latrine, and that no excreta of any kind be deposited except in those trenches, so as to prevent the camp becoming like the old one.

I shall pay another visit on the 3rd, and report again. I have left the necessary instructions for those now sick, with medicines, &c. Every sanitary precaution is being adopted that is possible to carry out.

About twenty tents are required for the new camp, and ought to be at once provided.

I have given instructions to Police Constable Robertson of Moama to communicate with the Police authorities in Deniliquin.

The cause of the outbreak has been undoubtedly the crowded and filthy condition of the camp.

I have, &c.,

The Secretary, Board of Health.

GEO. REGINALD EAKINS, M.D.,  
Health Officer, and District Government Medical Officer.

For the information of the Aborigines Protection Board.—H.N.M., Medical Adviser, 4/2/89.

Sir,

Board of Health Office, 127, Macquarie-street, Sydney, 4 February, 1889.

I have the honor to acknowledge receipt of your report of the 1st instant, re the blacks' camp at Cummeragunga, which has this day been forwarded to the Aborigines Protectorate Board.

I have, &c.,

G. R. Eakins, Esq., M.D., Echuca.

EDMUND SAGER,  
Secretary.

(C.)

Telegram from the Secretary, Aborigines Protectorate Board, to The Superintendent of Police, Deniliquin.

30 January, 1889.

REPORTED that serious outbreak of typhoid and other sickness has occurred at Cummeragunga Mission Station, and that camp generally is in a most wretched and filthy state. Please cause inquiries to be made at once, and wire result. Could tents be procured in district, and at what price? Would it be advisable to erect a few on a separate portion of the reserve? Dr. Eakins is medically attending them. Very urgent.

A. BERCKELMAN,  
Secretary, Aborigines Protectorate Board.

Telegram from the Superintendent of Police, Deniliquin, to The Secretary, Aborigines Protectorate Board.

31 January, 1889.

SENIOR Constable wires as follows re condition of Mission Station:—Have just returned from Cummeragunga. Camp in state of disorganization. Dr. Eakins was there. Eight cases typhoid, also several others ill. About forty have left and gone up river. Tents cannot be procured here; about twenty-five tents would be required. Dr. Eakins recommends school be closed; also that these men remain where they are camped up river.

ALFRED COMBER,  
Senior-Sergeant  
(pro Superintendent, absent).

Telegram from the Secretary, Aborigines Protectorate Board, to The Superintendent of Police, Deniliquin.

1 February, 1889.

Re Cummeragunga Mission Station. Carry out instructions of Medical Officer.

A. BERCKELMAN,  
Secretary, Aborigines Protectorate Board.  
Police

Police Station, Moama, 31 January, 1889.

SENIOR-Constable Robertson most respectfully begs to report, for his Superintendent's information, that the senior-constable went out to Cummeragunga Mission Station. Dr. Eakins was there also.

The camp seems in a great state of disorganization. There are eight cases of typhoid fever, and a great many more cases of sickness. Dr. Eakins recommends that the Mission School be closed. There are about forty people left the Mission and gone about 2 miles up the river, to be out of the fever, and are camping out. It would take about twenty-five tents. They could not be got here. The doctor recommends they stay out at camp, away from the Mission, to be away from the fever. There is an aboriginal named Whyman M'Lean who made a complaint to me. Mr. Bellinger refused him his rations. M'Lean has a consumptive wife. M'Lean summoned Mr. Bellinger for poisoning his two dogs; the Bench gave a verdict against Bellinger, 20s. for dogs, 42s. costs, 5s. 10d. costs of Court, in all, £3 7s. 10d. I asked Mr. Bellinger if he had refused Whyman M'Lean his rations. He replied he had done so.

I think it would be advisable to have some tents erected some distance away from fever.

JAMES ROBERTSON,  
Senior-Constable.

The Superintendent of Police, Deniliquin.

2 February, 1889.

Senior-Constable Robertson has instructions to see that the doctor's directions are carried out, and wire when that is necessary. I have not heard whether any tents have been provided or authority to purchase. When I visited the place on the 24th of last month I went through several of the buildings with the manager, Mr. Bellinger. I saw two or three who appeared to be ill, one in particular, a young man, who, Mr. Bellinger said, was suffering from lung complaint. In justice to the establishment, I must say I did not see any of the buildings dirty or filthy; but not one word was said about typhoid fever. As for disorganization, I cannot say anything; but, in my opinion, Mr. Bellinger does not seem a fit person to have charge of the Mission Station.

J. DOWLING BROWN,  
Superintendent.

The Chairman, Aborigines Protectorate Board.

Telegram from the Chairman, Aborigines Protectorate Board, to The Officer in charge of Police, Moama.  
4 February, 1889.

REPORT at once cost of twenty suitable tents, to be procured either from Echuca or Melbourne. Other suggestions of Medical Officer should be promptly given effect to.

EDMUND FOSBERY,  
Chairman, Aborigines Protectorate Board.

Telegram from the Officer in charge of Police, Moama, to The Chairman, Aborigines Protectorate Board.  
5 February, 1889.

DRILL tents, 8 x 10, can be procured at Echuca from Melbourne; price, 30s.

JAS. ROBERTSON,  
Senior-Constable.

Telegram from the Officer in charge of Police, Moama, to The Chairman, Aborigines Protectorate Board.  
6 February, 1889.

ABOUT ten tents at Mission Station, Cummeragunga. Twelve more required badly for people camping out.

JAS. ROBERTSON,  
Senior-Constable.

A copy of the above telegram was forwarded on date received to the Secretary, Aborigines Protection Association, who promised to have the tents procured.—A. BERGKELMAN, Secretary, Aborigines Protectorate Board.

Police Station, Moama, 5 February, 1889.

SENIOR-CONSTABLE ROBERTSON most respectfully begs to report, for the Inspector-General's information, that the senior-constable made another patrol to Cummeragunga Mission Station. The aborigines are a great deal better, and the doctor's orders are being carried out as far as they can practically be done.

Mr. Bellinger, the manager, is having the places cleaned up. The doctor recommends that some of the closets and cesspits be burned. Some tents are badly wanted for the blacks that are camping out; drill-tents, 8 x 10, would cost 30s. each.

JAMES ROBERTSON,  
Senior-Constable.

The Chairman, Aborigines Protectorate Board.

Telegram from The Chairman, Aborigines Protectorate Board, to The Superintendent of Police, Deniliquin.  
12 February, 1889.

INSTRUCT Senior-Constable Robertson to visit Cummeragunga again, and report present condition of affairs. He should see Dr. Eakins before reporting.

EDMUND FOSBERY,  
Chairman, Aborigines Protectorate Board.

Police Station, Moama, 14 February, 1889.

SENIOR-CONSTABLE ROBERTSON most respectfully begs to report, for his Superintendent's information, that the senior-constable visited the Aboriginal Mission Station, Cummeragunga, to-day. There are five cases of typhoid fever; names are Bertha Murray, William Charles, Leonard Kerr, Henry Foster, Eliza Allen; also others suffering from consumption. The doctor has ordered a large supply of milk, which has been got by the manager, Mr. Bellinger. The rubbish is all being raked up and burnt. The doctor's orders are being carried out as far as practicable. Mr. Bellinger informs me he has got authority to get twelve more tents, which are badly required. The school at the Mission has been closed for the present by Dr. Eakin's orders.

There have been ten deaths taken place since they first went to Melbourne, namely—Clara Anderson, aged 1½ years, died 28th December, 1888, at Brighton Beach, Victoria; Bartlet Cooper, died 10th January, 1889, at Cummeragunga, inflammation of the lungs; Mary Stuckey, died 15th January, 1889, Prahran,

Prahran, Victoria, from burns received at Brighton Beach; Edith Stuckey, aged 1 year, died 28th January, 1889, at Cummeragunga, from typhoid fever; John Atkinson, aged 2 years, died 1st February, 1889, at Cummeragunga, from typhoid fever; Annie Cooper, aged 20 years, died at Sandhurst Hospital, 19th January, 1889, from typhoid fever; Robert Cooper, aged 2 years, died at Cummeragunga, 4th February, 1889, from typhoid fever and congestion of the lungs; Sam. Barber, aged 2 years, died at Cummeragunga, 9th February, 1889, from typhoid fever; Caroline Morgan, aged 40 years, died 18th January, 1889, at Caranderrk, Victoria, from a cold; Maria Morgan, aged 1½ years, died at Caranderrk, Victoria—no date of death given, or cause of death.

On my visit some of the sick seemed better, others were in a very high state of fever. Dr. Eakins visited Cummeragunga on Monday, 11th February; goes out again on 14th February.

JAMES ROBERTSON,  
Senior-Constable.

The Superintendent of Police, Deniliquin.

Submitted for the information of the Chairman of the Aborigines Protectorate Board, with reference to telegram of 12th instant.—ALFRED COMBER, Senior Sergeant, *pro* Superintendent (absent), Deniliquin, 15/2/89. The Chairman, Aborigines Protectorate Board, Sydney.

(D.)

Sir,

Cummeragunga Aboriginal Mission, 16 February, 1889.

We, the undersigned aborigines, members of this Mission, do most respectfully beg to submit the following facts to your kind consideration, begging that you will, with the co-operation of the other members of the Board, give our case your valuable attention, and that, by your influence and decision as representatives of the Government, you will at once, and for ever, remove the causes of dissatisfaction that have been so long robbing us of our peace and impeding our progress as a community.

First.—We are led to understand that according to the rules of the Aborigines Protectorate Association, no aboriginal is entitled to any rations unless he works six hours a day. If a man absent himself from work through illness, or other circumstances over which he has no control, which must occasionally happen, the absentee and all his family are deprived of food, because the Superintendent considers the reason for absence unsatisfactory. We are sensible to admit that there are some on the Mission who cannot always give satisfactory reasons for absence; but even some of these are excusable when we remember the fact that nearly all the aborigines are more or less affected with some insidious diseases, or the withering consumption which deprives them of energy to do any kind of manual work. Further, if a man refused to perform work which he is unaccustomed to, he must suffer likewise—that is, to do without his food. In short, the Superintendent has all the rations in his own hands, and he can do just as he likes; and there is no one on the mission or in the district to question whether justice is done to the aborigines, or whether they receive the rights conceded to them by the Government.

We humbly state that we consider it very unfair and unsatisfactory that the distribution of rations should be left to the discretion of the Superintendent only. We have always understood that the Government, having dispossessed us of our land, hunting grounds, &c., gave us rations as compensation, without any condition that we should work a certain number of hours for it. We believe that rations are freely issued to the aborigines, through the Police Magistrate, &c., in many parts of New South Wales.

We beg for similar concessions here through the Superintendent or some other responsible person. When we say rations, we mean the bare necessaries of life, viz., flour, meat, tea, sugar, and salt. We do not wish to lead an indolent life, for there are other things that are absolutely necessary to render our homes comfortable, such as rice, sago, potatoes, oatmeal, also boots and clothing, the value of which we now realize, and for these we are heartily willing to work.

Secondly, we beg that Dr. Eakins, who has for the last three years given us his services freely, without charge, and who has been recently appointed to attend to several cases of typhoid on the Mission, may now be permanently appointed to visit us regularly once a month, and also supervise the sanitary arrangements of the Mission. Moreover, that he who takes charge of the medicine should receive a systematic course of instruction as to dispensing medicine, either from the visiting doctor or from some chemist in the nearest town; and we may mention that Mr. James, the present school-teacher is willing to undertake the work and undergo the necessary training, as he has kindly promised to do this for us.

We also regret to have to state that we are afraid that we will never be able to work in harmony with our present Superintendent, Mr. Bellingier. We consider that he has treated us very badly during our present time of trouble. During the sickness we have received neither help nor sympathy from him. He may be able to manage the Mission efficiently in a pecuniary sense—that is, working the Mission at a small cost, by depriving us of our rations without any cause, thus destroying all our respect for him and our love for the Mission as our home. In fact, in our opinion, we have too many officers altogether.

Finally, we beg that a number of these well-known and respected gentlemen, whose names follow, be appointed to visit the Mission periodically, and give reports of their visit to the Board. This, we consider, will keep the officers from neglecting their duties, and us from abusing the rights conceded to us by the Government:—

— Scott, Esq., P.M.  
T. Watson, Esq., J.P.  
— Manton, Esq.  
Wm. Warren, Esq., J.P.  
G. Redman, Esq., J.P.  
G. Durwent, Esq., J.P.  
— Lewis, Esq.  
— Evans, Esq.

Trusting you will accede to our urgent request herein,

We have, &c.

[Here follow the signatures of 19 Aborigines.]

The Chairman of the Board for the Protection of Aborigines.

A copy of this petition was forwarded to the Aborigines Protection Association for any observations they might wish to make.—A. BERCKELMAN, Secretary, Aborigines Protectorate Board.

The

The Aborigines Protection Association, Temperance Hall, Pitt-street,  
Sydney, 18 April, 1889.

*Re* Petition from Aborigines at Cummeragunga.

Sir,

A deputation from the Council of the Aborigines Protection Association visited the Station during the month of March, and inquired fully into all causes of complaint, with the result that all matters have been settled satisfactorily. The Association are firm in the matter of not granting rations to able-bodied blacks (men), who refuse to work. It is only by this system that due control can be exercised and the Stations approximated to a self-supporting basis.

Yours, &c.,

G. E. ARDILL,  
General Secretary.

The Secretary, Aborigines Protectorate Board.

(E.)

Dear Sir,

Cumeragunga Mission, Moama, 27 February, 1889.

I am glad to state our patients are getting on. My little orphan, Ada, first got fever, and by myself got her over it. She was seven days out of her mind. She was the worst case we had, and several children and men showed symptoms, and with Dr. Singleton's medicine chest I had victory with all; not me, but God blessed the means and restored them. Dr. Eakins comes, and all the children (six or seven) died he had. If he had not come, I would not have been afraid to superintend all if they got it, at present, for I have had deep experience in fever. Mrs. Briggs attends with me. Three men and three cases at the other side Mrs. Swift attends, and I see all. Before you wrote I was doing it. Rest assured we shall do all in our power for them. It is not spreading. Mr. Bellinger is very attentive to them. Dr. Eakins went too far in what he represented. He was true in our houses not being finished, but that difficulty is only got over in time. Our places were not truthfully represented.

I thank you and the Council for granting us the comforts for them.

I am, &c.,

FRANCES DEL'ANY.

The Secretary, Aborigines Protection Association, Sydney.

(F. & G.)

The Aborigines Protection Association, Temperance Hall, Pitt-street,  
Sydney, 12 July, 1889.

Sir,

I have the honor to inform you that the appointment of Dr. Sergeant to the position of Medical Attendant at Cummeragunga was made on the verbal recommendation of the Rev. A. J. Clarke and myself, who attended as a deputation and inspected the Mission Station, hearing of and having an interview with Dr. Sergeant during a brief stay in Echuca.

The reasons that caused the Council of the Association to sanction the appointment of Dr. Sergeant as Medical Attendant are:—

1. His evident qualifications as a medical man, as witnessed to by his testimonials submitted to the Council.
2. His evident interest in the work of the Association.
3. The moderate sum at which he was willing to pay regular visits of inspection and prescribe for the wants of the aborigines, as well as render reports upon the health of the people and the sanitary condition of the Station.

The amount paid to Dr. Sergeant is £50 per annum, whereas the sum mentioned by other medical men in Echuca, for less frequent visitations, was £100 per annum.

The services of Dr. Sergeant have now been rendered to the Station for a period of three months, and the Council have every reason to be perfectly satisfied with his conduct, and consider that the appointment has been in every way satisfactory to the interests of the Station.

I have, &c.,

G. E. ARDILL,  
General Secretary, Aborigines Protection Association.

The Secretary, Aborigines Protectorate Board.



1889.

## LEGISLATIVE ASSEMBLY.

## NEW SOUTH WALES.

## ASYLUMS FOR INFIRM AND DESTITUTE, PARRAMATTA.

(PURCHASE OF LAND FOR BRANCH ESTABLISHMENT.)

*Ordered by the Legislative Assembly to be printed, 8 March, 1889.*

## The Colonial Secretary to The Colonial Treasurer.

My dear Burns,

Chief Secretary's Office, New South Wales, 27 November.

We have to pay Mr. John Taylor £3,600 for the lands for quarters for married couples (Asylum), and the deeds are the same thing as completed. Mr. Taylor wants £600 advance, which would be of special value to him to-day. I see no reason why it should not be paid.

Yours sincerely,

HENRY PARKES.

## The Principal Under Secretary to J. Taylor, Esq.

Sir,

Colonial Secretary's Office, Sydney, 6 August, 1888.

In reference to letters offering the two separate properties shown on tracing within red lines for the respective sums of £3,200 and £400, I am directed by the Colonial Secretary to inform you that the Government is prepared to purchase these properties at the prices stated, namely, for the whole, £3,600.

You will be good enough to furnish the necessary documents for submission to the Crown Solicitor with a view to the completion of the purchase.

I have, &amp;c.,

CRITCHETT WALKER.

No tracing received with these papers.—J. WILLIAMS, Crown Solicitor, *per* C.S.P. There are other papers connected with this matter; collect all together.—H.P.

## Dr. H. N. MacLaurin to The Principal Under Secretary.

Sir,

Board of Health Office, 127, Macquarie-street, Sydney, 7 June, 1888.

I have the honor to inform you that, in accordance with instructions, I yesterday visited Parramatta and inspected the Carriage Bazaar, the property of Mr. John Taylor, which has been placed under offer to the Government with a view to its being turned to account as a branch establishment of the Asylums for the Infirm and Destitute. I am of opinion that the property is not suited for this purpose, and I would recommend that the purchase be not carried out.

I have, &amp;c.,

H. N. MACLAURIN.

Submitted, 13/6/88. Plan returned herewith. Inform Mr. Taylor of the purport of this report.—H.P., 18/6/88. Mr. Taylor, 29 June, 1888.

## The Crown Solicitor to The Principal Under Secretary.

Sir,

Crown Solicitor's Office, Sydney, 21 January, 1889.

I have the honor to inform you that I have received from Mr. Levien, solicitor, a letter, which I forward herewith, relating to the purchase from Mr. John Taylor of land at Parramatta.

You are aware that upon a complete abstract having been forwarded to me I transmitted same with the papers to you under cover of a letter of date the 24th November last, and that I also wrote to you on the 26th idem, since which date the papers have not been returned to me, nor have I received any further instructions in the matter from your Department.

I would particularly call your attention to the threat made by Mr. Levien that his client would take possession of the land, and, I suppose, would repudiate his contract for sale, notwithstanding it is said buildings have been put thereon.

70—A

If,

If, as I am informed is the case, with a knowledge of the defect in the title to a portion of the land, you have taken possession of the property, and altered its condition by removing old buildings and erecting new ones thereon, Mr. Taylor can claim that all objections to the title have been waived by the Government, and that the matter ought to be completed.

In the third paragraph of Mr. Levien's letter he intimates that the Bank's mortgage not having been paid off the Bank will sell as mortgagees, or Mr. Taylor will sell to defray his account with the Bank.

Whether, as stated in the concluding paragraph of that letter, the matters in dispute as to a small portion of the land have been arranged between Mr. Deering, the Government, and Mr. Taylor's surveyor, I am not aware.

Mr. Maxted, who is acting herein on behalf of the Government, was informed that there was a difficulty in the title, and that it would not be safe for the Government to remove the old buildings on the land and to proceed with the new ones. Whatever, therefore, has been done in altering the condition of the land has been done by the Government with the knowledge of the legal difficulties in the matter.

As any further delay in completing the matter may lead to serious difficulties, will you please cause the question referred to in my letter of the 26th November last to be dealt with at your earliest convenience.

I have, &c.,

JOHN WILLIAMS,  
Crown Solicitor.

[Enclosure.]

John Taylor to The Queen.

John Williams, Esq., Crown Solicitor, Sydney,—

Phillip-street, Sydney, 16 January, 1889.

Dear Sir,

So long a time has elapsed since you were furnished with all information for the completion of this business without any progress being made as to settlement that I must urge you to prepare the necessary conveyances without further delay, as my client will repossess himself of the land, notwithstanding any buildings erected by the Government thereon.

An abstract was sent you early in October last, which was returned for correction, and this corrected abstract was supplied to you in the same month. The Government, on the purchase being made, took possession of the land; debarred Mr. John Taylor from carrying on his business as a stock and produce auctioneer on the premises; pulled down his stables, through which he was deprived of the profits on letting horses and buggies; and, in fact, took from him a considerable portion of his income. Moreover, the property was under mortgage to the Bank, and he has had to pay interest on his advances from October without any means of realizing from his property profits to keep down such interest; and as there appeared no prospect of a speedy settlement the Bank has called upon him to discharge his indebtedness to it with the least possible delay.

I have to request, therefore, that you will get on with this conveyance, or otherwise the Bank will sell as mortgagees, or Mr. Taylor dispose of his property as it now stands to defray his account with the Bank.

On Mr. Taylor's part I claim interest on purchase money from date of Government taking possession of the land and commencing building thereon, such interest being at the rate charged by the Bank of New South Wales.

I am instructed that all matters connected with a small portion of the land, over which there was some discussion, have been arranged between Mr. Deering, the Government, and Mr. Taylor's surveyor in a satisfactory manner.

I am, &c.,

HENRY LEVIEN.

The Under Secretary for Lands would oblige by expediting this matter.—C.W., B.C., 22/1/89.

The papers in this case are M.S. 89-190, sent to Mr. District-Surveyor Deering on 14th. It is stated by District Survey Office that on the 19th the papers were sent to Mr. Surveyor Ebsworth for field action.—R.H.D., 23/1/89. Submitted.

The case is one in which the Colonial Secretary's Department has purchased land for purposes connected with "Charitable Institutions," and the papers have been referred here simply on a point of boundary and survey matters. The request of the Principal Under Secretary would be met by Mr. District-Surveyor Deering requesting Mr. Surveyor Ebsworth to treat the case as a special one, and to deal with it at once.—R.H.D., 23/1/89.

Will the Metropolitan District Surveyor please hasten action as indicated?—G.F., B.C., 23/1/89.

Mr. Ebsworth will be good enough to complete the instruction with the least possible delay. The circumstances demand immediate action.—W.F. (for Metropolitan District Surveyor), B.C., 23/1/89. Mr. Surveyor Ebsworth.

### The Crown Solicitor to The Principal Under Secretary.

Sir,

Crown Solicitor's Office, Sydney, 16 January, 1889.

Referring to my previous letter of date the 17th ultimo, No. 88-7,803, asking for the return of the papers relating to the purchase of land at Parramatta from Mr. John Taylor for homes for destitute children, I have the honor to forward you copy of a letter I have to-day received from the Manager of the Commercial Banking Co. of Sydney. Will you be so good as to inform me what is delaying the matter.

I have, &c.,

JOHN WILLIAMS,  
Crown Solicitor.

[Enclosure.]

The Crown Solicitor, Sydney,—

Commercial Banking Co. of Sydney, Parramatta, 15 January, 1889.

Dear Sir,

On the 30th November last we received from the Treasury a letter, No. B 575, in which it was stated that the Government had purchased from Mr. John Taylor, of Church-street, Parramatta, certain land near the railway station, Parramatta, on which to erect cottages, for the sum of £3,600, and in such letter it was promised that if we would pay to Mr. J. Taylor £600 that sum should be kept back out of the payment the Government were to make to Taylor. This £600 was paid and the Treasury advised to that effect; as yet the £600 has not reached us. I am told that the deeds are in your office. Would you kindly say if the matter is likely to be completed ere long.

Yours faithfully,

W. W. M'CUSHAM,  
Manager.

Papers with Lands Department.  
for Lands.

Refer to Lands.—C.W., B.C., 18/1/89. The Under Secretary

Newspaper

## Newspaper Extracts.

From the *Evening News*, Wednesday, 13th February, 1889.

LAND BOUGHT FOR THE HOMES OF THE OLD COUPLES AT PARRAMATTA.

*To the Editor.*

Sir,

With reference to your paragraph of this date, I desire to say that no land was purchased by the late Government from Mr. Hugh Taylor at any time. As to the title in this case or any other, no purchase is completed by the Government until the title has been examined and approved by the Crown Solicitor. I send you a copy of Mr. Dibbs' letter addressed to me, by which you will see that he does not inquire about any missing documents affecting the title of the land purchased, but about "two letters offering two separate properties to the Government." I informed Mr. Dibbs that my recollection did not enable me to identify the letters referred to, but that I recollected that other land was offered, which was declined because it was not required.

12 February, 1889.

Yours, &c.,  
HENRY PARKES.

Sir,

Colonial Secretary's Office, Sydney, February, 1889.

In looking through the papers regarding the purchase of land from Mr. John Taylor, at Parramatta, I notice a reference to two letters offering two separate properties to the Government. As these documents cannot be traced amongst the papers regarding the purchase, and as there is no record of them, I should be glad if you would kindly inform me whether they have been by mistake gathered up with your private papers when leaving office; and if so, would you kindly forward them to me at your early convenience.

I have, &amp;c.,

GEORGE R. DIBBS,  
Colonial Secretary.

Sir Henry Parkes, M.P., G.C.M.G., Balmain.

*To the Editor.*

Sir,

You published a paragraph yesterday on the subject of the Parramatta Cottage Homes for Destitute Couples containing an error with regard to myself, which I trust you will permit me to correct. You state, in fact, that the land on which the homes are built was purchased from me by the late Government. I merely wish to say that this land was not so purchased, and that I never, either directly or indirectly, had at any time any interest in it. Neither have I had any communication with reference to it with the late Government by correspondence or otherwise. I have, of course, no doubt that Sir Henry Parkes' action in connection with this matter has been perfectly honest and straightforward, as it has been proved to be in all others in which the public interests have been concerned; but it is not my province to say anything further on that head.

Parramatta, February 11.

Yours, &c.,  
HUGH TAYLOR.

Keep on hand.—C.W., 21/2/89.

The Under Secretary for Finance and Trade to The Manager, Commercial Bank,  
Parramatta.

Sir,

The Treasury, New South Wales, Sydney, 27 November, 1888.

I am directed by the Colonial Treasurer to inform you that the Government are the purchasers of a block of land at Parramatta from Mr. John Taylor, for the sum of £3,600. Some short time must elapse before the conveyance to the Crown is executed. Meanwhile I am to state that if Mr. Taylor is able to arrange with you for an advance of £600 (six hundred pounds), the Treasury will, with the consent of Mr. Taylor, reserve that amount for your reimbursement out of the purchase money.

I have, &c.,  
G. EAGAR.

The Crown Solicitor to The Principal Under Secretary.

Sir,

Crown Solicitor's Office, Sydney, 24 November, 1888.

I have the honor to return herewith papers in connection with the purchase of land at Parramatta from Mr. John Taylor, for the homes for destitute children, and also to forward a letter I have this day received from Mr. Levien, together with the surveyor's report therein referred to, and to request that they may be referred to Mr. Deering for further report, and as to whether the abstract now comprises the whole of the land agreed to be purchased. I may mention that upon investigating the title it appeared that a portion of the southern end of Fitzwilliam-street was embraced in the land offered for sale.

It will be seen from Mr. Levien's letter that Mr. Taylor has merely a possessory title to this piece, and that he proposes seeing the Colonial Secretary on Monday upon this question.

At present, although it is not stated what the proposals Mr. Taylor intends to make will be, I do not think that Mr. Taylor will be able to produce a satisfactory title to the land.

I have, &c.,  
JOHN WILLIAMS,  
Crown Solicitor.Will the Under Secretary for Lands be kind enough to have the further report asked for made.—  
C.W., P.U.S., B.C., 25/11/88.

The abstract now appears to comprise the 1r. 4p. previously apparently not so comprised. The question of how the small portion of Fitzwilliam-street (not clearly indicated on tracing) shall be transferred to the Crown, if necessary, should probably be considered after Mr. Taylor's proposals, on the subject are known.—W. FREEMAN (for Metropolitan District Surveyor), 26/11/88. Under Secretary for Lands.

Returned.—C.S.O., 26/11/88. The Crown Solicitor.—C.W., B.C., 27/11/88.

R. H. Levien, Esq., M.P., to The Crown Solicitor.

John Taylor to the Queen.

Dear Sir,

George-street, Parramatta, 23 November, 1888.

I was duly favoured with your letter of 19th instant, and this morning with your letter of 22nd November.

On receipt of your first letter I got Mr. Brown (of Messrs. Chatfield and Brown) to see Mr. Deering, as I felt certain that I had supplied you with full particulars of the 1r. 4p. of land under the "Real Property Act" and contained in larger certificate.

Mr. Brown's report is enclosed. You will thus see that the delay as to that portion did not rest with me.

With reference to title of other parts of the land,—on 16th October I sent you amended abstract (which was, I regret to say, sent you at first in a defective state through an error of the surveyor), and it was not until 21st November that I received requisitions thereon, and then only by return of abstract.

It is useless, however, to discuss the question of errors which may have been unavoidable on the side on which they occurred, but it is very desirable that this matter should be completed.

Mr. Taylor has, through some assumed right, taken possession and occupied a piece of the land (something under a perch) without having more than a possessory title, and when I sent you abstract I was unaware of this.

I have suggested his seeing the Colonial Secretary on Monday, for it was with that gentleman directly, I believe, the sale was made, and submitting to him two proposals by which a settlement could be arrived at on either of the two being accepted.

Meanwhile you could send draft for approval, subject to such arrangements, so that no time need be lost when that matter is adjusted.

I return abstract by this post, and although you will be out of time in making requisitions will cheerfully answer any you please to make.

Truly yours,

R. H. LEVIEN.

[Enclosure.]

R. H. Levien, Esq., Solicitor, Parramatta.

Parramatta, 23 November, 1888.

Dear Sir,

In compliance with your request our Mr. Brown saw Mr. Deering yesterday with regard to a paragraph in his report to the Crown Solicitor to the effect that the portion of 1 rood and 4 perches (on the south side of Parkes-street) did not form part of the land described on page 23 of the abstract of title. It is, however, now admitted that an error was made in Mr. Deering's report, and that the portion of 1 rood and 4 perches does form part of the land described on page 23 of the abstract of title furnished the Crown Solicitor.

We are, &c.,

CHATFIELD & BROWN,

### Minute by the Chief Clerk, Department of Public Works.

Resumption of land at Parramatta for Asylum purposes.

Department of Public Works, Sydney, 27 December, 1888.

In connection with the Asylum for the Destitute, at Parramatta, certain land has recently been purchased by the Colonial Secretary's Department from Mr. Jno. Taylor. On the particulars of title being furnished by the vendor it was discovered that he had a possessory title only to a small portion of the land at the southern end of Fitzwilliam-street; and as the Crown Solicitor considers the title unsatisfactory, he has recommended that this portion of land be resumed under the Lands for Public Purposes Acquisition Act, and of this the Colonial Secretary has approved. The papers have now been forwarded to this office, with a view of the resumption being carried out; but this cannot be done until a description has been furnished, which does not yet appear to have been prepared.

D.C.M'L.

Mr. Thompson, for the description and plan required.—J.B., B.C., 28/12/88.

\* See Appendix A.

A plan\*, giving the lengths and bearings of the boundaries of the land to be resumed, together with a connection to some established point, is required before a correct description can be furnished.—A.B., pro J.B.L., B.C., 2/1/89. Under Secretary for Public Works. Will the Under Secretary for Lands kindly obtain this for us?—J.B., B.C., 2/1/89. Mr. District-Surveyor Deering.—R.H.D., pro U.S., 14/1/89.

Site for Asylum at Parramatta.—Purchase from Mr. John Taylor, and resumption of part of a street.

19 January, 1889.

MR. SURVEYOR EBSWORTH is requested to survey immediately the portion of Fitzwilliam-street included within the area edged red on tracing with these papers, for resumption as proposed. Plan to be transmitted. Mr. John Taylor can probably (if necessary) supply Mr. Ebsworth with a lithograph of the Wentworth Estate (Harris Park), of which this land forms part.

This matter, being very urgent, must take precedence of all other work.

JOHN W. DEERING.

It is understood that the Colonial Secretary requires these papers, which therefore have been obtained from the surveyor.—W.M. FREEMAN (for Metrop. Dist. Sur.), 6 Feb., 1889. The Under Secretary for Lands. The Principal Under Secretary.—S.F., B.C., 6/2/89. Returned.—C.S.O., 6/12/89.

### The Director of Government Asylums to The Principal Under Secretary.

Sir,

Government Asylums Office, Sydney, 2 August, 1888.

In accordance with the direction of the Hon. the Colonial Secretary, I have examined the property of Mr. John Taylor, which is now under offer to the Government, for the purpose of ascertaining how far it can properly be utilised as an auxiliary to the Government Asylums for Infirm and Destitute.

2.

2. I first proceeded to ascertain the value of the property, the situation and boundaries of which are indicated on the accompanying tracing\*. One allotment of 1 acre and 1 rood, on which are erected a four-roomed brick cottage and substantial brick buildings, at present used as a horse and carriage bazaar, is offered for £3,200; and another lot of 1 acre 2 roods 9 perches is offered for £400. The total amount thus asked for the two lots, embracing upwards of 2½ acres, is £3,600, including the buildings, which are valued at about £1,500.

3. I believe this is a low valuation. Adjoining Mr. Taylor's property there is a vacant allotment of less than 1½ acre, bounded by the railway line (marked "Terry's Land" on the tracing), which I have ascertained from the owner's solicitor cannot be obtained for less than £3,700, and the reports of Messrs. Mills & Pile and Messrs. Richardson & Wrench, annexed hereto, copies of which I have procured from the Bank of New South Wales, respectively, fix the value of Mr. Taylor's allotment of 1 acre 1 rood and the buildings thereon at £4,000 and £3,843, without reference to the 1½ acre valued by Mr. Taylor at £100 and included in his offer.

4. With regard to Mr. Taylor's property, I am of opinion that it would not be advisable to establish in this locality a branch asylum for old men, whose habits might in many cases make their close proximity to the railway station objectionable, but I think the present buildings could, with extensive alterations and additions, be converted into a refuge for a long time to come for respectable destitute aged and infirm couples who cannot now be provided for in any of the public institutions without that the buildings be so constructed that each couple may have the use of two small rooms and a kitchen, separating husbands and wives. I have always strongly advocated the application of the home system as far as practicable to the management of our asylums, and if it is determined to make the provision here suggested, I recommend that the buildings be so constructed that each couple may have the use of two small rooms and a kitchen. In this way from twenty to thirty little homes, sufficiently separated to secure privacy to and preserve harmony among the occupants, could be arranged in the one premises. This and other matters of detail can, however, be dealt with hereafter if the principle of the proposal is approved.

5. Some sanitary defects exist in the neighbourhood, but they are being removed by the Borough Council. The main objection in the matter appears to be the limited area of Taylor's land. This could be overcome by the resumption, for railway purposes, of Terry's land, which would include the existing right-of-way (marked "Fitzwilliam Avenue" on the tracing) between it and Taylor's property, and thus make one compact block of nearly 3 acres available, in addition to the separate lot valued at £400. There can be little doubt, I think, that both properties will eventually be required for railway purposes, and they can probably never be more advantageously secured than at the present time. In the meantime, Terry's land could be attached to the temporary asylum for aged couples, as a recreation ground, and for other purposes. I trust I shall not be held to have gone beyond my instructions in making this suggestion, which seems to me to be necessary in dealing with the matter I have been directed to report upon.

6. All the properties referred to will, with alterations, probably cost about £10,000, namely:—Taylor's land and buildings, £3,600; Terry's land, £3,700; alterations to buildings (which could ultimately be converted into goods sheds), say £2,700. If the properties are purchased for railway purposes they can be paid for from the Loan Vote, and the interest on the cost would thus represent an annual rental of about £350, while the State would secure cheaply a most valuable asset.

I have, &c.,

SYDNEY MAXTED,

Director of Government Asylums, &c.

## DESCRIPTIONS.

### No. 1.

ALL that piece or parcel of land containing by admeasurement 1 acre 2 roods and 5 perches, situate, lying, and being in the town of Parramatta, parish of St. John, county of Cumberland, and colony of New South Wales, being a portion, lots 48, 49, 50, 51, 52, and 53, of the subdivision of the Wentworth Estate. Commencing at a point on the south-eastern side of Park-street, and distant 135 feet south-westerly from Cowper-street, and bounded thence on part of the north-west by the aforesaid Park-street, being a line bearing south-westerly 169 feet 7 inches, and again bearing north-westerly 26 feet; thence on part of the south-west by a line bearing south-easterly 210 feet; thence on the remainder of the north-west by a line bearing south-westerly 4 feet 2 inches; thence on the remainder of the south-west by a line bearing south-easterly 212 feet 10 inches, and again by a line bearing south-easterly 102 feet; thence on the south-east by a line bearing north-easterly 55 feet 3 inches; and thence on the east by a line bearing northerly 529 feet 3 inches to the point of commencement, be the said several dimensions a little more or less.

Parramatta, 16 October, 1888.

CHATFIELD & BROWN,

Licensed Surveyors.

### No. 2.

ALL that piece or parcel of land containing by admeasurement 2 roods 24 perches, situate, lying, and being in the town of Parramatta, parish of St. John, county of Cumberland, and colony of New South Wales, being lot 13 and a portion of lots 44, 46, and 47 of the subdivision of the Wentworth Estate. Commencing at a point on the north-western side of Park-street, and distant 129 feet 4 inches south-westerly from Valentine Avenue; and bounded thence on part of the south-east by the aforesaid Park-street, being a line bearing south-westerly 50 feet 5 inches; thence on part of the south-west by a line bearing north-westerly 290 feet; thence on the remainder of the south-east by a line bearing south-westerly 46 feet; thence on the remainder of the south-west by a line bearing north-westerly 81 feet 9 inches to the aforesaid Valentine Avenue; thence on the north-east by the aforesaid Valentine Avenue, being lines bearing south-easterly 63 feet 9 inches, again bearing north-easterly 13 feet 8 inches, and again bearing south-easterly 132 feet 9 inches; and thence on the east by a line bearing southerly 250 feet 9½ inches to the point of commencement, be the said several dimensions a little more or less.

Parramatta, 16 October, 1888.

CHATFIELD & BROWN,

Licensed Surveyors.

Abstract

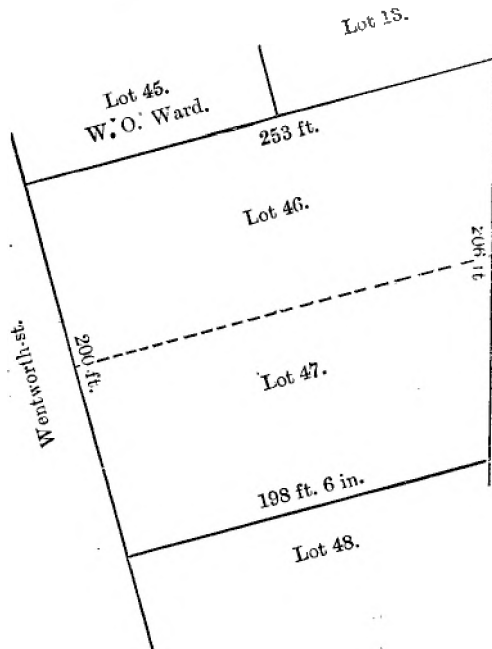
\* See Appendix B. Mr. Taylor's properties enclosed in red on the tracing.

Mr. Taylor's valuation, £3,200. Richardson & Wrench's, £3,843. Mills & Pile's, £4,000. [This valuation does not include the 1½ acre offered separately by Mr. Taylor for £400.]

### Abstract of the Title of Mr. J. Taylor to land situate in town of Parramatta.

Abstract of the Title of Mr. John Taylor to land at Parramatta, being lots 10 to 13, section 2, and lots 44, 46, and 47, section 2, of the Wentworth Estate, Parramatta; also lots 48, 49, 50, 51, 52, 53, 54, and 55, same estate.

1875, February 25th (not given up). By indenture of this date made between Fitzwilliam Wentworth, therein described, of the one part, and John Taylor, therein also described, of the other part, reciting seizin in fee-simple, and reciting contract for sale for £50, it was witnessed that in consideration of £50 paid, &c., the receipt, &c.



HE, the said F. Wentworth, did thereby grant, bargain, sell, release, and confirm unto the said J. Taylor and his heirs, all that piece or parcel of land situate in the town of Parramatta, parish of Saint John, county of Cumberland, in the Colony of New South Wales, being lots 46 and 47 of section 2 of the subdivision of Fitzwilliam Wentworth, Esq., Parramatta Estate: Commencing on the east side of Wentworth-street, at the south-west corner of lot 45, sold to W. O. Ward, and bearing south 200 feet; on the south by the boundary line between lot 47 and portion of lot 48, bearing east 198 feet 6 inches; on the east by a line bearing north-easterly 206 feet; and on the north by a line bearing westerly separating lot 46 from lots 13 and 45, 253 feet, to the point of commencement. Together with a right-of-way through Wentworth-street, as shown on plan of the Wentworth Estate (also Fitzwilliam-street), together with all buildings, &c., and the reversions, &c., and all the estate, &c. To have and to hold the said parcel of land and hereditaments and premises unto the said J. Taylor and his heirs, to the use of the said John Taylor, his heirs and assigns for ever; covenant by said F. Wentworth. For good right to convey, for quiet enjoyment, for further assurance, to produce deeds in Schedule thereto. Defeazance clause.

#### The Schedule.

1819, August 31st—Crown grant of this date in favour of D'Arcy Wentworth; reg. Col. Secretary's Office, page 58, No. 7.

1861, August 3rd—Indenture of this date between W. C. Wentworth and Sarah, his wife, first part, and F. Wentworth, second part, and James Norton, the elder, third part; reg. No. 730, book 80.

Duly executed and attested; receipt for £50, signed and witnessed; reg. No. 811, book 148.

1876, October 30th (not given up). By indenture of this date made between Fitzwilliam Wentworth, therein called vendor, of the one part, and John Taylor, therein called purchaser, of the other part, reciting that Darcy Wentworth, late of Homebush, in the said Colony, deceased, being seized of the lands and hereditaments thereafter described for an estate of inheritance in fee-simple in possession, departed this life on or about the day of 1827, having first duly made and published his last will and testament, bearing date the 5th day of July, 1827, whereby he gave and devised (*inter alia*) the lands and hereditaments thereafter described unto Thomas Campbell, William Lawson, William Redfern, and his son William Charles Wentworth, and the survivor of them, and the heirs and assigns of such survivor upon trust (*inter alia*) to allow his son W. C. Wentworth to have, possess, and enjoy (*inter alia*) the lands and hereditaments thereafter described for and during the term of his natural life, with remainder to go and descend to his the said W. C. Wentworth's first and other son, and daughters, in tail, in the order of primogeniture, males to be preferred to females, and to the several and respective heirs of their bodies so that each possessor should only take a life estate and interest in the same with an ultimate remainder over in case of death of said W. C. Wentworth without issue: And reciting that said will was duly proved in the Supreme Court of New South Wales, in its Ecclesiastical Jurisdiction, on the 22nd day of May, 1828, and probate thereof granted on the same day by the said Supreme Court to the said J. T. Campbell, W. Lawson, and W. C. Wentworth: And reciting by an indenture or disentailing deed, duly executed and acknowledged as by the law required, bearing date the 3rd day of August, 1861, and made between the said W. C. Wentworth and Sarah his wife first part, the said vendor of the second part, and James Norton therein described of the third part, the said W. C. Wentworth and the said vendor, for the consideration therein mentioned did thereby grant, bargain, sell, alien, release, and confirm, and the said Sarah Wentworth did remise, release, and quit claim unto the said James Norton and his heirs (*inter alia*) the lands and hereditaments thereafter described, to hold the same unto the said James Norton and his heirs to the use of the said W. C. Wentworth and his assigns for life with remainder to the use of the said vendor, his heirs, and assigns, for ever: And reciting that said William Charles Wentworth departed this life on or about the 20th day of March, 1872, leaving his eldest son the said vendor him surviving: And reciting seizin in fee of said F. Wentworth: And reciting contract for sale for the sum of £188. It was witnessed that in pursuance of said contract, and in consideration of £188 paid, &c., the receipt, &c., he, the said vendor, did thereby grant, bargain, sell, alien, release, and confirm unto the said purchaser and his heirs, all that piece or parcel of land described and comprised in the second schedule thereunder written, together, &c., and the reversions, &c., and all the estate, &c.; to have and to hold the said land and hereditaments, and all and singular other the premises thereinbefore expressed, to be thereby granted, released, and assured, with the appurtenances, unto the said purchaser and his heirs, to the use of the said purchaser, his heirs, and assigns for ever; covenants by said vendor, for good right to convey, for quiet enjoyment, for further assurance, to produce deeds in first schedule thereto.

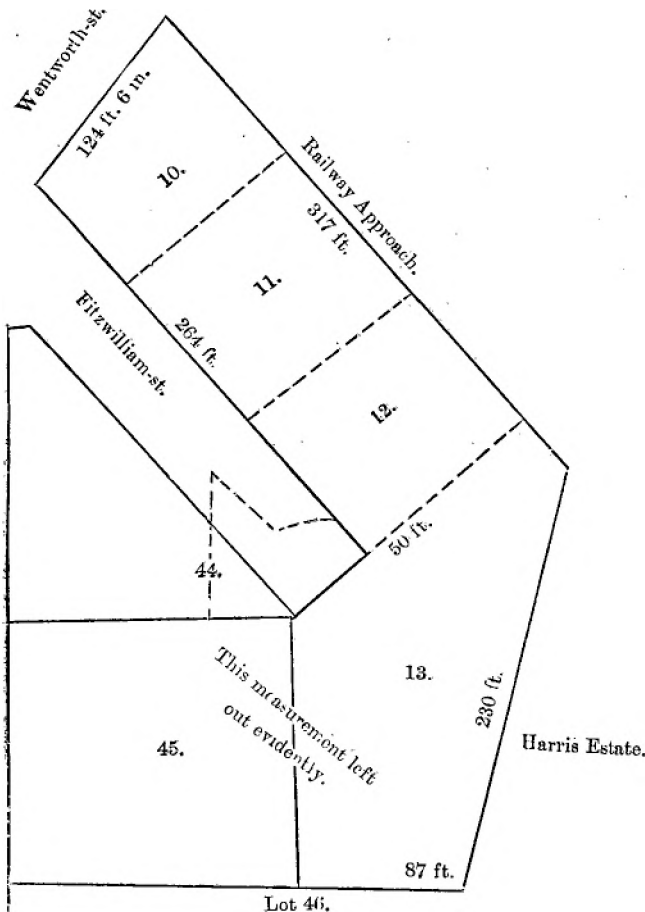
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## The First Schedule referred to.

1819, August 31—Grant to Darcy Wentworth, 31 acres, district of Parramatta; reg. Colonial Secretary's Office, page 58, reg. No. 7.

1861, August 3—Disentailing Deed, before recited, of this date; reg. No. 730, book 80.

## The Second Schedule referred to.



All that piece or parcel of land situate, lying, and being in the town of Parramatta, parish of Saint John, county of Cumberland, in the said Colony: Commencing at the north-east corner of the junction of Wentworth and Fitzwilliam Streets, and bounded on the west by Wentworth-street aforesaid, bearing northerly 124 feet 6 inches; on the north by the railway approach, bearing easterly 317 feet; on the east by the Harris Estate, bearing south 230 feet; on the south by lot 46 of section 2, bearing westerly 87 feet; on the west by Fitzwilliam-street, bearing north-easterly 50 feet; on the south-west by the said Fitzwilliam-street, bearing north-westerly 264 feet to the point of commencement, and containing 1 acre 1 rood and 7 perches, being lots 10 to 13 inclusive of section 2, Wentworth Estate, Parramatta, and part of 31 acres granted to Darcy Wentworth on 31st August, 1819.

Duly executed and attested; receipt for £188, signed and witnessed; registered No. 411, book 164.

1877, March 15th (not given up.) By indenture of this date made between Fitzwilliam Wentworth, therein called vendor, of the one part, and John Taylor, therein called purchaser, of the other part. Reciting seizin of Darcy Wentworth, deceased; and reciting that probate was granted on 22nd May, 1878; and reciting before-mentioned disentailing deed; and reciting death of W. C. Wentworth; and reciting contract for sale for £ : It was witnessed that in

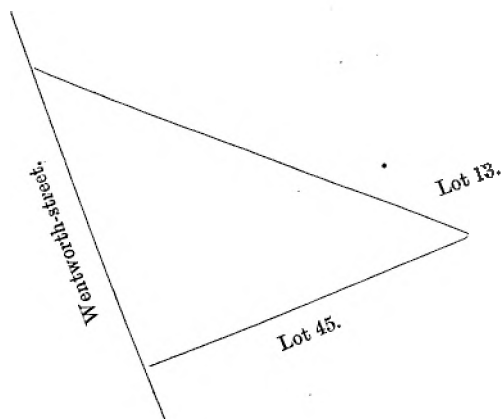
consideration of £188 paid, &c., the receipt, &c., be, the said vendor, did thereby grant, bargain, sell, alien, release, and confirm unto the said purchaser and his heirs all that piece of land described in second schedule thereto, together, &c., and the reversions, &c., and all the estate, &c., to have and to hold the said land and hereditaments and all and singular other the premises thereinbefore expressed, to be thereby granted, released, and assured, with the appurtenances, unto the said purchaser and his heirs, to the use of the said purchaser, his heirs, and assigns for ever. Covenants by said vendor for good right to convey, for quiet enjoyment, for further assurance, to produce deeds in schedule thereto.

## The First Schedule.

1819, August 31st. Grant to D'Arcy Wentworth of 31 acres, district of Parramatta. Registered Colonial Secretary's Office, page 58, No. 7 Register.

1861, August 3rd. The hereinbefore-recited indenture of this date. Registered No. 730, Book 80.

## The Second Schedule referred to.



All that piece or parcel of land situate in the town of Parramatta, parish of St. John, county of Cumberland, Colony of New South Wales, being lot 44 of section 2, in the subdivision of the Wentworth Estate, Parramatta. Commencing at a point in Wentworth-street, at the north-west corner of lot 45, and bounded on the north by lot 45 by a line bearing north-easterly 252½ links to lot 13; on the north-east by a line bearing north-westerly 389 links to Wentworth-street; and on the west by that street southerly 298½ links to the point of commencement, containing by admeasurement 1 rood 22 perches.

Duly executed and attested. Receipt for consideration signed and witnessed. Registered No. 204, Book 167.

1873, August 17th (not given up.) By indenture of this date made between Fitzwilliam Wentworth, of the one part, and John Taylor, of Parramatta, auctioneer, of the other part, reciting seizin of said F. Wentworth to land thereafter described, and reciting sale by auction of said land, when said J. Taylor became the purchaser thereof at the sum

Parramatta, auctioneer, of the other part, reciting seizin of said F. Wentworth to land thereafter described, and reciting sale by auction of said land, when said J. Taylor became the purchaser thereof at the sum

sum

sum of £25, it was witnessed that in consideration of £25 sterling to the said F. Wentworth paid, &c., the receipt, &c., he, the said F. Wentworth, did thereby grant, bargain, sell, release, and confirm unto the said J. Taylor and his heirs all that piece or parcel of land, situated at Parramatta aforesaid, commencing at a point on the east side of Wentworth-street, distant 150 feet southerly of its northern angle; and bounded thence on the west by the east side of Wentworth-street aforesaid, bearing southerly 100 feet; on the south by a line dividing this lot from lot 51, bearing easterly 334 feet; on the east by a fenced line separating this lot from Harris' grant, bearing north-easterly 103 feet; and on the north by a line separating this lot from lot 49, bearing westerly 358 feet 6 inches, to the point of commencement; containing 3 roods and 7 perches, and being lot 50 of section 2 in the town of Parramatta, together, &c., and the reversions, &c., and all the estate, &c., to have and to hold the said parcel of land, hereditaments, and premises unto the said Jno. Taylor and his heirs, to the use of the said John Taylor his heirs and assigns for ever. Covenants by said F. Wentworth, for good right to convey, for quiet enjoyment, for further assurance, for production of deeds in schedule thereto.

The Schedule referred to.

1819, August 31st—Crown grant of this date in favour of D'Arcy Wentworth. Registered Col. Sec.'s office, page 58, No. 7.

1861, August 3rd—Indenture, W. C. Wentworth and Sarah his wife first part, said F. Wentworth second part, and Jas. Norton the elder third part. Registered No. 730, book 80. Duly executed and attested, receipt for £25 signed and witnessed. Registered, No 163, book 137.

1876, October 30th (not given up). By indenture of this date made between said F. Wentworth, therein called vendor, of the one part, and John Taylor, therein called purchaser, of the other part. Reciting that Darcy Wentworth, being seized of the lands and hereditaments hereinafter described, departed this life in the year 1827, having first made and published his last will and testament, bearing date the 5th July, 1827, whereby he gave and devised (*inter alia*) the lands and hereditaments hereinafter described unto Thos. Campbell, Wm. Lawson, Wm. Redfern, and his son Wm. Chas. Wentworth, and the survivor of them, and the heirs and assigns of such survivor, upon trust (*inter alia*), to allow his said son, W. C. Wentworth, to have, possess, and enjoy (*inter alia*) the land and hereditaments thereinafter described for and during the term of his, the said W. C. Wentworth's, natural life, with remainder to go and descend to his, the said W. C. Wentworth's, first and other sons and daughters, in tail, in the order of primogeniture, males to be preferred to females, and to the several respective heirs and their bodies, so that each possessor shall only take a life estate and interest in the same, with an ultimate remainder over, in case of death of said W. C. Wentworth without issue: And reciting that probate was granted to said J. T. Campbell, Wm. Lawson, and W. C. Wentworth, on the 2nd May, 1828: And reciting an indenture or disentailing, and dated 3rd August, 1861, and made between said W. C. Wentworth and Sarah (his wife) of the first part, the said vendor second part, and James Norton third part; the said W. C. Wentworth and the said vendor, for the consideration therein mentioned, did thereby grant, bargain, sell, and release, and the said Sarah Wentworth did remise, release, and quit claim unto the said Jas. Norton and his heirs (*inter alia*) the lands and hereditaments thereinafter described; to hold the same unto the said James Norton and his heirs, to the use of Wm. C. Wentworth and his assigns for life, with remainder to the use of the said vendor, his heirs and assigns, for ever: And reciting death of said W. C. Wentworth on 20th March, 1872, leaving his eldest son, the said vendor, him surviving: And reciting seizin of vendor and contract for sale for £90 5s.: It was witnessed that in pursuance of the said agreement, and in consideration of the premises and of the sum of £90 5s. in hand paid, &c., the receipt, &c., he, the said vendor, did thereby grant, bargain, sell, alien, release, and confirm unto the said purchaser and his heirs,—All those pieces or parcels of land described in the second schedule hereunder written; together, &c., and all the estate, &c.; to have and to hold the said land and hereditaments, and all and singular other the premises thereinbefore expressed to be thereby granted, released, and assigned, with the appurtenances, unto the said purchaser and his heirs, to the use of the said purchaser his heirs and assigns for ever. Covenants by said vendor for good right to convey, for freedom from incumbrances, for further assurance, for production of deeds in first schedule.

The First Schedule.

1819—August 31.—Grant to D'Arcy Wentworth of 31 acres, district of Parramatta. Registered in Colonial Secretary's Office, page 58, No. 7 Register.

1861—August 3.—The hereinbefore-recited indenture of this date. Register No. 730, book 80.

The Second Schedule.

All that piece or parcel of land situate, lying, and being in the town of Parramatta, parish of Saint John, county of Cumberland, in the said Colony: Commencing at the south-east corner of the Wentworth Estate; and bounded on the east by the Harris Estate bearing north 516 feet; on the north by lot 50 bearing westerly 334 feet; on the west by Wentworth-street bearing southerly 494 feet; on the south by the Harris Estate bearing easterly 250 feet, to the point of commencement, containing 3 acres 33 perches, being lots 51 to 55 inclusive of section 2 of the Wentworth Estate, Parramatta, and part of the 31 acres granted to D'Arcy Wentworth on the 31st August, 1819. Also, all that piece or parcel of land situated in the town, parish, county, and Colony aforesaid: Commencing at the south-east angle of the land in Wentworth-street, and bounded on the west by the said Wentworth-street, bearing southerly 150 feet; on the south by lot 50, bearing easterly 358 feet 6 inches; on the east by the Harris Estate, bearing north 155 feet; and on the north by lot 47, and by part of Wentworth-street, bearing westerly 397 feet to the point of commencement, containing 1 acre, 1 rood, and 9 perches, and being lots 48 and 49 of section 2 of the Wentworth Estate, Parramatta, and part of the 31 acres granted to D'Arcy Wentworth on the 31st day of August, 1819.

Duly executed and attested. Receipt for £90 5s. signed and witnessed. Registered No. 410, book 164. 1879, March 5th (not given up). By indenture of mortgage of this date, made between said John Taylor, therein called mortgagor, of the one part, and Richard Rouse Terry, therein called mortgagee, of the other part, it was witnessed that in consideration of £1,600 paid, &c., the receipt, &c., he, the said John Taylor, did thereby covenant with the said mortgagee that he, the said mortgagor, his heirs, executors, or administrators, would pay to the said mortgagee, his executors, administrators, or assigns, the sum



sum of £1,600, on the 5th March, 1882, with interest at the rate of £3 per centum per annum, by equal quarterly payments, without any deduction, the first quarterly payment to be made on the 5th day of June then next. And it was further witnessed that for the consideration aforesaid, he, the said mortgagor, did thereby grant, bargain, sell, alien, release, and confirm unto the said mortgagee and his heirs, all and singular the lands and hereditaments more particularly described in the schedule hereto, together, &c., and all the estate, &c. To hold the said premises unto and to the use of the said mortgagee, his heirs and assigns for ever. Proviso for redemption on payment of the said principal and interest moneys as therein set forth. Power of sale in case of default. Application of the purchase money. Receipt clause. Covenants by said mortgagor. For good right to convey. Further assurance. To insure in the sum of £1,000. Proviso, that if said John Taylor shall sell any of the land in Wentworth or Cowper Streets, and for such sums as they were valued for in the second schedule thereto, and upon payment to the said mortgagee of the several sums in part satisfaction of the money thereby secured, together with 1 per cent. upon the gross value of all such sales made aforesaid; the said mortgagee, his heirs and assigns, would thereafter at the request of the said mortgagor, his executors and administrators, discharge the said lands and hereditaments so sold from the security of these presents, and would re-convey the same to the said mortgagor, his heirs, executors, administrators, or assigns, or as he or they shall direct.

The First Schedule.

(*Inter alia*) all those pieces or parcels of land more particularly described in before abstracted indentures.

The Second Schedule.

Lot 44, sec. 2—Wentworth Estate, valued at £750; lots 48 to 55, sec. 2—Wentworth Estate, valued at £606; lots 26, 28, 30, 32, and 38, Cowper-street, Parramatta, valued at £210.

Duly executed and attested; receipt for £1,600; signed and witnessed; registered No. 852, book 188.

1880, October 19 (not given up). By indenture of reconveyance of this date made between said R. R. Terry of the one part and said John Taylor, reciting lastly abstract indenture of mortgage, and reciting that the value of the land and hereditaments thereafter described was in the second schedule of lastly-recited indenture fixed at the sum of £200, and reciting desire of said J. Taylor to pay off the said sum of £200, and of having such reconveyance as is therein contained in accordance with the agreement in said recited indenture contained, it was witnessed that in consideration of the premises, and of £200 then paid, &c., the receipt, &c., he, the said R. R. Terry, did thereby grant, bargain, sell, alien, release, and confirm unto the said John Taylor, his heirs and assigns, all that piece or parcel of land described in before abstract indenture of 30th October, 1876, being lots 48 and 49, section 2, Wentworth Estate; also all that piece or parcel of land described in before abstract indenture of 7th August, 1873, being lot 50 of section 2 of the Wentworth Estate, together, &c., and all the estate, &c. To hold the said premises unto the said J. Taylor, his heirs and assigns, to the use of the said John Taylor, his heirs and assigns for ever. Discharged from the said mortgage debt of £200, and all interest for the same, and from all claims under the hereinbefore recited indenture. Covenant by said R. R. Terry, that he had done no act to incur.

Duly executed and attested receipt for £200; signed and witnessed; registered No. 499, book 209.

1880, December 5th (not given up). By indenture of further charge of this date (endorsed on aid mortgage deed) made between said John Taylor, therein called mortgager, and Richard Rouse Tesry, therein called mortgagee of the other part, reciting lastly abstracted indenture of reconveyance, and reciting that there was then due £1,400 on the said security, and reciting agreement to lend further sum of £600 on having the repayment thereof, with interest at the rate of £7 per cent. per annum, payable quarterly, set forth in the before-recited abstract of indenture of mortgage, secured in manner appearing, it was witnessed that in pursuance of such agreement, and in consideration of £600 paid, &c., the receipt, &c., he, the said mortgagor, did thereby covenant with the said mortgagee that he would, on the 5th March, 1882, pay to the said mortgagee the sum of £600, with interest at the rate of £7 per cent., as therein contained: And that premises should not be redeemed but upon payment of £1,400, as well as the said sum of £600: And that all powers, provisions, and trusts, and also the power of sale in the within indenture should extend and be applicable so as to be a further security for the said sum of £600 and interest as if it had formed part of the principal money secured by the within mortgage.

Duly executed and attested; receipt for consideration signed and witnessed; registered No. 724, book 211.

1880, December 18th (not given up). By indenture of reconveyance of this date, made between said R. R. Terry, of the one part, and the said John Taylor, of the other part, reciting before abstract indenture of mortgage, and reciting that the value of the lands and hereditaments thereafter described was in the second Schedule of the before-recited indenture fixed at £406, and reciting desire of said J. Taylor to pay off said sum, and of having such reconveyance as is thereafter contained, in accordance with the agreement contained in the before recited indenture of mortgage, it was witnessed that in consideration of the premises, and of £406 then paid, &c., the receipt, &c., he, the said R. R. Terry, did thereby grant, bargain, sell, alien, release, and confirm unto the said J. Taylor and his heirs, all that piece or parcel of land, being lots 51 to 55 inclusive of section 2, Wentworth Estate, more particularly described in before-recited abstract of indenture of 30th October, 1876. Together, &c. And all the estate, &c. To hold the said premises unto the said J. Taylor, his heirs and assigns, to the use of the said John Taylor, his heirs and assigns, for ever. Discharged from the said mortgage debt of £406 and all interest for the same, and from all claims under the hereinbefore recited indenture. Covenant by said R. R. Terry—That he had done no act to incur.

Duly executed and attested; receipt for £406, signed and witnessed; registered No. 767, book 211.

1885, June 5th. Statutory discharge of this date endorsed on before-recited abstract of mortgage. Registered No. 412; book 311.

1885, June 10th (not given up). By indenture of this date made between the said John Taylor of Parramatta, in the Colony of New South Wales, auctioneer (therein designated mortgagor), of the one part, and the Bank of New South Wales of the other part: Reciting that the said Bank of New South Wales had granted to the said mortgagor a cash credit for £2,700, secured by bond or obligation of even date therewith in a sufficient penal sum, and the said mortgagor agreed to execute the now abstracting presents as a security collateral with the said bond: It was witnessed that in pursuance of the said agreement, and in consideration of the premises and of five shillings paid by the said Bank of New South Wales to the said mortgagor, the receipt, &c., he, the said mortgagor, did thereby appoint and also grant and release unto the said Bank of New South Wales its successors and assigns all those the pieces or parcels of land, messuages, or dwelling-houses, hereditaments, and premises comprised in and conveyed by the deeds and documents particularly described in the Schedule thereto, together with the appurtenances belonging thereto. To hold the same unto and to the use of the said Bank of New South Wales its successors and assigns for ever upon trust for securing to the said Bank of New South Wales the payment on demand of all moneys which should be lent or advanced to the said mortgagor by the said Bank upon the security of the said bond, or which should become due or payable by him to the said Bank under or by virtue of the said bond with interest thereon at the rate expressed or referred to in the said bond. Covenants by the said mortgagor, that he would pay all moneys secured by the said bond; to make and execute further assurances, if required, by the said Bank; power of sale in case of default; receipt clause.

The Schedule contained.

1875, February 25th—Conveyance, F. Wentworth to J. Taylor, lots 46 and 47, section 2, Wentworth's subdivision. Registered No. 811, book 148.

1876, October 30th—Conveyance, F. Wentworth to J. Taylor. Lots 10, 11, 12, 13, section 2, of said subdivision. Registered No. 411, book 164.

1877, March 15th—Conveyance, F. Wentworth to J. Taylor. Lot 44, section 2, said subdivision. Registered No. 204, book 167.

1879, March 5th—Mortgage, J. Taylor to R. R. Terry. Part of lots 46 and 47, containing 2 roods  $\frac{1}{4}$  perch; lot 13 and part of 12, containing 2 roods 21 perches, and lot 44. Registered 852, book 188.

1880, December 5th—Further charge, J. Taylor to R. R. Terry, over said lots. Registered 724, book 211.

1885, June 6th—Discharge of mortgage and further charge. Registered 412, book 311. Duly executed and attested by said J. Taylor, and attested and schedule signed. Registered No. 911, book 313.

1888, January 17th (not given up). By Indenture of reconveyance of this date made between the said Bank of N. S. Wales of the one part, and said J. Taylor of the other part. It was witnessed that the said Bank of N. S. Wales acknowledged to have received from the within-named J. Taylor, full payment and satisfaction of all moneys secured by the within mortgage, dated 10th day of June, A.D. 1885, registered as No. 911, book 313, and doth hereby grant, release, and enfeoff all the lands, hereditaments, and premises comprised or referred to in the said mortgage, unto and to the use of the said J. Taylor, his heirs and assigns, discharge from the said mortgage and from all claims in respect thereof.

Duly executed by three directors of the said Bank, and attested and seal of said Bank attached thereto. Registered No. 428, book 379.

1888, January 17th (not given up). By indenture of mortgage of this date made between John Taylor, thereafter designated mortgagor, of the one part, and the Bank of New South Wales of the other part, reciting that said Bank of N. S. Wales had granted to the said mortgagor a cash credit for £2,200, secured by bond or obligation of even date therewith, in a sufficient penal sum, and the said mortgagor had agreed to execute those presents as a security collateral with the said bond: It was witnessed that in pursuance of the said agreement and in consideration of the premises and of 5s. paid by the said Bank to the said mortgagor (the receipt, &c.), he, the said mortgagor, did thereby appoint and also grant and release unto the said Bank of N. S. Wales, its successors and assigns, all those the pieces or parcels of land, messuages, or dwelling-houses, hereditaments and premises comprised in and conveyed by the deed and documents particularly described in the schedule thereto, together with the appurtenances belonging thereto: To hold the same unto, and to the use of the said Bank of N. S. Wales, its successors and assigns, for ever upon trust, for securing to the said Bank of N. S. Wales the payment on demand of all moneys which should be lent or advanced to the said mortgagor by the said Bank upon the security of the said bond or which should become due or payable by him to the said Bank under or by virtue of the said bond, with interest thereon at the rate expressed or referred to in the said bond. Covenants by said mortgagor: That he would pay all moneys secured by the said bond; to make and execute further assurances if required by the said Bank; power of sale in case of default; receipt clause.

The Schedule contained.

1875, February 25—Conveyance, F. Wentworth to J. Taylor, lots 46 and 47, sec. 2, of Wentworth's subdivision; reg. 811, book 148.

1876, October 30—Conveyance, F. Wentworth to J. Taylor, lots 10, 11, 12, 13, sec. 2 of said subdivision; reg. 411, book 164.

1877, March 15—Conveyance, F. Wentworth to J. Taylor, lot 44, sec. 2, said subdivision; reg. 204, book 167.

1879, March 5—Mortgage, J. Taylor to R. R. Terry, part of lots 46 and 47, containing 2 roods  $\frac{1}{4}$  perch, lot 13 and part of lot 12, containing 2 roods 21 perches, and lot 44; reg. 852, book 188.

1880, Dec. 5—Further charge, J. Taylor to R. R. Terry, over said lots; reg. 724, book 211.

1885, June 6—Discharge of mortgage and further charge; reg. 412, book 311.

1885, June 10—Mortgage, J. Taylor to Bank N. S. Wales, said land; reg. 911, book 313.

1888, January 17—Discharge of said mortgage; reg. 428, book 379; duly executed and attested, registered No. 429, book 379.

Certificate of Title—John Taylor, of Parramatta, auctioneer.

THAT piece of land situated at Parramatta, in the parish of Saint John and county of Cumberland, containing 1 rood 14 $\frac{3}{4}$  perches or thereabouts, commencing on the north-western side of Parkes-street, at its intersection with a lane 20 feet wide; and bounded thence on the south-east by Parkes-street bearing south-westerly 1 chain 96 links to other land of John Taylor; on the west by that land bearing northerly 3 chains

3 chains 78½ links to the lane 20 feet wide; and on the north-east by that lane bearing south-easterly 3 chains 54 links, to the point of commencement. Together with a right of way and passage at all times and for all purposes for the said John Taylor, his heirs, executors, administrators, or assigns, and his or their servant, workmen, tenants, agents, visitors, and all other persons having occasion to go into, upon, or over the same, and either on foot or with horses and vehicles to pass and repass, journey or travel into, upon, and over the road 50 feet wide and called Marion-street on a plan.—Dated the 25th day of May, 1856. Regd. vol. 789, folio 83.

Memorandum of mortgage, 17th January, 1888. John Taylor to the Bank of New South Wales. Land above referred to, No. 136529. To secure, £2,200.

Certificate of Title.—John Taylor, of Parramatta, auctioneer.

THAT piece of land situate at Parramatta, parish of Saint John, county of Cumberland, containing 1 acre 13½ perches or thereabouts. Commencing on the north-western side of Marion-street, at its intersection with the eastern boundary of J. Harris' 8 acres; and bounded thence on the south-east by that street bearing north-easterly 19 feet to lot 1; on the east by that lot and lots 8, 10, 12, 14, 16, 18, 20, 22, and 24 bearing northerly to the north-west corner of lot 24; again on the south-east by said lot 24 bearing north-easterly 178 feet to Cowper-street; on the north-east by that street bearing north-westerly about 29 feet to Parkes-street; on the north-west by that street bearing south-westerly 135 feet to W. C. Wentworth's 31 acres; and on the west by part of that land and part of J. Harris' 8 acres aforesaid, in an all bearing southerly 887 feet, to the point of commencement,—being lots 26, 28, 30, 32, and 33 on plan 255. Together with a right of way over Marion-street aforesaid.—Dated 4th March, 1879. Regd vol. 395, folio 222.

### Valuation.

Land Sale Rooms, 130, Pitt-street, Sydney, 18 May, 1885.

Valuation of the land and buildings, comprising the livery stables and sale-yards, owned by Mr. John Taylor, Parramatta.

THIS block of land is situated close to the Parramatta Railway Station, and has 365 feet frontage to the Avenue and 165 feet to Parkes-street.

The buildings comprise a brick cottage of four rooms, fronting Parkes-street, and a series of well-built commodious livery stables and carriage-houses of brick erection with loft over, also offices and harness-room. The whole fitted in the most convenient manner, with water and gas laid on, and the sale-yards are well designed.

The whole is leased to Messrs. Mackenzie & Lamb, and we were informed by Mr. Lamb the rent pay is £6 per week—£312 per annum.

We estimate that the land (1 acre 2 roods) with the buildings, and in connection with the business for which the whole has been specially designed, is worth at the present time £4,000.

MILLS & PILE.

### The Crown Solicitor to The Principal Under Secretary.

Sir,

Crown Solicitor's Office, Sydney, 8 October, 1888.

With reference to your personal inquiry as to the position of the matter of the purchase of land at Parramatta from Mr. John Taylor, I have the honor to state that in compliance with the suggestion of Mr. Deering, to whom the matter was referred for identification of the land purchased with the land to which Mr. Taylor had shown a title, I have written to Mr. Taylor's solicitor requesting him to furnish further particulars.

I have, &c.

JOHN WILLIAMS,  
Crown Solicitor,  
(Per C.S.P.)

### R. H. Levien, Esq., M.P., to The Crown Solicitor.

Taylor to The Queen.

Dear Sir,

George-street, Parramatta, 13 October, 1888.

The abstract and tracing forwarded by me to the Colonial Secretary in this matter I received from you yesterday afternoon.

I find the abstract of lots 48 to 55 of the subdivision (of which you have bought portions of lots 48 to 53) was not forwarded through some mistake on part of surveyor.

I forward abstract by this post corrected.

I also return tracing showing the different lots thereon, as marked out by surveyor, which will I think render Mr. Deering's identification of the land sold an easy matter.

The whole of the 1 rood 14¼ perches has been sold to the Crown, which bought all the land occupied by Mr. Taylor as his sale-yards.

By the corrected sketch I think you will find the apparent discrepancy in the boundaries of lot 44 explained. A portion of lot 13 appears to have got "mixed up" with lot 44, but as the vendor purchased both parcels from the original owner (Mr. Wentworth), and the Crown purchases from him, if such discrepancy does exist or has existed it will not affect title.

You will please observe that on the tracing now returned the parcels the Crown have purchased are coloured red.

I trust we can now push through this matter without any further delay.

Truly yours,  
R. H. LEVIEN,  
(Per T.W.R.)

Perhaps I should mention that the Crown purchased without reference to area the block of land and buildings thereon as fenced in or otherwise occupied by Mr. John Taylor as his sale-yards.

R.

R. H. Levien, Esq., M.P., to The Crown Solicitor.

John Taylor to The Queen.

Dear Sir,

George-street, Parramatta, 21 November, 1888.

This morning I have your letter of 19th instant herein with abstract returned for correction.

I have gone carefully over this matter with the surveyor this morning, and we cannot find any variance in the land brought under the Real Property Act, and the tracing shows the parcel set forth in page 23 of abstract.

I have requested the surveyor, Mr. E. J. Brown, to meet Mr. Deering to-morrow (Thursday) morning in Sydney, that the surveyors together may confer.

Apart from this matter, I have supplied you with the abstract of all the land not brought under the Real Property Act which passed by deed into Mr. John Taylor's possession.

Yours, &c.,

R. H. LEVIEN,

(Per T.W.R.)

R. H. Levien, Esq., M.P., to The Crown Solicitor.

John Taylor to The Queen.—Land, Parramatta.

Dear Sir,

George-street, Parramatta, 20 November, 1888.

I have not received the requisitions on title promised in your last letter.

I have the vendor daily about the progress of settlement, and also communications from the Department erecting the buildings on the land.

As you have taken possession, the vendor will unquestionably be looking for interest on the purchase money. Pray push this a little.

I am, &c.,

R. H. LEVIEN,

(Per T.W.R.)

R. H. Levien, Esq., M.P., to The Crown Solicitor.

John Taylor to The Queen.

Dear Sir,

George-street, Parramatta, 16 October, 1888.

Herewith I return you the abstract completed as regards the particulars of the 1 rood 4 perches land under the Real Property Act.

The certificate you will find lying in the office, where it has been since 14th December, 1881.

Until your application for a sketch, I understood that, in addition to the tracing I forwarded to the Colonial Secretary's Department in August, a complete description had been furnished when the land was sold.

I also forward, attached to abstract, surveyor's description of land 2 roods 24 perches and 1 acre 2 roods 5 perches respectively.

Yours, &c.,

R. H. LEVIEN,

(Per THOS. W. RAWLING).

R. H. Levien, Esq., M.P., to The Colonial Secretary.

John Taylor to The Crown.

Sir,

George-street, Parramatta, 29 August, 1888.

Herewith I forward the surveyor's tracing of the land recently purchased by the Government.

The area of each parcel is shown, and the parts under the Real Property Act and the old system duly distinguished and noted.

I have, &c.,

R. H. LEVIEN,

(Per THOS. W. RAWLING).

The Crown Solicitor.—C.W., P.U.S., B.C., 26 Sept., 1888.

The Crown Solicitor to The Principal Under Secretary.

Sir,

Crown Solicitor's Office, Sydney, 17 October, 1888.

I have the honor to forward herewith abstract of title and tracing of land at Parramatta purchased from Mr. John Taylor, also copies of two letters, dated respectively 13th and 16th idem, in relation thereto, and to request that these documents may be forwarded to the Metropolitan District Surveyor, in order that the land purchased may be identified with that comprised in the abstract of title, and, if it should be deemed desirable, that a survey of the land may be made.

I have, &c.,

JOHN WILLIAMS,

Crown Solicitor,

(Per D.D.)

The Metropolitan District Surveyor.—C.W., B.C., 19/10/88.

The Crown Solicitor to The Principal Under Secretary.

Sir,

Crown Solicitor's Office, Sydney, 22 August, 1888.

I have the honor to return herewith papers relating to the purchase of land at Parramatta in connection with the Government Asylum for the Infirm and Destitute, and also abstract of title therein, and to request that I may be informed (1) whether the land purchased is comprised in the abstracted deeds. (2) I should also be informed whether the whole of the land comprised in the certificate of title referred to in the abstract on p. 14 is purchased; if not, it will be necessary that I shall be supplied with a plan and description of so much as is purchased, in addition to which (3) I shall require a separate description of the land purchased and comprised in the abstracted deeds referred to in the first 13 pp. of the abstract.

I have, &c.,

JOHN WILLIAMS,  
Crown Solicitor.

Refer to Lands for report.—C.W., 28/8/88. Will the Metropolitan District Surveyor kindly furnish a report in this case. The Under Secretary for Lands.—C.W., B.C., 28 Aug., 1888, Mr. District Surveyor Deering.—R. H. DE LOW (*per J.D., pro U.S.*), 29/8/88.

The Under Secretary for Lands to The Principal Under Secretary.

Sir,

Department of Lands, Sydney, 15 January, 1889.

Referring to your communication of the 20th ultimo (88-13,973) covering a letter from the Crown Solicitor respecting the purchase of land at Parramatta from Mr. John Taylor, I have the honor to inform you that the papers (88-15,737 miscellaneous) were forwarded to the Works Department on the 22nd ultimo as to necessary resumption under the Public Acquisition Act.

I have, &c.,

JNO. WILSON,  
(For the Under Secretary).

Reports by Mr. Metropolitan District Surveyor Deering to The Under Secretary for Lands.

Purchase of land by Government at Parramatta for Asylum from Mr. John Taylor.—Three items of information required by Crown Solicitor in connection with conveyance.

No. 2,354, 31st August, 1888.

1. With reference to the first, viz., whether the land purchased is comprised in the abstracted deeds (*vide* abstract of title with these papers), there is no statement in these papers defining or describing what is the land purchased; and a tracing, referred to by Mr. Maxted and in the draft letter by Sir Henry Parkes, as showing the land purchased, is not now with these papers. \*See Appendix C.

2. With reference to the second, whether the whole of 1 rood 14½ perches referred to on page 14 of the abstract is purchased, Mr. Levien's letter of 13th August mentions this area as "forming part of the land sold to the Government."

3. The third item requires a separate description of the land purchased and comprised in the abstracted deeds referred to in the first thirteen pages of the abstract.

4. Although Mr. Levien's letter before-mentioned implies that a surveyor's description of the land purchased had been supplied, no such description is now with the papers; and the tracing forwarded with his letter of 29th August, purporting to show "the land recently purchased by the Government," does not compare with the particulars in the abstract.

5. It is therefore recommended that in order to satisfy the Crown Solicitor's requisition, Mr. Levien be requested to indicate—

- (a) What is the land purchased, lots, area, &c., and whether it is comprised in the abstracted deeds.
- (b) Is the whole of the 1r. 14½p. purchased; if not, to supply a plan and description of so much of it as is purchased.
- (c) And furnish a separate description of the land purchased and comprised in the first thirteen pages of the abstract.

If a plan or tracing can be furnished showing clearly the lots, &c., purchased, it will materially simplify the case.

JOHN W. DEERING,  
Metropolitan District Surveyor.

Submitted that this report be referred to the Department of the Colonial Secretary.—R.H.D., 11/9/88. Approved.—J.W.B., 20/9/88. The Principal Under Secretary.—R.H.D. (for the Under Secretary), B.C., Lands, 21/9/88. Returned.—C.S.O., 25/9/88. Inform Crown Solicitor.—C.W., 25/9/88.

Further report from the Metropolitan District Surveyor to the Under Secretary for Lands.

Purchase of land by Government at Parramatta for Asylum from Mr. John Taylor. Crown Solicitor desires the land purchased to be identified with that comprised in abstract of title.

No. 3,039, 26 October, 1888.

1. In my former report, No. 2,354, dated 31st August last, on Miscellaneous Lands 88-10,846 (not now herewith), I pointed out that there was no statement or tracing with those papers describing or defining the land purchased.

2. Mr. Levien's letter of 13th instant herewith states that the land the Crown has purchased is coloured red on tracing now herewith; from the abstract and surveyor's description attached thereto, it must, however, be inferred that such land is coloured and edged red; the tracing intimates that coloured tinted red as being under Torrens Act.

3. The abstract and descriptions now appear to comprise and agree with the land tinted and edged red on tracing, with the exception of the 1 rood 4 perches tinted red, which does not appear to be so comprised; p. 23 of the abstract, moreover, appears to be outside the present transaction, and may possibly have been added in mistake for one referring to the 1 rood 4 perches.

4. I think survey is not necessary for this transaction, and the papers might be returned to the Colonial Secretary's Department with this report for the information of the Crown Solicitor.

JOHN W. DEERING,  
Metropolitan and Coast District Surveyor.

May be forwarded to Colonial Secretary's Department.—R.F.D. Submitted, 5/11/88  
G.F., 7/11/88. Approved.—J.W.B., 8/11/88. The Principal Under Secretary.—R.H.D., for the  
U.S., Lands, B.C., 8/11/88. Other papers with Crown Solicitor. The Crown Solicitor.—C.W., P.U.S.,  
B.C., 19/11/88.

R. H. Levien, Esq., M.P., to The Colonial Secretary.

Purchase of Land from Mr. J. Taylor, Parramatta.

Sir,

George-street, Parramatta, 13 August, 1888.

With reference to the letter of the Under Secretary apprising Mr. John Taylor of the purchase by the Government of his land approximate to the Railway Station, Parramatta, I herewith transmit for your inspection,—

Abstract of his title to lots 10 to 13, 44, 46 and 47, of the Wentworth Estate, particulars for transfer of 1 rood 14 $\frac{1}{4}$  perches, now under Real Property Act, and forming part of the land sold to the Government.

I understand you are in possession of a surveyor's description of the land purchased.

I shall be glad to hear from you as to the speedy completion of this business.

I have, &c.,

R. H. LEVIEN,  
(Per THOMAS W. RAWLING.)

The Crown Solicitor.—C.W., B.C., 15/8/88.

The Crown Solicitor to The Principal Under Secretary.

Sir,

Crown Solicitor's Office, Sydney, 27 November, 1888.

I have the honor to return herewith the papers relating to the purchase from Mr. John Taylor, of land at Parramatta, which were left with me this morning by a clerk from your Department, with a verbal request, as I understood it, that I would indorse upon them a memo. as to whether I thought the title shown was such as to warrant an advance on account of the purchase money being made to Mr. Taylor.

As the memo. of Mr. Wm. Freeman's for the Metropolitan District Surveyor, of date 26th instant, is to the effect that the abstract now comprises the 1 rood 4 perches previously omitted, I think Mr. Taylor does show a satisfactory title to all the land agreed to be sold, excepting the small portion of Fitzwilliam-street, which, as suggested, will have to be resumed under the Land for Public Purposes Acquisition Act, and as to this I may state the fee-simple is no doubt vested in some one other than Mr. Taylor, but that, as the public has a general right of way over it, its value to the owner of the fee-simple cannot be said to be of any great amount.

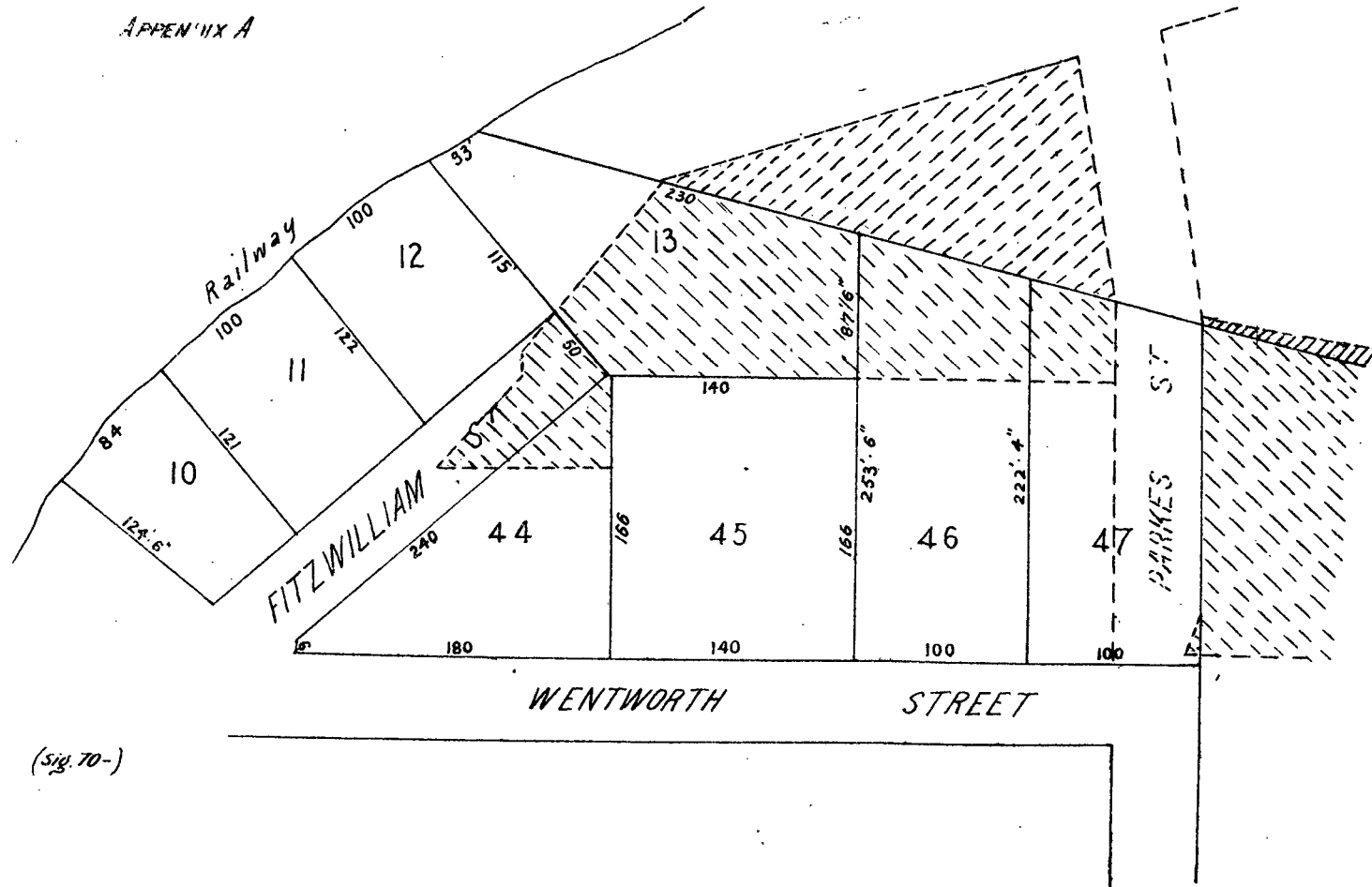
I have, &c.,

JOHN WILLIAMS,  
Crown Solicitor.

Submitted.—28/11/88. The portion of land herein referred to may be resumed as recommended by the Crown Solicitor.—C.W., 5/12/88. Approved.—H.P., 5/12/88. Will the Under Secretary for Lands be kind enough to take the necessary steps to carry out the Colonial Secretary's decision.—C.W., B.C., 5/12/88. Immediate.—J. W. O'DWYER. Resumptions under the Lands for Public Purposes Acquisition Act are effected by the Works Department, to which these papers may perhaps be forwarded.—R.H.D., 18/12/88. S.F.—20/12/88. Approved.—J.W.B., 21/12/88. The Under Secretary for Public Works.—R.H.D., for the Under Secretary, B.C., Lands, 21/12/88. Make short statement.—D.C.McL., 22/12/88. Very urgent.

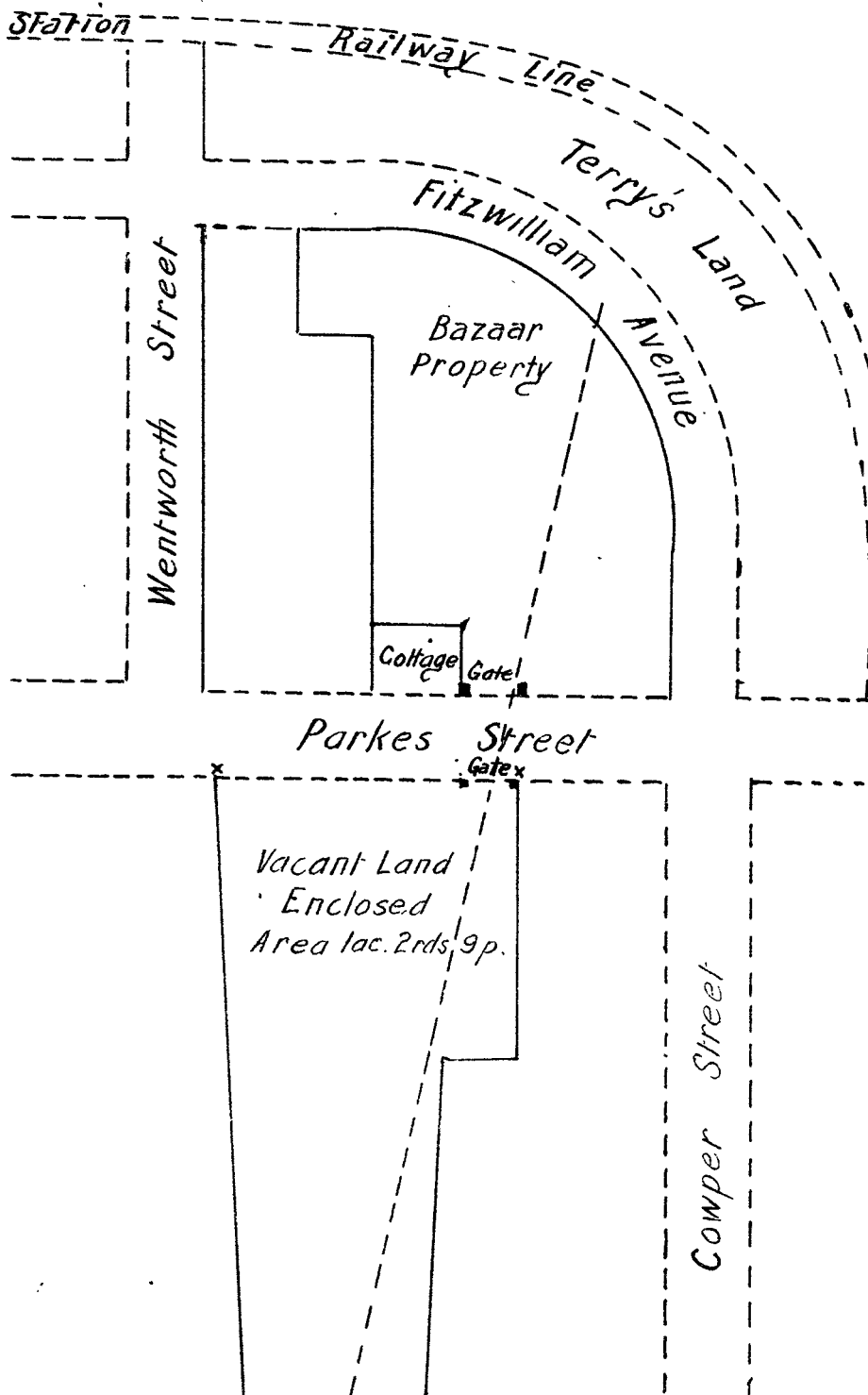
[Three plans.]

APPENDIX A



(Sig. 70-)

APPENDIX B.

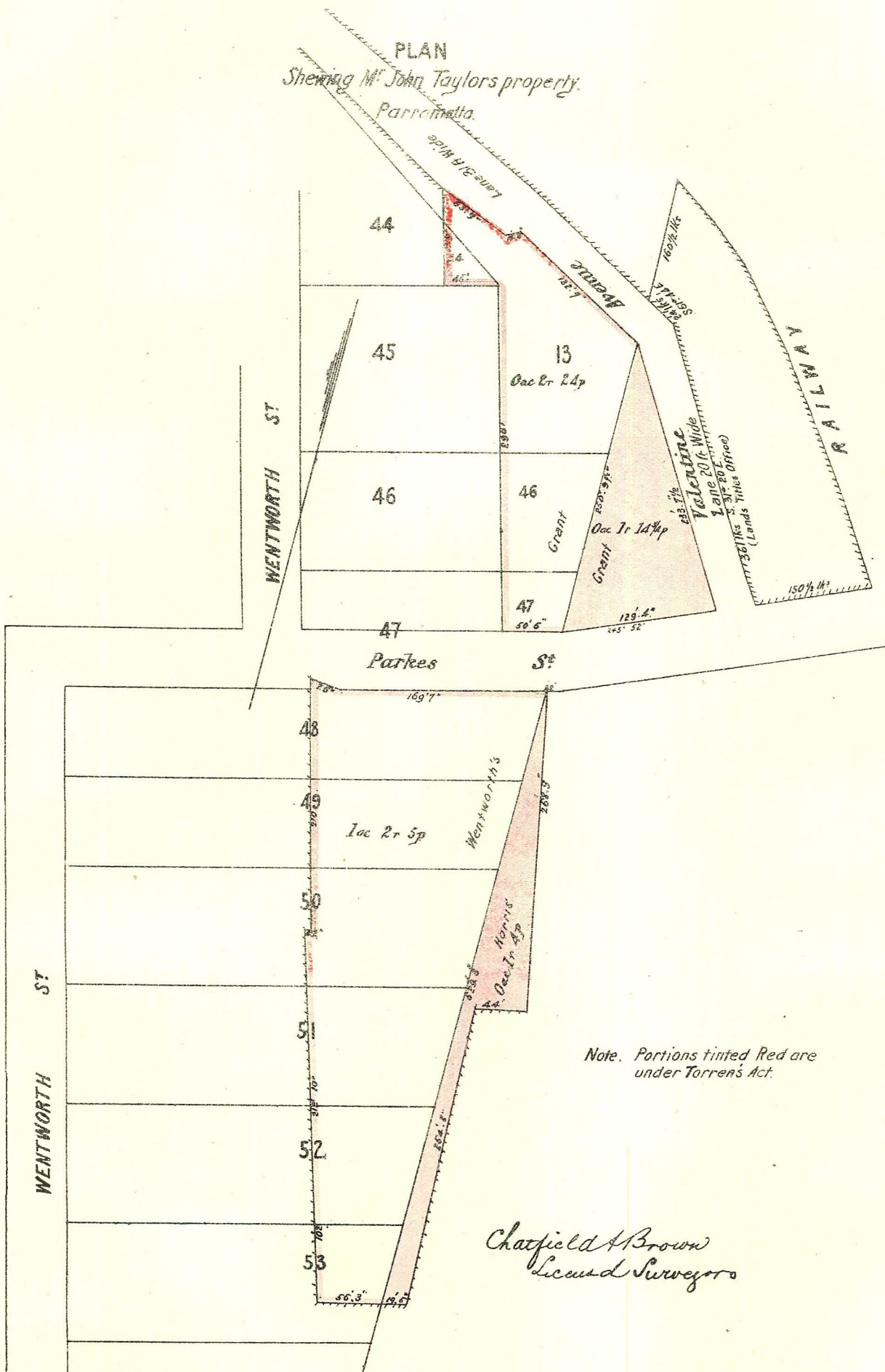


(Sid. 70)



APPENDIX C.

PLAN  
Showing Mr John Taylors property.  
Parromatta.



Note. Portions tinted Red are under Torrens Act.

Charfield & Brown  
Licensed Surveyors

(Sig. 70)

1889.

## NEW SOUTH WALES.

## COAST HOSPITAL, LITTLE BAY.

(REPORT ON, FOR 1888.)

Presented to Parliament by Command.

## The Medical Adviser to the Government to The Colonial Secretary.

Sir,

Health Department, New South Wales, 20 May, 1889.

I do myself the honor to submit the Annual Report on the working of the Coast Hospital for the year 1888, with an appendix containing the usual returns.

The reports for previous years have set forth how this institution, designed as a quarantine station and sanatorium, was, when no longer needed for its original purpose, used as a Convalescent Hospital for patients from the Sydney and Prince Alfred Hospitals, and has gradually grown into a general hospital to supplement the work and supply the shortcomings of the other metropolitan hospitals. The need for accommodation for acute cases has rendered it impossible, during the year 1888, to admit convalescents, and the Carrington and Walker Convalescent Hospitals are now more than ever necessary to meet the need for accommodation for this class, and to relieve the wards of the Metropolitan Hospitals.

The Hospital is now—(1st) a fever hospital; (2nd) a hospital for infectious diseases, scarlet fever, measles, diphtheria, &c.; (3rd) an erysipelas hospital; (4th) a general hospital for medical and surgical cases; (5th) a lock hospital for males; and (6th) a home for lepers. Every class of disease is admitted and treated, except small-pox, insanity, and lock cases in female patients.

From Table I it appears that the total number of patients admitted has been 1,694, which, with 23 remaining from last year, make a total of 1,717 under treatment. Of these 1,203 were discharged recovered, 311 improved, and 41 unchanged; 46 were transferred to Government Asylums for the Infirm and Destitute, 8 to general Hospitals to undergo operations or for other causes, and 9 to Hospitals for the Insane; whilst 95 died and 4 remained on the books at the date of this return. The average stay in Hospital was 40·23 days, and the average daily number under treatment 197·12.

TABLE I.—General Statement, showing total admissions, transfers, discharges, deaths, average stay, and average daily number in Hospital, 1888; mortality, per cent., 5·55.

Remaining in on date of last Return.		Admitted.			Discharged.			Transferred.			Died.*		Remaining in on date of Return.		Average stay in days.	Average daily number.†
M.	F.	M.	E.	Total.	Well.	Better.	Un-changed.	To Govern-ment Asylums.	To Public Hos-pitals.	To Hos-pitals for Insane.	Removed by Friends.	Buried in Hospital Cemetery.	M.	F.		
11	12	1,214	480	1,717	1,203	311	41	46	8	9	27	68	3	1	40·23	197·12
		1,694														

\* The deaths of persons dying in 1889 who were admitted in 1888 are included.

† This number includes lepers.

Although convalescent cases have not been admitted, and the average number in Hospital has been 197, as against 198 last year, the proportion of patients discharged recovered to those discharged improved and unchanged has increased by nearly 100 per cent. Only 95 of the cases treated have died, as compared with 157 in the previous year, and the average stay in Hospital has been reduced by two days.

Table II shows the channels through which the patients admitted during the year reached the Hospital.

It will be seen that 316 cases were admitted by orders from the Medical Adviser's Office; 1,317 from the Hospital Admission Depot, the organization and administration of which was described in the report of the Hospital for 1887; 24 from the Metropolitan Hospitals; and 6 from the Benevolent Asylum; whilst 31 patients applied for admission direct and were received. Only 30 patients were received from

the Metropolitan Hospitals and the Benevolent Asylums, as compared with 243 last year. This marked difference is due to the exclusion of convalescent cases, as already mentioned. The 30 cases admitted were nearly all suffering from infectious fever or erysipelas, for which the other Hospitals do not provide special accommodation.

TABLE II.—Showing the channels through which all patients admitted during the year 1888 reached the Hospital, and the number received through each channel.

Medical Department.		Sydney Hospital.	Balmain Cottage Hospital.	St. Vincent's Hospital.	Sick Children's Hospital, Glebe.	Benevolent Asylum, Pitt-street.	Admitted direct.	Total.
Medical Adviser's Office.	Hospital Admission Depot.							
316	1,317	8	1	2	13	6	31	1,694

Tables III, IV, and V, deal with the statistics of typhoid fever during the year. In Table III typhoid fever cases are shown distributed under age and sex. The total number was 241, and the mortality 6.20 per cent., or, after deducting 1 death, which occurred during the first 48 hours, 5.81 per cent. only. The average stay in Hospital was 42.61 days. It will be seen that, compared with the year 1887, the number of typhoid fever cases admitted was somewhat less—241 as against 286,—and that the mortality decreased by 50 per cent., being 6.20 over all cases as against 12.58 in 1887. This marked decrease in the death rate has not been arrived at by including cases of febricula in the returns, as these, numbering 60, or equal to one-quarter of the number of cases of typhoid fever, are excluded and specially classified, as will be seen on reference to table, Appendix A. It would appear to be due, to some extent, to the patients being sent for Hospital treatment at an earlier stage of the malady, and also to some judicious exclusion of certain cases in too precarious a condition to bear the long journey to the Coast Hospital; but the main reason for the highly satisfactory result shown in this year's statistics is, I believe, the special care bestowed and skill displayed in dealing with these cases by the medical officers of the Hospital.

From Table V it appears that in the majority of the cases—174 out of the total—admission has been sought by medical practitioners or by the friends of patients, on the certificates of medical practitioners, through the Medical Adviser's Office, and that 56 presented themselves at the Hospital Admission Depot.

By Table V it is shown that patients have been received from nearly all parts of the Metropolitan and Suburban area, and from Prospect, Potts' Hill, and Ryde. This table shows a decided increase in the number of cases admitted from the North Shore (St. Leonards, North Willoughby, Gordon, &c.), and points to the necessity for some special provision for typhoid fever patients on that side of the harbour, as the journey from this district to the Sydney hospitals, and especially to the Coast Hospital, is long and wearisome, and militates against the recovery of the patients.

TABLE III.—Showing the total acute cases of Typhoid Fever distributed under sex and age, and the deaths at each age, which were admitted during 1888:—

(Average stay in Hospital, 42.61 days; mortality, per cent. 6.20. Mortality after deducting 1 death during the first 48 hours, 5.81 per cent.)

	0—5.		5—10.		10—15.		15—20.		20—30.		30—40.		40—50.		50—60.		60—70.		Total.
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	
Admissions .....	2	4	11	7	19	13	14	21	57	42	26	17	2	4	2	...	...	...	241
Deaths* .....	...	...	...	...	...	...	...	...	4	5	1	3	...	2	...	...	...	...	15

\* The deaths of persons dying during 1889, who were admitted in 1888, are included.

TABLE IV.—Showing the channels through which all acute cases of Typhoid Fever admitted during the year reached the Hospital, and the number received through each channel, 1888:—

Medical Department.		Benevolent Asylum, Pitt-street.	Admitted direct.	Total.
Medical Adviser's Office.	Hospital Admission Depot.			
174	56	4	7	241

TABLE V.—Showing the number of persons suffering from Typhoid Fever, who were removed to the Coast Hospital for treatment, from each district, during the twelve months ending 31st of December, 1888, and the deaths occurring therein during the same period.

Districts.	Admission.	Deaths.	Districts.	Admission.	Deaths.
<b>METROPOLIS—</b>			<b>SUBURBS—</b>		
Sydney .....	62	5	Ashfield .....	1	.....
			Burwood .....	.....	.....
			Canterbury .....	.....	.....
<b>SUBURBS—</b>			Five Dock .....	1	.....
North-Western. { Balmain .....	6	.....	Western and Southern { Kogarah .....	.....	.....
Leichhardt .....	7	.....	Rockdale .....	.....	.....
Glebe .....	6	.....	Marrickville .....	11	.....
			Hurstville .....	.....	1
			Petersham .....	1	.....
West Central. { Newtown .....	20	1	Strathfield .....	.....	.....
St. Peters .....	2	.....	East St. Leonards .....	9	1
Camperdown .....	1	.....	St. Leonards .....	6	.....
Macdonaldtown .....	6	.....	North Shore. { North Willoughby .....	7*	.....
			Gordon and Lane Cove .....	1	.....
			Manly .....	.....	.....
			Narrabeen .....	1	.....
East Central. { Redfern .....	9	.....	SHIPPING .....	1	.....
Darlington .....	8	1	COUNTRY—		
Alexandria .....	7	.....	Prospect .....	6	.....
Waterloo .....	11	1	Potts' Hill .....	1	.....
Botany, North .....	2	1	Ryde .....	1	.....
Botany, Lower .....	7	1	ADDRESS NOT FIXED .....	3	.....
			Total .....	241	13
Eastern. { Paddington .....	15	.....			
Randwick .....	4	.....			
Waverley .....	14	1			
Woollahra .....	9	.....			

\* NOTE.—Two of these patients, who were admitted in 1888, died during 1889.

Table VI deals with infectious diseases, and shows the forms of disease, the number of cases of each disease admitted, and the localities from which they were received. It will be seen that erysipelas is included in this list for the first time, the number of patients treated being 45. The other infectious diseases treated were—Scarlet fever, 52; measles, 33; diphtheria, 1; and chicken-pox, 3. No cases of death occurred among the total of 134 cases treated, although the scarlet fever was of a severe type, and was frequently followed by nephritis and other sequelæ. In the absence of any law to isolate and deal with infectious diseases, the increasing tendency on the part of the public to seek isolation and special treatment should undoubtedly be encouraged as tending towards the relief of suffering and the saving of life; but by the increasing number of patients the present resources of the Coast Hospital are taxed to the utmost, and it will be impossible to continue to receive the increasing numbers without some special provision is made for this class of diseases. Plans for a complete hospital for infectious diseases, to contain fifty beds, are now being drawn by the Colonial Architect, on sketch plans prepared by Dr. Ashburton Thompson, and it is hoped that the necessary Parliamentary appropriations may be soon made for this important and necessary work. On its completion the pavilion now used for these cases will serve for the accommodation of ordinary hospital cases. The increasing number of cases of infectious fevers is shown by the following figures:—

	1884.	1885.	1886.	1887.	1888.
Cases admitted ... ..	12	17	50	63	89*

\* exclusive of erysipelas.

TABLE

TABLE VI.—Showing localities whence and how many cases of other infectious Fevers, &amp;c., were admitted in 1888:—

Mortality, 0·01 per cent.

Locality.	Erysipelas.		Measles.		Scarlet Fever.		Diphtheria.		Chicken-pox.	
	Admissions.	Deaths.	Admissions.	Deaths.	Admissions.	Deaths.	Admissions.	Deaths.	Admissions.	Deaths.
Sydney .....	29	...	18	...	13	...	.....	...	1	...
Paddington .....	.....	.....	2	.....	7	.....	.....	.....	.....	.....
Glebe Sick Children's Hos- pital.	.....	.....	.....	.....	8	.....	.....	.....	.....	.....
Not fixed .....	5	.....	2	.....	.....	.....	.....	.....	.....	.....
Concord .....	.....	.....	2	.....	3	.....	.....	.....	.....	.....
Newtown .....	2	.....	1	.....	2	.....	.....	.....	.....	.....
Waterloo .....	1	.....	4	.....	.....	.....	.....	.....	.....	.....
Glebe.....	2	.....	.....	.....	1	.....	.....	.....	1	.....
Alexandria .....	.....	.....	.....	.....	3	.....	.....	.....	.....	.....
Botany .....	.....	.....	2	.....	1	.....	.....	.....	.....	.....
St. Leonards.....	.....	.....	.....	.....	3	.....	.....	.....	.....	.....
Balmain .....	.....	.....	.....	.....	1	.....	1	.....	.....	.....
Benevolent Asylum, Pitt- street.	.....	.....	.....	.....	2	.....	.....	.....	.....	.....
Bandwick .....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....
Redfern .....	.....	.....	1	.....	1	.....	.....	.....	.....	.....
S.S. "Oceana" .....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....
Burwood .....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....
Campbelltown .....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....
Camperdown .....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....
Chatswood .....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....
Croydon .....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....
Five Dock .....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....
Granville .....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....
Homebush .....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....
Kogarah .....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....
Leichhardt .....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....
Manly .....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....
Marrickville .....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....
Newington .....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....
North Willoughby .....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....
Waverley .....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....
Woollahra .....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....
Total .....	45	.....	33	.....	52	.....	1	.....	3	.....

Table VII shows the age and sex, together with other particulars of the General Hospital cases, under treatment during the year. The total number was 1,472 cases, and the deaths were 80, giving a percentage of 5·43. Excluding 8 deaths, which occurred within 48 hours of admission, the death rate was 4·89 per cent. The death rate for these cases is 3 per cent. less than during the year 1887.

TABLE VII.—Showing the general cases distributed under sex and age, and the deaths at each age, during the year 1888.

(Average stay in Hospital in days, 39·84. Mortality, 5·43 per cent. Mortality, after deducting 8 deaths\* during the first 48 hours, 4·89 per cent.)

	0-5.		5-10.		10-15.		15-20.		20-30.		30-40.		40-50.		50-60.		60-70.		70-80.		80-90.		90-100.		Total
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	
Admissions .....	21	15	4	9	10	7	45	51	301	95	273	81	219	66	142	43	61	11	11	3	1	2	1	...	1,472
Deaths† .....	...	2	...	1	1	...	4	2	7	2	11	4	19	6	14	2	5	...	...	...	...	...	...	...	80
Remaining .....	...	...	...	...	...	...	...	...	1	...	...	...	1	1	1	...	...	...	...	...	...	...	...	...	4

\* 2 deaths from phthisis, 1 from acute rheumatism, and 1 from asthenia after phagedena, during the first 48 hours after admission; and 1 from purulent peritonitis, 1 from mitral valve disease, 1 from aneurism, and 1 from congenital debility, during the first 24 hours.

† The deaths of persons dying during 1889, but who were admitted during 1888, and of those remaining in from 1887, are included.

Table VIII deals with the lepers, and shows an increase in 4 during the year. There were no deaths or discharges, and the number at the close of the year was 11.

The quarters set apart for these patients are now overcrowded and inadequate, and the site of them in the highest degree objectionable, being close to the main water supply of the Institution.

The Medical Superintendent has repeatedly submitted for consideration his objections to the site and to the general arrangements for these unfortunate patients, and it is clearly time that some change in the following directions was made:—

1. The provision of larger rooms which will admit of some classification on a better chosen site.
2. The passing of an Act for the compulsory detention and treatment of this class.

TABLE VIII.—Showing the number of Lepers who remained in Hospital at the end of 1887, who were admitted and discharged, and who died in 1888.

Number remaining in on 31st December, 1887.	Admitted.	Discharged.	Died.	Number remaining in on 31st December, 1888.
7	4	.....	.....	11

The financial returns (Tables IX and X) show that the cost of treatment, including the expense of ambulance and repairs, was 2s. 7d. per head per diem, or £47 10s. 2d. per head per annum, as against 2s. 7½d. and £47 18s. 5d. for the year 1887. As the ambulances are not only used for conveying patients to the Coast Hospital, but also for the services of the Health Department generally, and for the occasional removal of Government patients to the other metropolitan hospitals, it is necessary for the purposes of comparison with other institutions that the sum paid for maintaining the ambulance service, £1,152 1s. 3d., or £5 17s. per head per annum, should be deducted, thereby reducing the cost to £41 13s. 2d. per head per annum, or 2s. 3½d. per diem.

It is satisfactory to note that since the buildings at Little Bay were opened as a general hospital in January, 1884, the annual cost of maintaining patients there has been decreased from £64 1s. 4½d. in the first year to £47 10s. 2d. in the year now under review. It is not expected that the latter rate can be further reduced consistently with the efficient working of the institution.

TABLE IX.—Statement of the Total Expenditure of the Coast Hospital for the Year 1888, showing how the amounts have been paid.

Expenditure.		How paid.	
To working expenses as per Table X .....	£ s. d. 9,359 4 5	By amount paid from Hospital vote, by Medical Adviser to the Government .....	£ s. d. 8,191 0 1
„ cost of erecting new stables.....	195 0 0	„ amounts paid from stores vote, by Superintendent of Stores .....	1,173 10 10
„ proceeds of the sale of bones, fat, &c., paid to Treasury .....	20 1 8	„ amount expended by Colonial Architect.....	476 14 0
„ cost of additions and alterations to the water supply by the Colonial Architect .....	299 12 11	„ amount expended by Government Printer .....	32 14 1
	£ 9,873 19 0		£ 9,873 19 0

TABLE X.—Working Expenses of the Coast Hospital for the Year 1888.

1888.	Total.		Average per head per annum.	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
<b>MAINTENANCE AND TREATMENT OF PATIENTS.</b>				
Salaries :—				
Hospital Staff .....	2,695 0 0		13 13 7	
Provisions :—		2,695 0 0		13 13 7
Meat .....	854 6 9		4 6 9	
Bread .....	327 9 8		1 13 3	
Butter .....	196 15 6		1 0 0	
Vegetables .....	52 14 9		0 5 4	
Potatoes .....	69 8 4		0 7 1	
Groceries .....	745 3 7		3 15 8	
Milk .....	673 8 3		3 8 4	
Eggs .....	372 14 7		1 17 10	
Poultry .....	17 15 0		0 1 9	
Wine, beer, and spirits .....	85 3 1		0 8 8	
Sundries :—		3,394 19 6		17 4 8
Drugs .....	276 1 6		1 8 0	
Fuel and lighting .....	385 11 9		1 19 2	
Disinfectants .....	36 12 1		0 3 8	
Drapery, bedding, uniforms, furniture, &c. ....	329 17 10		1 13 6	
Ironmongery .....	165 0 1		0 16 9	
Brushware, glass, crockery .....	57 3 9		0 5 10	
Coffins .....	54 12 0		0 5 7	
Stationery, printing .....	50 18 6		0 5 2	
Petty expenses.....	54 8 7		0 5 6	
		1,410 6 1		7 3 2
<b>Total, Maintenance and Treatment of Patients.....</b>		<b>7,500 5 7</b>		<b>38 1 5</b>
Ambulance :—				
Salaries and rations.....	366 4 6		1 17 2	
Forage .....	395 0 8		2 0 1½	
Repairs, remounts, &c. ....	390 16 1		1 19 8½	
Repairs :—		1,152 1 3		5 17 0
Salaries and rations.....	476 6 8		2 8 4	
Materials, &c. ....	230 10 11		1 3 5	
		706 17 7		3 11 9
<b>Total .....</b>	<b>£ 9,359 4 5</b>			<b>47 10 2</b>

In the report on this Hospital for the year 1886-7, my predecessor called attention to the fact that, being built as a sanatorium, it was without adequate closet and bath-room accommodation, and that the absence of a proper drainage scheme was a serious deficiency. Detailed plans and sketches for the necessary alterations and additions were prepared, and an estimate showed the probable expenditure to be £2,300. The necessity of larger and better store-rooms, of better accommodation for the medical officers, of rooms for the isolation of patients suffering from the delirium of fever or alcohol, or from temporary insanity, and of a hall for church services, has been also pointed out; but these works have not yet advanced beyond the stage of plans and estimates, and ministerial authority for the much-needed improvements is still wanting. For the sum of £6,000 all the more immediately necessary works could be carried out, and the Hospital thus altered be able to render more efficient and useful public service.

The position of Assistant Medical Officer, to which Dr. Young was appointed in March, 1887, was vacated by him on June 4th, and held by Dr. C. J. Weekes from that date to October 11th, when he was succeeded by Dr. R. U. Russell, who still occupies the position.

Miss Dickson resigned her position as Matron in January, and Mrs. Mackay was appointed in her place, and held office at the close of the year.

Dr. Peirce, who has prepared the statistics for the year, and to whose zeal, energy, and skill, the successful results of the year are mainly due, continues to hold the office of Medical Superintendent.

I have, &c.,

F. NORTON MANNING.

#### APPENDIX A.

Diseases.	Admissions.	Deaths.
<b>CLASS I.—ZYMOTIC DISEASES.</b>		
Order 1. Miasmatic Diseases—Scarlatina, measles, diphtheria, dysentery, fevers, &c. {	241	15
Enteric fever	60	.....
Febricula ...	330	2
Other cases	250	3
Order 2. Enthetic Diseases—Syphilis, gonorrhoea, &c. ....	49	2
Order 3. Dietic Diseases—Scurvy, alcoholism, &c. ....	8	.....
Order 4. Parasitic Diseases—Thrush, hydatids, &c. ....		
<b>CLASS II.—CONSTITUTIONAL.</b>		
Order 1. Diathetic Diseases—Gout, dropsy, cancer, &c. ....	12	4
Order 2. Tubercular Diseases—Scrofula, phthisis, abscess, &c. ....	119	*27
<b>CLASS III.—LOCAL.</b>		
Order 1. Nervous—Apoplexy, paralysis, brain disease, &c., chorea, &c. ....	39	1
Order 2. Circulation—Pericarditis, aneurism, heart disease, &c. ....	31	10
Order 3. Respiratory—Bronchitis, pneumonia, asthma, &c. ....	152	9
Order 4. Digestive—Gastritis, enteritis, peritonitis, hernia, &c. ....	84	10
Order 5. Urinary—Nephritis, ischuria, diabetes, &c. ....	25	2
Order 6. Generation—Ovarian dropsy, uterus diseases, &c. ....	27	1
Order 7. Joints—Arthritis, osteitis, periostitis, &c. ....	61	.....
Order 8. Integumentary—Phlegmon, ulcer, skin diseases, &c. ....	116	.....
<b>CLASS IV.—DEVELOPMENTAL.</b>		
Order 3. Old People—Old age ....	11	1
Order 4. Nutrition—Atrophy, debility, &c. ....	21	7
<b>CLASS V.</b>		
Order 1. Accident or Negligence—Fractures, contusions, burns, drowning, suffocation, &c. ....	60	.....
Order 4. Suicide ....	1	1
Unspecified ....	16	.....
Total.....	1,713	95

\* Includes 25 deaths from phthisis.

## APPENDIX B.

SHOWING the names, &amp;c., of all patients who died at the Coast Hospital during 1888.

No.	Name.	Date of Admission.	How admitted.	Age.	Disease.	Complications.	Date of Death.	No. of days in Hospital.	Cemetery No.
1719	Harry Grater	1887. 30 Dec.	H.A. Dep.	30	Pleuritis	Epileptoid seizures	1888. 3 Jan.	5	Removed.
1067	Robert Rickards	4 Aug.	"	52	Mitral valve disease	Ascites	4 "	154	No. 279.
1649	Catherine Amery	10 Dec.	M.A.	22	Enteric fever	Perforation and collapse.	4 "	26	No. 280.
1664	William Moody	13 "	H.A. Dep.	38	Phthisis	"	7 "	36	No. 281.
1568	John M'Carthy	22 Nov.	"	45	"	"	8 "	48	No. 282.
29	Louisa Davis	1888. 6 Jan.	"	28	Alcoholism	Epilepsy	17 "	12	No. 283.
1707	Ah Toy	1887. 28 Dec.	"	40	Mitral valve disease	"	26 "	30	No. C.H.N. 9
1704	Jules Penchaud	28 "	"	28	Phthisis	"	28 "	32	No. 284.
64	Jane Newman	1888. 13 Jan.	M.A.	45	Enteric fever	"	31 "	19	No. 285.
1371	James Fitzpatrick	1887. 7 Oct.	H.A. Dep.	52	Phthisis	"	4 Feb.	121	No. 286.
1711	Robert Henry Robinson	28 Dec.	"	73	Senile decay	Intestinal obstruction.	4 "	39	Removed.
1616	George Stoneham	3 "	"	46	Phthisis	Bronchitis	12 "	72	No. 287.
116	Charles Eckersley	1888. 27 Jan.	M.A.	22	Enteric fever	Perforation and peritonitis.	14 "	19	No. 288.
200	Margaret Burling	13 Feb.	H.A. Dep.	42	Phthisis	"	18 "	6	No. 289.
985	James Hughes	1887. 16 July	"	23	"	"	21 "	221	No. 290.
243	Koor Sing	1888. 21 Feb.	"	44	"	"	22 "	1	No. C.H.N. 10.
71	Luke Monaghan	17 Jan.	"	43	Malignant disease of stomach and liver.	Gastritis	23 "	38	No. 291.
152	Andrew Hulm	2 Feb.	"	46	Phthisis	"	27 "	26	Removed.
127	Simon Dumas	30 Jan.	"	60	Cardiac hypertrophy, with dilatation.	Syncope	2 Mar.	93	No. 292.
212	Henry Gimbert	15 Feb.	"	22	Phthisis	"	3 "	18	No. 293.
1583	Francis Connors	1887. 25 Nov.	"	30	Mitral valve disease	Ascites	6 "	103	No. 294.
1680	William Thomas	1888. 19 Dec.	"	58	Cirrhosis of liver	Gall stones	7 "	80	No. 295.
361	Jane M'Gregor	15 Mar.	M.A.	40	Enteric fever	Tympanites	17 "	2	Removed.
359	Walter Burns	21 "	H.A. Dep.	21	Mitral valve disease	Pneumonia	21 "	5 hours	No. 296.
111	Joseph Moss	1887. 27 Jan.	"	35	Necrosis of femur	Diffuse cellulitis and asthenia.	23 "	57	No. 297.
1572	Ah Ken	1887. 23 Nov.	"	30	Lymphadenoma	"	25 "	124	No. C.H.N. 11.
318	Emily Stacey	1888. 6 Mar.	M.A.	31	Enteric fever	Pulmonary congestion and delirium.	26 "	21	Removed.
440	William Sheppard	30 "	Med. Sup.	18	Purulent peritonitis	Pulmonary congestion.	30 "	2 hours	No. 298.
1613	Henry Talbot	1887. 2 Dec.	H.A. Dep.	53	Phthisis	Hæmoptysis	1 April	122	No. 299.
208	Henry Ball	14 Feb.	"	42	"	Bronchitis	5 "	52	No. 300.
114	William Love	27 Jan.	"	46	"	"	7 "	72	No. 301.
219	Sarah Dempsey	16 Feb.	M.A.	15	Phthisis	"	9 "	54	No. 302.
493	James Knox	10 April	H.A. Dep.	47	Aortic aneurism	"	10 "	8 hrs.	No. 303.
439	Elizabeth Cates	30 Mar.	M.A.	28	Enteric fever	Intestinal hæmorrhage.	17 "	19	No. 304.
462	Anthony Runicles	5 April	H.A. Dep.	40	Scirrhus of pylorus	Chronic gastritis	27 "	23	No. 305.
605	Gwendoline V. March	28 "	"	10m.	Marasmus	Diarrhoea	3 May	6	No. 306.
818	Edwin Chambers	1887. 8 June	"	32	Phthisis	"	7 "	335	No. 307.
603	Ellen Gibson	27 April	M.A.	21	Enteric fever	Pneumonia	10 "	14	No. 308.
665	Catherine Anderson	10 May	"	29	"	Acute delirium	20 "	11	No. 310.
676	John McCann	14 "	H.A. Dep.	49	Alcoholism	Pleuro pneumonia.	20 "	7	Removed.
598	Charles Dyason	27 April	"	64	Senile decay	Chronic gastritis	4 June	39	No. 312.
686	Alfred Hawthorne	15 May	"	30	Syphilis	Dysentery	12 "	29	No. 313.
742	May Tindale	28 "	M.A.	24	Enteric fever	Intestinal hæmorrhage.	14 "	18	Removed.
814	Emily Kershaw	13 June	"	34	"	Acute delirium	18 "	5	Removed.
1331	Eleanor Fullbrook	1887. 28 Sept.	H.A. Dep.	50	Senile phthisis	"	13 "	265	No. 314.
841	William Maher	21 June	"	29	Phthisis	Pulmonary congestion.	22 "	2	No. 315.
790	William Davis	9 "	M.A. (Sy. Hosp.)	46	Mitral valve disease	Bronchitis and cellulitis.	23 "	15	Removed.
816	James Medley	14 "	H.A. Dep.	43	Acute rheumatism	Pneumonia	28 "	15	No. 316.
731	George Bryant	25 May	"	60	Epithelioma of stomach	Dyspepsia	29 "	36	No. 317.
902	Infant daughter of Teresa Tomkins.	4 July	"	"	Congenital debility	"	4 July	16 hrs.	No. 318.
916	Yuk Con	7 "	H.A. Dep.	42	Bronchitis	Laryngitis	12 "	6	Removed.
712	Teresa Tomkins	21 May	M.A.	23	Phthisis after fever and childbirth.	"	20 "	61	No. 320.
875	Henry Bardwell	30 June	H.A. Dep.	38	Syphilis	Bronchitis	21 "	22	Removed.
977	Andrau	20 July	"	19	Phthisis	"	24 "	5	No. 321.



## APPENDIX B—continued.

No.	Name.	Date of Admission.	How admitted.	Age.	Disease.	Complications.	Date of Death.	No. of days in Hospital.	Cemetery No.
456	Elizabeth Oram	1888. 5 April...	H.A. Dep. ....	45	Hepatic congestion ...	Debility and exhaustion.	1889. 27 July ...	114	Removed.
569	Robert Johnson	23 " ...	"	34	Syphilis.....	Cellulitis and pneumonia.	28 " ...	97	No. 322.
643	Mary Ann Thiers.....	5 May ...	Sy. Hosp. ....	18	Scrofulous disease of thigh after amputation.	Hectic fever and debility.	29 " ...	86	No. 323.
1007	Thomas Byrnes	27 July ...	H.A. Dep. ....	56	Hepatic congestion ...	Debility.....	29 " ...	3	Removed.
176	Emily Wilkins	8 Feb. ...	"	38	Phthisis.....	"	21 Aug. ...	156	No. 324.
871	William Riley	28 June ...	"	59	Chronic bronchitis	Asthenia	24 " ...	58	No. 325.
947	Augustus W. Thomas...	14 July ...	"	38	Hepatic congestion ...	Phthisis.....	29 " ...	47	No. 326.
785	Ah Till	7 June ...	M.A. ....	30	Psoriasis	Asthenia	30 " ...	85	No. C.H.N. 12.
1140	Ah Gum	27 Aug. ...	H.A. Dep. ....	40	Albuminuria.....	Ascites	31 " ...	5	C.H.N. No. 13.
897	George Summers	4 July ...	"	42	Pulmonary congestion and asthma.	Phthisis.....	1 Sept. ...	60	No. 328.
1110	Frederick Lamb	21 Aug. ...	"	26	Phthisis and pleurisy	Hæmoptysis ...	6 " ...	17	Removed.
697	Mary Bennett	18 May ...	"	40	"	Bronchitis.....	12 " ...	118	No. 329.
912	Richard Evans.....	6 July ...	"	48	"	Pulmonary congestion.	12 " ...	69	No. 330.
1198	James Gwynne.....	11 Sept. ...	"	25	"	"	26 " ...	16	No. 331.
1183	Charles Rose.....	7 " ...	"	32	Pulmonary congestion	Hepatic congestion & debility	28 " ...	22	No. 332.
1262	George Dix	26 " ...	"	18	Mitral valve disease...	Ascites	7 Oct. ...	12	No. 333.
654	Mary Jane M'Farlane...	7 May ...	"	33	Diabetes	Phthisis.....	8 " ...	153	No. 334.
1098	James Boyd	16 Aug. ...	"	36	Phthisis	Chronic nephritis	9 " ...	55	Removed.
986	Catherine Madigan	23 July ...	"	57	Rheumatism.....	Chronic bronchitis & senile debility	11 " ...	81	No. 335.
917	David Hamilton	7 " ...	Sy. Hosp. ....	49	Aneurism of aorta	"	11 " ...	97	No. 336.
1248	Herman Iuttman	24 Sept. ...	H.A. Dep. ....	24	Enteric fever	Peritonitis.....	15 " ...	22	No. 337.
1386	William P. Johnson	4 Oct. ...	"	56	Suicide by drowning..	"	16 " ...	13	Removed.
1236	Clara Usher	19 Sept. ...	"	45	Chronic rheumatism..	Bronchitis.....	16 " ...	23	No. 338.
1283	Mary Jessop	20 Sept. ...	P.A. Hosp. ....	46	Cancer of uterus and ovaries.	"	17 " ...	394	Removed.
978	Henry Dilke	20 July ...	H.A. Dep. ....	50	Epithelioma of tongue and throat.	Asthenia	21 " ...	94	No. 339.
1115	Alexander Grey	22 Aug. ...	"	50	Phthisis.....	Bronchitis.....	21 " ...	61	Removed.
1341	Alfred Aldworth	17 Oct. ...	M.A. ....	57	Albuminuria.....	Cardiac failure	22 " ...	6	Removed.
1022	Jane Martin	31 July ...	H.A. Dep. ....	31	Phthisis	"	28 " ...	80	No. 340.
1309	James Smith	10 Oct. ...	"	40	Acute rheumatism ...	Cardiac failure	6 Nov. ...	28	No. 341.
1456	August Lawson	6 Nov. ...	M.A. ....	38	Asthenia	Phagedæna of arm.	7 " ...	2	Removed.
1379	Nicholas Caszica	24 Oct. ...	H.A. Dep. ....	20	Phthisis	Pneumonia	10 " ...	18	No. 342.
1398	Garin Greenless	27 " ...	"	52	Cancer of pylorus	"	10 " ...	15	Removed.
1181	John Mangan	7 Sept. ...	M.A. ....	40	Phthisis.....	"	18 " ...	63	Removed.
1408	Mary Devany	30 Oct. ...	H.A. Dep. ....	49	Chronic rheumatism.	Asthenia	13 " ...	14	No. 343.
1395	Robert Graham	26 " ...	"	51	Hepatitis	"	14 " ...	20	No. 345.
1483	Harry Diamond	14 Nov. ...	"	29	Acute rheumatism ...	Pericarditis	15 " ...	31 hrs.	No. 344.
1452	William Hall	6 " ...	"	53	Pulmonary congestion	Hæmoptysis ...	16 " ...	11	Removed.
1109	Anthony Cullhane	21 Aug. ...	"	48	Phthisis	"	22 " ...	93	No. 346.
840	William M'Culloch	21 June ...	"	57	Tubercular disease of testicle.	Recto-vesical fistula & asthenia.	26 " ...	156	No. 347.
1250	George Lowry	24 Sept. ...	"	52	Chronic bronchitis ...	Asthma & debility	1 Dec. ...	69	No. 348.
1532	Rebecca M'Donald	24 Nov. ...	"	21	Enteric fever	Intestinal hæmorrhage.	1 " ...	8	No. 349.
1573	Rosanna Byrne	1 Dec. ...	"	32	Phthisis	Hæmoptysis ...	6 " ...	6	No. 350.
1593	John Barnes	5 " ...	"	17	Tonsillitis	Meningitis	16 " ...	12	No. 351.
1600	John Bullock	6 " ...	M.A. ....	28	Enteric fever	Intestinal hæmorrhage.	16 " ...	11	Removed.
1325	Frederick Bailey	12 Oct. ...	H.A. Dep. ....	60	Cirrhosis of liver	Ascites & debility	20 " ...	70	No. 352.
1669	Michael Hourigan	24 Dec. ...	"	37	Mitral valve disease...	Pulmonary congestion.	26 " ...	3	Removed.
1651	Claus Lindemann	20 " ...	"	51	Cirrhosis of liver	Pleurisy	29 " ...	10	No. 353.
1636	William Enos Bath	15 " ...	M.A. ....	23	Enteric fever	Pulmonary congestion.	29 " ...	15	No. 354.
1638	William Noyes.....	17 " ...	H.A. Dep. ....	51	Cirrhosis of liver	Delirium tremens	30 " ...	14	No. 355.

## APPENDIX C.

## PATIENTS' DIET SCALES:—

*Diet No. 1.*

Extra— { Milk (at discretion).  
Beef tea.  
Custard.

*Diet No. 2.*

Bread, 8 oz.  
Butter,  $\frac{1}{2}$  oz.  
Tea,  $\frac{1}{4}$  oz.  
Sugar, 3 oz.

And extras.

*Diet No. 3.*

Bread, 1 lb.  
Butter, 1 oz.  
Broth, 1 pt.  
Potatoes,  $\frac{1}{2}$  lb.  
Pudding,  $\frac{1}{2}$  lb. twice a week.  
Tea,  $\frac{1}{2}$  oz.  
Milk,  $\frac{1}{2}$  gill (condensed).  
Sugar, 1 oz.

No extras.

*Diet No. 4.*

Bread, 1 lb.  
Butter, 1 oz.  
Meat, 1 lb. (uncooked, bone included).  
Potatoes,  $\frac{1}{2}$  lb.  
Vegetables,  $\frac{1}{2}$  lb. twice a week.  
Tea,  $\frac{1}{2}$  oz.  
Milk,  $\frac{1}{2}$  gill (condensed).  
Sugar, 1 oz.  
Oatmeal, 2 oz.  
Treacle,  $1\frac{1}{2}$  oz.  
Pudding,  $\frac{1}{2}$  lb. twice a week.  
Milk, fresh, 1 gill.  
No extras.

## MATERIAL to be used for preparing some items of the different diets:—

*Diet No. 1.*

Beef tea—1 shin to 12 pints of beef tea.  
Beef tea—(extra strong) 1 lb. beef to 1 pt.  
Custard— $1\frac{1}{2}$  egg,  $\frac{1}{2}$  pt. milk, 1 oz. sugar.

*Diet No. 2.*

Extras—Custard as above.  
Beef tea as above.  
Sago, } 2 oz.; milk (condensed), 1 gill;  
Arrowroot, } sugar,  $\frac{1}{2}$  oz.  
Eggs—raw, boiled, or poached.  
Milk.  
Bread and milk—milk, 1 gill.  
Rice, boiled, 2 oz.; milk (condensed), 1 gill.  
Chicken—according to size—1 full-sized fowl for 4.  
Chicken broth—1 to 3 pts.  
Cocos, 1 oz.  
Mince  
Chops }  $\frac{1}{2}$  lb. uncooked meat with bone.  
Boiled mutton }  
Rice pudding { 2 oz. rice, 1 egg, 1 gill (condensed)  
milk,  $\frac{1}{2}$  oz. sugar.

*Diet No. 3.*

Broth { 4 oz. mutton; vegetables, 2 oz.; barley, as  
required.  
Pudding { Rice, 2 oz.; bread; milk (condensed)  
1 gill; 1 egg;  $\frac{1}{2}$  oz. sugar.  
When bread pudding,  $\frac{1}{2}$  oz. currants extra.

*Diet No. 4.*

Pudding—similar to No. 3 diet.



1889.

## NEW SOUTH WALES.

## INSPECTOR-GENERAL OF THE INSANE.

(REPORT FOR 1888.)

Presented to Parliament, pursuant to Act 42 Vic. No. 7, sec. 73.

## The Inspector-General of the Insane to The Colonial Secretary.

Sir,

Lunacy Department, Inspector-General's Office, Gladesville, 22 March, 1889.

I do myself the honor to forward for your information, in accordance with the 73rd section of the Lunacy Act of 1878, a report on the Hospitals and the Institutions for the Insane for the year 1888.

I have, &amp;c.,

F. NORTON MANNING,  
Inspector-General.

On December 31st, 1888, the number of insane persons in New South Wales under official registration was 2,898, and their distribution was as follows:—

	Number on Register.			Number on Leave.		
	Male.	Female.	Total.	Male.	Female.	Total.
Hospital for the Insane, Gladesville.....	492	280	772	16	22	38
Do Parramatta (Free) .....	651	338	989	3	3	6
Do do (Criminal) .....	54	9	63	.....	.....	.....
Do Callan Park .....	427	308	730	6	6	12
Do Newcastle .....	133	108	241	1	.....	1
Licensed House for the Insane, Cook's River.....	19	83	102	4	1	5
Do do Picton .....	.....	1	1	.....	.....	.....
Total.....	1,776	1,122	2,898	30	32	62

The number on the register at the close of 1887 was 2,821. The increase during the year was therefore 76, made up of 41 males and 35 females. This increase is below the average, which for the five years ending December, 1888, was 99 per annum.

From the returns from the Institutions it appears that there was an increase of 62 at Callan Park, 20 at Parramatta (Free), 1 at Newcastle, 1 at Parramatta (Criminal), and a decrease of 6 at Gladesville, and 2 at Cook's River. A house at Picton was licensed for a single patient admitted during the year.

The population of the Colony on 31st December, 1888, was 1,085,356, and the proportion of insane to population was therefore 1 in 374, or 2.67 per thousand. The ratio of insanity was less among women than men, being 1 in 433 of the former, and 1 in 337 of the latter. Although the insane population of the Colony is rapidly increasing, and has indeed doubled since 1872, there has been no increase during the last 16 years in the proportion of insane persons to the general population. From 1872 to 1881 there was a slight increase, but since that time the proportion has fallen, and is now exactly what it was in the years 1871 and 1872.

88—A

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[1,353 copies—Approximate Cost of Printing (labour and material), £71 18s. 0d.]

The proportion of insane to population in New South Wales for the last twenty years, and also the proportion in England for the same period, is shown in the following return:—

Year.	Population of New South Wales.	Total Number of Insane in New South Wales on 31 Dec.	Proportion of Insane to Population in New South Wales.	Proportion of Insane to Population in England.
			Per M.	Per M.
1869	485,356	1,226	1 in 395 or 2·53	1 in 403 or 2·48
1870	502,861	1,280	1 in 389 or 2·57	1 in 400 or 2·50
1871	519,182	1,337	1 in 374 or 2·67	1 in 394 or 2·53
1872	539,190	1,440	1 in 374 or 2·67	1 in 387 or 2·58
1873	560,275	1,526	1 in 367 or 2·72	1 in 381 or 2·62
1874	584,278	1,588	1 in 367 or 2·72	1 in 375 or 2·66
1875	606,652	1,697	1 in 357 or 2·80	1 in 373 or 2·68
1876	629,776	1,740	1 in 361 or 2·77	1 in 368 or 2·71
1877	662,212	1,829	1 in 362 or 2·76	1 in 363 or 2·75
1878	693,743	1,916	1 in 362 or 2·76	1 in 360 or 2·77
1879	734,282	2,011	1 in 365 or 2·74	1 in 363 or 2·75
1880	770,524	2,000	1 in 367 or 2·72	1 in 353 or 2·83
1881	781,265	2,218	1 in 352 or 2·84	1 in 352 or 2·84
1882	817,468	2,307	1 in 354 or 2·82	1 in 348 or 2·87
1883	869,310	2,403	1 in 361 or 2·77	1 in 345 or 2·89
1884	921,129	2,524	1 in 364 or 2·74	1 in 345 or 2·89
1885	980,573	2,643	1 in 374 or 2·67	1 in 348 or 2·87
1886	1,030,762	2,717	1 in 379 or 2·63	1 in 349 or 2·86
1887	1,042,919	2,821	1 in 369 or 2·71	1 in 346 or 2·88
1888	1,085,356	2,898	1 in 374 or 2·67	

The following tables show the number of admissions, discharges, and deaths; the proportion of recoveries; the rate of mortality; the causes of insanity in those admitted; those who recovered and those who died; the causes of death; the length of residence of those who recovered and those who died; and also the ages, condition as to marriage, religious profession, native countries, and previous occupations of those admitted, and of all under care, and the form of mental disorder in those admitted, those who recovered, and those who died.

TABLE 1.

SHOWING the admissions, readmissions, discharges, and deaths in the Hospitals and Licensed Houses for the Insane during the year 1888.

	Male.	Female.	Total.
In Hospital on 31st December, 1887	1,735	1,086	2,821
Admitted for the first time during the year	333	196	529
Readmitted during the year	32	27	59
Transferred during the year	37	14	51
<b>Total under care during the year</b>	<b>402</b>	<b>237</b>	<b>639</b>
<b>Total under care during the year</b>	<b>2,137</b>	<b>1,323</b>	<b>3,460</b>
Discharged or removed—			
Recovered	167	108	275
Relieved	20	11	31
Transferred	37	14	51
Escaped (and not recaptured)	5	.....	5
Died	132	68	200
<b>Total discharged or died during the year</b>	<b>361</b>	<b>201</b>	<b>562</b>
Remaining	1,776	1,122	2,898
Average number resident during the year	1,738	1,077	2,815
* Persons under care during the year†	2,127	1,319	3,446
* Persons admitted during the year	378	227	605
* Persons recovered during the year	166	106	272

\* Persons, i.e., separate persons in contradistinction to "cases," which may include the same individual more than once.  
† Total cases minus readmission of patients discharged during the current year.



TABLE 3.

SHOWING the causes of Insanity,\* apparent or assigned, in the admissions and readmissions in the Hospitals and Licensed Houses for the Insane, during the year 1888.

Causes of Insanity.	No. of Instances in which each cause was assigned.								
	As predisposing cause†			As exciting cause†			Total ‡		
	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total
<b>MORAL—</b>									
Domestic trouble (including loss of relatives and friends)	...	1	1	4	12	16	4	13	17
Adverse circumstances (including business anxiety and pecuniary difficulties)	3	1	4	15	6	21	18	7	25
Mental anxiety and "worry" (not included under above two heads), and overwork	5	1	6	7	12	19	12	13	25
Religious excitement	...	...	...	8	9	17	8	9	17
Love affairs (including seduction)	...	...	...	1	6	7	1	6	7
Fright and nervous shock	1	...	1	1	1	2	2	1	3
Isolation	...	...	...	5	1	6	5	1	6
Nostalgia	...	1	1	...	...	...	...	1	1
<b>PHYSICAL—</b>									
Intemperance in drink	1	4	5	50	19	69	51	23	74
Do (sexual)	...	...	...	2	2	4	2	2	4
Venereal disease	1	...	1	5	...	5	6	...	6
Self-abuse (sexual)	1	...	1	5	...	5	6	...	6
Sunstroke	9	...	9	3	1	4	12	1	13
Accident or injury	11	3	14	8	2	10	19	5	24
Pregnancy	...	...	...	...	3	3	...	3	3
Parturition and the puerperal state	...	2	2	...	22	22	...	24	24
Lactation	...	...	...	...	4	4	...	4	4
Uterine and ovarian disorders	...	...	...	...	5	5	...	5	5
Puberty	...	...	...	2	2	4	2	2	4
Change of life	...	1	1	...	4	4	...	5	5
Fevers	...	1	1	...	1	1	...	2	2
Privation and overwork	...	...	...	5	...	5	5	...	5
Phthisis	...	...	...	2	1	3	2	1	3
Epilepsy	1	3	4	17	10	27	18	13	31
Disease of skull and brain	...	...	...	10	1	11	10	1	11
Old age	9	5	14	11	5	16	20	10	30
Other bodily diseases and disorders and chronic ill health	...	5	5	2	8	10	2	13	15
Excess of opium	...	...	...	1	1	2	1	1	2
PREVIOUS ATTACKS	22	9	31	1	1	2	23	10	33
HEREDITARY INFLUENCE ASCERTAINED	15	9	24	1	...	1	16	9	25
CONGENITAL DEFECT ASCERTAINED	10	8	18	3	1	4	13	9	22
OTHER ASCERTAINED CAUSES	...	...	...	3	...	3	3	...	3
UNKNOWN	137	59	196	3	3	6	140	62	202

\* These "causes" are taken from the statements in the papers received with the patients on admission, and are verified or corrected as far as possible by the Medical Officers.

† No cause is enumerated more than once in the case of any patient.

‡ The aggregate of the totals exceeds the whole number of patients admitted, the excess being due to the combinations.

TABLE 4.

SHOWING the causes of death in the Hospitals and Licensed Houses for the Insane during the year 1888.

	Male.	Female.	Total.
<b>CEREBRAL DISEASES—</b>			
Apoplexy and paralysis	6	...	6
Epilepsy and convulsions	16	13	29
General paralysis	27	...	27
Maniacal and melancholic exhaustion and decay	10	12	22
Inflammation and other diseases of the brain, softening, tumour, &c.	16	10	26
<b>THORACIC DISEASES—</b>			
Inflammation of lungs, pleuræ, and bronchi	12	2	14
Pulmonary consumption	6	6	12
Disease of the heart and blood-vessels	7	2	9
<b>ABDOMINAL DISEASES—</b>			
Inflammation and ulceration of stomach, intestines, and peritoneum	3	...	3
Dysentery and diarrhœa	6	...	6
Albuminuria	2	...	2
Diseases of bladder and prostate	...	...	...
Disease of liver	1	1	2
CANCER OF RECTUM	1	...	1
CANCER OF JAW	...	1	1
TYPHOID FEVER	1	2	3
GENERAL DEBILITY AND OLD AGE	14	18	32
EXHAUSTION AFTER AMPUTATION OF LEG	1	...	1
PYEMIA	1	...	1
PURPURA	1	...	1
MEASLES	...	1	1
ACCIDENT	1	...	1
Total	132	68	200

TABLE 5.

SHOWING the length of residence in those discharged recovered, and in those who have died in the Hospitals and Licensed Houses for the Insane during the year 1888.

	Recovered.			Died.		
	Male.	Female.	Total.	Male.	Female.	Total.
Under 1 month .....	7	3	10	9	9	18
From 1 to 3 months.....	40	22	62	16	1	17
" 3 to 6 months.....	40	29	69	12	2	14
" 6 to 9 months.....	26	17	43	9	2	11
" 9 to 12 months.....	9	6	15	4	3	7
" 1 to 2 years.....	21	16	37	15	7	22
" 2 to 3 years.....	11	6	17	12	9	21
" 3 to 5 years.....	10	5	15	9	7	16
" 5 to 7 years.....	1	3	4	8	7	15
" 7 to 10 years.....	.....	1	1	12	6	18
" 10 to 12 years.....	1	.....	1	3	1	4
" 12 to 15 years.....	.....	.....	.....	7	3	10
Over 15 years .....	1	.....	1	16	11	27
Total.....	167	108	275	132	68	200

TABLE 6.

SHOWING the ages of admissions and readmissions, discharges, and deaths, and also the ages of all Patients under care, during the year 1888, in the Hospitals and Licensed Houses for the Insane.

	Admitted and readmitted.			Recovered.			Removed, relieved, &c.			Died.			Patients under care during 1888.		
	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.
1 to 5 years .....	...	...	...	...	...	...	...	...	...	1	1	1	2	3	
5 to 10 years .....	5	...	5	...	...	...	...	...	...	1	...	1	17	23	
10 to 15 years .....	5	3	8	...	...	...	2	2	4	1	2	3	29	48	
15 to 20 years .....	17	20	37	6	3	9	5	1	6	10	7	17	56	108	
20 to 30 years .....	78	68	146	44	46	90	18	5	23	16	18	29	290	524	
30 to 40 years .....	92	51	143	54	31	85	14	10	24	26	6	32	405	775	
40 to 50 years .....	86	37	123	35	18	53	7	3	10	35	12	47	530	861	
50 to 60 years .....	48	23	71	23	8	31	13	2	15	21	11	32	423	643	
60 to 70 years .....	21	16	37	4	2	6	2	1	3	10	7	17	188	312	
70 to 80 years .....	11	4	15	1	...	1	1	1	2	10	7	17	84	189	
80 to 90 years .....	2	1	3	...	...	...	...	...	...	2	2	4	15	24	
90 and upwards .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Total.....	365	223	588	167	108	275	62	25	87	132	68	200	2,137	3,460	

TABLE 7.

SHOWING conditions as to marriage in those admitted and readmitted, and those under care in the Hospitals and Licensed Houses for the Insane during the year 1888.

	Admissions and readmissions.			Under care during 1888.		
	Male.	Female.	Total.	Male.	Female.	Total.
Single .....	176	81	257	1,335	512	1,847
Married .....	137	109	246	491	571	1,062
Widowed.....	14	27	41	76	142	218
Unascertained.....	38	6	44	235	98	333
Total.....	365	223	588	2,137	1,323	3,460



TABLE 8.

SHOWING the religious profession of those admitted and readmitted, and those under care in the Hospitals and Licensed Houses for the Insane during the year 1888.

Religious Profession.	Admissions and readmissions.			Under care during 1888.		
	Male.	Female.	Total.	Male.	Female.	Total.
Protestant—						
Church of England .....	179	105	284	966	566	1,532
Presbyterian .....	27	19	46	122	75	197
Wesleyan .....	13	5	18	65	38	103
Lutheran .....	7	2	9	54	10	64
Other Protestant Denominations .....	10	10	20	54	36	90
Roman Catholic .....	103	80	183	716	568	1,284
Pagan .....	7	7	14	74	1	75
Hebrew .....	6	1	7	14	6	20
Mahomedan .....	2	2	4	3	3	6
Unascertained .....	11	1	12	69	23	92
Total .....	365	223	588	2,137	1,323	3,460

TABLE 9.

SHOWING the native countries of those admitted and readmitted, and those under care in the Hospitals and Licensed Houses for the Insane during the year 1888.

	Admitted and readmitted during 1888.			Under care during 1888.		
	Male.	Female.	Total.	Male.	Female.	Total.
British Colonies {						
New South Wales .....	99	94	193	573	444	1,017
Other Colonies .....	18	8	26	81	45	126
Great Britain... {						
England .....	117	49	166	577	275	852
Scotland .....	23	10	33	113	59	172
Ireland .....	58	55	113	474	448	922
France .....	3	1	4	15	5	20
Germany .....	14	3	17	69	16	85
China .....	5	5	10	78	78	156
Other Countries .....	28	3	31	157	31	188
Total .....	365	223	588	2,137	1,323	3,460

TABLE 10.

SHOWING the form of mental disorder in the admissions, readmissions, recoveries, and deaths of the year 1888, and of Inmates in Hospitals and Licensed Houses for the Insane, on 31st December, 1888.

Form of Mental Disorder.	Admissions and readmissions.			Recoveries.			Deaths.			Remaining in Hospital 31st Dec., 1888.		
	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.
CONGENITAL OR INFANTILE MENTAL DEFICIENCY—												
Do (a) with Epilepsy .....	8	3	11	1	2	3	6	10	16	66	36	102
Do (b) without Epilepsy .....	17	13	30	...	...	...	7	5	12	164	115	279
Epileptic Insanity .....	19	10	29	4	1	5	15	10	23	76	43	119
General Paralysis of the Insane .....	21	1	22	2	...	2	22	...	22	20	1	21
MANIA—												
Acute .....	50	34	84	27	15	42	5	3	8	82	59	141
Chronic .....	12	2	14	2	...	2	8	7	15	237	145	382
Recurrent .....	17	5	22	8	2	10	3	...	3	31	33	64
Delusional .....	54	29	83	40	22	62	13	4	17	414	175	589
A Potu .....	15	10	25	17	7	24	1	1	2	21	8	29
Puerperal .....	...	19	19	...	10	10	...	3	3	...	21	21
Senile .....	3	3	6	...	...	...	3	2	5	9	11	20
MELANCHOLIA—												
Acute .....	15	8	23	7	7	14	7	2	9	23	23	46
Chronic .....	1	...	1	...	1	1	3	2	5	57	45	102
Recurrent .....	3	2	5	1	...	1	...	...	6	20	26	26
Delusional .....	67	62	129	47	31	78	13	2	15	201	169	370
Puerperal .....	...	2	2	...	4	4	...	...	...	3	3	3
Senile .....	...	...	...	...	...	...	1	1	2	9	5	14
DEMENTIA—												
Primary .....	25	8	33	11	6	17	10	5	15	196	71	267
Secondary .....	14	4	18	...	...	...	3	5	8	85	95	180
Senile .....	21	7	28	...	...	...	8	6	14	58	37	95
Organic (i.e., from Tumours, coarse Brain Disease, &c.) .....	3	1	4	...	...	...	4	...	4	21	7	28
Total .....	365	223	588	167	108	275	132	68	200	1776	1122	2898

TABLE 11.

SHOWING the occupations of those admitted and readmitted, and those under care, in the Hospitals and Licensed Houses for the Insane, during the year 1888.

Occupations.	Admitted and readmitted during 1888.			Under care during 1888.		
	Male.	Female.	Total.	Male.	Female.	Total.
Professional ..... { Clergy, Military and naval officers, members of the medical and legal professions, architects, artists, authors, civil engineers, surveyors, &c. }	19	.....	19	59	.....	59
Commercial ..... { Bankers, merchants, accountants, clerks, shopkeepers, shopmen, &c. }	41	1	42	157	3	160
Agricultural and pastoral ..... { Farmers, squatters, graziers, free selectors, &c. }	29	1	30	108	2	110
Mechanics, tradesmen, &c., actively employed, and in out-door avocations ..... { Blacksmiths, carpenters, engine-fitters, firemen, sawyers, painters, police, &c. }	26	.....	26	162	.....	162
Mechanics, tradesmen, &c., employed at sedentary or indoor occupation... { Bootmakers, bookbinders, compositors, weavers, tailors, &c. }	18	.....	18	131	.....	131
Domestic service..... { Waiters, cooks, servants, &c. }	15	12	27	56	48	104
Educational and higher domestic duties ..... { Miners, labourers, seamen, shepherds, &c. }	174	1	175	1,016	6	1,022
Ordinary domestic work ..... { Governesses, teachers, housekeepers, trained nurses, &c. }	.....	10	11	2	31	33
Commercial — actively employed ..... { Servants, charwomen, laundresses, &c. }	.....	54	54	.....	376	376
Commercial — employed in sedentary occupations ..... { Shopkeepers, saleswomen, &c. }	1	4	5	27	13	40
Wives of professional men ..... { Tailoresses, needlewomen, machinists, bookbinders, factory workers, &c. }	.....	12	12	.....	37	37
Wives of commercial men ..... { Clergy, military, and naval officers, members of the medical and legal professions, architects, artists, authors, civil engineers, surveyors, &c. }	.....	4	4	.....	14	14
Wives of tradesmen, mechanics, &c. .... { Bankers, merchants, accountants, clerks, shopkeepers, shopmen, &c. }	.....	14	14	.....	42	42
Wives of agricultural and pastoral men ..... { Blacksmiths, carpenters, engine-fitters, firemen, sawyers, painters, police, bootmakers, bookbinders, compositors, weavers, tailors, &c. }	.....	17	17	.....	56	56
Wives of ..... { Farmers, squatters, graziers, free selectors, &c. }	.....	6	6	.....	22	22
Wives of ..... { Miners, labourers, seamen, shepherds, &c. }	.....	28	28	.....	105	105
No occupation .....	21	27	48	183	239	422
Unknown .....	20	32	52	236	323	559
Total .....	365	223	588	2,137	1,323	3,460

#### Admissions.

The number of patients admitted to all the Institutions during the year, was 588—365 males, and 223 females, and of these 529 were admitted for the first time, and 59 had been at some former period under treatment.

The number of admissions is larger than during any former year, and is in the proportion of 1 to every 1,845 of the general population, in other words, 1 person out of every 1,845 of the population of the Colony, became so insane during the year as to require Hospital care and treatment.

The papers on which patients were admitted have received close scrutiny, and 28 of the medical certificates were found defective. Of these 16 were amended under the 13th section of the Lunacy Act, and 10 were rejected and fresh certificates obtained. In two cases the medical practitioners declined to amend their certificates, and others were obtained. A number of other papers have been amended in minor particulars.

All the patients admitted were found to be insane, so that the diagnosis of the medical practitioners certifying was in all cases correct, though the reasons set forth in the certificates as leading to the diagnosis were not infrequently feeble and inadequate, or were informally stated. A closer study of the medical certificates on the part of medical practitioners, and more attention to the details necessary to render them valid and satisfactory, would save much trouble to patients and their friends, as well as to the officers of the Lunacy Department.

#### Discharges.

The number of patients discharged during the year as recovered, was 275, and as relieved 31. The former giving a percentage of 46·76, and the latter one of 5·27 on the admissions and readmissions.

The recovery rate was greater than the average for the last 10 years—42·23. Omitting the figures from the Hospital at Newcastle, which is devoted to idiotic and imbecile patients, the recovery rate for the year was 47·98.

The percentage at Cook's River, was 68·18; at Gladesville, 60·37; at Callan Park, 46·57; at Parramatta Free, 33·33, and at Parramatta Criminal, 12·50.

#### Transfers.

During the year 51 patients were transferred from one Institution to another, under the provisions of Section 80 of the Lunacy Act. These transfers were made at the wish of friends; to afford the patients change of air and surroundings; to relieve overcrowded wards; to improve the classification, or for other departmental reasons.

#### Escapes.

*Escapes.*

The number of patients who escaped and were not retaken during the period allowed by the statute, was 5.

*Deaths.*

Of the 200 patients who died, 132 were males and 68 females, and the death-rate calculated on the average number resident, was 7·10, a trifle over the average for the 10 years, from 1879 to 1888.

The percentage at the different Institutions was as follows:—Newcastle 10·46; Callan Park 8·26; Gladesville, 7·55; Cook's River, 5·94; Parramatta Free, 5·45; and Parramatta Criminal, 5·08. As in former years, excluding the Institution devoted to weak-minded patients, the death-rate has been highest in the Institutions where the proportion of acute cases was largest. The causes of death are shown in Table 4. More than one half were due to cerebral disease, 3 deaths were due to typhoid fever, and 1 to measles.

*Leave of Absence.*

The system of granting leave of absence has been continued during the year, and the particulars are shown in the accompanying return:—

## RETURN showing the numbers allowed leave of absence from each Institution:—

Institution.	Remaining on leave, 31st Dec., 1887.			Granted leave during 1888.			Discharged recovered.			Returned to Hospital.			Died whilst on leave.			Remaining on leave, 31st Dec., 1888.		
	M.	F.	Total	M.	F.	Total	M.	F.	Total	M.	F.	Total	M.	F.	Total	M.	F.	Total
Hospital for the Insane, Gladesville	10	15	25	24	30	54	7	10	17	11	11	22	...	2	2	16	22	38
Do Parramatta..	4	1	5	4	10	14	4	4	8	1	4	5	...	...	...	3	3	6
Do Callan Park.	7	5	12	9	10	19	5	6	11	5	2	7	...	1	1	6	6	12
Do Newcastle...	...	1	1	2	...	2	1	...	1	...	1	1	...	...	...	1	...	1
Licensed House, Cook's River.....	4	4	8	4	3	7	3	4	7	2	1	3	...	1	1	3	1	4
Total .....	25	26	51	49	53	96	20	24	44	19	19	38	...	4	4	29	32	61

At the beginning of the year 51 patients were on leave. Leave was granted for various periods to 96, and 61 remained absent at its close. As a means of testing the self-control of patients, as affording a change preliminary to discharge or as an adjunct to recovery, and as enabling chronic cases to spend a few days or weeks with friends, the system has been found most useful, and the results most satisfactory and encouraging.

*Total number under care.*

The total number of patients under care during the year has been 3,460 (2,137 males and 1,323 females), a larger number than during any former year. The average daily number resident has been 2,815, or 93 more than during 1887.

The number on the registers of the Government institutions at the close of the year was 2,795 (1,757 males and 1,038 females); and at the licensed houses at Cook's River and Picton, 103 (19 males and 84 females), making a total of 2,898.

*Age and Nationality of the Patients.*

In table 6 the ages of the patients under care are shown. It will be seen from this that insanity is a disease mainly of middle life, the large majority of the cases being between 20 and 60 years of age. Only 5·27 per cent. of the patients under care were under 20 years of age, and 13·73 per cent. over 60. The percentage of patients over 60 is, however, decidedly greater now than it was 10 years ago, owing to the chronic cases growing old in the hospitals. The following figures show the percentages of the ages of patients under care during 1888:—

## RETURN showing the percentages of the ages of patients under care during the year 1888.

Ages.	Percentage.	Ages.	Percentage.
1 to 5 years .....	0·09	40 to 50 years.....	24·88
5 to 10 „ .....	0·67	50 to 60 „ .....	18·53
10 to 15 „ .....	1·39	60 to 70 „ .....	9·02
15 to 20 „ .....	3·12	70 to 80 „ .....	4·02
20 to 30 „ .....	15·14	80 to 90 „ .....	0·69
30 to 40 „ .....	22·40		

The most noticeable fact in connection with the nationality of the patients under care, is the steady rise in the number and proportion of those born either in New South Wales or the neighbouring Colonies in the ten years, from 1879 to 1888. The number of those of Australian nationality rose from 634 to 1,143, or nearly doubled; whilst those born in Great Britain and Ireland only increased from 1,575 to 1,946, or considerably less than 25 per cent.; and those of foreign nationality, including France, Germany, China, and other countries, from 260 to 371, or less than 50 per cent.

#### *Sudden Deaths and Accidents.*

No institution for the insane can expect an immunity from accident and sudden death. The nature of the malady from which the patients are suffering renders them specially liable to sudden death from epilepsy and brain disease, and accident from falls and other causes in epileptic and aged patients will occur despite all precautions and care. Five cases of sudden death occurred during the year—2 from epilepsy, 1 from hæmorrhage from the basilar artery, 1 from heart disease and embolism, and 1 from a blow in the pit of the stomach by a fellow patient. In this last case the Coroner's Jury returned a verdict of manslaughter, and the patient who struck the blow was transferred to the Hospital for the Criminal Insane to await trial.

There were 6 fractures and 1 dislocation from falls—2 of the former being of the neck of the thigh-bone in very aged persons; 6 fractures—1 of the thigh, 1 of the leg, and 4 of the ribs, occurred in quarrels with or interference by other patients resulting in falls; and in addition to these, there was 1 case of injury to the head, 1 burn (not severe), and 1 self-inflicted injury to the scrotum.

The accidents have, on the whole, neither been more numerous nor more severe than during former years, though the increased overcrowding of the wards has rendered quarrels between patients more liable to occur.

All accidents were reported as soon as they occurred, and inquiries were held, in all cases, either by the Medical Superintendents or myself.

There has been no case of suicide during the year.

#### *Changes among Staff.*

There have been no changes among the officers of the hospitals.

The changes among the attendants, nurses, and servants have been somewhat numerous, though less so than in former years. Of the total number, 4 attendants, 15 nurses, 2 artisans, and 10 servants, a total of 31 resigned; 13 attendants, 4 nurses, 1 artisan, and 6 servants, a total of 24, were dismissed; 1 attendant and 1 servant died; and 1 attendant retired under the provisions of the Civil Service Act. Of the dismissals, 5 (2 attendants, 1 nurse, and 2 servants) were for neglect of duty, 10 (5 attendants, 3 nurses, and 2 servants) for incompetence, 5 (3 attendants and 2 servants) for insubordination, 3 attendants for drunkenness, and 1 artisan for dishonesty.

The resignations were tendered for very various causes. In some cases the individuals found themselves unsuited for their special duties, and in others were unwilling to submit to the discipline necessary in large public institutions.

A considerable number of the nurses as usual left to be married.

No difficulty has been experienced in filling the vacancies caused by dismissal and resignation.

Both the deaths occurred at Gladesville, one was due to an operation necessary for the removal of cancer of the tongue; the sufferer being an old and valued servant of the Institution. The other death was due to typhoid fever, which there is reason to believe, was not contracted within the Hospital.

#### *Training of Attendants and Nurses.*

The importance of training the attendants and nurses for their special duties to which I alluded in my last report has received attention during the year, and Drs. Sinclair and Chisholm Ross have delivered courses of lectures, and given special instruction as to their duties to classes of nurses and attendants. At Dr. Sinclair's request, the written and *viva voce* examinations were conducted by myself, and I was not a little gratified to find to how marked an extent the nurses had profited by the instruction given them, and to realize how their usefulness was increased by the knowledge so gained.

I have lately been in communication with Dr. Mc'Laurin, the Medical Adviser to the Government, with a view of completing the system of training, which Drs. Sinclair and Ross have so happily initiated and are carrying out, by supplementing the special training for mental cases by practical instruction for some months in a General Hospital, and hope soon to receive the Colonial Secretary's authority to allow nurses selected from Gladesville to undergo further training at the Coast Hospital in the nursing of such maladies as are only occasionally seen in Hospitals for the Insane, but which the nurses employed there should be competent to deal with.

#### *Licensed House for Single Patient.*

The difficulty mentioned in my last report with regard to 2 patients being kept in an unlicensed house at Picton, has been met as regards one of them by the issue of a license under section 42 of the Lunacy Act for the reception of a single patient, whilst the special authority of the Supreme Court has been granted for the residence of the other in the house where she was placed by the Committee of her person and estate.

#### *Necessity for Additional Accommodation.*

The year commenced with 76 patients more than there was room for, and the need of additional accommodation was much felt as time went on, and the number of patients increased month by month. During the year a property adjoining the Hospital reserve at Gladesville was purchased, on which were a large house and a cottage, and these, after some alterations, afforded room for 44 patients, and relieved the overcrowding at Gladesville to a slight extent. Later in the year the buildings formerly occupied as a Protestant Orphanage at Parramatta were handed over to this department, and, as a temporary measure, were gazetted as a branch of the Hospital for the Insane, Parramatta. To these buildings about 100 acres of land are attached, and the site is a fine and healthy one. The buildings, however, are for the most part in very bad repair, the majority being unfit for occupation, and it was found impossible to use them as a residence for insane persons until alterations and repairs, involving a considerable expenditure, had been effected. Plans and estimates of the required alterations have been prepared, and await the necessary Parliamentary appropriations. In the meantime a small portion of the buildings have been made habitable, and 30 patients, carefully selected, have been sent to them with a view of keeping the buildings, yards, and gardens clear and in proper order, and, as far as possible, preventing further dilapidations.

The following return shows the number of patients on 31st December, 1888, and the accommodation at that date:—

RETURN showing the number of Patients in Hospitals for the Insane on 31st December, 1888, together with the accommodation on that date.

Institution.	Number of Patients in Hospitals for the Insane, 31st December, 1888.			Accommodation in Hospitals for the Insane, 31st December, 1888.		
	Male.	Female.	Total.	Male.	Female.	Total.
Gladesville .....	492	280	772	462*	229	691
Parramatta .....	651	347	998	613	350	963
Callan Park .....	427	303	730	445	354	799
Newcastle .....	133	103	241	111	70	181
Parramatta Branch .....	1,703	1,038	2,741	1,631	1,003	2,634
				231		231†
Total .....	1,703	1,033	2,741	1,862	1,003	2,865
Parramatta Criminal .....	54		54	56		56‡

\* The rooms for 78 patients are of a very temporary character and much dilapidated. † Not yet available owing to need for repairs and alterations. ‡ For criminal patients only.

It will be seen that, setting aside the Hospital for the Criminal Insane, in which there was room for two additional patients only, and which had been several times quite full during the year, the accommodation at present available is for 2,634 patients, whilst there are already 2,741 or 107 more than there is room for. The buildings at the Orphanage, Parramatta, when repaired and altered, will hold 231, and raise the accommodation to 2,865, or 124 more than the number of patients at the close of 1888. By the close of 1889 at least 100 additional patients will have accumulated if the ordinary rate of increase is maintained, as there is every reason to expect, and the institutions will again be full and overcrowding again commence. It is time, therefore, and more than time, that something more than temporary and make-shift expedients were adopted to meet the needs of the increasing insane population, and the erection of a new hospital, either on the property purchased for the purpose at Goulburn, or in some other suitable site, should no longer be delayed. The urgency is the greater as buildings at Gladesville, built more than twenty years ago of flimsy material to meet a temporary need, are decayed and must soon be removed. If the wards of hospitals for the insane are in an overcrowded condition, efficient and satisfactory management is all but impossible. Such a condition of matters is unfair to the patients as impairing their general health and militating against their chances of mental restoration, and unfair to officers and attendants who are expected to produce results in the way of cure, and to maintain efficient administration, which are simply impossible under the circumstances.

#### Cost of Maintenance.

The receipts of the Department from all sources amounted to £10,949 9s. 5d., an increase of £653 11s. 10d. on the receipts of the preceding year.

The collections by the Master in Lunacy amounted to £10,031 12s. 10d., the sum of £8 5s. was paid towards maintenance of patients in the Reception House, the Imperial Treasury contributed £484 5s. 4d. for maintenance of patients, £359 2s. 6d. was received for the sale of fat and condemned stores, and £66 3s. 9d. for rent of land.

The details are shown in the following return:—

TABLE showing total receipts on account of Institutions for the Insane during the year 1888.

Name of Institution.	Collected for maintenance of Patients.	Paid from Imperial Treasury for maintenance of Patients.	Sale of fat and old Stores.	Rent of Land.	Total.
Hospital for the Insane, Gladesville.....	£ s. d. 4,178 10 7	£ s. d. .....	£ s. d. 116 13 1	£ s. d. .....	£ s. d. 4,295 3 8
Do Parramatta .....	2,313 18 11	454 0 0	122 0 11	.....	2,889 19 10
Do Callan Park .....	2,371 3 4	.....	102 2 7	.....	2,973 5 11
Do Newcastle .....	452 5 10	30 5 4	18 5 11	.....	500 17 1
Licensed House for the Insane, Cook's River.....	215 14 2	.....	.....	.....	215 14 2
Reception House for the Insane, Darlinghurst .....	8 5 0	.....	.....	.....	8 5 0
Inspector-General's Office .....	.....	.....	.....	66 3 9	66 3 9
Total .....	10,039 17 10	484 5 4	359 2 6	66 3 9	10,949 9 5

The total expenditure was £89,895 19s. 1d. (being £682 1s. 4d. more than in 1887), and was made up as follows:—Maintenance of patients in Hospitals for the Insane, £82,506 15s.; maintenance of Government patients at the licensed house, Cook's River, £2,928 2s. 6d.; maintenance of patients in the Reception House, £1,642 5s. 7d., and general expenses, including cost of Inspector-General's Office, payments to official visitors, maintenance of steam launch, &c., £2,818 16s.

The cost of maintenance in Hospitals was £666 17s. 10d. more than in 1887, but the average daily number of patients resident was 2,713 as against 2,629 in 1887, so that the average maintenance rate was less, being £30 8s. 2½d. in 1888 as against £31 2s. 7d. in 1887, without deducting collections, and £26 9s. 7½d. in 1888 as against £27 6s. 6d. in 1887, collections being deducted.

The cost of the Reception House amounted to £25 18s. 5d. more than in 1887, and each patient treated therein cost £2 10s. 4d. as against £2 17s. 6d. in 1887. The number of patients was 652 in 1888, and 562 in 1887.

The

The following tables give the particulars of expenditure in the Hospitals:—

TABLE showing annual cost of Patients in Hospitals for the Insane during the year 1888.

Institution.	Total number under care.	Average number resident.	Total cost.		Amount of collections.		Total annual cost per Patient, without deducting collections.		Annual cost per Patient, deducting collections.	
			£	s. d.	£	s. d.	£	s. d.	£	s. d.
Hospital for the Insane, Gladesville...	947	741	22,975	6 11	4,295	3 8	31 0	1 ¼	25 4	2 ½
Do Parramatta...	1,160	1,031	29,714	10 0	2,889	19 10	28 16	5	26 0	4 ¼
Do Callan Park...	953	702	22,376	19 9	2,973	5 11	31 17	5 ½	27 12	6 ¼
Do Newcastle ...	269	239	7,439	18 4	500	17 1	31 2	5 ¾	29 0	8
	3,329	2,713	82,506	15 0	10,659	6 6	30 8	2 ½	26 9	7 ¾

TABLE showing weekly cost of Patients in Hospitals for the Insane during the year 1888.

Institution.	Total number under care.	Average number resident.	Total annual cost.	Calculated on average number resident.							
				Salaries and allowances.	Provisions &c., &c.	Amusements, books, and periodicals.	Incidental expenses and minor repairs.	Materials for employment of Patients.	Stores, bedding, &c.	Total weekly cost without deducting collections.	Weekly cost, deducting collections.
			£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Hospitals for the Insane—											
Gladesville .....	947	741	22,975 6 11	0 5 0 ½	0 4 2 ½	0 0 2	0 0 4 ½	0 0 4 ½	0 1 8	0 11 10 ¾	0 9 7 ¾
Parramatta .....	1,160	1,031	29,714 10 0	0 4 0 ½	0 4 8 ½	0 0 1 ½	0 0 1 ¾	0 0 2 ½	0 1 11	0 11 7	0 10 0 ½
Callan Park .....	953	702	22,376 19 0	0 4 6 ½	0 4 7 ¾	0 0 2 ½	0 0 7	0 0 3 ½	0 2 0	0 12 2 ½	0 10 7 ½
Newcastle .....	269	239	7,439 18 4	0 4 0 ½	0 4 9	0 0 1 ½	0 0 8 ½	0 0 2 ½	0 2 1	0 11 11	0 11 2

Average weekly cost without deducting collections, 11s. 8½d., or, deducting collections, 10s. 2d.

The average weekly cost per head at all the Hospitals was 11s. 8½d. without deducting collections, and 10s. 2d. collections being deducted, whilst the cost in 1887 was 11s. 11½d. and 10s. 6d. respectively.

The following return shows the weekly cost of maintenance at all the Hospitals, during the years 1870 to 1888 inclusive:—

TABLE showing weekly cost of maintenance at Hospitals for the Insane, during the years 1870 to 1888 inclusive.

Year.	Gladesville.		Parramatta.		Newcastle.		Cooma.		Callan Park.	
	Collections deducted.	Collections not deducted.	Collections deducted.	Collections not deducted.	Collections deducted.	Collections not deducted.	Collections deducted.	Collections not deducted.	Collections deducted.	Collections not deducted.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1870 .....	0 12 6	0 12 11								
1871 .....	0 11 11 ½	0 12 4	0 9 0	0 9 1 ½						
1872 .....	0 12 8	0 13 2	0 9 3	0 9 4	0 13 11	0 16 11				
1873 .....	0 12 7	0 13 0	0 11 4 ¾	0 12 5	0 16 0	0 16 1				
1874 .....	0 12 2 ½	0 12 10 ¾	0 12 3	0 12 4 ½	0 13 5 ½	0 13 6				
1875 .....	0 12 2	0 12 6 ¾	0 11 10 ¾	0 11 10 ¾	0 14 1 ½	0 14 3				
1876 .....	0 12 5	0 13 1	0 10 0 ¾	0 11 2 ½	0 14 1	0 14 4 ½				
1877 .....	0 12 5	0 13 1	0 11 8 ¾	0 11 10 ¾	0 14 1 ½	0 14 7	*1 17 8 ½	*1 17 8 ½		
1878 .....	0 11 4 ½	0 12 3 ¾	0 12 9 ¾	0 12 10 ¾	0 13 3 ¾	0 14 6 ¾	1 2 7	1 2 7 ½		
1879 .....	0 11 2	0 12 1 ½	0 11 2 ½	0 11 7	0 12 8 ¾	0 13 1 ½	1 2 2	1 2 2	*1 2 11 ¼	*1 3 10 ¼
1880 .....	0 9 5	0 11 2 ½	0 10 5 ¾	0 11 1 ½	0 11 5	0 12 0 ¾	1 0 5 ½	1 0 5 ½	0 13 3 ½	0 13 11 ½
1881 .....	0 10 1 ½	0 12 2 ¾	0 10 2 ¾	0 10 9 ¾	0 10 9 ¾	0 11 8	0 18 5	0 18 7 ½	0 12 10 ½	0 13 8 ¾
1882 .....	0 10 11	0 13 0 ½	0 12 6	0 13 0 ½	0 10 10	0 11 5 ½	0 19 4 ½	0 19 5 ½	0 14 2 ½	0 15 2 ½
1883 .....	0 10 4 ½	0 12 6 ¾	0 10 10 ¾	0 11 4 ¾	0 11 3 ¾	0 12 0 ½	0 19 3 ¾	0 19 4 ½	0 16 4	0 17 3 ½
1884 .....	0 10 4 ½	0 12 6 ¾	0 9 11 ¾	0 10 7	0 10 11	0 12 0	0 17 9 ¾	0 18 9 ¾	†0 17 2 ½	†0 18 8 ½
1885 .....	0 10 11	0 13 2	0 9 10 ¾	0 10 7 ½	0 10 11 ½	0 12 1			0 15 9	0 17 4
1886 .....	0 11 8	0 13 9 ¾	0 10 2	0 10 11 ½	0 10 7 ½	0 11 6 ½			0 12 5 ½	0 14 4 ½
1887 .....	0 11 3 ½	0 13 1 ½	0 9 7 ¾	0 10 8	0 12 0	0 12 9 ¾			0 10 5 ½	0 12 4 ½
1888 .....	0 9 7 ¾	0 11 10 ¾	0 10 0 ¾	0 11 1	0 11 2	0 11 11			0 10 7 ½	0 12 2 ½

\* First year, and including cost of stores and outfit.

† Opening of new hospital.

*Reception House for the Insane, Darlinghurst.*

The number of patients in this institution at the close of 1887 was 11, of whom 10 were under remand, and 1 under lunacy certificate.

During the year 641 patients were admitted—270 under remand and 371 under lunacy certificate, making a total of 652 under care and treatment. Of these 101 were admitted twice, being sent first under remand and subsequently certified and readmitted. Of the cases under remand admitted under section 1 of the Lunacy Act Amendment Act, 280 in number, (including 10 remaining at the close of last year), 172 were discharged as sane, 101 were certified and returned to the Reception House, 3 died, and 4 remained at the close of the year. Of the cases under lunacy certificate admitted under section 49 of the Lunacy Act, 372 in number, including 1 remaining from last year, 331 were sent to Hospitals for the Insane, 31 recovered, 4 died, and 6 remained at the close of the year. Of the total number under care 203 were discharged recovered. The admissions were not unusually numerous. Four patients under certificate, and

and 19 under remand were admitted twice during the year, and 40 were readmitted during the year who had been inmates during some former year. The number under treatment was 90 more than during the year 1887, but less than during the years 1884-5-6. I visited this Institution on January 23rd, February 28th, March 15th, April 10th, May 10th and 29th, June 18th and 29th, July 17th, August 7th and 29th, September 18th, October 23rd, and November 24th and 30th, and at these visits saw all the patients and inspected all parts of the Institution. On several occasions I saw the patients at dinner, which was properly cooked and neatly served.

The building has been kept in excellent repair and all necessary alterations have been carried out. At all my visits I found it clean and in good order.

The Institution continues to do good and useful work, as is shown by the number of patients who recover in it without being sent on to hospital, and its management is highly creditable to the officer in charge. No suicide or serious accident has occurred during the year.

The following tables give the statistics of the Institution.

TABLE showing the number of Patients under certificate received at the Reception House for the Insane during the year 1888, and their disposal.

Table with 12 main columns: Year, Remaining 31st Dec. 1887, Received, Sent to Gladesville, Sent to Parramatta, Sent to Callan Park, Sent to Newcastle, Sent to Cook's River, Discharged of sound mind, Discharged to friends, Died, Remaining 31st Dec. 1888. Each column has sub-columns for M, F, and Total.

TABLE showing the number of Patients received at the Reception House for the Insane during the year 1888, under section 1 of the Lunacy Act Amendment Act.

Table with 7 main columns: Year, Remaining 31st Dec. 1887, Received, Sent to Police Court and discharged as sane, Sent to Police Court, certified as insane, and returned to Reception House, Died, Remaining 31st Dec. 1888. Each column has sub-columns for M, F, and Total.

TABLE showing the number of Patients received at the Reception House for the Insane for the years 1868 to 1888 inclusive, and their disposal, &c.

Large table with 12 main columns: Year, Remaining, Received, Sent to Gladesville, Sent to Parramatta, Sent to Callan Park, Sent to Newcastle, Sent to Cook's River, Sent to Police Court and discharged as sane, Sent to Police Court, certified as insane, and returned to Reception House, Discharged of sound mind, Discharged to care of friends, Died, Remaining on 31st December. Each column has sub-columns for M, F, and Total.

TABLE showing the number of Patients under certificate received at the Reception House for the Insane during the year 1888, the place whence received, and their disposal.

From whence received.	Remain- ing on 31st Dec., 1887.			Received.			Sent to Gladsville Hospital.			Sent to Parramatta Hospital.			Sent to Callan Park Hospital.			Sent to New- castle Hospital.			Sent to Licensed House, Cook's River.			Discharged to care of friends.			Dis- charged of sound mind.			Died.			Remain- ing on 31st Dec., 1888.		
	M	F	Total	M	F	Total	M	F	Total	M	F	Total	M	F	Total	M	F	Total	M	F	Total	M	F	Total	M	F	Total	M	F	Total			
Sydney .....			124	77	201	8	7	15				97	57	154	1	2	3							14	10	24	8	3	11	1	2		
Goulburn .....			3	3	6	1	2	3				2	1	3																			
Armidale.....			2	3	5	1	3	4																									
Newcastle .....	1	1	14	10	24	8	3	11				6	7	13																			
Hay .....			4	3	7	3	2	5	1		1		1	1																			
Maitland .....			17	5	22	7	3	10				10	2	12																			
Moruya .....			2	2	4	1	1	2					1	1																			
Shoalhaven.....			1	2	3	1	1	2					1	1																			
Picton .....			2	1	3	1	1	2				1	1	2																			
Moss Vale .....			1	1	2							1	1	2																			
Kisama .....			2	2	4	1	1	2				1	1	2																			
Tenterfield.....			2	1	3	1	1	2				2	2	4																			
Wilcannia .....			3	3	6	1	1	2				2	2	4																			
Kempsey.....			3	1	4	2	2	4				1	1	2																			
Albury.....			5	4	9	4	3	7				1	1	2																			
Wagga.....			2	1	3	1	1	2				1	1	2																			
Braidwood.....			1	2	3	1	2	3																									
Gunnedah.....			1	1	2	1	1	2				1	1	2																			
Tamut.....			1	2	3	1	2	3																									
Port Macquarie.....			2	1	3	1	1	2																									
Narrandera.....			1	1	2	1	1	2																									
Yass.....			2	1	3	1	1	2				1	1	2																			
Grafton.....			3	1	4	2	2	4				1	1	2																			
Cootamundra.....			1	1	2	1	1	2																									
Urana.....			2	2	4	2	2	4																									
Young.....			6	1	7	6	6	12				1	1	2																			
Scone.....			1	1	2	1	1	2																									
Singleton.....			1	1	2	1	1	2																									
Berrima.....			2	2	4	2	2	4																									
Dungog.....			1	1	2	1	1	2																									
Narrabri.....			2	2	4	1	1	2				1	1	2																			
Glen Innes.....			1	1	2	1	1	2																									
Tamworth.....			3	3	6	3	3	6																									
Queanbeyan.....			2	2	4	2	2	4																									
Deniliquin.....			1	1	2	1	1	2																									
Temora.....			1	1	2	1	1	2				1	1	2																			
Liverpool.....			9	2	11	4	1	5																5	1	6							
Wentworth.....			1	1	2	1	1	2																									
Inverell.....			2	2	4	2	2	4																									
Burrowa.....			1	1	2	1	1	2																									
Lismore.....			1	1	2	1	1	2																									
Cooma.....			2	1	3	2	2	4				1	1	2																			
Muswellbrook.....			1	1	2	1	1	2																									
Camden.....			1	1	2	1	1	2																									
Cowra.....			1	1	2	1	1	2																									
Walgett.....			2	2	4	2	2	4																									
Cobar.....			1	1	2	1	1	2																									
Parramatta.....			1	1	2	1	1	2																									
Total.....	1	1	124	130	254	82	37	119	1	1	2	129	76	205	2	3	5						20	11	31	8	1	4	5	1			

## Hospital for the Insane, Gladsville.

The number of patients on 31st December, 1887, was 778—500 males and 278 females. During the year 135 were admitted for the first time, 24 were readmitted, and 10 were transferred from other hospitals, making altogether 947—606 males and 341 females—under care and treatment. Of these 96 were discharged as recovered, 8 as relieved, 12 were transferred to other hospitals, 3 escaped, 56 died, and 772—494 males and 280 females—remained at the close of the year. The average daily number resident was 741.

The recoveries give a percentage of 60.37 on the admissions and the deaths a percentage of 7.55 on the average number resident. Taking the quinquennial period 1884—1888, inclusive, the recovery-rate was 54.12 and the death-rate 8.06.

The full statistics of the hospitals for the year will be found attached to the Medical Superintendent's report (*Appendix A*).

The general health of the patients has been on the whole satisfactory; but during the year occasional cases of typhoid fever have occurred, and two deaths resulted from this cause. Early in the year it was ascertained that the surroundings of the dairy from which the milk supply was obtained were not as clean as they should be, and all the milk received till the contract could be terminated was boiled. There was very little doubt, however, but that some of the cases of typhoid were due to the water supply. The creek from which the main supply of water is derived and the dams into which it falls have for a long time been more or less polluted, and care has been taken to restrict the use of this water as far as possible to the laundry, the baths, the gardens, and for ordinary cleansing operations, and to use water from underground tanks for drinking and culinary purposes. It has, however, not been possible to altogether and at all times prevent the more demented patients from drinking the dam water, which is often quite clear and free from offensive taste or smell; and until a more satisfactory system of water supply can be obtained and the present dual system abolished this danger is likely to continue.

During



During the prolonged drought the fresh water failed, and it became necessary to fetch a supply from Sydney in tanks and pump from these to the hospital by steam power. The quantity thus obtained was inadequate, and for cleansing purposes salt water was to some extent used. It is hoped that within two years the Nepean supply will be within reach of the hospital. There were two cases of sudden death, one from heart disease and embolism and one from hæmorrhage from the basilar artery, but no suicide occurred, and the accidents call for no special report.

The wards have, as in former years, been overcrowded.

The official visitors inspected the Hospital about once a month, and forwarded a report to the Colonial Secretary after each visit. These reports express a general commendation of the state and condition of the Hospital. I visited the Hospital on February 2nd and 8th, April 18th and 19th, June 20th and 21st, July 26th, September 10th, October 10th and 12th, November 22nd, and December 29th, and the following are extracts from my reports at some of these visits :—

April 18th and 19th.—I visited this hospital on both these days ; and on the first, carefully inspected the wards, and saw the patients in them ; and on the second saw the laundry, kitchen, stores, workshops, gardens, and grounds. Since the last official visit eleven patients have been received ; one of these has died since from serous apoplexy ; the remainder I saw and spoke to separately, satisfying myself in each case that they were fit cases for hospital care. The papers on which they were received were all correct in form.

The statutory books were in proper order, and written up to a recent date.

The admission and discharge registers call for no comment. In the Medical Journal the particulars of a sudden death from cerebral hæmorrhage, are noted. Notice of death was sent to Mr. Bowden, the coroner for Farramatta, who declined to hold an inquest or give any directions in the matter. The patient was buried, and a special report sent to the Colonial Secretary, through my office, in which the necessity for a coroner or special magistrate for the Ryde district, the former coroner having resigned, was pointed out. From the Medical Journal it further appears that restraint has recently been used in two cases—in one to prevent self-injury, in the other for extreme destructiveness.

I visited all the wards in both divisions, including the Hill Branch, and am glad to be able to express a general satisfaction with their order and cleanliness, and with the condition of the patients in them. The female division and the Hill Branch leave little to be desired, and some of the wants of the wards in the male division are being met. In several of these painting is in progress ; and in the hospital room and in the day room, in No. 1, substantial improvements are being made. There seemed to me a want of invalid chairs in No. 4 ward. The patients were (except in one ward in the female division which contains several acute cases) quiet, and, though I spoke to a number of the patients and gave all who so wished an opportunity of speaking to me, I heard no complaints except of detention, and in none of these did I feel called on by the nature of the case to interfere. I found no one in seclusion or restraint, and there was practically no sickness. With a population of 750, there was only one patient in bed, and this was a case of maniacal excitement. The beds and bedding were clean and in good order. On examining the day and night reports, I find that 253 men and 172 women are usefully employed, and that 233 men and 143 women attend Church services. The number wet at night is 27 males and 24 females, whilst 10 men and 2 women are reported as dirty.

I saw and destroyed all the letters detained by the Medical Superintendent, as unfit for the reasons marked on them for transmission, having on examination found that only a judicious censorship had been exercised.

The case-books are fully and properly written up as regards recent cases, but entries are required in accordance with the case-book order in a number of those of longer standing.

The recreation yard in the female division has been put in good order, and that for men is now in progress. The paths and steps are being attended to and the fences painted and repaired. The front garden and slopes have recently received some attention, which was much needed, but the very dry weather has prevented some necessary work being completed.

I regret to find that the water supply is gradually failing, and that the Medical Superintendent has been obliged to place both wards and gardens on a limited allowance.

In the laundry, I found a considerable number of patients employed. Some attention is necessary to the wood work and other parts of these buildings, and the fine laundry and some of the surroundings were not as tidy as they might have been. The new cottage for laundresses is approaching completion, and will be a great improvement.

The kitchen and stores were in fair order, and I saw no reason to object to any of the provisions supplied by the contractors.

There were only three patients in the tailors shop, a very small number and not likely to cope with the necessary work. I visited the wood-yard, stables, out-buildings, and shops. The latter are very much too small, and the necessity of a complete reorganization of these is more and more apparent. With spacious and well-arranged workshops, the number of patients employed might be much larger, and the carpenters, mattress-makers, bookbinders, and other work be carried out under much better supervision. The new sewing room answers admirably, and is a model for future workshop buildings.

The kitchen, stores, and other out-buildings at the hill branch, as also the gardens in this division, were in commendable order, and show evidence of constant care and attention.

September 10th.—On the 8th instant I visited this institution, and inspected all the wards and some of the out-buildings and offices.

I saw and signed the statutory books, which call for no particular comment. From the Medical Journal it appears that no male patient has been under restraint since July 15th, and that only one female has been restrained since that time, and that this was for surgical reasons. There appear to have been 7 deaths since the last official visit, but all were from natural causes. The number of recently admitted cases was 10—8 males and 2 females. I saw all these, except one, and I examined the papers on which they were received. The letters written by patients and detained by the Medical Superintendent were all submitted to me, and, after examination, I directed all to be destroyed as unfit for transmission.

In visiting the wards I saw all the patients, inquired into special cases, and listened to all complaints made. I did not hear any complaints requiring investigation, but one patient handed me a letter containing charges of harsh treatment against the attendants at the Reception House, which will be duly inquired into. The patients in all the wards, except Nos. 3 and 4 male, were reasonably tidy, but in both these wards there was certainly room for improvement. I found one female patient in restraint by camisole for reasons which appeared to me sufficient and satisfactory. In the male division 5 patients were in bed, 1 in a single room and 4 in associated dormitories, and in the female division 6 were in bed all in single rooms. Two of these were cases of typhoid fever, one convalescing, and the other in an early stage. The present condition of the water supply is deplorable ; all has to be brought from Sydney by barge, and pumped up to the hospital, and salt water is used for baths, &c. ; the latter is so very unsatisfactory that I think it imperative that a larger supply of fresh water, to the amount in fact which the force pump will raise, should be obtained and the salt water dispensed with. In the female division, I found fewer patients than usual in the sewing room, and the amount of work is falling off. There appeared besides to be very little sewing going on in the wards. From the day reports it appears that 172 females and 281 males are usefully employed, and from the night reports that the number of patients with faulty habits is as follows :—Female, 19 wet and 2 dirty ; Male, 29 wet and 5 dirty.

The new electrical recording clock in use in all parts of the main building, is reported to be working satisfactorily.

The laundry work was over for the week, and the patients were cleaning up the rooms, &c. There is some need of a general smartening up of the laundry surroundings, the paths, borders, &c., all want attending to, and some painting is required. A decided improvement has been made in this division by forming a delivery window, so that the attendants and nurses need no longer enter the laundry yard.

October, 12th.—On the 10th and 12th instant I visited this Hospital, inspecting on the first day the female division, kitchen, laundry, and offices, and on the second, the whole of the male division, including the Hill branch and the Priory.

Since the last official visit, 12 patients, 10 males and 2 females have been admitted, and I took care to see all the papers on which they were received, and examined all the patients except 2. Since the last visit, also there have been 12 discharges, and 1 death.

The statutory books are properly kept, and the Medical Journal contains no entries calling for special comment.

I am glad to see that P.M. examinations are held in almost every case of death. From the ward returns, I find that the percentage of patients employed is keeping up. The number with faulty habits is now recorded as 31 males and 11 females wet and 7 males dirty. The wards in the male division are very full, but there are a few vacant beds in the female division. The general health must be regarded as satisfactory only 6 men and 1 woman being in bed, but I regret to find that there are still occasional cases of typhoid fever. One female patient is convalescent from it, and 1 male died on the 10th. There does not appear to be any new cases in the hospital at present, but with the present unsatisfactory condition of the water supply, it is to be feared that the disease may again make its appearance in the hot weather.

I found 2 patients—both women—in restraint, owing to persistent attempts at self-injury. In visiting the wards, I saw all the patients, and have to express a general satisfaction with their condition. The few complaints I heard were either due to delusion, or were of undue detention, and in these latter cases, such of the patients as I saw were manifestly unfit for discharge. One patient was in seclusion owing to noise and violence at the medical visits.

At the Hill Branch no one was in bed, in seclusion, or restraint, and the condition of the wards, as also of the out-buildings, gardens, borders, &c., was most satisfactory.

At the Priory, the arrangements are now so far complete that 17 patients are accommodated. The place is getting into order, and the house and grounds will prove a most valuable acquisition to the hospital. A cottage at the hospital gates, which has for some years been occupied by patients, has been given up on the occupation of the Priory.

The kitchen and laundry, as also the flower borders and paths around and about them show signs of some want of care and attention. I am convinced that it will be advisable to tar-pave a large part of the laundry-yard, and to attend to the borders as soon as possible. The cooks have both resigned, and after the constant trouble and the frequent changes of the last two or three years, it seems advisable to try if female cooks cannot be obtained—3 of these, with the assistance of patients, should be able to do the work.

The project, so long in anticipation, of extending the farming operations, is being gradually carried out. A cottage is now being erected for the farm attendant. There are 5 cows, which are soon to be doubled in number, and the new pigsties are working well, and without being in any way a nuisance.

The bread, cheese, and other articles of provision, which I saw in the stores, were satisfactory in quality, and the mutton at the Hill Branch, which I saw on the 12th, was thoroughly good. There have, however, been frequent complaints as to the way in which the contractor for meat is carrying out his contract, and he has been recently fined £5 on the complaints of the Medical Superintendent. The nurses and attendants are now wearing their new patterned uniform, and the change is decidedly an improvement.

November 22nd.—The number of admissions since the last official visit has been 28—19 males and 9 females, an unusually large number. I examined the papers on which the patients were received, and saw all the patients except 3—one of whom had died, one was absent on leave, and the other was working in a quarry at some distance from the hospital. I saw and signed the statutory books, which are correctly kept. I visited the whole of the wards in the male and female divisions, and at the Hill Branch, and I saw also the stores, wood-yard, and workshops, and paid a short visit to the Priory.

I have to express a general satisfaction with the condition of the hospital, which is, except in some minor respects, in good order. The female division is throughout clean and in admirable order. The repainting of some of the wards and the enlargement of windows now in progress will be a very decided improvement and make the rooms both more cheerful and more healthy. The Hill Branch is in good order and thoroughly clean but the patients are in some respects not as tidy as they might be, and the same remark applies though, in a greater degree, to the patients in the male division of the main hospital. In this part also the furniture (clothes, presses, commodes, chairs, &c.) is shabby and old and must be as soon as possible renewed or repaired.

The Priory is in working order and contains seventeen patients, the furniture is however both ancient and sparse and there are at present neither pictures nor ornaments. As soon as the gas is laid on it is proposed to repaper some of the rooms, and in other ways to make the place more homely and cheerful. I found the patients as a rule quiet, and no complaints except of detention were made. One female patient was in seclusion for noise and violence, and another for denuding herself whilst men were working in the ward. There was only one patient in restraint, a woman who has inflicted injuries on her head and is restrained to prevent further mischief. Nine males and one female were in bed from various causes but only two of these were seriously ill. One male patient has his arm in a sling and on a splint owing to an injury (the nature of which has not been fully diagnosed) caused by an accidental fall. I saw a number of patients employed in the wood-yard and workshop. The latter are miserably inadequate, and as it appears useless to expect any assistance though the Colonial Architect's Department, it is clearly advisable to try and carry out some of the additions necessary by means of labour and funds furnished from the votes of the Department.

The provisions in the store seemed good and the meat supply is decidedly better since the contractor was for the second time fined £5.

I propose to visit the laundry and the outdoor works in progress on an early day.

An estate adjoining the Hospital, containing an area of 20 acres, and on which was a large and substantially built dwelling house and a commodious cottage, which in 1887 was offered to the Government rent free for one year with the option of purchase, was purchased by the Government during the year, and forms a most desirable addition to the hospital estate. This property is surrounded on all sides by the Hospital Reserve, and was alienated before the remainder of the land was set apart for hospital purposes. The buildings afford accommodation for 44 patients, and are now occupied, with the result of relieving some of the overcrowded wards. The land is a substantial addition to the area available for cultivation by the patients.

There have been no large alterations or additions to the hospital during the year, but various minor improvements have been made. A new cottage has been built for the laundresses and another for one of the attendants employed at the farm. The drains at the Hill Branch have been relaid and improved and those at the main building better ventilated.

The windows of a number of single rooms have been enlarged, and the new workshops, so long and so urgently needed, have been commenced.

The hospital buildings generally have been kept in good repair, but the range of wooden dormitories are perishing by slow decay and must soon be replaced by more permanent structures.

#### *Hospital for the Insane, Parramatta (Free).*

The number of patients in this hospital on 31st December, 1887, was 969: 634 males and 335 females.

During the year 90 were admitted for the first time, 6 were readmitted, and 16 transferred from other hospitals, making altogether a total of 1,081—717 males and 304 females—under care and treatment. Of these 32 recovered, 1 was discharged relieved, 6 were transferred, 53 died, and 989—651 males and 338 females—remained at the close of the year. The average daily number resident was 972.

The recoveries give a percentage of 33.33 on the admissions, and the deaths a percentage of 5.45 on the average number resident.

The full statistics of the institution are given with the report of the Medical Superintendent (*Appendix B*). The general health of the inmates has been remarkably good, and the death-rate, considering the advanced age of a number of the inmates—upwards of 225 being over 60 years of age—very small.

One

One case of typhoid fever occurred, but the patient had been recently admitted, and the disease was probably contracted outside the institution. Such accidents as have occurred call for no special comment; but 2 cases of sudden death during the night from epilepsy pointed to the necessity of some rearrangement of the nursing staff, so as to allow of the better supervision of these cases during the night, and such rearrangement has, at my suggestion, been carried out.

The hospital has been visited once a month by the official visitors, who forwarded reports to the Colonial Secretary after each visit. In one of these reports the visitors pointed out the overcrowding of the wards and corridors, which has since to some extent been remedied, and in two reports attention was again called to the deplorable condition of some of the buildings.

The Colonial Secretary soon after visited these buildings, and approved of their removal, and of the plans and estimates for buildings to replace them, which were prepared more than two years ago by the Colonial Architect. Political exigencies have, however, delayed the appropriation of the amount required, and the buildings still remain a discredit to the Department, a perpetual eyesore to the medical officers, a standing difficulty to the management, and a danger to the patients. Unless speedily removed, some of them will inevitably collapse and fall.

The chief improvements which have been carried out during the year have been the reroofing of some of the weatherboard buildings with iron, the better lighting of the ironing-room, and the fitting of rooms formerly used as quarters for the Assistant Superintendent as dormitories for some of the more quiet, orderly, and convalescing patients.

A large number of requisitions on the Colonial Architect's Department remain unfulfilled, and the provision of an additional day-room for the more feeble female patients, the better drainage of the laundry, and the erection of a blacksmith's shop, and of new closets in the weatherboard division, are among the more urgent and pressing of these.

The water supply during all the earlier part of the year and throughout the long drought was satisfactory, but with the heavy rains came some pollution of the corporation supply, and for weeks the water was brown and turbid, nauseous to taste, unpleasant to smell, and decidedly unwholesome to drink, so that the whole of the water for cooking and drinking purposes had to be obtained at considerable inconvenience from other sources.

On May 2nd, the buildings at Subiaco, near Parramatta, formerly occupied as a Protestant Orphanage, were gazetted as a Branch of the Hospital for the Insane, Parramatta, and twenty patients, with the necessary attendants, were soon after sent to reside in one of the detached cottages, and were employed in clearing the institution from rubbish, executing minor repairs, guarding against further dilapidations, and cultivating the garden.

A contract was taken for repairs urgently needed to some part of these buildings, and these, when completed, will enable the Medical Superintendent to transfer about sixty more patients, as the increase in numbers at the main hospital may render this necessary.

I visited and inspected the hospital on January 19th, March 20th, May 15th and 30th, July 17th and 24th, September 13th and 20th, October 17th, November 29th, and December 6th, and the following are extracts from my reports at some of these visits:—

March 20th.—I have to-day paid a visit of inspection to this hospital, which now contains 979 patients, which, together with 5 on leave, make up 984 on the register—a larger number than on any former visit. The wards are, in consequence, somewhat overcrowded, and there are patients in corridors which are required at times as day-rooms. The general health of the hospital is, however, remarkably good. One woman and nine men were in bed, and the most of these from chronic ailments, such as ulcers of the legs, &c. There has been a case of typhoid fever, but the patient is now convalescent. He had only been recently admitted when attacked, and, it is possible, may have been infected before admission. Any way, there are no local causes for the malady, and no other cases have occurred. I passed through all the male wards at the weatherboard division and in the main buildings, and found all in fair order and the patients reasonably tidy in dress. No complaints of moment were made, and in the few instances in which I noticed bruises these were accounted for by falls or other accidental causes.

I regret that I cannot express satisfaction with the condition of the bedsteads and bedding in any part of the male division. Even in No. 1 ward there are evidences that sufficient care is not exercised. I think that a gradual but complete change is necessary, and that very much more care is required than is now given to this matter. It is impossible to keep the bedsteads and bedding clean and in good order without a complete overhaul at least once a fortnight, and at these times the bedsteads should be taken to pieces and scalded. At present the condition of the bedsteads and bedding is in decided contrast to what it is at other institutions in this Department, or even at some of the asylums for the infirm and destitute. I visited all the wards in the female division, and am satisfied with its general condition. The whole of it is thoroughly clean, and the repainting, now nearly completed, is a great improvement. I visited the laundry, in which the gratings spoken of in my report of January 19th are not yet provided. As the winter is approaching, I think these should be furnished without delay. I noticed with regret that the gardens around the laundry, which were formed and planted with some care and labour, and which were a great addition and ornament to this part of the institution, have been overrun, eaten down, and spoiled by calves, which might, I think, be kept elsewhere if kept at all.

The kitchen and stores which I visited were in their usual good order; but I hear that the supply of several articles of clothing is very short, and the Superintendent of Stores should be specially requested to make a speedy supply. As soon as possible the rooms lately occupied by the Assistant Superintendent should be painted and put in good order, and new bedsteads, side carpets, &c., should be procured.

I saw and signed the statutory books which are correct, and examined several patients with a view to their discharge.

May 30th.—I visited to-day, accompanied by the Medical Superintendent and Assistant Medical Officer, the whole of the wards for female patients, the kitchen, laundry, stores, and other offices in the weatherboard division, and the single rooms for men at the weatherboard division. In visiting the different parts of the Institution I saw the patients in the wards and other places and though, the usual requests for discharge were made, there were no cases in which it seemed to me right to comply with them. No complaints of harsh or unkind treatment were made, and I saw no bruises which were not satisfactorily accounted for. No one was in seclusion and the only case in restraint was one, a persistently destructive and dirty patient, for whom a camisole was necessary. The general health of the patients, considering the number of old and feeble folks among them, was good, two were in bed with catarrh, two from weakness of extreme old age, and one from fractured neck of thigh bone, which was due to an accidental fall some weeks ago. The patients' clothing was as a rule sufficient and clean, but a number of the hoods did not look as clean and nice as usual. The bedding was clean, sufficient, and in good order, except in a number of the single rooms. In these the bed ticks for patients of faulty habits were far too narrow, and it would be impossible for patients to be comfortable on them. They should certainly be made much wider. The interior of all the dormitories have recently been painted and decorated, and are now bright and cheerful, and the dormitories have been ornamented with texts and pictures. The paths in the airing-courts are being dressed with tar after being properly made up and levelled, and when completed will be much cleaner and look much better. The sewing rooms were both full of patients, but I think more sewing or knitting might be done in the wards in which there are a number of idle women. The laundry was in fair working order, though not as tidy as usual. The floor is very wet and sloppy, and must either be better drained or more grating should be supplied. About the usual number of patients were employed. The gardeners about the laundry and round the wards in this division require attention, and a number of new shrubs and plants should be put in and kept in order.

The Medical Superintendent pointed out the necessity for a blacksmith's and painter's shop attached to the engine-house. This could be provided at comparative small cost, and should be at once made the subject of requisition.

The kitchen and stores were in their usual good order, and such provisions as I saw were of proper quality.

The Medical Superintendent, however, reports irregularities both as to quantity and quality in the milk supply, which must be remedied or fines inflicted on the contractor.

In this division and also in the single rooms for men at the weatherboard division there is need of painting to woodwork which is bare and suffering for want of attention.

July 24th.—I have to-day visited the female division of the hospital, and the various outbuildings attached. I visited also the farm and garden, and subsequently went to the Branch with the Medical Superintendent. The female division was in its usual good order, and the wards clean, bright, and cheerful looking. The painting is finished, and considerable progress has been made in asphaltting the paths of the airing-courts. I saw all the patients and spoke to a number of them. There was very little noise or excitement, and no complaints of harsh or unkind treatment were made. I found one woman in muffs, owing to denuding herself and destroying her clothing. No one was in seclusion, and only four in bed. These were suffering from old age, epileptic status, congestion of the lungs, and hæmorrhoids respectively.

The bedding was clean and in good order, but some of the beds were more tightly filled than is desirable. The clothes generally were clean and sufficient.

Among the outbuildings visited were the sewing-rooms, laundry, kitchen, stores, all of which were in good working order. The kitchen floor requires recementing in places, and several of the rooms should have ventilating openings under the floor, as the boards are buckling.

The new amusement hall is progressing slowly. I regret to find that further damage has been done to the trees and gardens by horses and cattle, but the Medical Superintendent is taking steps to prevent any recurrence of this. On looking over the returns I find that 182 women and 320 men, including criminals, are usefully employed. The number attending Church is very small; 80 women and 102 men only. The night reports show that 20 women and 26 men are wet, and 6 women and 14 men dirty at night. Four women are placed in camisole at night for special reasons. Care should be taken so as to keep the number under treatment in this way as small as possible. On inquiry I find that there are no recording clocks in use in the female division and in the main part of the male division. This should be immediately remedied. The visits of night attendants and nurses cannot possibly be checked without these, and a sufficient supply of clocks in good order should be always kept.

The excavation for the large lake at the back of the hospital is nearly complete, and further employment for the patients may be found in levelling the adjoining paddock and removing the old bridge. The new pigsties appear to answer well, but are not sufficient to contain all the stock; and the Medical Superintendent proposes to erect others as soon as funds are available. The cow-sheds are in good order. The garden is extremely bare, there being fewer vegetables (owing to the dry season) than at any former time in my recollection. The necessity for a windmill and irrigation is shown by dry seasons like the present, and one should be procured as soon as funds are available.

September 13th.—The number on the register is 972 (633 males and 334 females); and of these, 20 males are at the branch establishment, and 3 males and 1 female are absent on leave.

I visited all the wards in the main building, and, with the exception of the hospital ward, consider the condition to be generally satisfactory. No complaints requiring investigation were made to me, and in two cases in which I noticed bruises these were satisfactorily accounted for. I found one patient in restraint, and in this case think its employment necessary. The number sick was unusually small.

The quarters near the gate are now comfortably filled and furnished, and afford comfortable accommodation for a number of quiet and convalescent patients, some of whom much appreciate the better lodging afforded them. The asphaltting of paths, already so great an improvement, is slowly progressing. There are still a number of outstanding requisitions on the Colonial Architect's Department which require more or less urgent attention. I saw and signed the statutory books. From the Medical Journal I find that two men and five women are in restraint at night; and it appears to me that the proportion of women is large, and that this exceptional mode of treatment should be watched, and not allowed to increase beyond what is absolutely necessary.

The provisions in the store appeared good; but the Medical Superintendent reports unfavourably of the supply of milk and butter, and the contractors have been warned that the conditions of contract will be insisted on.

I visited the branch, the patients at which are quiet and industrious. The alterations and repairs are progressing very slowly, and some steps must be taken to urge a more speedy action.

September 20th.—I have to-day visited the whole of the wards in the female division of this hospital, and inspected also the laundry, kitchen, stores, and outbuildings in this department of the hospital. I have also visited the tailors' shop, the farm buildings, and some part of the gardens and grounds.

The number of female patients is 341, and of these, 178 are usefully employed; 25 are wet, and 2 of dirty habits at night. I found in bed 3 only, 1 owing to epilepsy, 1 from sub-acute mania, and 1 owing to a fractured leg. This accident happened only a short time previous to my visit, and inquiry showed that it was caused quite by accident the patient having caught her foot in the bed clothes when getting up in the morning and falling. No one touched her, or was in any way responsible for, or contributed towards the accident. One patient was in a camisole, and one in muffs at my visit, and the returns show 5 in restraint at night. A number unusually, if not unduly, large.

The general condition of the division was satisfactory. I note, however, a very great delay in finishing the tarpaving of the wards. Repairs to new paths are required in places, and the want of the tiles to protect and define the edges is urgent. In some of the wards the bedsteads show signs of unnecessarily rough usage, and when broken repairs are evidently not executed as promptly as they should be.

The Medical Superintendent pointed out the desirability of having recesses off the ward for the night commodes, instead of allowing them to remain in the wards as at present, and the suggestion appears so reasonable that I think one such recess should be constructed at once, either by the hospital staff or paid labour, and the remainder for which the completed one would form a pattern then asked for by requisition in the usual course.

The condition of the laundry called for no special comment. The kitchen and stores were in their usual very excellent order, and such articles of provision as I saw in both were wholesome and satisfactory. The milk supply recently complained of is somewhat better, the supply fulfilling the conditions of the specific gravity and cream tests, and keeping better.

Improvements are still in progress in the grounds and gardens, but I have to suggest the desirability of a more general care of small garden patches, creepers, and trees throughout the institution. At present a number of things are planted only to be neglected and destroyed, instead of being fostered and taken care of as they should be.

I visited the weatherboard division for men which is still lacking in the attention to details which seem to me necessary. In this division I found only 2 patients in bed. At the branch establishment the patients are comfortably provided for and contented. The repairs and alterations are making only slow progress, but Mr. Coles, of the Colonial Architect's Department, who met me at the establishment, promises more speedy action. The garden is improving, and there is already some show of vegetables.

It is clearly desirable that the land should be resurveyed, and the fences properly placed as they do not appear at present to be on the boundaries.

#### *Hospital for the Insane, Callan Park.*

On 31st December, 1887, the number of patients in this Hospital was 668—398 males and 270 females. During the year 252 patients were admitted for the first time, 25 were readmitted, and 8 were transferred from other institutions, making altogether 953—569 males, and 384 females—under care and treatment. Of these 129 were discharged recovered, 18 were discharged relieved, 17 were transferred to other institutions, 2 escaped, and 57 died, leaving 730—427 males, and 303 females—under care at the close of the year. The average daily number resident was 702, and the increase during the year 62. The recoveries show a percentage 46.57 on the admissions, and the deaths of 8.26 on the average number resident. The full statistics of the Institution are given in the report of the Medical Superintendent (*Appendix C.*)

The general health of the Institution has been excellent, and there have been no cases of typhoid fever or other epidemic ailment.

One

One case of sudden death was due to nervous shock from a blow with the fist in the stomach delivered by a fellow patient during a quarrel. At the inquest a verdict of manslaughter was returned; and the aggressor after becoming sane was tried at the Criminal Court, and acquitted on the ground of insanity at the time the offence was committed.

Among other accidents during the year were a fracture of the leg through a fall in an epileptic fit, a fracture of two ribs, and a severe injury to the head from a fall.

During the year the old mansion house, purchased with the estate, and a cottage recently built and adjoining it have been fitted and furnished for male patients paying for their maintenance for whom they form a comfortable home. The cottages for female patients paying for their maintenance are now nearly ready for occupation, and will probably be opened during the current year.

The additions made to the Institution during the year include additional workshops and visitors rooms, those already in use being found too small, and among the alterations have been verandahs to the laundry and workshops, and the better ventilation of some of the closets.

Very serious leaks have been discovered in several of the drains, and these have been taken up and relaid, the work originally having been very badly done. There are still some leaks which require attention.

There has been a gradual improvement in the condition of the garden and grounds, in which a large number of persons have been usefully employed, but the dry season has rendered the garden less productive than usual.

The official visitors have visited the hospital about once in each month, and their reports forwarded to the Colonial Secretary call for no comment. My visits of inspection were paid on January 12th and 16th, March 14th, May 3rd and 8th, June 26th and 30th, August 8th and 11th, October 13th, and December 5th, 12th, and 15th. The following are copies of entries at some of these visits:—

May 3rd.—I have to-day visited this hospital, which contains 691 patients—421 males and 270 females. The numbers have not increased so rapidly during the last two or three weeks as they did formerly. I saw and signed the statutory books, which are properly kept and in which the entries do not call for comment. From the Medical Journal it appears that restraint has lately been employed in two cases at night, in both by means of camisole. In one the patient is a demented epileptic who inflicts on himself severe self-injury, and in the other the patient suffers from delusions and hallucinations under which he makes violent attacks on the night attendants. Restraint has not for some time been used during the day.

From the reports it appears that 242 men and 238 women are usefully employed, the number of women having lately much increased. The night reports show that 25 men are wet and 10 men dirty at night, and that 13 women are wet and 4 dirty. The number of faulty habits among the men is large, but is fully accounted for when the number of demented and the acute cases are taken into consideration.

I visited the whole of the wards in the male division accompanied by the Medical Superintendent and found all parts of them in really excellent and most commendable order. The patients were everywhere tidy, and except in No. 2 remarkably quiet. I heard no complaints of harsh or unkind treatment, though I spent some time in each ward and spoke at length to all patients who addressed me. I noticed one bruised face, and this was at once satisfactorily accounted for by the patient himself. No one was in seclusion or restraint, and the number in bed was nine only. Of these 3 were epileptics, 2 general paralytics in an advanced state, 2 cases of advanced dementia, 1 stupor, and 1 hernia which had recently been strangulated. The dormitories were clean and the bedding ample and in good order. The old house and the attached cottage are nearly ready for occupation, and the Medical Superintendent is arranging to send patients to them at an early date. I visited the gardens and grounds, which, in spite of the very dry weather are looking well; the piggeries and fowl yards which are being improved, and the vegetable garden where a very large number of the patients are engaged in wheeling silt and levelling, and laying out the additions to the area of garden ground. Some of the more noisy and boisterous patients are engaged in this work with great benefit to themselves, and with the result of making the wards much more peaceful and pleasant to the more quiet inmates.

I visited the engine and boiler house, and the blacksmith's shop, and found all in good order. The new work-rooms have not yet been commenced, and various minor alterations, notably the glass in verandahs for the better lighting in the day-rooms, have not yet been carried out. The water supply is now reported to be satisfactory, and the pressure sufficient, and a leak long suspected has at last been found and stopped.

May 8.—I have to-day inspected the female division of this hospital, and visited also the laundry, sewing-room, kitchen, stores, carpenters, tailors, and mattrassing shops, and also the stables and other outbuildings.

Four wards are open in the female division, and part of a fifth is open for dormitory accommodation; but there has been little or no increase in the number of female patients for some months, and it has not been found necessary to thoroughly organize the 5th ward. The total number of patients is 270, and in passing through the wards I saw most, if not all of these. Except in No. 2, where there are 3 particularly noisy patients, there was little excitement, and no complaints were made except of detention. In all cases of this kind I satisfied myself as to the necessity for this. The general health of the division is good, but there were 2 or 3 cases of severe diarrhoea, in which the patients were confined to bed. In addition to these there were 4 cases in bed in the hospital, and 3 in single rooms. I saw no one in restraint, but 3 patients were in seclusion owing to noise and excitement. The wards generally were in commendable order, and No. 1, and the hospital room have been improved, and made more homely and comfortable by curtains and additional furniture. It is proposed by the Medical Superintendent to commence the painting and asphaltting of all the wards as soon as possible.

The Medical Superintendent pointed out the want of light and ventilation in 4 out of the 5 ward pantries in this division, and I am decidedly of opinion that additional windows should be cut, and other means taken to render these rooms less gloomy. The laundry was in full working order and well kept, but the yard and surroundings require some attention. The kitchen I found in good order, as were the store-room, and such provisions as I saw in both stores and kitchen were of good quality. In visiting the shops I saw all the patients employed in them.

I examined the case books. The recent cases are all entered on admission, but the subsequent entries are not made quite as regularly as they should be.

August 8th.—I visited this hospital to-day, and inspected the female division, the number of patients in which is now 231. The gradually increasing number has rendered it necessary to open and organize the fifth ward which is already in good working order. I found the wards clean and in excellent order throughout. The asphaltting of the walks is nearly completed, the repainting of the dormitories is making good progress, and the whole of this division is becoming more homelike and comfortable. Blinds are still much needed in the dormitories and should be fitted before the summer. In passing through the various wards and dormitories I saw all the patients, and those recently admitted, 11 in number, were pointed out to me. The general health is good. No one was in seclusion or restraint. Thirteen were in bed, 7 in single rooms, and 6 in hospital, the majority for comparatively minor ailments. The most serious case was a compound fracture of the leg, due to a fall whilst in an epileptic fit. The patient is receiving every attention, but is not progressing so well as could be wished. No complaints of importance, except of detention, were made, and in all the cases in which patients pressed for discharge, neither the report of the Medical Superintendent, nor my own knowledge and observation of the cases, warranted any immediate action. In one case a patient complained very much of not being able to get her boxes, or examine their contents. In this as in other cases the need of a spacious room for patients' spare clothes is apparent, but despite requisitions and remonstrances no action has been taken by the Colonial Architect's Department.

The laundry yard needs some further attention, and it will clearly be advisable to raise with stone chippings and asphalt the whole of the space covered with laundry posts and lines.

I visited the pumping and engine-room, blacksmith's shop, &c. The whole department is nicely kept and in good working order. Defects have been discovered in the drains in the female division, which probably account for the leaks noted in the report made at my last visit. These appear to be due to seampel workmanship, and must receive immediate attention.

On examining the statutory books (which I signed), I found nothing calling for very special comment. One male patient was in restraint, owing to an attempt at emasculation. From the returns from the female division, it appears that 169 patients were actively employed, and that 14 were wet and 2 dirty at night. The number showing faulty habits is small, and speaks well for the care and attention bestowed. The number employed is not yet quite what it should be, and there is still room for improvement. I hope every effort will be made to reduce the number of idle patients.

August 11th.—I have to-day visited all parts of this Institution occupied by male patients, including the wards, dormitories, workshops, gardens, and grounds. I found the wards in excellent order throughout, and the patients clean, tidy, and properly dressed. The number of sick was small. No one was in seclusion, and the only case of restraint was one of self mutilation, in which a camisole was necessary, to prevent removal of stitches and dressings. No complaints of any moment were made to me. I specially saw the patients (17 in number) admitted since the last official visit. The number of patients in the male division is now 437; and as the total accommodation is for 445 only, this division is practically full.

Among the recent improvements are a verandah to the carpenter's shop, and the asphaltting of paths, &c., in the wards for demented patients. Defects have been discovered in the drains at the new cottages, and it will be necessary to take them up and relay them. In the garden and grounds work is in progress for planting around the outside walls, and a large party of patients are employed in moving silt and forming the garden. A new vineyard has been planted, and the garden is in good order.

The house and cottage for paying patients is now in full working order, and makes a bright, cheerful home.

October 13th.—I to-day visited this hospital, and, with the Medical Superintendent, have inspected the whole of the wards in both divisions, and have seen also the kitchen, stores, and other administrative buildings.

The number of patients admitted since the last official visit was 10 (9 females and 1 male). I saw all these, and examined the papers on which they were received. In one case, two new medical certificates were obtained, the original ones being defective and unsatisfactory. The recent discharges are 13 in number, 12 on recovery, and 1 by transfer to Gladesville. There have been no deaths very recently, but the mortality last month was somewhat large, though not due to preventable disease. I saw and signed the statutory books. From the Medical Journal it appears that there has been no restraint for more than a month, and no seclusion since September 25th, an excellent record for an institution admitting large numbers of acute cases. The general health of the patients is very good. I found 13 males and 5 females in bed, but several of the men were in the third stage of general paralysis, and there were no cases of severe or epidemic disease. The wards are wonderfully quiet. One patient only was in seclusion, and there were very few complaints, and these mainly of detention. One patient, an epileptic boy, complained that the attendants treated other patients roughly, and the Medical Superintendent undertook to thoroughly investigate this.

I have to express the greatest satisfaction with the general condition of the male division, which is most creditable to the officers in charge. The rooms were clean, and free from all offensive smell; the airing courts admirably kept, and the patients clean and tidy. The female division is rapidly improving. Three of the wards are now painted throughout, the ward gardens show care and attention, and the nurses are exhibiting greater aptitude for their work. Several of the wards are much improved by curtains, &c., but the dormitory still requires blinds. Three of the closets in the male division have been much improved by increasing the opening for light and air, and by extra ventilation, and it is clearly desirable that the remainder, as well as those in the female division, should be treated in a similar manner.

Contracts for new visiting-rooms, mattressing-rooms, &c., have been recently taken, but there are still a number of outstanding requisitions delayed for want of funds. The drains in the female division, which are in a leaky and very unsatisfactory state, require attention. The quarters for better class patients are in excellent order, and this division appears to be working quite satisfactorily, and with encouraging results.

In the kitchen I saw the dinner ready for serving to the wards. The meat was fairly good, but thin, and the mutton supplied lately has been far from satisfactory, and has been the subject of expostulation and complaint to the contractor. The bread and such other articles of provision as I saw were good. The kitchen and stores appeared well kept in all particulars.

I saw a number of female patients starting for the Women's Industries Exhibition, and find that the amusements generally are well attended to, and sufficiently frequent. The library requires enlarging, and the Medical Superintendent proposes to ask for a special grant this year for the purchase of books. At present the number of volumes is far too small for an institution of such a size and character.

*Hospital for the Insane, Newcastle.*

At the close of 1887 there were 240 patients in this Institution—127 males and 113 females. During the year 17 patients—10 males and 7 females—were admitted direct, and 12—9 males and 3 females—were transferred from other hospitals, making a total of 269—146 males and 123 females—under care and treatment.

Of this number 1 was discharged as recovered and 1 as relieved, 1 was transferred, 25 died, and 241—133 males and 108 females—remained in the Institution at the close of the year.

The average daily number resident was 239. The death-rate was 10.46 on the average number resident, and was larger than usual. The causes of death are shown in Table 3.

During the year 2 cases of typhoid fever occurred, 1 of which resulted fatally. In April scarlet fever made its appearance, but the patients—2 in number—were at once isolated, and the disease did not spread. In August and September, a time when measles were very prevalent in the neighbourhood, a serious epidemic occurred, in which 54 patients—27 males and 27 females—were attacked; 1 patient died from measles, and 3 subsequently—1 from cerebral irritation, 1 from marasmus, and 1 from bronchitis following measles. The remainder recovered, though several were for a long time in a very feeble condition. There were no serious accidents, and no case of sudden death necessitating special inquiry.

The Institution was visited and inspected on February 13th, 14th, and 15th, April 24th and 25th, July 4th, September 3rd and 4th, and November 15th and 16th, and at these visits the patients were seen and closely examined and the registers duly checked. At each visit the bedding and clothing of the patients and the provisions in the kitchens and stores were examined, and at four visits the patients were seen at dinner in all the wards.

The official visiting-books show that the visits of the medical officer and chaplains are paid regularly and with sufficient frequency, and the Superintendent is careful to attend to the recreation and amusement of the patients.

No steps have yet been taken towards a systematic educational training of the children, but the advisability of, and indeed the necessity for, this is becoming yearly more apparent, and should not longer be delayed. The Victorian Government has lately commenced a system of special education for feeble-minded children after English and American models, and the work so far has been a distinct success and tended greatly to the improvement of this unfortunate class.

The buildings have been kept in good repair and have been painted throughout, and most of the paths and roads have been tar-paved.

No steps have yet been taken to carry out the alterations in the hot water supply, the necessity for which has been pointed out in previous reports. A mortuary, new stables, and other out-buildings are much needed, and the boundary fences are so old and dilapidated in some places as to be beyond repair.

Dr. Richard Harris, who had held the position of visiting medical officer to the institution since it was established in the year 1871, died early in the year, and was succeeded by Dr. John Harris, who had for some months been performing the duties of the office.

The changes on the staff of attendants and nurses have been exceptionally few.

The following tables give the main statistics of the year :—

TABLE 1.

SHOWING the admissions, readmissions, discharges, and deaths, in the Hospital for the Insane, Newcastle, during the year 1888.

	Male.	Female.	Total.																				
In Hospital on 31st December, 1887	127	113	240																				
<table border="1"> <thead> <tr> <th></th> <th>Male.</th> <th>Female.</th> <th>Total.</th> </tr> </thead> <tbody> <tr> <td>Admitted for the first time during the year</td> <td>10</td> <td>7</td> <td>17</td> </tr> <tr> <td>Readmitted during the year</td> <td>9</td> <td>3</td> <td>12</td> </tr> <tr> <td>Transferred during the year</td> <td>...</td> <td>...</td> <td>...</td> </tr> <tr> <td>Total under care during</td> <td>146</td> <td>123</td> <td>269</td> </tr> </tbody> </table>					Male.	Female.	Total.	Admitted for the first time during the year	10	7	17	Readmitted during the year	9	3	12	Transferred during the year	...	...	...	Total under care during	146	123	269
	Male.	Female.	Total.																				
Admitted for the first time during the year	10	7	17																				
Readmitted during the year	9	3	12																				
Transferred during the year	...	...	...																				
Total under care during	146	123	269																				
Discharged or removed—																							
Recovered	1	...	1																				
Relieved	1	...	1																				
Transferred	1	...	1																				
Escaped (and not recaptured)	...	...	...																				
Died	10	15	25																				
Total discharged or died during the year	13	15	28																				
Remaining	133	108	241																				
Average number resident during the year	128	111	239																				
*Persons under care during the year†	146	123	269																				
*Persons admitted	19	10	29																				
*Persons recovered	1	...	1																				

\* Persons, i.e., separate persons in contradistinction to "cases," which may include the same individual more than once.  
 † Total cases minus readmission of patients discharged during the current year.

TABLE 2.

SHOWING the admissions, discharges, and deaths, with the mean annual mortality, and the proportion of recoveries, &c., per cent., at the Hospital for the Insane, Newcastle, during the years 1871 to 1888, inclusive.

Year.	Admitted.		Transferred from other Hospitals, &c.	Discharged.		Transferred to other Hospitals, &c.	Escaped and not recaptured within 28 days.	Died.	Remaining in Hospital 31 December in each year.	Average number resident.	Percentage of recoveries on admissions and readmissions.			Percentage of patients relieved on admissions and readmissions.			Percentage of deaths on the average number resident.															
	Admitted for the first time.	Re-admitted.		Re-covered.	Relieved.						M.	F.	Total.	M.	F.	Total.	M.	F.	Total.													
	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.														
1871	...	...	88	25	113	...	...	1	...	...	...	...	...	...	...	...	...	...														
1872	...	...	32	11	43	...	...	18	3	21	101	53	134	91	27	118	...	19.78	11.11	17.79												
1873	Totals admitted.			11	1	12	...	...	12	2	14	100	32	132	100	32	132	...	12.00	6.25	10.66											
1874	...	...	26	18	44	2	...	9	1	10	115	49	164	106	34	142	...	8.33	2.94	7.04												
1875	...	...	25	9	34	2	2	1	1	2	...	16	4	20	121	53	174	116	48	164	...	13.79	8.33	12.19								
1876	7	1	8	...	11	10	21	1	2	2	2	2	2	14	2	16	132	60	182	119	56	175	14.28	12.50	23.57	25.00	11.76	3.57	9.14			
1 77	1	3	4	1	1	14	7	21	...	...	...	2	...	7	3	10	129	67	190	127	60	187	...	...	...	...	5.52	5.00	5.34			
1878	3	1	4	...	6	13	19	...	1	1	2	2	...	16	3	19	121	76	197	137	72	199	...	11.11	...	4.34	12.59	4.16	9.55			
1879	5	1	6	...	12	11	23	...	3	1	4	...	...	10	2	12	124	85	209	151	79	200	...	60.00	100.00	66.66	8.26	2.53	6.00			
1880	5	3	8	...	3	21	24	...	1	1	2	1	...	6	4	10	124	104	228	123	94	217	...	20.00	33.33	15.00	4.87	4.25	4.60			
1881	3	1	4	...	10	8	18	...	2	2	...	2	...	7	1	8	128	107	235	124	106	230	...	...	...	...	5.64	0.94	3.47			
1882	11	4	15	...	5	2	7	...	2	2	...	2	...	12	4	16	130	109	239	128	109	237	...	18.18	...	13.33	9.37	3.66	6.75			
1883	13	5	18	...	6	3	9	...	1	1	2	2	...	12	5	17	134	112	246	132	110	242	...	7.69	...	5.55	9.00	4.54	7.02			
1884	2	0	2	...	8	7	15	...	1	1	2	1	...	14	11	25	129	112	241	130	112	242	...	...	...	50.00	16.66	25.00	10.07	9.82	10.33	
1885	6	8	14	...	1	1	2	...	3	2	5	1	1	...	6	10	16	127	113	240	123	114	237	...	...	...	50.00	22.22	33.33	4.68	8.77	6.61
1886	7	10	17	...	1	1	2	...	4	4	8	1	1	...	10	9	19	125	117	242	125	114	239	...	56.11	...	22.22	8.00	7.89	7.99		
1887	10	4	14	...	1	2	3	...	3	2	5	...	...	...	8	10	18	127	113	240	124	114	238	...	27.27	33.33	29.41	6.45	8.77	7.56		
1888	10	7	17	...	9	3	12	...	1	1	2	1	...	...	10	15	25	133	103	241	123	111	239	10.00	5.88	10.00	5.88	7.81	13.61	10.46		

TABLE 3.

SHOWING the causes of death in the Hospital for the Insane, Newcastle, during the year 1888.

	Male.	Female.	Total.
<b>CEREBRAL DISEASE—</b>			
Apoplexy and paralysis .....	5	3	8
Epilepsy and convulsions.....			
General paralysis .....			
Maniacal and melancholic exhaustion and decay .....			
Inflammation and other diseases of the brain, softening, tumour, &c. ....		3	3
<b>THORACIC DISEASE—</b>			
Inflammation of lungs, pleura, and bronchi .....	1	1	2
Pulmonary consumption .....	1		1
Disease of heart and blood-vessels .....			
<b>ABDOMINAL DISEASE—</b>			
Inflammation and ulceration of stomach, intestines, and peritonæum .....			
Dysentery and diarrhœa .....	1		1
Albuminuria .....			
Disease of bladder and prostate .....			
Disease of liver .....			
<b>ERYSIPELAS</b> .....			
<b>TYPHOID FEVER</b> .....		1	1
<b>GENERAL DEBILITY AND OLD AGE</b> .....	1	6	7
<b>PURPURA</b> .....	1		1
<b>MEASLES</b> .....		1	1
<b>ACCIDENT</b> .....			
<b>SUICIDE</b> .....			
<b>Total</b> .....	<b>10</b>	<b>15</b>	<b>25</b>

TABLE 4.

SHOWING the ages of the admissions and readmissions, discharges, and deaths, and also the ages of all Patients under care during the year 1888, in the Hospital for the Insane at Newcastle.

	Admitted and re-admitted.			Recovered.			Removed, relieved, &c.			Died.			Patients under care.		
	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.
.1 to 5 years .....	...	...	...	...	...	...	...	...	...	1	1	1	2	3	
5 to 10.....	5	...	5	...	...	...	...	...	...	1	...	1	17	6	23
10 to 15.....	2	2	4	...	...	...	...	...	...	1	2	3	26	17	43
15 to 20.....	1	4	5	...	...	...	1	...	1	5	4	9	30	26	56
20 to 30.....	1	1	2	1	...	1	...	...	2	4	6	37	30	67	
30 to 40.....	1	...	1	...	...	...	1	...	1	1	1	17	21	38	
40 to 50.....	...	...	...	...	...	...	...	...	...	2	2	5	18	23	
50 to 60.....	...	...	...	...	...	...	...	...	...	...	...	6	...	6	
60 to 70.....	...	...	...	...	...	...	...	...	...	...	...	4	2	6	
70 to 80.....	...	...	...	...	...	...	...	...	...	1	1	2	1	3	
80 to 90.....	...	...	...	...	...	...	...	...	...	1	...	1	...	1	
90 and upwards .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
<b>Total</b> .....	<b>10</b>	<b>7</b>	<b>17</b>	<b>1</b>	...	<b>1</b>	<b>2</b>	...	<b>2</b>	<b>10</b>	<b>15</b>	<b>25</b>	<b>146</b>	<b>123</b>	<b>269</b>

TABLE 5.

SHOWING the native countries of those admitted and readmitted, and those under care, during the year 1888.

	Admitted and Readmitted during 1888.			Under care during 1888.		
	Male.	Female.	Total.	Male.	Female.	Total.
British Colonies { New South Wales .....	9	7	16	112	102	214
{ Other Colonies.....	...	...	...	11	4	15
Great Britain... { England .....	1	...	1	17	8	25
{ Scotland .....	...	...	...	1	2	3
{ Ireland .....	...	...	...	3	6	9
Other Countries .....	...	...	...	2	1	3
<b>Total</b> .....	<b>10</b>	<b>7</b>	<b>17</b>	<b>146</b>	<b>123</b>	<b>269</b>



*Hospital for the Criminal Insane, Parramatta.*

At the close of 1887 there were 62 patients in this hospital (53 males and 9 females); and during the year 16—14 males and 2 females—were admitted direct, and 1 was transferred from Callan Park, making a total of 79—68 males and 11 females—under care. Of these 2 recovered, 11 were transferred to other hospitals on expiry of sentence or other sufficient reason, 3 died, and 63 were on the register at the close of the year.

The proportion of recoveries to admissions was 12·50 per cent. only, and the death-rate was 5·08 on the average number resident.

The following Table shows the classification of the patients remaining in hospital on 31st December, 1888:—

CLASSIFICATION of the crimes of patients remaining in the Hospital for the Criminal Insane at Parramatta, on 31st December, 1888.

Crime.	Classified with reference to the period at which insanity was recognized.															Total number in Hospital, 31st December, 1888.		
	Certified to be insane whilst awaiting trial.			Found insane by Jury on arraignment.			Acquitted on the ground of insanity.			Relieved on the ground of insanity.			Certified as insane whilst serving sentence.					
	M.	F.	Total	M.	F.	Total	M.	F.	Total	M.	F.	Total	M.	F.	Total	M.	F.	Total
Murder .....	3	...	3	2	1	3	11	1	12	...	...	...	5	1	6	21	3	24
Attempt to murder .....	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1
Manslaughter .....	...	...	...	...	...	...	1	...	1	...	...	...	1	...	1	2	...	2
Cutting and wounding, shooting with intent, &c. ....	...	...	...	2	...	2	6	2	8	...	...	...	6	1	7	14	3	17
Rape .....	...	...	...	...	...	...	...	...	...	...	...	...	2	...	2	2	...	2
Unnatural offence .....	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	1	...	1
Indecent assault .....	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	1	...	1
Burglary and housebreaking .....	...	...	...	...	...	...	...	...	...	...	...	...	3	...	3	3	...	3
Sheep and horse stealing .....	1	...	1	1	...	1	...	...	...	...	...	...	4	...	4	6	...	6
Larceny and petty thefts .....	1	...	1	...	...	...	...	...	...	...	...	...	1	...	1	2	...	2
Arson and malicious burning .....	...	...	...	...	...	...	1	1	...	...	...	...	1	...	1	1	1	2
Vagrancy .....	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	1	1	1
Attempting suicide .....	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	1	1	1
Total .....	6	...	6	5	1	6	20	5	25	...	...	...	23	3	26	54	9	63

The statistics of the hospital will be found with the report of the Medical Superintendent (*Appendix D*).

In reporting on this Institution for the year 1887, I pointed out that the accommodation for male patients was fully occupied, and that it was absolutely necessary to provide additional accommodation. The Institution has been kept quite full throughout the year, such vacancies as have occurred being immediately filled by transfers from the gaols; but it has not been possible to receive all prisoners who have required special hospital treatment; and at the close of the year there were prisoners obviously insane and requiring special treatment in Darlinghurst, Parramatta, and other gaols.

No steps have as yet been taken to provide further accommodation, but it is obvious that this cannot much longer be delayed without serious inconvenience to the Department of Prisons.

I beg to repeat the recommendations contained in my last report, viz., that special accommodation for prisoners becoming insane whilst undergoing sentence should be arranged in connection with one of the gaols, and that the Governor's pleasure patients and those awaiting trial, for whom there would be sufficient room on the removal of the prisoners under sentence, should be accommodated in the Hospital for the Criminal Insane, Parramatta, as at present. The Existing Lunacy Statutes do not appear to be in any way opposed to this arrangement; and should they prove to be so, the necessary amendments could be made in them. The hospital was visited and inspected on March 20th, May 15th and 31st, July 17th, September 13th, and November 29th. There have been no serious accidents or cases of sudden death, and the general health of the patients has been satisfactory.

The number usefully employed has for some months been upwards of 75 per cent. of the total. The chief forms of employment are gardening, sawing and cutting wood, picking hair and coir, cleaning and general ward work.

Additional gas-lights have been placed in the main corridor, and it has been repainted in light colours; but it is still gloomy, and steps should be taken to light it more satisfactorily. A ball-court has been arranged in the airing-court, and the paths have been tar-paved throughout. The vegetable garden has been greatly improved, and is now growing large crops.

*Licensed House for the Insane, Cook's River.*

The number of patients at this Institution on 31st December, 1887, was 104—23 males and 81 females. During the year 22 patients were admitted, and 4 (all females) were transferred from other hospitals, making altogether 130—31 males and 99 females—under care and treatment. Of these, 15—6 males and 9 females—were discharged recovered, 3—2 males and 1 female—were discharged relieved, 4—2 males and 2 females—were transferred to other hospitals, 6—2 males and 4 females—died, and 102—19 males and 83 females—remained in the Institution at the close of the year. Two patients discharged during the year were again readmitted and discharged; and 2 others discharged during the year were readmitted.

The percentage of recoveries on the admissions for the year was 68·18, the highest yet attained; and in addition to this, 13·63 per cent. were discharged as relieved.

The percentage of recoveries for the quinquennial period, 1884 to 1888, was 48·64. The death-rate for the year was 5·94, and for the quinquennial period 4·30. Of the deaths, 3 were due to cerebral disease, 1 to inflammation of the lungs, 1 to disease of the liver, and 1 to cancer. On the 1st May last, the license for this Institution expired. The Medical Superintendent and proprietor thereupon submitted a plan



Observation Ward, H.M. Gaol, Darlinghurst.

This ward was inspected under the provisions of the Lunacy Act on February 28th, May 29th, August 29th, and November 30th, and on each occasion all the inmates were examined, the register checked, and the rooms and corridors visited. The treatment of the inmates was judicious and satisfactory, no complaints demanding investigation were made, and the registers and journal were found in good order and written up to date.

I found it necessary to object, at the visit paid in February, to the yard in which the inmates of the ward were allowed for exercise, as much too small and so placed as to be beyond the close observation of the officer in charge of the ward, and suggested that some other arrangement should be made. Owing to departmental difficulties it was not possible to provide another yard until the close of the year, but one has now been provided adjoining the ward, and so arranged as to give all proper facilities for air and exercise under the conditions necessary.

At the close of last year there were 3 patients remaining, and 48 were admitted during the year, coming under the provisions of 63rd Section of the Lunacy Act and Section 4 of the Lunacy Act Amendment Act, making altogether 51 under observation and treatment. Of these, 24 were discharged of sound mind, 10 were sent to the Hospital for the Criminal Insane, 9 were discharged to the Police Courts, and 8 remained at the close of the year. In addition to these 116 persons were received into the ward, and 3 remained from last year, who displayed some signs of mental disturbance whilst in gaol. Of these, 10 were awaiting trial at Superior, and 78 were under remand from Police Courts, whilst 31 were serving Police Court sentences.

Of this number 37 were discharged of sound mind, 75 were sent to the Police Courts and discharged, and 1 was sent to an Hospital for the Insane, and 6 remained at the close of the year.

The following return, furnished by the Comptroller-General of Prisons, gives the statistics of the ward for the year.

RETURN showing the number of persons received into the Observation Ward, H.M. Gaol, Darlinghurst, during the year 1888, the place whence received, and their disposal.

Whence received.	Remaining on 31st December, 1887.			Received.			Discharged.												Remaining on 31st December 1888.		
	Of sound mind.		Total.	To Hospitals for the Insane.		Total.	To Police Courts.			Died.			Total.		Total.						
	M.	F.		M.	F.		Total.	M.	F.	Total.	M.	F.	Total.								
Admitted under the provisions of section 63 of the Lunacy Act and section 4 of the Lunacy Act Amendment Act, from—																					
H. M. Gaols—																					
Darlinghurst.....	...	...	...	24	4	28	14	2	16	1	1	2	7	1	8	...	...	...	2	...	2
Goulburn.....	1	...	1	4	...	4	1	...	1	2	...	2	...	...	...	...	...	...	2	...	2
Maitland.....	1	...	1	3	...	3	1	...	1	1	...	1	1	...	1	...	...	...	1	...	1
Berrima.....	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1
Albury.....	...	...	...	1	...	1	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...
Biloela.....	...	...	...	2	1	3	1	...	1	1	1	...	...	...	...	...	...	...	1	...	1
Wentworth.....	...	...	...	1	...	1	...	...	1	1	...	1	...	...	...	...	...	...	...	...	...
Port Macquarie.....	...	...	...	1	...	1	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...
Bourke.....	...	...	...	1	...	1	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...
Coonamble.....	...	...	...	1	...	1	...	...	1	1	...	1	...	...	...	...	...	...	...	...	...
Gunnedah.....	...	...	...	1	1	2	...	...	1	1	2	...	...	...	...	...	...	...	...	...	...
Trial Bay.....	...	...	...	1	...	1	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...
Windsor.....	1	...	1	...	...	1	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...
Walgett.....	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1
Total.....	3	...	3	42	6	48	22	2	24	7	3	10	8	1	9	...	...	...	8	...	8
Awaiting trial.....	Supreme Court, Sydney		...	7	3	10	6	3	9	1	...	1	...	...	...	...	...	...	...	...	...
Acquitted on the grounds of insanity, and awaiting Governor's pleasure.....	Quarter Sessions		...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
From Police Courts.....	Under sentence		1	1	21	9	30	16	9	25	...	...	3	1	4	...	...	...	2	...	2
} Or on remand	2	...	2	59	17	76	3	...	3	...	...	54	17	71	...	...	...	4	...	4	
Total.....	5	1	6	129	35	164	67	14	61	8	3	11	65	19	84	...	...	...	14	...	14

There being as yet no special institutions in country districts in which persons suffering from symptoms of insanity in its early stages can be received and treated, these cases are still received in gaol, and the accompanying return, for which I am indebted to the courtesy of the Comptroller-General of Prisons, shows the number received and treated during the year 1888. Of 387 under treatment, 230 were discharged as sane, 123 were transferred to Hospitals for the Insane, 24, being under some criminal disability, were transferred to other gaols, 2 died, and 8 remained at the close of the year.

RETURN showing number of persons under treatment for symptoms of Insanity in Gaols, &c., during the year 1888.

Name of Gaol.	Under treatment and not certified as Insane.	Certified as Insane in Gaol.	How disposed of.					
			Discharged to Hospital for Insane or Receiving House.	Discharged to Darlinghurst or other Gaols.	Discharged as sane at Police Court.	Discharged—curd.	Died.	Remaining
Albury .....	12	4	4	1	1	8	.....	2
Armidale .....	26	.....	.....	.....	26	.....	.....	.....
Bathurst .....	6	3	3	.....	5	1	.....	.....
Bega .....	.....	1	1	.....	.....	.....	.....	.....
Bourke .....	5	5	5	1	4	.....	.....	.....
Braidwood .....	.....	7	6	.....	.....	1	.....	.....
Barranald .....	1	2	2	.....	.....	.....	1	.....
Berrima .....	.....	1	.....	1	.....	.....	.....	.....
Biloela .....	3	.....	.....	3	.....	.....	.....	.....
Casino .....	3	.....	.....	.....	3	.....	.....	.....
Cooma .....	.....	2	2	.....	.....	.....	.....	.....
Coonamble .....	4	.....	.....	1	3	.....	.....	.....
Cootamundra .....	1	1	1	.....	1	.....	.....	.....
Cobar .....	7	4	4	.....	.....	7	.....	.....
Cowra .....	1	2	2	.....	.....	1	.....	.....
Deniliquin .....	5	1	1	.....	5	.....	.....	.....
Dubbo .....	18	13	12	.....	12	4	.....	3
Forbes .....	.....	4	4	.....	.....	.....	.....	.....
Glen Innes .....	.....	1	1	.....	.....	.....	.....	.....
Goulburn .....	13	.....	8	4	5	.....	1	.....
Grafton .....	9	2	2	.....	9	.....	.....	.....
Gundagai .....	2	.....	.....	.....	.....	2	.....	.....
Gunnedah .....	3	2	2	1	2	.....	.....	.....
Hay .....	5	8	8	.....	4	1	.....	.....
Hillston .....	2	.....	.....	1	.....	1	.....	.....
Inverell .....	2	2	2	.....	2	.....	.....	.....
Kempsey .....	1	.....	1	.....	.....	.....	.....	.....
Maitland .....	31	4	4	1	25	5	.....	.....
Mudgee .....	3	4	4	.....	.....	3	.....	.....
Muswellbrook .....	2	1	1	.....	2	.....	.....	.....
Murrumbidgee .....	1	.....	.....	.....	.....	1	.....	.....
Narrabri .....	1	4	4	.....	.....	1	.....	.....
Orange .....	7	3	3	1	6	.....	.....	.....
Parramatta .....	29	9	9	.....	6	20	.....	3
Port Macquarie .....	.....	4	3	1	.....	.....	.....	.....
Queanbeyan .....	2	2	2	.....	2	.....	.....	.....
Singleton .....	3	4	.....	3	4	.....	.....	.....
Tamworth .....	4	3	2	1	.....	4	.....	.....
Tenterfield .....	1	3	3	.....	.....	1	.....	.....
Wagga Wagga .....	11	.....	3	.....	8	.....	.....	.....
Walgett .....	9	3	3	.....	9	.....	.....	.....
Wilcannia .....	2	.....	.....	2	.....	.....	.....	.....
Wellington .....	3	1	1	2	.....	1	.....	.....
Wentworth .....	3	1	1	.....	.....	3	.....	.....
Windsor .....	6	6	6	.....	6	.....	.....	.....
Wollongong .....	2	.....	.....	.....	.....	2	.....	.....
Yass .....	6	3	3	.....	6	.....	.....	.....
Young .....	7	.....	.....	.....	7	.....	.....	.....
Total .....	267	120	123	24	163	67	2	8

## APPENDIX A.

Sir,

Hospital for the Insane, Gladesville, 6 March, 1889.

I have the honor to forward, for your information, a report upon this hospital for the year 1888.

At the beginning of the year there were 778 patients in the hospital. During the year 169—106 men and 63 women—were admitted. The whole number under treatment was 947, and the average number resident 741. There were discharged 175, of whom 96 had recovered, 8 were relieved, 12 were transferred to other hospitals, 3 escaped, and 56 died. There remained at the close of the year 492 men and 280 women, a total of 772.

The usual statistical tables are appended to this report; they call for no special comment. The proportion of recoveries is satisfactory, being 60% of those admitted. The death-rate is about the average for the last ten years—7.58%.

During the year, a neighbouring property, "The Priory," was added to the hospital estate by purchase by the Government. This property consists of a house, numerous outbuildings, cottages, and 20 acres of partly cultivated land. It is entirely surrounded by the hospital reserve, and contains the best—and, indeed, almost the only—land suited for farm purposes at the disposal of the hospital.

As soon as the purchase was concluded, such alterations to the house as were necessary to fit it for use by patients were made, and a number of patients and their attendants were sent to occupy it. The outbuildings and cottages were fitted up as cow-sheds, milk-house, farm overseer's residence, &c.; cows were purchased, and the new land and the reserve utilized as cow pasture. Already one-third of the milk used in the hospital is supplied by the farm. It is proposed during the present year to still further increase the number of cows, and it is hoped that soon all the milk required may be procured from the hospital farm.

The wards still continue much overcrowded, the average number resident being 57 in excess of the accommodation. This condition of crowded wards not only interferes with the comfort of the patients and the good management of the hospital, but it also prevents the staff giving to the recent and acute cases the individual care and attention necessary to ensure the highest recovery-rate. It seems, therefore, that additional accommodation must be provided by the erection of new buildings; and advantage might be taken of this to construct a hospital ward suited both for the treatment of the acute cases and for the proper training of the attendants in their duties,—to provide, in fact, at the same time, an acute hospital and a training school for the staff, as is done in general hospitals.

The water supply is still a source of great anxiety. The water which collects in the dam is of so polluted a nature as to be highly unsafe, and, though every precaution is taken to prevent it being drunk by the patients, its presence and use in the wards for cleansing purposes is always a source of danger. Until the Nepean water scheme is extended to the hospital it will be impossible to avoid using water from the dam, the underground tanks for rain water holding only sufficient for drinking and cooking purposes. During the drought in the early part of last year the local supply entirely gave out, and for some time it was necessary to procure water (at considerable expense) from Sydney.

I regret to have to record that Michael Cashman, outdoor attendant, died in the Prince Alfred Hospital, after an operation for removal of cancer of the tongue. He was an old and valued servant, and his place will not easily be filled. For thirty years he has been connected with the Hospital, and was the member of the staff who had been longest in its service.

The following donations have been received, and I take this opportunity of thanking the donors for their gifts:—Illustrated papers from the Proprietors of the *Tribune* newspaper, Mr. E. O. Smith, Mr. J. H. Adger, Dr. Lovel, and Mr. Morton; a large number of books from the members of the Sydney Rowing Club; a peacock and gold-fish from Mrs. Alex. McDonald; 2 bags of oranges from Rev. S. Wilkinson; a large quantity of clothing, &c., from Mr. R. Smith; £1 from Mrs. Shearman; £1 1s. from Dr. Lloyd; £2 2s. from Dr. Manning; £10 from the Executors of the late Mrs. West, through Dr. Manning; £5 from Mrs. Willis; £2 2s. from Dr. Ross; £20 from Mr. J. McPhillamy.

I have, on behalf of the Hospital, to tender thanks to those who kindly gave entertainments, theatrical performances, and concerts, viz.:—The Adelaide Militia Band; the Lotus Dramatic Club; Rev. Samuel Wilkinson and friends; Rev. W. Carruthers; the Gladesville Amateur Minstrels.

The proprietors of the following newspapers—*Bathurst Free Press*, *Deniliquin Chronicle*, *Weekly Advocate*, *Bathurst Daily Times*, *Burrangong Argus*, *Dubbo Dispatch*, *Goulburn Herald*, *Maitland Mercury*, *Queanbeyan Age*, *Manaro Mercury*, *Wagga Wagga Express*, *Western Post*, *Yass Courier*, *St. Leonard's Recorder*, and *Sydney Daily Telegraph*—have generously forwarded a copy of each issue free during the year.

To the officers and staff, I beg to tender my hearty thanks for the willing and efficient assistance they have rendered me during the year.

I have, &amp;c.,

ERIC SINCLAIR,

Medical Superintendent.

The Inspector-General of the Insane.

TABLE

TABLE 1.

SHOWING the admissions, readmissions, discharges, and deaths, in the Hospital for the Insane, Gladesville, during the year 1888.

Table with columns for Male, Female, Total. Rows include: In Hospital on 31st December, 1887; Admitted for the first time during the year; Readmitted during the year; Transferred during the year; Total under care during the year; Discharge or removal—Recovered, Relieved, Transferred, Escaped (and not recaptured), Died; Total discharged or died during the year; Remaining; Average number resident during the year; \* Persons under care during the year; \* Persons admitted; \* Persons recovered.

\* Persons, i.e., separate persons in contradistinction to "cases" which may include the same individual more than once. † Total cases minus readmission of patients discharged during the current year.

TABLE 2.

SHOWING the admissions, readmissions, discharges, and deaths, with the mean annual mortality and the proportion of recoveries, &c., per cent., at the Hospital for the Insane, Gladesville, from the year 1869 to 1888 inclusive.

Large table with columns for Year, Admitted (M, F, Total), Transferred from other Hospitals, etc., Discharged (Re-covered, Re-lieved, Total), Transferred to other Hospitals, etc., Escaped and not recaptured within 28 days, Died, Remaining in Hospital 31st Dec., Average number resident, Percentage of recoveries on admissions and readmissions, Percentage of patients relieved on admissions and readmissions, Percentage of deaths on average numbers residents.

TABLE

TABLE 3.

SHOWING the causes of insanity\*, apparent or assigned, in the admissions and readmissions in the Hospital for the Insane, Gladesville, during the year 1888.

Causes of Insanity.	Number of instances in which each cause was assigned.								
	As predisposing cause. †			As exciting cause. ‡			Total. †		
	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.
<b>MORAL :—</b>									
Domestic trouble (including loss of relatives and friends)	...	...	...	...	...	...	...	...	...
Adverse circumstances (including business anxiety and pecuniary difficulties)	2	1	3	...	...	...	2	1	3
Mental anxiety and "Worry" (not included under above two heads) and overwork	4	1	5	1	...	1	5	1	6
Religious excitement	...	...	...	1	1	2	1	1	2
Love affairs (including seduction)	...	...	...	...	...	...	...	...	...
Fright and nervous shock	1	...	1	...	...	...	1	...	1
Isolation	...	...	...	...	1	1	...	1	1
Nostalgia	...	...	...	...	...	...	...	...	...
<b>PHYSICAL :—</b>									
Intemperance in drink	...	...	...	12	1	13	12	1	13
Do. (sexual)	...	...	...	...	...	...	...	...	...
Veneral disease	...	...	...	...	...	...	...	...	...
Self-abuse (sexual)	1	...	1	...	...	...	1	...	1
Sunstroke	5	...	5	...	...	...	5	...	5
Accident or injury	4	1	5	...	2	2	4	3	7
Pregnancy	...	...	...	...	1	1	...	1	1
Parturition and the puerperal state	...	...	...	...	9	9	...	9	9
Lactation	...	...	...	...	1	1	...	1	1
Uterine and Ovarian disorders	...	...	...	...	...	...	...	...	...
Puberty	...	...	...	...	...	...	...	...	...
Change of life	...	1	1	...	...	...	...	1	1
Fevers	...	...	...	...	...	...	...	...	...
Privation and overwork	...	...	...	...	...	...	...	...	...
Phthisis	...	...	...	...	...	...	...	...	...
Epilepsy	...	1	1	1	1	2	1	2	3
Disease of skull and brain	...	...	...	...	...	...	...	...	...
Old age	1	1	2	...	...	...	1	1	2
Other bodily diseases and disorders and chronic ill-health	...	1	1	...	1	1	...	2	2
Excess of opium	...	...	...	...	...	...	...	...	...
PREVIOUS ATTACKS	2	2	4	...	...	...	2	2	4
HEREDITARY INFLUENCE ASCERTAINED	1	1	2	...	...	...	1	1	2
CONGENITAL DEFECT ASCERTAINED	2	4	6	...	...	...	2	4	6
OTHER ASCERTAINED CAUSES	...	...	...	...	...	...	...	...	...
UNKNOWN	66	32	98	...	...	...	66	32	98

\* These "causes" are taken from the statements in the papers received with the patients on admission, and are verified or corrected as far as possible by the medical officers.

† No cause is enumerated more than once in the case of any patient.

‡ The aggregate of the totals exceeds the whole number of patients admitted, the excess being due to the combinations.

TABLE 4.

SHOWING the causes of death in the Hospital for the Insane, Gladesville, during the year 1888.

	Male.	Female.	Total.
<b>CEREBRAL DISEASE :—</b>			
Apoplexy and paralysis	3	...	3
Epilepsy and convulsions	3	2	5
General paralysis	5	...	6
Maniacal and melancholic exhaustion and decay	2	4	5
Inflammation and other diseases of the brain, softening, tumour, &c.	10	2	12
<b>THORACIC DISEASE :—</b>			
Inflammation of lungs, pleura, and bronchi	7	...	7
Pulmonary consumption	1	1	2
Disease of heart and blood vessels	3	1	4
<b>ABDOMINAL DISEASE :—</b>			
Inflammation and ulceration of stomach, intestines, and peritoneum	1	...	1
Dysentery and diarrhoea	1	...	1
Albuminuria and disease of kidney	2	...	2
Disease of bladder and prostate	...	...	...
Disease of liver	...	...	...
Cancer of rectum	1	...	1
Erysipelas	...	...	...
Typhoid Fever	1	1	2
General Debility and Old Age	2	2	4
Old Age, Exhaustion after Amputation of Leg	1	...	1
Accident	...	...	...
Suicide	...	...	...
Total	42	13	56

TABLE 5.

SHOWING the length of residence in those discharged, recovered, and in those who have died in the Hospital for the Insane, Gladesville, during the year 1888.

	Recovered.			Died.		
	Male.	Female.	Total.	Male.	Female.	Total.
Under 1 month .....	5	1	6	3	3	6
From 1 to 3 months .....	15	10	25	3	...	3
From 3 to 6 months .....	12	11	23	3	...	3
From 6 to 9 months .....	8	8	16	3	...	3
From 9 to 12 months .....	3	3	6	1	1	2
From 1 to 2 years .....	4	2	6	6	2	8
From 2 to 3 years .....	1	3	4	4	...	4
From 3 to 5 years .....	4	1	5	4	3	7
From 5 to 7 years .....	1	3	4	4	3	7
From 7 to 10 years .....	...	1	1	5	...	5
From 10 to 12 years .....	...	...	...	1	...	1
From 12 to 15 years .....	...	...	...	3	...	3
Over 15 years .....	...	...	...	3	1	4
Total.....	53	43	96	43	13	56

TABLE 6.

SHOWING the ages of the admissions and readmissions, discharges, and deaths; and also the ages of all patients under care during the year 1888, in the Hospital for the Insane at Gladesville.

	Admitted and Readmitted.			Recovered.			Removed, Relieved, &c.			Died.			Patients under care.		
	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.
1 to 5 years .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5 to 10 years .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10 to 15 years .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15 to 20 years .....	4	4	8	4	2	6	...	1	1	4	1	5	9	7	16
20 to 30 years .....	26	22	48	8	20	28	8	...	8	6	5	11	89	73	162
30 to 40 years .....	27	13	40	15	8	23	4	4	8	12	2	14	158	79	237
40 to 50 years .....	26	8	34	15	8	23	2	...	2	11	2	13	159	74	233
50 to 60 years .....	11	8	19	10	3	13	4	...	4	6	3	9	110	64	174
60 to 70 years .....	5	4	9	1	2	3	...	...	...	4	...	4	58	35	93
70 to 80 years .....	...	1	1	...	...	...	...	...	...	...	...	...	21	7	28
80 to 90 years .....	...	...	...	...	...	...	...	...	...	...	...	...	2	2	4
90 and upwards .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total.....	99	60	159	53	43	96	18	5	23	43	13	56	606	341	947

TABLE 7.

CONDITIONS as to Marriage in those admitted and readmitted, and those under care in the Hospital for the Insane, Gladesville, during the year 1888.

	Admissions and readmissions.			Under care.		
	Male.	Female.	Total.	Male.	Female.	Total.
Single .....	52	23	75	436	137	573
Married .....	44	31	75	141	162	303
Widowed.....	1	6	7	20	41	61
Unascertained .....	2	.....	2	9	1	10
Total.....	99	60	159	606	341	947



TABLE 8.

SHOWING the religious profession of those admitted and readmitted, and those under care in the Hospital for the Insane, Gladesville, during the year 1888.

Religious Profession.	Admissions and readmissions.			Under care.		
	Male.	Female.	Total.	Male.	Female.	Total.
Protestant—						
Church of England .....	46	24	70	252	126	378
Presbyterian .....	13	7	20	51	29	80
Wesleyan .....	3	1	4	27	16	43
Lutheran .....	1	1	2	28	3	31
Other Protestant Denominations .....	5	7	12	26	20	46
Roman Catholic .....	25	20	45	182	143	325
Pagan .....	3	.....	3	25	1	26
Hebrew .....	1	.....	1	3	1	4
Mahomedan .....	1	.....	1	1	.....	1
Unascertained .....	1	.....	1	11	2	13
<b>Total</b> .....	<b>99</b>	<b>60</b>	<b>159</b>	<b>606</b>	<b>341</b>	<b>947</b>

TABLE 9.

SHOWING the Native Countries of those admitted and readmitted, and those under care during the year 1888.

	Admitted and readmitted during 1888.			Under care during 1888.		
	Male.	Female.	Total.	Male.	Female.	Total.
British Colonies { New South Wales .....	33	28	61	154	115	269
{ Other Colonies .....	4	2	6	15	13	28
{ England .....	27	13	40	172	78	250
Great Britain { Scotland .....	6	3	9	36	17	53
{ Ireland .....	20	13	33	133	107	240
France .....	1	.....	1	4	2	6
Germany .....	2	.....	2	22	3	25
China .....	2	.....	2	22	.....	22
Other Countries .....	4	1	5	48	6	54
<b>Total</b> .....	<b>99</b>	<b>60</b>	<b>159</b>	<b>606</b>	<b>341</b>	<b>947</b>

TABLE 10.

SHOWING the form of mental disorder in the admissions, readmissions, recoveries, and deaths of the year 1888, and of inmates on 31st December, 1888.

Form of mental disorder.	Admissions and readmissions.			Recoveries.			Deaths.			Remaining in Hospital.		
	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.
<b>CONGENITAL OR INFANTILE MENTAL DEFICIENCY—</b>												
(a) with epilepsy .....	2	1	3	...	2	2	...	...	...	4	...	4
(b) without epilepsy .....	2	4	6	...	...	...	2	...	2	25	23	48
Epileptic insanity .....	1	1	2	1	1	2	7	3	10	15	10	25
General paralysis of the insane .....	7	...	7	2	...	2	...	...	...	6	...	6
<b>MANIA—</b>												
Acute .....	30	20	50	16	9	25	4	2	6	45	37	82
Chronic .....	4	...	4	1	...	1	3	...	3	30	22	52
Recurrent .....	1	...	1	...	...	...	...	...	...	12	5	17
Delusional .....	5	2	7	2	3	5	3	...	3	116	36	152
A potu .....	8	...	8	6	1	7	1	...	1	19	2	21
Puerperal .....	...	5	5	...	5	5	...	...	...	...	2	2
Senile .....	1	...	1	...	...	...	3	2	5	3	3	6
<b>MELANCHOLIA—</b>												
Acute .....	...	1	1	1	1	2	...	1	1	5	5	10
Chronic .....	...	...	...	...	...	...	...	...	...	5	4	9
Recurrent .....	...	...	...	...	...	...	...	...	...	...	...	...
Delusional .....	25	19	44	16	14	30	10	1	11	104	89	193
Puerperal .....	...	1	1	...	2	2	...	...	...	...	2	2
Senile .....	...	...	...	...	...	...	...	...	...	1	...	1
<b>DEMENTIA—</b>												
Primary .....	12	6	18	8	6	14	8	4	12	100	34	134
Secondary .....	1	...	1	...	...	...	...	...	...	...	...	...
Senile .....	...	1	1	...	...	...	2	...	2	2	6	8
Organic (i.e., from tumours, coarse brain disease, &c.) .....	...	...	...	...	...	...	...	...	...	...	...	...
<b>Total</b> .....	<b>99</b>	<b>60</b>	<b>159</b>	<b>53</b>	<b>43</b>	<b>96</b>	<b>43</b>	<b>13</b>	<b>56</b>	<b>492</b>	<b>280</b>	<b>772</b>

TABLE 11.

SHOWING the occupation of those admitted and readmitted, and those under care, in the Hospital for the Insane, Gladesville, during the year 1888.

Occupations.	Admitted and readmitted during 1888.			Under care during 1888.		
	Male.	Female.	Total.	Male.	Female.	Total.
Professional .....	7	.....	7	23	.....	23
Commercial .....	6	.....	6	54	2	56
Agricultural and pastoral	14	1	15	50	2	52
Mechanics, tradesmen, &c., actively employed, and in out-door avocations .....	7	.....	7	58	.....	58
Mechanics, tradesmen, &c., employed at sedentary or indoor occupations .....	5	.....	5	24	.....	24
Domestic service .....	1	.....	1	8	.....	8
Educational and higher domestic duties .....	52	1	53	345	1	346
Ordinary domestic work .....	.....	4	4	1	11	12
Commercial — actively employed .....	.....	14	14	.....	100	100
Commercial — employed in sedentary occupations .....	.....	.....	.....	.....	5	5
Wives of professional men .....	.....	2	2	.....	11	11
Wives of commercial men .....	.....	1	1	.....	5	5
Wives of tradesmen, mechanics, &c. ....	.....	3	3	.....	17	17
Wives of agricultural and pastoral men .....	.....	5	5	.....	20	20
Wives of .....	.....	2	2	.....	7	7
Wives of .....	.....	13	13	.....	53	53
No occupation .....	2	11	13	27	62	89
Unknown .....	5	3	8	16	45	61
Total .....	99	60	159	606	341	947

APPENDIX B.

Sir, Hospital for the Insane, Parramatta, 4 March, 1889.

I do myself the honor to forward, for your information, a report upon this hospital for the year 1888, with the statistical tables for the same period.

On the 31st of December, 1887, there were 969 patients in the Hospital—634 men and 335 women; of that number 83 men and 29 women—total 112—were admitted during the twelve months, making the total number under care 1,081—717 men and 364 women. Of this number 32 recovered, 6 were transferred to other hospitals, 1 was sufficiently convalescent to be discharged to the care of her friends, and 53 died, leaving 989 patients—651 men and 338 women—in the Hospital on the 31st of December, 1888, this being an increase of 20 patients during the year, *i.e.*, 3 women and 17 men.

The percentage of recoveries on admissions and readmissions is higher, and the death-rate lower than during 1887.

The escapes have been very few, and in all cases the patients were returned to the hospital either by the attendants, or police authorities, within a few hours of getting away.

The general health of the patients as a whole, has remained good; two sudden deaths from epilepsy occurred during the latter part of the year, both being women, and in each case a report was immediately sent to the District Coroner, who, however, did not consider an inquiry necessary. A report also was forwarded to your office according to instructions received from you.

The epileptics, suicidal cases, and other patients, who from various causes require extra and continuous supervision, are now placed in a separate ward at night-time under the care of a nurse, whose special duty it is to look after them.

The accidents that have occurred have been more numerous and of a more serious nature than in the previous year, but none were attended with fatal results. One member of the nursing staff was injured in a struggle with a violent patient to such an extent that she was, and is still incapacitated from performing her duty.

I am pleased to be in a position to report that a portion of the male weatherboard division has been roofed with galvanized iron, but the dormitories still have their shingle covering only, and so remain a dangerous element, and liable to fire.

A number of patients have as usual been employed under the supervision of the several artizans connected with the establishment.

I desire to draw your attention to the fact that the carpenter has more work on his hands than he can perform, the large area of wooden buildings requiring more attention and repair as year succeeds year. The number of patients who are able to do carpentering work, even of the roughest description, is limited, and had it not been for the extra help given by one or two attendants, the work must have fallen sadly in arrears. I should be glad if authority could be granted for the employment of an additional attendant or assistant carpenter, more especially as I have been unable to spare any of the staff for the mattressing-room, the extra help being needed in the carpenter's shop.

The work of excavating, &c., at the back of the hospital, where an artificial lake is being formed, is still proceeding, but a great deal remains to be done.

The brickwork of the Amusement Hall is almost completed, and the carpenters have commenced work on the roof.

The customary Sunday services have been regularly conducted, and amusements of various kinds organized, and duly appreciated by those taking part in them.

The hospital and epileptic wards remain in the same condition as at my last report, and the single room accommodation is still much too small to allow of the necessary separation of violent, dangerous, and noisy patients during the night. Very little has been done on the farm in connection with the Institution during the year. The pig-styes are only half completed, owing to the want of funds and labour, but I hope to be in a position to finish them within the next twelve months. The pigs as usual have been very profitable; the fruit has been small in quantity, and poor in quality; and the vegetables have been anything but plentiful owing mainly to the excessive dryness of the season.

A much better supply of fruit and vegetables could be obtained by irrigation even in ordinary seasons, and plans for carrying out this in a satisfactory manner are under consideration.

The supply of milk has not been so large as usual owing to the drought, and the very small amount of grazing ground at disposal.

I again venture to suggest that the piece of ground formerly belonging to the Roman Catholic Orphanage, and in close proximity to this hospital, should be handed over and utilized for dairy purposes.

About the middle of the year the buildings formerly known as the Protestant Orphanage were transferred to the Lunacy Department, and immediately occupied by a few patients and the attendants in charge of them.

A great many alterations and repairs have been effected, and accommodation is now being arranged for nearly a hundred patients, and will, I anticipate, be ready by the end of the current year.

Already the overcrowded wards of this Hospital have been relieved by the transfer of 30 patients who are now comfortably housed, and are engaged in carrying out improvements in the gardens and other parts of the estate.

In concluding my report I have again to thank Dr. Williamson, Mr. Colley, and the officers and members of the staff generally, for their efficient aid during the year.

I have, &c.,  
EDWIN GODSON,  
Medical Superintendent.

The Inspector-General of the Insane.

TABLE 1.

Showing the admissions, readmissions, discharges, and deaths, in the Hospital for the Insane, Parramatta, during the year 1888.

	Male.	Female.	Total.
In Hospital on 31st December, 1887 .....	634	335	969
	Male.	Female.	Total.
Admitted for the first time during the year .....	65	25	90
Readmitted during the year .....	5	1	6
Transferred during the year .....	13	3	16
Total under care during .....	717	364	1,081
Discharge or removal—			
Recovered .....	24	8	32
Relieved .....	1	1	2
Transferred .....	5	1	6
Escaped (and not recaptured) .....			
Died .....	37	16	53
Total discharged or died during the year .....	66	26	92
Remaining .....	651	338	989
Average number resident during the year .....	637	335	972
*Persons under care during the year† .....	716	363	1,079
*Persons admitted .....	69	26	95
*Persons recovered .....	24	8	32

\* Persons, i.e. separate persons in contradistinction to "cases" which may include the same individual more than once.

† Total cases minus

readmission of patients discharged during the current year.

TABLE 2.

SHOWING the admissions, readmissions, discharges, and deaths, with the mean annual mortality, and the proportion of recoveries, &c., per cent., at the Hospital for the Insane, Parramatta, for the years 1876 to 1888 inclusive.

Table with columns: Year, Admitted (M.F. Total, Re-admitted), Transferred from other Hospitals, Discharged (Re-covered, Re-leased), Transferred to other Hospitals, Escaped and not recaptured, Died, Remaining in Hospital, Average number resident, Percentage of recoveries, Percentage of patients relieved, Percentage of deaths. Rows 1876-1888.

TABLE 3.

SHOWING the causes of insanity\*, apparent or assigned in the admissions and readmissions in the Hospital for the Insane, Parramatta, during the year 1888.

Table with columns: Cause of insanity, As predisposing cause, As exciting cause, Total. Rows include MORAL (Domestic trouble, Adverse circumstances, etc.), PHYSICAL (Intemperance, Venereal disease, etc.), PREVIOUS ATTACKS, HEREDITARY INFLUENCE, CONGENITAL DEFECT, OTHER ASCERTAINED CAUSES, UNKNOWN.

\* These "causes" are taken from the statement in the papers received with the patients on admission, and are verified or corrected as far as possible by the Medical Officers.
† No cause is enumerated more than once in the case of any patient.
‡ The aggregate of the totals exceeds the whole number of patients admitted, the excess being due to the combinations.

TABLE 4.

SHOWING the causes of death in the Hospital for the Insane, Parramatta, during the year 1888.

	Male.	Female.	Total.
<b>CEREBRAL DISEASE—</b>			
Apoplexy and paralysis .....	2	...	2
Epilepsy and convulsions .....	...	4	4
General paralysis .....	13	...	13
Maniacal and melancholic exhaustion and decay .....	...	...	...
Inflammation and other diseases of the brain, softening, tumour, &c. ....	4	4	8
<b>THORACIC DISEASE—</b>			
Inflammation of lungs, pleura, and bronchi .....	2	...	2
Pulmonary consumption .....	1	...	1
Disease of heart and blood vessels .....	3	1	4
<b>ABDOMINAL DISEASE—</b>			
Inflammation and ulceration of stomach, intestines, and peritoneum .....	1	...	1
Dysentery and diarrhoea .....	3	...	3
Albuminuria .....	...	...	...
Disease of bladder and prostate .....	...	...	...
Disease of liver .....	1	...	1
ERYSIPELAS .....	...	...	...
TYPHOID FEVER .....	...	...	...
GENERAL DEBILITY AND OLD AGE .....	7	7	14
ACCIDENT .....	...	...	...
SUICIDE .....	...	...	...
<b>Total</b> .....	<b>37</b>	<b>16</b>	<b>53</b>

TABLE 5.

SHOWING the length of residence in those discharged, recovered, and in those who have died in the Hospital for the Insane, Parramatta, during the year 1888.

	Recovered.			Died.		
	Male.	Female.	Total.	Male.	Female.	Total.
Under 1 month .....	...	...	...	2	1	3
From 1 to 3 months .....	4	2	6	3	...	3
From 3 to 6 months .....	4	...	4	2	...	2
From 6 to 9 months .....	6	...	6	3	...	3
From 9 to 12 months .....	...	...	...	1	1	2
From 1 to 2 years .....	4	3	7	3	...	3
From 2 to 3 years .....	3	1	4	1	...	1
From 3 to 5 years .....	2	2	4	4	...	4
From 5 to 7 years .....	...	...	...	2	3	5
From 7 to 10 years .....	...	...	...	3	1	4
From 10 to 12 years .....	...	...	...	1	1	2
From 12 to 15 years .....	...	...	...	2	1	3
Over 15 years .....	1	...	1	10	8	18
<b>Total</b> .....	<b>24</b>	<b>8</b>	<b>32</b>	<b>37</b>	<b>16</b>	<b>53</b>

TABLE 6.

SHOWING the ages of the admissions and readmissions, discharges, and deaths, and also the ages of all patients under care during the year 1888, in the Hospital for the Insane at Parramatta.

	Admitted and Readmitted.			Recovered.			Removed, relieved, &c.			Died.			Patients under Care.		
	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.
1 to 5 years .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5 to 10 years .....	...	...	...	...	...	...	1	1	2	...	...	...	1	1	2
10 to 15 years .....	1	...	1	...	...	...	1	1	2	...	...	...	5	6	11
15 to 20 years .....	3	4	7	...	...	...	1	...	1	...	...	...	1	52	53
20 to 30 years .....	12	7	19	5	4	9	1	1	2	1	...	...	8	132	140
30 to 40 years .....	13	3	16	8	2	10	1	...	1	8	...	...	9	184	193
40 to 50 years .....	18	...	18	5	...	5	1	...	1	9	2	11	203	88	291
50 to 60 years .....	9	4	13	5	2	7	...	...	...	10	3	13	184	87	271
60 to 70 years .....	4	6	10	...	...	...	...	...	...	3	6	9	81	51	132
70 to 80 years .....	8	1	9	1	...	1	...	...	...	6	4	10	51	30	81
80 to 90 years .....	2	1	3	...	...	...	...	...	...	1	1	2	8	4	12
90 and upwards .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
<b>Total</b> .....	<b>70</b>	<b>26</b>	<b>96</b>	<b>24</b>	<b>8</b>	<b>32</b>	<b>5</b>	<b>2</b>	<b>7</b>	<b>37</b>	<b>16</b>	<b>53</b>	<b>717</b>	<b>364</b>	<b>1,081</b>

TABLE 7.

CONDITIONS as to Marriage in those admitted and readmitted and those under care in the Hospital for the Insane, Parramatta, during the year 1888.

	Admissions and Readmissions.			Under Care.		
	Male.	Female.	Total.	Male.	Female.	Total.
Single .....	27	11	38	370	89	459
Married .....	18	10	28	108	142	250
Widowed.....	4	4	8	36	51	87
Unascertained.....	21	1	22	203	82	285
Total.....	70	26	96	717	364	1,081

TABLE 8.

SHOWING the religious profession of those admitted and readmitted and those under care in the Hospital for the Insane, Parramatta, during the year 1888.

Religious Profession.	Admissions and Readmissions.			Under Care.		
	Male.	Female.	Total.	Male.	Female.	Total.
Protestant—						
Church of England .....	33	15	48	305	138	443
Presbyterian .....	4	2	6	26	14	40
Wesleyan.....	3	1	4	14	10	24
Lutheran .....	1	.....	1	12	2	14
Other Protestant Denominations .....	2	.....	2	6	3	9
Roman Catholic.....	23	8	31	286	181	467
Pagan .....	1	.....	1	30	.....	30
Hebrew .....	1	.....	1	2	2	4
Mahomedan.....	.....	.....	.....	1	.....	1
Unascertained.....	2	.....	2	35	14	49
Total.....	70	26	96	717	364	1,081

TABLE 9.

SHOWING the Native Countries of those admitted and readmitted, and those under care during the year 1888.

	Admitted and readmitted during 1888.			Under care during 1888.		
	Male.	Female.	Total.	Male.	Female.	Total.
British Colonies						
New South Wales .....	19	13	32	150	87	237
Other Colonies .....	4	0	4	24	8	32
Great Britain						
England.....	18	5	23	186	72	258
Scotland.....	4	1	5	35	18	53
Ireland .....	14	5	19	194	158	352
France .....	1	1	2	5	2	7
Germany .....	1	...	1	21	4	25
China .....	1	...	1	37	...	37
Other Countries.....	8	1	9	65	15	80
Total.....	70	26	96	717	364	1,081

TABLE 10.

SHOWING the form of mental disorder in the admissions, readmissions, recoveries, and deaths of the year 1888, and of Inmates on 31st December, 1888.

Form of mental disorder.	Admissions and readmissions.			Recoveries.			Deaths.			Remaining in Hospital.		
	Male.	Female.	Total	Male.	Female.	Total	Male.	Female.	Total	Male.	Female.	Total
<b>CONGENITAL OR INFANTILE MENTAL DEFICIENCY:—</b>												
Do (a) with Epilepsy.....	1	...	1	...	...	...	...	...	...	17	1	18
Do (b) without Epilepsy.....	2	...	2	...	...	...	...	...	...	40	17	57
Epileptic Insanity.....	5	1	6	...	...	...	1	3	4	28	12	40
General Paralysis of the Insane.....	1	...	1	...	...	...	13	...	13	3	...	3
<b>MANIA:—</b>												
Acute.....	5	4	9	2	...	2	...	...	...	22	13	35
Chronic.....	...	...	...	1	...	1	4	5	9	97	64	161
Recurrent.....	1	...	1	...	...	...	...	...	...	7	17	24
Delusional.....	27	7	34	9	2	11	7	3	10	235	84	319
A Potu.....	...	...	...	1	...	1	...	...	...	...	...	...
Puerperal.....	...	2	2	...	1	1	...	...	...	...	9	9
Senile.....	2	3	5	...	...	...	...	...	...	4	5	9
<b>MELANCHOLIA:—</b>												
Acute.....	6	4	10	2	1	3	2	1	3	12	9	21
Chronic.....	...	...	...	...	1	1	1	...	1	17	20	37
Recurrent.....	...	...	...	1	...	1	...	...	...	2	1	3
Delusional.....	4	3	7	6	1	7	1	...	1	56	31	87
Puerperal.....	...	...	...	...	2	2	...	...	...	...	...	...
Senile.....	...	...	...	...	...	...	1	1	2	5	3	8
<b>DEMENTIA:—</b>												
Primary.....	6	...	6	2	...	2	1	...	1	43	22	65
Secondary.....	...	...	...	...	...	...	1	...	1	5	1	6
Senile.....	10	2	12	...	...	...	3	3	6	46	26	72
Organic (i.e., from Tumours, coarse Brain Disease, &c.).....	...	...	...	...	...	...	2	...	2	12	3	15
Total.....	70	26	96	24	8	32	37	16	53	651	338	989

TABLE 11.

SHOWING the occupations of those admitted and readmitted, and those under care, in the Hospital for the Insane, Parramatta, during the year 1888.

Occupations.	Admitted and readmitted during 1888.			Under care during 1888.		
	Male.	Female.	Total.	Male.	Female.	Total.
Professional.....	.....	.....	.....	5	.....	5
Commercial.....	5	1	6	12	1	13
Agricultural and pastoral.....	3	.....	3	22	.....	22
Mechanics, tradesmen, &c. actively employed, and in outdoor avocations.....	4	.....	4	55	.....	55
Mechanics, tradesmen, &c. employed at sedentary or indoor occupations.....	1	.....	1	30	.....	30
Domestic service.....	2	10	12	24	46	70
Educational and higher domestic duties.....	1	.....	1	1	.....	1
Ordinary domestic work.....	.....	6	6	.....	119	119
Commercial—actively employed.....	1	.....	1	25	2	27
Commercial-employed in sedentary occupations.....	.....	.....	.....	.....	6	6
Wives of professional men.....	.....	.....	.....	.....	3	3
Wives of commercial men.....	.....	.....	.....	.....	.....	.....
Wives of tradesmen, mechanics, &c.....	.....	1	1	.....	3	3
Wives of agricultural and pastoral men.....	.....	.....	.....	.....	4	4
Wives of.....	.....	2	2	.....	9	9
No occupation.....	4	1	5	7	19	26
Unknown.....	10	5	15	181	147	328
Total.....	70	26	96	717	364	1,081

## APPENDIX C.

The Medical Superintendent, Hospital for the Insane, Callan Park, to The Inspector-General of the Insane.

Sir,

Hospital for the Insane, Callan Park, 4 March, 1889.

I do myself the honor to submit for your information a report on this hospital for the year 1888, and to forward the usual statistical tables.

On the 31st December, 1887, there were in the institution 668 patients—398 males and 270 females. During the year 1888, 252 patients were admitted for the first time—150 males and 102 females,—25—14 males and 11 females—were readmitted, and 8 were transferred from other hospitals for the Insane, making a total of 953—569 males and 384 females—under care.

The average number resident was 702—422 males and 280 females. 129—81 males and 48 females—were discharged as recovered, 18—11 males and 7 females—as relieved, and 57—37 males and 20 females—died, making a total of 223 discharges, deaths, &c., and leaving a total of 730 patients in hospital at the end of the year—427 males and 303 females.

The percentage of the recoveries on the admissions and readmissions was 46·57, and the percentage of deaths on the average number resident was 8·26.

Fifty-eight deaths occurred during the year, 38 being due to cerebral disease, 7 to consumption, and 5 to general debility and old age.

I am glad to state that the general health of the patients has been exceedingly good throughout the year.

During the year a serious accident occurred, being the outcome of a sudden quarrel between fellow-patients. The case unfortunately ended fatally, and formed the subject of a coroner's inquest, which resulted in a verdict of manslaughter being brought in against the patient striking the fatal blow. This patient was shortly afterwards transferred to the Hospital for the Criminal Insane at Parramatta.

There were several other minor accidents, the most serious being: 1st, a compound fracture of both bones of the left leg, sustained by a female patient whilst struggling in an epileptic fit; 2nd, an intracapsular fracture of the right thigh bone, received by an elderly female patient through falling during the night; 3rd, a dislocated shoulder, received by a female patient whilst fighting with another at night-time; 4th, the fracture of two ribs in an old man who fell against the edge of a bath; and 5th, a severe injury to the head from a fall. These cases formed the subject of reports to you at the time they occurred.

The escapes numbered eight, but with the exception of two all were retaken within the statutory period, and none call for particular remark.

Only one patient was received this year direct from ships arriving in the Colony.

The detached cottage and building set apart for paying male patients were tenanted for the first time in May. The patients residing in these buildings have special accommodation. Their meals and their surroundings are more in consonance with their usual manner of living before entering the hospital, and they evidently appreciate what is done for their comfort.

The wards generally in both divisions have assumed a more home-like and cheerful appearance. The whole of the day rooms and dormitories are now painted in bright and pleasing colours. Curtains to the windows in three of the day-rooms in the female division have wonderfully brightened them, and with a few pot plants and cut flowers on the tables they have a cheerful and comfortable look.

All the airing courts attached to the wards are now nicely laid out in flower beds and grass plots, and the nurses and attendants take special pride in having them carefully tended and in inducing the patients to interest themselves in the work also, often I am pleased to say with great success. In addition to the flower gardens, the wards are plentifully supplied with tame pets of all kinds. Parrots, magpies, wild-ducks, seagulls, gold-fish, &c., all receive their share of attention, and I am glad to say that seldom, if ever, is any harm done to them by even the most irritable of the patients; many indeed make special favorites of them.

Much anxiety and heavy and continuous work have been caused by the discovery of leaks from drainage and other pipes in the wards of the female division. In one ward the sewage from some of the drainage pipes found its way into the overflow pipe of the fresh-water tank, owing to the pipes in each case being badly joined. From this there was, of course, the danger of the fresh water being contaminated with the sewer gas, and it was found necessary to lift and relay nearly the whole of the pipes in the ward, and to build a tongue trap in the overflow pipe close to where it is connected with the tank. The labour (as most of the pipes were several feet underground) occupied a considerable time, involved some expense, and destroyed and damaged the flower-beds and paths, which had only recently been laid out, and planted. Other leaks in various places can be noticed, all evidently due to the same cause, the faulty laying and jointing of the pipes, and the source of the leakage will be searched for as soon as labour is available for the purpose.

On the completion of the new hospital it was found that no provision had been made for heating and furnishing the Turkish bath-rooms, and, as I am anxious to have these started as soon as possible, as an important adjunct to the treatment of the patients, I have forwarded a requisition to the Colonial Architect through your office, asking that the necessary work may be carried out. It is also advisable that swimming baths should be erected at some suitable spot in the bay, at an early date.

The connection of the central wards and offices by telephone is now nearly completed, and will be a of great assistance in bringing patients and their friends together on visiting days in a shorter time than has hitherto been possible, as each patient had formerly to be sent for by a special messenger. I am also glad to report—after the large cost and constant trouble in connection with the electric bells—that the contractor for the telephones has agreed to keep them in good working order for twelve months after his contract is finished.

During the year new fowl-yards have been fenced in and laid out, fowl-houses erected, and everything done to try and secure a bountiful supply of eggs for the patients.

It was discovered during the year that pilfering of bran, bones, vegetables, &c., from the farm buildings had been carried out with some measure of success, and it is therefore advisable that a cottage for the farm attendant should be erected close to the farm buildings, which are at present quite unprotected and are situated close to the road, so that it is in the power of anyone so disposed to carry on a systematic course of pilfering without much risk of discovery. A requisition for the erection of this cottage has already been forwarded to your office.

The



The accommodation provided for friends of patients on visiting days, and for the patients working in the tailor's shop, have proved quite inadequate, and additional rooms are now being erected and will shortly be completed. In conjunction with these, store-rooms have been erected for the boxes, clothing, &c., received with patients on admission, and also a bed-room for another laundress.

An asphalt tennis court has been laid out in a corner of the cricket ground, and several new plantations have been trenched and fenced, and will shortly be planted, in the grounds outside the female division and near the engine house; and a rosery has been planted on a blank space outside No. 1 male. This work, together with the repairing and formation of roads, and the work of reclamation and drainage at the Bay, has kept the outdoor staff fully occupied and given many patients healthy employment.

A fair proportion of the patients have been usefully employed during the year, and the attendance at Divine service has been satisfactory, both chaplains—Church of England and Roman Catholic—attending regularly.

Amusements of various kinds have been provided for the patients throughout the year, and the usual fortnightly dances were held during the winter.

I am indebted to Mr. F. Russell for his kind and regular attendance at the harmonium during the Church of England services on Sunday, and to the several ladies and gentlemen who gave gratuitous musical and dramatic entertainments for the amusement of the patients.

I have also to acknowledge with thanks the following gifts and donations to the hospital:—Books, periodicals, music, &c., from Mr. Johnson, Mrs. J. Norton, Mrs. Whitton, Mrs. Thring, Messrs. J. Fairfax and Son, Mr. W. H. Paling, and Anonymous; 1 crow and gold and silver fish from Dr. Cox; 2 bags oranges from Rev. S. Wilkinson; 1 pair wood ducks from Mr. Shortland; black and mountain ducks from Mr. F. Blaxland and Mr. A. Betts; framed picture from Dr. Manning; and £1 ls. from the Northern Assurance Company.

The following bands have performed gratuitously during the year in the Cricket Paddock or Amusement Hall:—Naval Volunteer Artillery Band, Balmain Alliance, Randwick, and St. Benedict's Fife and Drum.

To the officers and staff I tender sincere thanks for their cordial assistance throughout the year.

I have, &c.,

HERBERT BLAXLAND,  
Medical Superintendent.

TABLE 1.

SHOWING the admissions, readmissions, discharges, and deaths, in the Hospital for the Insane, Callani Park, during the year 1888.

	Male.	Female.	Total.
In the Hospital on 31st December, 1887 .....	398	270	668
	Male.	Female.	Total.
Admitted for the first time during the year .....	150	102	252
Readmitted during the year .....	14	11	25
Transferred during the year .....	7	1	8
	171	114	285
Total under care during .....	569	384	953
Discharge or removal—			
Recovered .....	81	48	129
Relieved .....	11	7	18
Transferred .....	11	6	17
Escaped (and not recaptured) .....	2	.....	2
Died .....	37	20	57
Total discharge or died during the year .....	142	81	228
Remaining .....	427	303	730
Average number resident during the year .....	422	280	702
* Persons under care during the year † .....	567	383	950
* Persons admitted .....	169	113	282
* Persons recovered .....	81	48	129

\* Persons, *i.e.*, separate persons in contradistinction to "cases" which may include the same individual more than once.

† Total cases minus readmission of patients discharged during the current year.

TABLE 2.

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TABLE 2.

SHOWING the admissions, readmissions, discharges, and deaths, with the mean annual mortality, and the proportion of recoveries, &c., per cent. at the Hospital for the Insane, Callan Park, during the year 1879 to 1888 inclusive.

Year.	Admitted.						Discharged.						Escaped and not recaptured within 28 days.	Died.	Re-remaining in Hospital, 31st December.	Average number resident.	Percentage of recoveries on admissions and readmissions.	Percentage of Patients relieved on admissions and re-admissions.	Percentage of Deaths on average numbers resident.																						
	Admitted for the first time.		Readmitted.		Transferred from other Hospitals.		Recovered.		Relieved.		Transferred to other Hospitals.																														
	M	F	Total	M	F	Total	M	F	Total	M	F	Total								M	F	Total	M	F	Total	M	F	Total	M	F	Total										
1879..	16	..	16	..	54	..	54	1	..	1	2	..	2	3	..	3	..	1	..	1	107	..	107	56	..	56	6.25	..	6.25	12.5	..	12.5	1.78	..	1.78						
1880..	52	..	52	2	..	2	5	..	5	18	..	18	2	..	2	5	..	5	..	12	..	12	129	..	129	120	..	120	33.33	..	33.33	3.70	..	3.70	10.00	..	10.00				
1881..	48	..	48	3	..	3	2	..	2	26	..	26	4	..	4	2	..	2	1	..	1	9	..	9	140	..	140	135	..	135	50.98	..	50.98	7.84	..	7.84	6.62	..	6.62		
1882..	43	..	43	3	..	3	2	..	2	20	..	20	6	..	6	3	..	3	..	19	..	19	140	..	140	144	..	144	43.47	..	43.47	13.04	..	13.04	9.02	..	9.02				
1883..	30	..	30	2	..	2	3	..	3	12	..	12	2	..	2	3	..	3	..	14	..	14	159	..	159	148	..	148	37.50	..	37.50	6.25	..	6.25	9.45	..	9.45				
1884..	56	..	56	1	..	1	190	..	12	102	..	13	..	13	2	..	2	5	..	1	..	1	15	..	15	261	..	12	273	168	..	168	22.80	..	22.80	3.50	..	3.50	8.92	..	8.92
1885..	160	85	245	7	2	9	5	67	72	53	23	31	4	9	13	9	3	12	3	3	29	3	32	330	128	458	296	100	396	34.73	20.43	31.88	2.39	10.34	5.11	9.79	3.00	3.08	3.08		
1886..	166	116	282	4	..	4	1	74	75	72	34	106	7	6	13	8	7	14	2	2	35	19	54	377	252	629	350	221	571	42.35	29.31	37.06	4.11	5.17	4.54	10.00	8.59	9.42			
1887..	95	82	177	8	8	16	2	3	5	41	45	86	2	6	8	3	4	7	..	38	2	58	393	270	663	384	253	637	39.80	50.00	44.25	1.93	6.66	4.14	9.89	7.90	9.10				
1888..	150	102	252	14	11	25	7	1	8	81	48	129	11	7	18	11	6	17	2	2	37	20	57	427	303	730	422	280	702	49.38	42.47	46.57	6.70	6.19	6.49	8.76	7.14	8.26			

TABLE 3.

SHOWING the causes of insanity\*, apparent or assigned, in the admissions and readmissions in the Hospital for the Insane, Callan Park, during the year 1887.

Causes of Insanity.	Number of instances in which each cause was assigned.								
	As predisposing cause. †			As exciting cause. ‡			Total †		
	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.
<b>MORAL—</b>									
Domestic trouble (including loss of relatives and friends)	..	..	..	3	6	9	3	6	9
Adverse circumstances (including business anxiety and pecuniary difficulties)	1	..	1	15	5	20	16	5	21
Mental anxiety and "worry" (not included under above two heads) and overwork	1	..	1	5	7	12	6	7	13
Religious excitement	..	..	..	4	6	10	4	6	10
Love affairs (including seduction)	..	..	..	1	6	7	1	6	7
Fright and nervous shock	..	..	..	1	1	2	1	1	2
Isolation	..	..	..	4	..	4	4	..	4
Nostalgia	..	..	..	..	..	..	..	..	..
<b>PHYSICAL—</b>									
Intemperance in drink	1	..	1	32	14	46	33	14	47
do (sexual)	..	..	..	2	2	4	2	2	4
Venereal disease	1	..	1	5	..	5	6	..	6
Self-abuse (sexual)	..	..	..	1	..	1	1	..	1
Sunstroke	1	..	1	3	1	4	4	1	5
Accident or injury	5	1	6	8	..	8	13	1	14
Pregnancy	..	..	..	..	2	2	..	2	2
Parturition and the puerperal state	..	..	..	..	10	10	..	10	10
Lactation	..	..	..	..	3	3	..	3	3
Uterine and ovarian disorders	..	..	..	..	3	3	..	3	3
Puberty	..	..	..	..	2	2	..	2	2
Change of life	..	..	..	..	2	4	..	2	4
Fevers	..	..	..	..	3	3	..	3	3
Privation and overwork	..	..	..	5	..	5	5	..	5
Phthisis	..	..	..	2	1	3	2	1	3
Epilepsy	..	..	..	11	9	20	11	9	20
Disease of skull and brain	..	..	..	5	1	6	5	1	6
Old age	..	..	..	9	5	14	9	5	14
Other bodily diseases and disorders and chronic ill-health	..	3	3	2	7	9	2	10	12
Excess of opium	..	..	..	1	1	2	1	1	2
<b>PREVIOUS ATTACKS.</b>	11	6	17	1	1	2	12	7	19
<b>HEREDITARY INFLUENCE ASCERTAINED</b>	11	7	18	1	..	1	12	7	19
<b>CONGENITAL DEFECT ASCERTAINED</b>	..	..	..	3	1	4	3	1	4
<b>OTHER ASCERTAINED CAUSES</b>	..	..	..	..	..	..	..	..	..
<b>UNKNOWN</b>	23	12	35	..	..	..	23	12	35
<b>MAL DE MER</b>	..	..	..	1	..	1	1	..	1
<b>PLUMBISM</b>	..	..	..	2	..	2	2	..	2

\* These "causes" are taken from the statements in the papers received with the patients on admission, and are verified or corrected as far as possible by the medical officers. † No cause is enumerated more than once in the case of any patient. ‡ The aggregate of the totals exceeds the whole number of patients admitted, the excess being due to the combinations.

TABLE 4.

SHOWING the causes of death in the Hospital for the Insane, Callan Park, during the year 1888.

	Males.	Females.	Total.
<b>CEREBRAL DISEASE :—</b>			
Apoplexy and Paralysis .....	3	3	11
Epilepsy and convulsions .....	9	...	9
General paralysis .....	8	8	16
Maniacal and melancholic exhaustion and decay .....	2	...	2
Inflammation and other diseases of the brain, softening, tumour, &c. ....	...	...	...
<b>THORACIC DISEASE :—</b>			
Inflammation of lungs, pleura, and bronchi .....	1	1	2
Pulmonary consumption .....	2	5	7
Disease of heart and blood vessels .....	1	...	1
<b>ABDOMINAL DISEASE :—</b>			
Inflammation and ulceration of stomach, intestines, and peritoneum .....	1	...	1
Dysentery and diarrhoea .....	1	...	1
Albuminuria .....	...	...	...
Disease of bladder and prostate .....	...	...	...
Disease of liver .....	...	...	...
<b>ERYSIPELAS .....</b>			
<b>TYPHOID FEVER .....</b>			
<b>GENERAL DEBILITY AND OLD AGE .....</b>			
...	2	3	5
<b>PYÆMIA .....</b>			
...	1	...	1
<b>ACCIDENT (SHOCK) .....</b>			
...	1	...	1
<b>SUICIDE .....</b>			
...	...	...	...
Total .....	37	20	57

TABLE 5.

SHOWING the length of residence in those discharged, recovered, and in those who have died in the Hospital for the Insane, Callan Park, during the year 1888.

	Recovered.			Died.		
	Male.	Female.	Total.	Male.	Female.	Total.
Under 1 month .....	...	...	...	3	5	8
From 1 to 3 months .....	21	9	30	9	...	9
From 3 to 6 months .....	22	18	40	5	...	5
From 6 to 9 months .....	11	8	19	2	2	4
From 9 to 12 months .....	4	2	6	2	...	2
From 1 to 2 years .....	12	7	19	6	5	11
From 2 to 3 years .....	7	2	9	7	7	14
From 3 to 5 years .....	4	2	6	1	1	2
From 5 to 7 years .....	...	...	...	1	...	1
From 7 to 10 years .....	...	...	...	1	...	1
From 10 to 12 years .....	...	...	...	...	...	...
From 12 to 15 years .....	...	...	...	...	...	...
Over 15 years .....	...	...	...	...	...	...
Total .....	81	48	129	37	20	57

TABLE 6.

SHOWING the ages of the admissions and readmissions, discharges, and deaths, and also the ages of all patients, under care during the year 1888, in the Hospital for the Insane, at Callan Park.

	Admitted and readmitted.			Recovered.			Removed, relieved, &c.			Died.			Patients under care.		
	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.
1 to 5 years .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5 to 10 years .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10 to 15 years .....	2	1	3	...	...	...	1	1	2	...	...	...	2	1	3
15 to 20 years .....	9	8	17	2	1	3	2	...	2	1	2	10	10	20	
20 to 30 years .....	30	32	62	28	19	47	5	3	8	7	4	11	101	77	178
30 to 40 years .....	46	31	77	27	17	44	2	5	7	5	2	7	163	86	249
40 to 50 years .....	37	25	62	14	8	22	2	2	4	15	5	20	148	110	258
50 to 60 years .....	25	10	35	8	3	11	9	1	10	3	4	7	98	59	157
60 to 70 years .....	12	4	16	2	...	2	2	...	2	3	1	4	34	25	59
70 to 80 years .....	3	2	5	...	...	...	1	1	2	2	2	4	9	13	22
80 to 90 years .....	...	...	...	...	...	...	...	...	1	1	2	4	3	7	...
90 and upwards .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total .....	164	113	277	81	48	129	24	13	37	37	20	57	569	384	953

TABLE 7.

CONDITIONS as to Marriage in those admitted and readmitted, and those under care in the Hospital for the Insane, Callan Park, during the year 1888.

	Admissions and Readmissions.			Under care.		
	Male.	Female.	Total.	Male.	Female.	Total.
Single .....	75	35	110	340	138	478
Married .....	68	58	126	194	194	388
Widowed.....	8	16	24	18	41	59
Unascertained.....	13	4	17	17	11	28
Total.....	164	113	277	569	384	953

TABLE 8.

SHOWING the religious profession of those admitted and readmitted, and those under care in the Hospital for the Insane, Callan Park, during the year 1888.

Religious profession.	Admissions and readmissions.			Under care.		
	Male.	Female.	Total.	Male.	Female.	Total.
Protestant—						
Church of England .....	85	56	141	272	193	465
Presbyterian .....	7	7	14	34	21	55
Wesleyan .....	6	.....	6	17	6	23
Lutheran .....	5	1	6	11	2	13
Other Protestant Denominations .....	2	3	5	12	7	19
Roman Catholic.....	44	44	88	183	153	341
Pagan .....	3	.....	3	12	.....	12
Hebrew .....	3	3	4	3	1	4
Mahomedan .....	1	.....	1	1	.....	1
Unascertained .....	8	1	9	19	1	20
Total .....	164	113	277	569	384	953

TABLE 9.

Showing the Native Countries of those admitted and readmitted, and those under care during the year 1888.

	Admitted and readmitted during 1888.			Under care during 1888.			
	Male.	Female.	Total.	Male.	Female.	Total.	
British Colonies..	New South Wales.....	32	35	67	132	101	233
	Other Colonies .....	5	5	10	19	14	33
Great Britain.....	England .....	66	31	97	186	98	284
	Scotland .....	12	5	17	35	21	56
	Ireland.....	20	33	53	117	134	251
France .....	1	.....	1	6	1	7	
Germany .....	10	3	13	22	7	29	
China .....	2	.....	2	12	.....	12	
Other Countries.....	16	1	17	40	8	48	
Total.....	164	113	277	569	384	953	

TABLE 10.

SHOWING the form of mental disorder in the admissions, readmissions, recoveries, and deaths of the year 1888, and of Inmates, on 31st December, 1888.

Form of Mental Disorder.	Admissions and readmissions.			Recoveries.			Deaths.			Remaining in Hospital.		
	Male.	Female.	Total	Male.	Female.	Total	Male.	Female.	Total	Male.	Female.	Total
<b>CONGENITAL OR INFANTILE MENTAL DEFICIENCY—</b>												
(a) with epilepsy .....	2	1	3	...	...	...	...	...	...	11	4	15
(b) without epilepsy .....	4	3	7	...	...	...	...	...	...	11	12	23
Epileptic insanity .....	12	9	21	3	1	4	7	3	10	32	15	47
General paralysis of the Insane .....	11	1	12	...	...	...	9	...	9	11	1	12
<b>MANIA—</b>												
Acute .....	14	10	24	8	4	12	1	1	2	15	8	23
Chronic .....	6	2	8	...	...	...	1	2	3	102	44	146
Recurrent .....	15	5	20	8	2	10	2	...	2	10	10	20
Delusion .....	13	17	35	28	16	44	1	1	2	32	26	58
A Potu .....	4	7	11	7	2	9	...	...	...	...	5	5
Puerperal .....	...	9	9	...	3	3	...	3	3	...	3	3
Senile .....	...	...	...	...	...	...	...	...	...	2	2	4
<b>MELANCHOLIA—</b>												
Acute .....	8	3	11	4	5	9	5	...	5	2	9	11
Chronic .....	1	...	1	...	...	...	2	2	4	33	19	52
Recurrent .....	3	2	5	...	...	...	...	...	...	4	13	22
Delusional .....	36	35	71	23	15	38	2	...	2	30	32	62
Puerperal .....	...	1	1	...	...	...	...	...	...	...	1	1
Senile .....	...	...	...	...	...	...	...	...	...	1	1	2
<b>DEMENTIA—</b>												
Primary .....	6	2	8	...	...	...	1	1	2	50	6	56
Secondary .....	12	3	15	...	...	...	1	4	5	74	82	156
Senile .....	9	2	11	...	...	...	3	3	6	4	3	7
Organic (i.e., from tumours, coarse brain disease, &c.) .....	3	1	4	...	...	...	2	...	2	3	2	5
<b>Total</b> .....	<b>164</b>	<b>113</b>	<b>277</b>	<b>81</b>	<b>48</b>	<b>129</b>	<b>37</b>	<b>20</b>	<b>57</b>	<b>427</b>	<b>203</b>	<b>730</b>

TABLE 11.

SHOWING the occupations of those admitted and readmitted, and those under care in the Hospital for the Insane, Callan Park, during the year 1888.

Occupations.	Admitted and readmitted during 1888.			Under care during 1888.			
	Male.	Female.	Total.	Male.	Female.	Total.	
Professional .....	(Clergy, military and naval officers, members of the medical and legal professions, architects, artists, authors, civil engineers, surveyors, &c.)	10	.....	10	27	.....	27
Commercial .....	(Bankers, merchant, accountants, clerks, shopkeepers, shopmen, &c.)	26	.....	26	76	.....	76
Agricultural and pastoral .....	(Farmers, squatters, graziers, free selectors, &c.)	9	.....	9	24	.....	24
Mechanics, tradesmen, &c., actively employed and in outdoor avocations .....	(Blacksmiths, carpenters, engine-fitters, firemen, sawyers, painters, police, &c.)	15	.....	15	39	.....	39
Mechanics, tradesmen, &c., employed at sedentary or indoor occupations .....	(Bootmakers, bookbinders, compositors, weavers, tailors, &c.)	11	.....	11	69	.....	69
Domestic service .....	(Waiters, cooks, servants, &c.)	10	.....	10	22	.....	22
Education, and higher domestic duties .....	(Miners, labourers, seamen, shepherds, &c.)	73	.....	73	274	.....	274
Ordinary domestic work .....	(Governesses, teachers, housekeepers, trained nurses, &c.)	.....	6	6	.....	16	16
Commercial—actively employed .....	(Servants, charwomen, laundresses, &c.)	.....	33	33	.....	123	123
Commercial—employed in sedentary occupations .....	(Shopkeepers, saleswomen, &c.)	.....	3	3	.....	4	4
Wives of professional men .....	(Tailoresses, needlewomen, machinists, bookbinders, factory-workers, &c.)	.....	10	10	.....	19	19
Wives of Commercial men .....	(Clergy, military and naval officers, members of the medical and legal professions, architects, artists, authors, civil engineers, surveyors, &c.)	.....	3	3	.....	4	4
Wives of tradesmen, mechanics, &c. ....	(Bankers, merchants, accountants, clerks, shopkeepers, shopmen, &c.)	.....	6	6	.....	13	13
Wives of Agricultural and pastoral men .....	(Blacksmiths, carpenters, engine-fitters, firemen, sawyers, painters, police, bootmakers, bookbinders, compositors, weavers, tailors, &c.)	.....	10	10	.....	27	27
Wives of .....	(Farmers, squatters, graziers, free selectors, &c.)	.....	2	2	.....	7	7
Wives of .....	(Miners, labourers, seamen, shepherds, &c.)	.....	13	13	.....	32	32
.....	(No occupation)	5	3	8	25	10	35
.....	(Unknown)	5	24	29	13	129	142
<b>Total</b> .....		<b>164</b>	<b>113</b>	<b>277</b>	<b>569</b>	<b>384</b>	<b>953</b>

## APPENDIX D.

Sir, Lunacy Department, Hospital for the Criminal Insane, Parramatta, 12 March, 1889.

I do myself the honor to forward herewith a report upon this hospital for the year 1888, together with the usual statistical tables.

The number of patients remaining in hospital on the 31st of December, 1887, was 62—53 men and 9 women; 15 men and 2 women were admitted during the year, making the total under care and treatment 79—68 men and 11 women. Two men were discharged, 9 men and 2 women were transferred to the Hospital for the Insane, and 3 men died, leaving a total of 54 men and 9 women in the institution on the 31st of December, 1888, or 1 more than on the same date of the previous year.

I have appended two tables to this report—one showing the classification of the crimes committed by patients admitted during the year, and the other those of patients remaining in the hospital on the 31st of December, 1888.

The percentage of recoveries on admissions was 12.50, and the death-rate, calculated on the average number resident, 5.08.

Death in two instances was caused by the natural decay of old age, both patients having passed the three score years and ten. The third was due to phthisis. The general health of the patients has been good.

The only accident that occurred was due to a quarrel between two patients, one of whom sustained a fracture of the radius.

A large proportion of the patients are occupied in the cultivation of vegetables, sawing and splitting wood, &c., and many more, who, from various causes, are not permitted to leave the airing-courts, are engaged in teasing the hair and coir with which the mattresses are filled.

The three corridors have been repainted from top to bottom by the inmates of this division, and the airing-courts have all been coated with tar, the advantages of which are fully appreciated both by patients and attendants during wet weather.

The small seclusion yard mentioned in my last report, and which is now never used, remains in the same condition; and I would again venture to urge the advisability of its being transformed into a small dormitory which could be utilized for hospital purposes in connection with this division, as at present there is no special accommodation for patients who may be attacked by acute physical disease.

Nine patients were transferred to the Hospital for the Insane on the expiration of their sentences, no improvement having taken place in their mental state; and two were transferred under section 62 of the Lunacy Act.

The following tables show the admissions, &c.

TABLE showing the classification of the crimes of patients admitted into the Hospital for the Criminal Insane at Parramatta, during the year 1888:—

Crimes.	Classified with reference to the period at which insanity was recognized.																			
	Total number admitted during the year 1888.			Certified to be insane whilst awaiting trial.			Found insane by Jury on arraignment.			Acquitted on the ground of insanity.			Reprieved on the ground of insanity.			Certified to be insane whilst undergoing sentences of penal servitude.				
	M.	F.	Total	M.	F.	Total	M.	F.	Total	M.	F.	Total	M.	F.	Total	M.	F.	Total		
Indecently exposing his person.....	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1
Murder .....	1	...	1	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...
Vagrancy .....	2	2	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	4
Sheep and horse stealing .....	5	...	5	1	...	1	1	...	1	...	1	...	...	...	...	...	...	3	...	3
Cutting and wounding, shooting with intent, &c. ....	3	...	3	...	...	...	1	...	1	...	1	...	...	...	...	...	...	2	...	2
Manslaughter .....	1	...	1	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Assaulting a female child .....	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1
Rape .....	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1
Total .....	15	2	17	2	...	2	2	...	2	1	...	1	...	...	...	...	...	10	2	12

TABLE showing classification of the crimes of patients remaining in the Hospital for the Criminal Insane, at Parramatta on the 31st of December, 1888.

Crime.	Certified with reference to the period at which insanity was recognized.															Total number in Hospital, 31st Decem-ber, 1888.
	Certified to be insane whilst awaiting trial.			Found insane by Jury on arraignment.			Acquitted on the grounds of insanity.			Reprieved on the grounds of insanity.			Certified as insane whilst serving sentence.			
	M.	F.	Total	M.	F.	Total	M.	F.	Total	M.	F.	Total	M.	F.	Total	
Murder .....	3	...	3	2	1	3	11	1	12	...	...	...	5	1	6	24
Attempt to murder .....	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	1
Rape .....	...	...	...	...	...	...	...	...	...	...	...	...	2	...	2	2
Indecent assault .....	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	1
Unnatural offence .....	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	1
Cutting and wounding, shooting with intent, &c. ....	...	...	...	2	...	2	6	2	8	...	...	...	6	1	7	17
Burglary and Housebreaking .....	...	...	...	...	...	...	...	...	...	...	...	...	3	...	3	3
Sheep and horse stealing .....	1	...	1	1	...	1	...	...	...	...	...	...	4	...	4	6
Larceny and petty thefts.....	1	...	1	...	...	...	...	...	...	...	...	...	1	...	1	2
Arson and malicious burning .....	...	...	...	...	...	...	1	1	2	...	...	...	1	...	1	2
Attempting suicide .....	...	...	...	...	...	...	1	1	2	...	...	...	...	...	...	1
Threatening to murder.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Garroting .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Uttering a forgery.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Obtaining money under false pretences.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Vagrancy .....	...	...	...	...	...	...	...	...	...	...	...	...	1	1	2	1
Embezzlement .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Manslaughter.....	...	...	...	...	...	...	1	1	2	...	...	...	1	1	2	2
Total .....	6	...	6	5	1	6	20	5	25	...	...	...	23	3	26	63

The following table shows the admissions, discharges, and deaths, with the mean annual mortality and the proportion of recoveries, &c., per cent., at the Hospital for the Criminal Insane at Parramatta, for the years 1877 to 1888 inclusive.

Year.	Admitted.						Discharged.						Transferred to other Hospitals, &c.	Escaped and not recaptured within 28 days	Died.	Remain- ing in Hospital, 31st December in each year.	Average number resident.	Percentage of recoveries on admissions and readmissions.			Percentage of Patients relieved on admissions and readmissions.			Percentage of deaths on average number resident.																
	For the first time.			Read- mitted.			Re- covered.			Re- lieved.								Percentage of recoveries on admissions and readmissions.			Percentage of Patients relieved on admissions and readmissions.			Percentage of deaths on average number resident.																
	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.						M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.											
1877..	10	..	10	1	..	1	..	..	3	..	3	1	1	2	..	2	..	2	38	4	42	37	4	41	27	27	..	..	..	5	40	..	4	87						
1878..	8	2	10	1	1	..	..	..	2	2	4	..	..	2	..	2	1	1	2	40	4	44	38	5	43	25	00	66	66	36	36	..	..	..	5	26	..	4	65	
1879..	16	3	19	..	..	12	12	..	5	5	3	3	6	1	7	..	3	3	51	6	57	49	4	53	31	25	..	26	31	18	75	..	15	78	6	12	..	5	06	
1880..	21	2	23	..	..	..	..	..	4	4	..	..	11	2	13	..	4	4	53	6	59	47	6	53	19	04	..	17	39	..	..	..	..	..	8	51	..	7	54	
1881..	18	3	21	..	..	..	..	..	6	6	..	..	14	3	17	..	1	1	50	6	56	50	6	56	33	33	..	28	57	..	..	..	..	..	2	00	..	1	73	
1882..	26	2	28	..	..	..	..	..	8	8	..	..	24	1	25	..	1	1	44	6	50	52	5	57	30	76	..	28	57	..	..	..	..	..	20	00	..	1	75	
1883..	21	3	24	..	..	..	..	..	4	4	..	..	11	3	14	..	..	..	50	6	56	45	6	51	19	04	..	16	66	..	..	..	..	..	..	..	..	..	..	..
1884..	25	4	29	..	..	..	..	..	4	4	..	..	20	3	23	..	1	1	50	7	57	47	6	53	16	00	..	13	79	..	..	..	..	..	2	02	..	1	88	
1885..	17	4	21	1	1	1	1	..	8	8	..	..	11	4	15	1	1	1	48	7	55	44	7	51	44	44	..	36	36	..	..	..	..	..	2	27	..	1	90	
1886..	21	1	22	..	..	..	..	..	6	6	..	..	14	..	14	1	1	..	48	8	56	46	7	53	28	57	..	27	27	..	..	..	..	..	..	..	..	..	..	..
1887..	16	3	19	..	..	..	..	..	3	3	..	..	8	2	10	..	..	..	53	9	62	49	9	53	13	75	..	15	78	..	..	..	..	..	..	..	..	..	..	..
1888..	14	2	16	..	..	1	1	..	2	2	..	..	9	2	11	..	3	3	54	9	63	51	3	59	14	28	..	12	50	..	..	..	..	..	5	83	..	5	03	

I have, &c.,

EDWIN GODSON,  
Medical Superintendent.

The Inspector General of the Insane.

1889.

NEW SOUTH WALES.

NAUTICAL SCHOOL SHIP "VERNON."

(REPORT FOR 1888-9.)

Printed in accordance with Resolution of both Houses of Parliament.

The Superintendent N.S.S. "Vernon" to The Under Secretary of Public Instruction.

Sir,

Nautical School Ship "Vernon," Sydney, 2 May, 1889.

I have the honor to submit my annual report upon the Nautical School Ship "Vernon," for the year ended the 30th April, 1889. The Institution was established at the commencement of May, 1867, and has thus completed its twenty-second year.

2. The work of the Institution continues to steadily increase, and the year's operations showed a larger number of admissions and discharges than in any previous year. 209 boys were admitted and 207 left the ship. In all, 436 boys were dealt with on board during the twelve months.

3. The accommodation has been severely strained throughout, and the ship has been overcrowded. Notwithstanding, the health has been excellent. No deaths have occurred and no serious sickness. An unusual number of new-comers were found suffering from itch on arrival, and that complaint has principally made up our sick-list. At the present time we are entirely free from any illness whatever. It may be here mentioned that only two deaths have taken place during the last thirteen years, out of 1,784 boys who have been on board. Both deaths were from heart disease, with which the two lads were severely suffering when admitted.

4. The conduct of the inmates has been admirable. No abscondings have taken place. The gravest offences have consisted of apprentices having to be returned to the ship for misconduct at their situations. There are now only eighteen lads, including new-comers, in the lowest conduct class. The boys have been cheerful and contented, and a healthy public feeling has been maintained amongst them.

5. The apprentices have increased and the daily average of these under my control was 450. Few complaints have reached me respecting them, and the reports of a recent inspection, together with the letters of masters, visitors, and boys, give the following results:—

Total number of apprentices	...	...	...	...	450
Favourably reported upon	...	...	...	...	420 = 93 per cent.
Unfavourably reported upon	...	...	...	...	30 = 7 "

Some of these lads have been upwards of five years away, and some of them now doing well, were unfavourably reported upon in the preceding year. These latter were brought back to the ship, and after another period of probation were placed in other situations with good results. That so many of our boys do well at service is very largely attributable to the great assistance rendered by the Inspector-General of Police, and by the benevolent persons who so kindly visit the lads.

6. Particulars of the school work done on board will be found given in table I. Nearly a third of the new-comer lads received no education prior to being sent on board; and three-fourths of the remainder could barely read. Every boy receives three hours school instruction daily. Mr. District-Inspector McCredie, in his recent inspection, made the following remarks:—"Order—good. Discipline—good. Proficiency—tolerable."

7. A considerable reduction has taken place in the expenditure per head. The ship cost £300 less than the preceding year, notwithstanding more boys were dealt with. The lads on the ship cost £23 each. Altogether, including the apprentices, 669 boys was the average daily number under my control, and the cost for the year £7 18s. 9d. each, which is the lowest sum yet reached.

8. Religious instruction has been conducted on board by the Rev. W. Charlton, Rev. J. Hagarty, Rev. A. Turnbull, Rev. A. Boyle, the Sisters of St. Joseph, Mrs. Ford, and occasionally by other ladies and gentlemen. The religious instructors are worthy of all praise for their kindness and earnest labours. On Sundays the boys landed and marched to their respective places of worship.

9. A large number of ex-"Vernon" apprentices visited us during the year, and a correspondence has been maintained to the extent of many hundreds of letters, with a still larger number of former inmates. It is one of the most pleasant things in connection with the ship to find that such a friendly feeling prevails.

10. The officers continue to perform their duties in a cheerful, hearty spirit. They have shown an interest in their work, and have been patient and kind to the boys.

I have, &c.,

FREDK. W. NEITENSTEIN,

Commander and Superintendent.



## A.

## Cost per head for year.

	£	s.	d.
Daily average, 219.			
Provisions .....	1,931	5	5
Crockery, mess utensils, knives, forks, &c. ....	85	16	2
Clothing .....	644	14	1
Stores, rope, paint, &c. ....	196	13	1
School stationery, good conduct awards. ....	66	5	2
Salaries (including two teachers for school duties) .....	1,842	11	10
Fuel and light .....	89	7	3
Boats and oars .....	46	16	0
Medicines and surgeon's salary .....	97	7	10
Bedding, hammocks, and blankets .....	90	7	6
Repairs generally .....	223	7	8
Various petty charges .....	39	4	10

Gross cost of only those on board ..... £5,303 16 10  
 Deduct parent's contributions ..... 270 0 0

Net cost ..... £5,033 16 10

Or £23 each, being £1 6s. 5d. less than last year, and the lowest cost in the ship's history.

## EXPENSES of Apprentices.

	£	s.	d.
Proportion of salaries .....	200	0	0
Visiting, stamps, &c. ....	76	16	9
Total .....	£276	16	9

## NET Cost to State of all "Vernon" boys under control.

	£	s.	d.
Average number on ship, 219—cost .....	5,033	16	10
Do do apprenticed, 450—cost .....	276	16	9

Total cost of 669 maintained ..... £5,310 13 7

Cost per head per annum ..... = £7 18 9  
 do daily ..... = 0 0 5

## B.

## ADMISSIONS and Discharges during the year.

Particulars.	No.	Total.	Particulars.	No.	Total.
Admissions—			Discharges—		
Committals .....	...	194	Apprenticed .....	...	125
Returned, various causes.....	...	15	Young boys transferred to the State Children's Relief Department .....	...	34
			Otherwise discharged .....	...	48
Total admissions .....	...	209	Total discharges .....	...	207

## C.

## CHARACTER Classification of boys on board on the 30th April, 1889.

Excellent (boy officers receiving pay).....	27
Very good .....	154
Good .....	30
Indifferently behaved. (These latter eat by themselves, sleep apart from the rest, and are always under the immediate supervision of an officer) .....	18
Total .....	229

## D.

## RELIGIONS of the new committals.

Protestants .....	116 = 59.8 per cent.
Roman Catholic .....	77 = 39.7 "
Jew .....	1 = .5 "

## E.

## AGES of the new committals.

Under 10 .....	23	} = 34.5 per cent.
10 to 12 .....	44	
12 to 14 .....	58	} = 65.5 "
Over 14 .....	69	

## F.

## AGES of the boys on board on 30th April.

Under 10 .....	4 = 1.7 per cent.
10 to 12 .....	40 = 17.4 "
12 to 14 .....	91 = 39.7 "
Over 14 .....	94 = 41.0 "

3

G.

PARTICULARS of Parentage of committals.

Mother deserted; father dead .....	4	Father dead; mother a drunkard .....	4
Parents unfit to have charge of children .....	38	Father dead; mother cannot control .....	6
Mother a prostitute; father deserted .....	6	Mother dead; father cannot control .....	11
Mother a prostitute; father in gaol .....	2	Mother dead; father deserted .....	1
Mother a prostitute; father dead .....	10	Parents neglecting or unable to control .....	62
Mother in gaol; father dead .....	3	Father deserted; mother unable to control .....	3
Mother a prostitute; father a drunkard .....	7	Father dead; mother married again .....	4
Parents deserted or dead .....	23	Mother dead; father married again .....	5
Father in gaol; mother dead .....	4	Father deserted; mother a lunatic .....	1

H.

POLICE COURTS sending boys.

Sydney and Newcastle .....	151 = 77·8 per cent.
Country .....	43 = 22·1 "

I.

	Reading.			Writing.			Arithmetic.			Total.
	Well.	Indifferent	Not.	Well.	Indifferent	Not.	Well.	Indifferent	Not.	
Remaining, 30th April, 1888 .....	80	111	36	80	111	36	80	111	36	227
Admitted, 30th April, 1889 .....	25	123	61	25	123	61	25	123	61	209
Discharged, 30th April, 1889 .....	160	47	...	160	47	...	160	47	...	207
Remaining, 30th April, 1889 .....	145	84	...	145	84	...	145	84	...	229

Remarks made by Mr. District-Inspector M'Creddie at last examination of school:—Order, good; discipline, good.

K.

BIRTH-PLACES of committals, not natives of the Colony.

England .....	15 = 7·7 per cent.
Victoria .....	12 = 6·2 "
Queensland .....	7 = 3·6 "
Ireland .....	7 = 3·6 "
New Zealand .....	6 = 3·1 "
Scotland .....	5 = 2·6 "
South Australia .....	3 = 1·5 "
Italy .....	1 = 0·5 "
Fiji .....	1 = 0·5 "
Total .....	57 = 29·3 per cent.



1889.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

**SYDNEY AND PRINCE ALFRED HOSPITALS.**  
(PARTICULARS RESPECTING.)

*Ordered by the Legislative Assembly to be printed, 11 September, 1889.*

[Laid upon the Table in accordance with promise made in answer to Question No. 12, of 29 August, 1889.]

Questions.

- (12.) Sydney Hospital:—Mr. JOSEPH ABBOTT asked the COLONIAL SECRETARY,—
- (1.) What amount of subsidy has been paid by the Government to the Sydney Hospital for the year 1888, exclusive of all sums paid for the maintenance and treatment of paupers?
  - (2.) What amount was paid by the Government for the maintenance and treatment of paupers in the Sydney Hospital for the year 1888, exclusive of the sum paid as subsidy?
  - (3.) The same information in both cases for the seven months ending 31st July, 1889?
  - (4.) What was the number of patients admitted for treatment at the public expense, under Government orders, to the Sydney Hospital during the year 1888?
  - (5.) The same information for the seven months ending 31st July, 1889?
  - (6.) What was the daily average number resident of patients treated at the public expense in the Sydney Hospital during the year 1888?
  - (7.) The same information for the seven months ending 31st July, 1889?
  - (8.) What was the daily average number resident of all patients treated in the Sydney Hospital during the year 1888?
  - (9.) The same information for the seven months ending 31st July, 1889?
  - (10.) What was the average length of residence in days of each patient treated at the public expense in the Sydney Hospital during the year 1888?
  - (11.) The same information for the seven months ending 31st July, 1889?
  - (12.) What is the rate per diem allowed by the Government for the maintenance and treatment of pauper patients in the Sydney Hospital?
  - (13.) Similar information to the foregoing, in all its details, to be supplied with reference to the Prince Alfred Hospital?

Sir HENRY PARKES answered,—I will lay a Return, giving the required information, upon the Table next week.

Answers.

- (1.) Subsidy paid for year 1888:—Sydney Hospital, nil; Prince Alfred Hospital, £4,000.
- (2.) Paid for pauper patients during 1888:—Sydney Hospital, £5,985 Os. 6d.; Prince Alfred Hospital, £5,208 16s. 3d.
- (3.) Subsidy paid for seven months ended 31st July, 1889:—Sydney Hospital, nil; Prince Alfred Hospital, nil. Paid for paupers for seven months ended 31st July, 1889:—Sydney Hospital, £3,906 4s. 6d.; Prince Alfred Hospital, £2,162 16s.
- (4.) Number of pauper patients admitted at Government expense during 1888:—Sydney Hospital, 1,122; Prince Alfred Hospital, 766.
- (5.) Number of paupers admitted at Government expense during seven months ended 31st July, 1889:—Sydney Hospital, 691; Prince Alfred Hospital, 302.
- (6.) Average daily number of Government patients during 1888:—Sydney Hospital, 112; Prince Alfred Hospital, 85.
- (7.) Average daily number of Government patients during seven months ended 31st July, 1889:—Sydney Hospital, 122; Prince Alfred Hospital, 61.
- (8.) Average daily number of all patients during 1888:—Sydney Hospital, 218; Prince Alfred Hospital, 198.
- (9.) Average daily number of all patients during seven months ended 31st July, 1889:—Sydney Hospital, 245; Prince Alfred Hospital, 201.
- (10.) Average length of stay of pauper patients during 1888:—Sydney Hospital, 35\* days; Prince Alfred Hospital, 43 days.
- (11.) Average length of stay of pauper patients during seven months ended 31st July, 1889:—Sydney Hospital, 37\* days; Prince Alfred Hospital, 42 days.
- (12.) Rate per day allowed for pauper patients:—Sydney Hospital, 3s.; Prince Alfred Hospital, 3s.

\* Including patients treated at Moorecliffe Ophthalmic Hospital. The length of stay of Government patients in the Sydney Hospital, excluding Moorecliffe, was, for 1888, 28 days; and for the seven months ended 31st July, 1889, 27 days.



1889.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

INFANTS' HOME AT ASHFIELD AND THE NIGHT  
REFUGE FOR WOMEN.

CORRESPONDENCE, &c., REGARDING STATEMENTS MADE BY HIS EMINENCE CARDINAL MORAN, RESPECTING.)

*Ordered by the Legislative Assembly to be printed, 20 June, 1889.*

The Principal Under Secretary to The Secretary to His Eminence Cardinal Moran.

Reverend Sir,

Colonial Secretary's Office, Sydney, 13 June, 1889.

I am directed by the Colonial Secretary to request that you will be good enough to ask His Eminence the Cardinal to kindly mention the institution to which he referred in his recent address at Petersham, as after careful inquiry no trace of any such inhuman acts as His Eminence described can be found in connection with any asylum under the control of, or subsidised by, the Government.

I have, &c.,

CRITCHETT WALKER,  
Principal Under Secretary.

The Secretary to His Eminence Cardinal Moran to The Principal Under Secretary.

Dear Sir,

St. Mary's Cathedral, Sydney, 14 June, 1889.

In reply to your kind favour of yesterday's date I am directed by His Eminence the Cardinal to forward to you, for the Colonial Secretary, the enclosed letter, published in this morning's *Sydney Morning Herald*, and in which His Eminence explains the principal facts of one of the two cases referred to in his utterances at Petersham on the 9th inst. The other institution to which His Eminence referred is the Sydney Night Refuge.

His Eminence the Cardinal desires me to convey to you his grateful thanks for the trouble you have taken in having these matters investigated.

I have, &c.,

DENIS F. O'HARAN,  
Secretary.

[Enclosure.]

CARDINAL MORAN AND THE INFANTS' HOME.

To the Editor of the *Herald*.

Sir,—The letter which appears in your issue of this morning, over the signature of Mrs. Ada Docker, does not set in their true light all the facts connected with the case of the Ashfield Infants' Home, to which I referred at Lewisham on Sunday last.

The pastor in charge of the Ashfield district was informed by a Protestant gentleman that there were Catholic inmates, some of them in a dangerous condition, in the Infants' Home, who were desirous of receiving religious consolation at his hands, and in particular that there was one who belonged to his immediate pastoral charge. The priest presented himself at the institution, and requested permission to visit the Catholic patients. The Lady Superintendent, Miss Crowley, received him with every courtesy, but said she should consult the ladies' committee before she could grant him the desired permission. He insisted that, as the institution was supported by public funds, it was within his right, as it was his duty, to visit at least the inmate who was one of his own spiritual flock and desired his sacred ministrations. The lady superintendent then permitted him to see this particular patient, but with the understanding that the ladies' committee was to be consulted before he would visit any of the other inmates. In a few days Miss Crowley forwarded to the priest the following note:—"Dear Sir,—The enclosed is a copy of instructions received with regard to the Catholic girls. Faithfully yours, M. CROWLEY, Lady Superintendent, Infants' Home. [Enclosure]—Dear Miss Crowley,—The committee wish me to tell you that they do not approve of allowing the Roman Catholic girls to see a priest at the Home. Neither will they permit Roman Catholic girls to go out to mass. They must conform in all these matters to such rules as are laid down for the Protestant girls, and go only where the Lady Superintendent directs."

Such instructions would be considered intolerant in any Christian land, and I trust that the ladies' committee will see fit to cancel them without delay.

Mrs. Docker writes that about half of those who are admitted to the institution are Catholics. The Official Report on Public Charities further informs us that the children inmates are, as a rule, in a sickly and often in a dying condition, and, on an average, more than 50 deaths are registered there every year. Nevertheless the priest is not admitted to baptize the children, or to administer the sacraments to the Catholic mothers. It is true that the inmates are poor and miserable, but the greater their

their misery and poverty the more pressing is the need for bringing to them the consolations of religion. A sum of £1,000 a year is granted by Government to the Infants' Home, but assuredly it is not the intention of the Legislature that the institution should be administered in such a spirit of irreligious intolerance. The Protestant clergyman visits the institution and baptizes the children of the Catholic mothers. Those who die, for whose interment the institution provides, are all interred in the Protestant cemetery. Thus, in their sickness, they are deprived of the consolations which their faith provides for them, and they are denied the rites of religion after death.

The intolerance, however, of the Infants' Home does not end here. The children that survive and are cared for by the institution are transferred to Protestant homes in Begg-street or elsewhere, and are all reared Protestants.

More than twelve months ago I publicly referred to the intolerance prevalent in the Infants' Home, but no attention was paid by the Protestant public to my words. If greater interest has been extended to my remarks on the present occasion, I probably owe it to the criticism of the *Herald*, and to the considerate attention shown to my speech by Mr. Abigail in the Legislative Assembly.

I am, &c.,

† PATRICK FRANCIS CARDINAL MORAN,  
Archbishop of Sydney.

St. Mary's Cathedral, Sydney, June 13.

### Francis Abigail, Esq., M.P., to The Colonial Secretary.

My dear Sir Henry,

589, George-street, 13 June, 1889.

May I direct your attention to the letter of Ada M. Docker, hon. treasurer of the Infants' Home, Ashfield, which appears in to-day's *Herald*, having reference to Cardinal Moran's remarks. It gives a flat denial to the Cardinal's statements so far as that institution goes, and gives an additional reason for a searching inquiry into the truth of the statements. May I ask to be informed when the inquiry is completed, and the result, for as I stated in the House that having given fourteen years' service to many of our public charities, and knowing that the fullest measure of liberty and kindness has always been shown to the inmates, without considering which church they belong to, I feel much interested in the result of the inquiry. I feel sure if it be proved that any of the officials of any institution I am connected with have acted as stated by the Cardinal, they will be severely punished. Hoping it may turn out to be a mistake.

I am, &c.,

F. ABIGAIL.

### Minute by The Principal Under Secretary.

*Subject* :—Infants' Home, Ashfield.

THE Director of the Government Asylums reported yesterday that he could not find any instance of improper treatment of inmates in any of the asylums under his immediate control, nor in any of the other charitable institutions receiving partial aid from the State; but, in view of the statements made in this morning's *Herald* by Cardinal Moran, regarding the conduct of the Committee of the Infants' Home at Ashfield towards its inmates, I would recommend that Mr. Maxted be appointed to make a full and searching inquiry into the whole matter.

C.W.,

14/6/89.

Approved.—H.P., 14/6/89.

### The Principal Under Secretary to The Director of the Government Asylums.

Sir,

Colonial Secretary's Office, Sydney, 14 June, 1889.

I am directed by the Colonial Secretary to request that you will be good enough to make a full and searching inquiry regarding the statements made by His Eminence Cardinal Moran, respecting the Infants' Home at Ashfield and the Night Refuge for Women.

I have, &c.,

CRITCHETT WALKER,  
Principal Under Secretary.

[Enclosures.]

EXTRACT from Address delivered by His Eminence Cardinal Moran, on Sunday, 9th June, in connection with the Children's Hospital at Lewisham.

HE was sorry that in some of the institutions around them which received the subsidy of the State the same spirit of charity did not prevail. A few days ago, whilst the terrible hurricane was sweeping over the city, a good Catholic lady, being penniless, far away from home, and fearing to encounter the storm, entered one of those night asylums. Having rested for a time she was summoned to night prayers. She said that she was a Catholic and could not conscientiously join in any worship that was not in accordance with her Church. She was told that if she did not join in the prayers the door was open and she must go out. Nothing remained for that woman but to face the pitiless storm rather than do that which was against her conscience. They had another instance of the same kind of spirit almost at their doors, in an institution known as the Children's Home. Some time ago a poor Catholic woman who was there was anxious to have the assistance of a priest. The secretary gave word to the priest that priests could not be admitted. At his (the Cardinal's) request the priest wrote inquiring whether any mistake had been made in that matter, and he got an official reply stating that a majority of the ladies had approved of the rule, and no priests would be admitted. He trusted that neither in that institution nor any single Catholic institution throughout the length and breadth of the land would such bigotry be shown. (Cheers.) The only thing they desired to do was to treat those who treated them in that way, and poured out offensive tirades every day in the papers against their holy faith, with the greatest charity. Should those who differed from them require their aid they would willingly give it. (Applause.)

Extracts from the *Sydney Morning Herald*, Thursday, 13 June, 1889.

IN reply to the statement made by Cardinal Moran, to the effect that upon a Catholic woman at the Children's Home applying for a priest, the secretary gave word that no priest could be admitted, Mrs. Wilfred Docker, the hon. treasurer to the Home, writes :—"No woman in the Infants' Home ever asked to see a priest, but a priest called at the Home, requesting to see one of the inmates. He was allowed to do so, when he questioned her as to other women who were there, and asked to see them one by one. The Lady Superintendent told him that she had never before had such a request made to her, and she must decline to let him see them."

EXTRACT

EXTRACT from the *Sydney Morning Herald*, Thursday, 13 June, 1889—(continued).

CARDINAL MORAN ON OUR CHARITIES.

To the Editor of the *Herald*.

Sir,—I had not thought of replying to the remarks made upon the Infants' Home, Ashfield, by Cardinal Moran on Sunday last, but I see Mr. Abigail has raised the question in the House, and I think the public and those who are interested in the work done by the Committee of the Infants' Home may perhaps like to hear my statement if you will kindly find room for it in the columns of the *Herald*.

It is nearly two years ago since a letter was sent to us by a Roman Catholic priest from a poor girl in the country who had asked him to ascertain if her child, whom she had deserted and left on the door-step of the Home, was still alive. It was a most heartrending letter, dated a whole year before, in which the writer told him how sorely she regretted the step she had taken, and begged for some news of her infant. Every attention and courtesy were shown in this matter, but as no sex was mentioned, and no reliable date given, and the letter had been written so long before, it was impossible to identify the infant, and we could only say that all the foundlings admitted about that time were dead. No woman in the Infants' Home ever asked to see a priest; but shortly after the letter above referred to was answered that same priest called at the Home requesting to see one of the inmates. He was allowed to do so, when he questioned her as to the other women who were there, and asked to see them one by one.

The Lady Superintendent, who considered this a breach of the privileges extended to those who sought refuge in the Home, told him that she had never before had such a request made to her, and she must decline to let him see them. The Infants' Home at Ashfield is for the reception of destitute and motherless infants, and for the reception of those women who have fallen for the first time, with their infants. They remain in the Home until these children are of an age to do without them, when situations are obtained for the mothers, in many cases with their children, or the children are retained in the Home, according to circumstances. The Home is not a hospital; when the women fall ill they are taken to the ordinary hospitals. The Home is not a prison; the women are allowed to go out when they please. The Home is in fact a refuge for those who are in sorrow and trouble. There are in the Home at the present time nearly 60 children and about 25 women. A large proportion, if not more than half, of the applicants admitted are Irish Roman Catholics, and this has been the case ever since the Home was established.

Out of the larger number of wealthy Roman Catholics of Sydney I think I am quite correct in stating that there are not half a dozen who have been generous enough to subscribe to this charity, which so largely helps their own people.

I think this is a sufficient comment upon the Christian charity and good taste of Cardinal Moran in denouncing an Institution which has always thrown open its doors widely to receive Irish Roman Catholics.

I am, &c.,

ADA M. DOCKER,

Hon. Treasurer.

June 12.

Extract from the *Sydney Morning Herald*, Friday, 14 June, 1889.

CARDINAL MORAN AND THE INFANTS' HOME.

To the Editor of the *Herald*.

Sir,—The letter which appears in your issue of this morning, over the signature of Mrs. Ada Docker, does not set in their true light all the facts connected with the case of the Ashfield Infants' Home, to which I referred at Lewisham on Sunday last.

The pastor in charge of the Ashfield district was informed by a Protestant gentleman that there were Catholic inmates, some of them in a dangerous condition, in the Infants' Home, who were desirous of receiving religious consolation at his hands, and in particular that there was one who belonged to his immediate pastoral charge. The priest presented himself at the Institution and requested permission to visit the Catholic patients. The Lady Superintendent, Miss Crowley, received him with every courtesy, but said she should consult the ladies' committee before she could grant him the desired permission. He insisted that as the Institution was supported by public funds it was within his right, as it was his duty, to visit at least the inmate who was one of his own spiritual flock, and desired his sacred ministrations. The Lady Superintendent then permitted him to see this particular patient, but with the understanding that the ladies' committee was to be consulted before he would visit any of the other inmates. In a few days Miss Crowley forwarded to the priest the following note:—"Dear Sir,—The enclosed is a copy of instructions received with regard to the Catholic girls. Faithfully yours, M. CROWLEY, Lady Superintendent, Infants' Home. (Enclosure)—'Dear Miss Crowley,—The Committee wish me to tell you that they do not approve of allowing the Roman Catholic girls to see a priest at the Home. Neither will they permit Roman Catholic girls to go out to mass. They must conform in all these matters to such rules as are laid down for the Protestant girls, and go only where the Lady Superintendent directs.'"

Such instructions would be considered intolerant in any Christian land, and I trust that the ladies' committee will see fit to cancel them without delay.

Mrs. Docker writes that about half of those who are admitted to the Institution are Catholics. The official Report on Public Charities further informs us that the children inmates are, as a rule, in a sickly and often in a dying condition, and, on an average, more than fifty deaths are registered there every year. Nevertheless the priest is not admitted to baptize the children or to administer the sacraments to the Catholic mothers. It is true that the inmates are poor and miserable, but the greater their misery and poverty the more pressing is the need for bringing to them the consolations of religion. A sum of £1,000 a year is granted by Government to the Infants' Home, but assuredly it is not the intention of the Legislature that the Institution should be administered in such a spirit of irreligious intolerance. The Protestant clergyman visits the Institution and baptizes the children of the Catholic mothers. Those who die, for whose interment the Institution provides, are all interred in the Protestant cemetery. Thus, in their sickness, they are deprived of the consolations which their faith provides for them, and they are denied the rites of religion after death.

The intolerance, however, of the Infants' Home does not end here. The children that survive and are cared for by the Institution are transferred to Protestant homes in Begg-street or elsewhere, and are all reared Protestants.

More than twelve months ago I publicly referred to the intolerance prevalent in the Infants' Home, but no attention was paid by the Protestant public to my words. If greater interest has been extended to my remarks on the present occasion, I probably owe it to the criticism of the *Herald*, and to the considerate attention shown to my speech by Mr. Abigail in the Legislative Assembly.

I am, &c.,

+ PATRICK FRANCIS CARDINAL MORAN,

Archbishop of Sydney.

St. Mary's Cathedral, Sydney, June 13.

Extracts from *Sydney Morning Herald*, 15 June, 1889.

THE INFANTS' HOME AT ASHFIELD.

IN connection with the statement and letters published from his Eminence Cardinal Moran, a representative of the *Herald* had an interview with Miss Taplin, the Lady Superintendent of the Infants' Home, at Ashfield, yesterday. Miss Taplin stated she had been in charge for the past 18 months. She denied that the Roman Catholic inmates were refused permission to go to their chapel or mass, and said that she had had no instructions from the committee to that effect. The average death-rate was 33·7, and not over 50. In fact the deaths have never yet reached 50 per annum; last year the rate was only 19·4 per cent. The committee and herself had always told the mothers of children that the infant must be baptized, and it was for the mothers to see that that was done. There was no need for the priest to go to the Home, as the mothers take the children out to be baptized. As to the priests not being allowed to administer sacraments to mothers, the assertion was misleading, because if mothers were very ill they were removed to one of the hospitals. The women were allowed on Sundays to go to what churches they pleased. The Government grant was nothing like £1,000 per year—in fact, last year, it only amounted to £286 19s. 10d. The question of religious persuasion was never considered in granting admission. It was usual to baptize all foundlings as Protestants. With reference to the statement "that the Protestant clergyman visits the Institution and baptizes the children of the Catholic mothers," Miss Taplin explained that upon one occasion the Rev. Dr. Corlette was baptizing a child, when a woman asked that her child should also be baptized. The statement that all children



children whose burial the institution paid for were buried in Protestant burial-grounds was contrary to fact. The undertaker's accounts were produced. These showed that 14 children were interred in the Roman Catholic Cemetery last year, and, out of 12 deaths this year, 4 were interred in the same cemetery. In one instance the mother left the home with the intention of going to a friend's place for some clothes in which to attend the funeral. As she did not meet them as promised, the undertaker buried the child in mistake with a Protestant infant. As to "depriving the children of the consolation of their faith before death," Miss Taplin was at a loss to understand what consolation could be afforded to the helpless infants whose ages ranged from 14 days to a year and 10 months. When children came to the age of about four years they were transferred to the boarding-out officer's control. At the time of the visit the Home was in a thoroughly clean condition, and only one or two cases of minor sickness were under treatment in the hospital ward. In all 102 children are sheltered by the Home, and all appeared to be happy and contented. At the last meeting of the committee five applications for admission were made by women, but only three could be admitted, and these three proved to be Roman Catholics.

To the Editor of the *Herald*.

Sir,—In reply to Cardinal Moran's letter in to-day's *Herald*, I beg to state that I am totally at a loss to understand how any "Protestant gentleman," visiting the Infants' Home, Ashfield, could possibly have made such a statement as that any of the inmates were "in a dangerous condition, and were desirous of receiving religious consolation," for, as I said in my former letter, we do not have any sick women in the Home. There is no accommodation for sick adults, and when, unfortunately any of the mothers fall ill, they are at once removed to the ordinary hospitals. The only inmates who are retained in sickness are infants under two years of age. I can only repeat that to the knowledge of the committee no woman has ever asked to see a priest. With reference to regular pastoral visits to inmates, as proposed by the Rev. Father Long, the committee determined that the circumstances of the Home did not make it convenient that these should be allowed from any quarter; at the same time no difficulty has ever been put in the way of any inmate who expressed a desire to go to see a minister of religion. The going to mass at the time at which the letter to Miss Crowley was written entailed a long walk and prolonged absence from the Home, and it will be easily understood that this was not desirable among a number of nursing mothers such as those for whom alone the Home provides a temporary refuge. The letter referred to was intended to give the purport of the following minute:—

"September, 1887.—The committee think it advisable that Roman Catholic girls cannot be allowed to go to mass, as there are so many difficulties to be overcome in permitting them to leave the Home, besides which the Lady Superintendent can never be quite sure that they really do go to mass, nor whom they meet when out. Altogether, under existing circumstances, it is thought more prudent for them to keep as retired as possible. The Home does not lay itself out to procure religious instruction for the young women, but desires simply to secure a quiet refuge for them." This same rule applied to church-going for all denominations.

For some time past the present Lady Superintendent has found it possible to let a certain number of the mothers attend church every Sunday.

It is only a side issue, but may be noticed, that the deaths referred to by the Cardinal as averaging over fifty per year, and which are solely of very young sickly infants, in most cases motherless or foundlings, only one year reached fifty-four, and last year, when ninety-six infants passed through the Home, there were only twenty-four deaths.

Every Roman Catholic applicant is requested to have her baby baptized by the priest before admission, but in cases of omission the mothers have been sent to their own church. The only occasions on which the rite of baptism has been administered in the Home have been to dying infants. On four or five such occasions, extending over ten years, Dr. Corlette has baptized in the Home. One of these infants thus baptized (at its mother's request) was the child of a Roman Catholic, but this fact was discovered subsequently.

A grant of £1,000 is voted by Government for the institution on the usual conditions. Last year the Committee, through the falling off of donations and subscriptions, only received from the Government grant £286 19s. 10d.

The rites of the Roman Catholic religion are not denied to the infants after death by any rule of the institution. For the past 14 months, to my certain knowledge, all Roman Catholic children have been buried in the Roman Catholic Cemetery. With the boarding-out of the children after they leave the Infants' Home the Committee have nothing whatever to do, as they are then handed over to the Government officer.

With regard to the intolerance complained of by Cardinal Moran, I hope my letters will fully convince the public that no institution could be managed in a more liberal and tolerant spirit; and may I add, as an instance of this, that at the last committee meeting, out of five applicants to fill three vacancies, three Roman Catholics were admitted in preference to two Protestants, because their cases were considered more necessitous. The committee will be delighted if Cardinal Moran will come and pay the Infants' Home a visit, and see for himself the work which is done. This invitation they gladly extend to those of the general public who feel a real interest in the institution.

I am, &c.,

ADA M. DOCKER,

Hon. Treasurer.

Myrambla, June 14.

### His Eminence Cardinal Moran to The Principal Under Secretary.

Sir,

St. Mary's Cathedral, Sydney, 15 June, 1889.

My attention has been called to an inaccuracy which has crept into the report of my words at Lewisham, given in the *Morning Herald*, which has been copied into the other newspapers. In regard to the Sydney Night Refuge it represents me as saying that "nothing remained for that woman but to face the pitiless storm rather than to do that which was against her conscience." What I did say was "nothing remained for that good woman but to face the pitiless storm or to do that which was against her conscience."

What I complained of was that such an alternative would have been proposed in an institution supported by public charity. As a matter of fact, I believe that she did remain there for the night, joining in the prayers as required, but left next day.

As I see from the statement made by the Premier that an inquiry shall be made regarding those institutions to which I referred, I would wish it to be clearly understood that I have no hostility to them, and that I only desire their rules and regulations to be so amended as not to clash with the religious convictions and spiritual interests of the poor Catholic inmates. It appears to me that this should hold good of all institutions of benevolence receiving State support.

Yours, &c.,

† PATRICK F. CARDINAL MORAN.

### The Colonial Secretary to His Eminence Cardinal Moran.

My Lord Cardinal,

Sydney, 17 June, 1889.

I have received your letter of the 15th, explaining an inaccuracy in the report of your speech at Lewisham. The matters to which you made allusion are now under investigation, and so soon as I receive report I will communicate to you the result of the inquiry.

I have, &c.,

HENRY PARKES.

The

The Director of Government Asylums to The Principal Under Secretary.

Department of Charitable Institutions, Begg-street,  
Paddington, 18 June, 1889.

Sir,

In compliance with the direction of the Colonial Secretary I have made a full and searching inquiry into the statements recently made by His Eminence Cardinal Moran in reference to the Infants' Home at Ashfield, and the "Open-all-night Refuge for Women," and I now have the honor to report upon the matters which have been referred to me in connection with those Institutions :

#### THE INFANTS' HOME.

In order that the purposes of this Institution may be clearly understood, it is necessary to refer briefly to its constitution and progress. The Home was opened in Sydney in May, 1874, for foundlings only, under the title of "The Sydney Foundling Hospital," and with the avowed object of lessening the crime of infanticide, of which there had been numerous cases early in that year.

The following four regulations were adopted, and these have since been practically adhered to, so that no rule has yet been presented to the public to indicate that the Home should be conducted on sectarian lines :—

- (i.) Each application for admission shall be dealt with on its own merits.
- (ii.) The age of the infant shall not exceed three months.
- (iii.) The mother shall produce satisfactory testimony as to her previous respectability.
- (iv.) The father shall have deserted his child, and be beyond the reach of the law to enforce him to support it.

During the first year it was found expedient to admit mothers with their infants, and this practice has since continued without reference to creed.

The Home did not receive aid from the Government until 1876, when a sum of £1,000 was voted to the building fund by Parliament, and this, with the liberal public contributions of that period, and a gift of £2,000 from the late Mr. Thos. Walker, enabled the Committee to purchase the premises at Ashfield, in which their operations have since been carried on. No further aid was received from the Government until 1880-81, when there was additional State endowment to the extent of £1,901 4s. The Government subsidies have since continued annually, and at the end of 1888 the contributions from the Treasury amounted altogether to £9,064 16s. 5d.

The Home has seldom been used by the Government for admissions. Altogether only forty-three children have been passed in at the request of the police, and on the order of the Principal Under Secretary. It may not be out of place to state here that although quite 50 per cent. of the inmates are stated to profess the Roman Catholic faith, that particular denomination never appears to have been represented on the Committee, nor are Roman Catholic officials employed on the managing staff.

The charges preferred against the Infants' Home by His Eminence the Cardinal are as follow :—

- (i.) That the Roman Catholic inmates are not allowed to see their clergyman at the Home ; neither are they allowed to go out to mass.
- (ii.) That no priest is admitted to baptize the children, or to administer the sacraments to the Catholic mothers.
- (iii.) That the Protestant clergyman visits the Institution, and baptizes the children of the Catholic mothers.
- (iv.) That children who die, for whose interment the Institution provides, are all interred in the Protestant cemetery.
- (v.) That children who survive, and are cared for by the Institution, are transferred to Protestant homes in Begg-street or elsewhere, and are all reared Protestants.

In reference to these charges, which are all based upon alleged occurrences of nearly eighteen months ago, I have had interviews with and received statements from the Cardinal ; the Rev. Dr. Corlette, Church of England, and Rev. Mr. Long, Roman Catholic, clergymen of Ashfield ; Drs. Collingwood and Thring, the visiting medical officers to the Home ; Mrs. Docker, hon. treasurer ; Miss Murray, hon. secretary ; Miss Taplin, Superintendent of the Institution ; and the undertakers  
who

who have conducted the interments of children since February, 1885. I have also held an inquiry at the Home, at which the Superintendent and twenty-two inmates (including fourteen Roman Catholic girls) gave evidence. The statements, which have been signed in each instance by the girls, are appended, and indicated by numbers, the names being for obvious reasons withheld. I have no doubt that their evidence generally is reliable; as, although classed as fallen women, they are girls who have thus sinned a first time only, and they could apparently have no motive for concealment or misrepresentation. They were all examined apart from the Superintendent, who was, however, afforded an opportunity of questioning them subsequently.

The Cardinal's first charge is made in the following words, reported to have been uttered on the occasion of the opening of the Roman Catholic Children's Home at Lewisham:—

Some time ago a poor Catholic woman who was at the Ashfield Home was anxious to have the assistance of a priest. The Secretary gave word to the priest that priests could not be admitted. At his (the Cardinal's) request the priest wrote, inquiring whether any mistake had been made in that matter, and he got an official reply stating that the majority of the ladies had approved of the rule, and no priests would be admitted. He trusted that neither in that institution nor any single Catholic institution throughout the length and breadth of the land would such bigotry be shown.

His Eminence supplemented this statement by a letter in the *Sydney Morning Herald* on June 14th, in which he says:—

The pastor in charge of the Ashfield district was informed by a Protestant gentleman that there were Catholic inmates, some of them in a dangerous condition, in the Infants' Home, who were desirous of receiving religious consolation at his hands, and in particular that there was one who belonged to his immediate pastoral charge. The priest presented himself at the institution and requested permission to visit the Catholic patients. The Lady Superintendent, Miss Crowley, received him with every courtesy, but said she should consult the ladies' committee before she could grant him the desired permission. He insisted that as the institution was supported by public funds it was within his right, as it was his duty, to visit at least the inmate who was one of his own spiritual flock and desired his sacred ministrations. The Lady Superintendent then permitted him to see this particular patient, but with the understanding that the ladies' committee was to be consulted before he would visit any of the other inmates.

The facts in reference to charges one and two are that Dr. Collingwood, one of the visiting medical officers, gave the Rev. Mr. Long (R.C.) a general letter of introduction to the Home without reference to any particular case (see Dr. Collingwood's statement attached in evidence), which was duly presented on August 18th, 1887. The priest states that he asked the then Superintendent (Miss Crowley) for a copy of the rules, and he was informed that she could not give them without consulting the Committee; he then asked to be permitted to see a girl who was an inmate, and the Superintendent replied that it would be better to wait until she consulted the Committee; he next asked her how the Home was supported, and was informed partly by voluntary subscriptions, and partly by public funds. He thereupon said that he did not see there could be any reasonable objection to his seeing any of the inmates of his denomination, to which the Superintendent replied that she could not allow that without consulting the Committee, but that the girl he had come to see should be sent for. This was done, and he then heard that a baby belonging to another Roman Catholic girl was very ill, and that the mother had asked to have it baptized by a priest. He applied to see this girl also, and she was sent for. He told the girl that he would baptize the sick baby either at the Home or at the Ashfield Church. This he also told to the Superintendent (Miss Crowley), who, he says, refused to permit him to baptize the child at the Home, and said the ceremony must be performed at the church. The child was ultimately baptized at the church. On leaving the Home he asked the Superintendent if Roman Catholic girls were allowed out to mass, and she said, "No; there is nothing in the rules about it."

A few days subsequently the Committee of the Home passed the following resolution in reference to Rev. Mr. Long's visit and requests:—

September, 1887.—The committee think it advisable that Roman Catholic girls cannot be allowed to go to mass, as there are so many difficulties to be overcome in permitting them to leave the Home, besides which the Lady Superintendent can never be quite sure that they really do go to mass, nor whom they meet when out. Altogether, under existing circumstances, it is thought more prudent for them to keep as retired as possible. The Home does not lay itself out to procure religious instruction for the young women, but desires simply to secure a quiet refuge for them.

Upon

Upon this resolution a reply was sent to the Rev. Mr. Long by the Superintendent, enclosing a letter from the hon. Secretary, in the following terms:—

Dear Sir,—The enclosed is a copy of instructions received with regard to the Catholic girls. Faithfully yours, M. CROWLEY, Lady Superintendent, Infants' Home. [Enclosure]—Dear Miss Crowley,—The committee wish me to tell you that they do not approve of allowing the Roman Catholic girls to see a priest at the Home. Neither will they permit Roman Catholic girls to go out to mass. They must conform in all these matters to such rules as are laid down for the Protestant girls, and go only where the Lady Superintendent directs.

It has been alleged, and the evidence is unquestionable on the point, that no Protestant clergyman has been permitted to visit the Home, to hold services, or to have interviews with the girls; although the Rev. Dr. Corlette, Church of England clergyman, appears to have on five occasions during ten years baptized children who were dying there.

Mrs. Docker (hon. Treasurer and principal Director of the Home) and Miss Murray (the hon. Secretary) both state that the resolution upon which the letter just quoted was based, applied to church-going for all denominations; and that at that period none of the inmates were permitted to go to church, because a number of them were very difficult to manage, and it was not considered desirable to let them out. So far as the alleged refusal of the Superintendent to permit a sick Catholic baby to be baptized on the premises is concerned, both the hon. Treasurer and hon. Secretary deny all knowledge of it; and state that if such a thing occurred it was an unwarrantable act of the Superintendent, was not authorized by the committee, and was not in accordance with any rule or resolution. They also state that any Catholic mother who desired to have her sick baby baptized at the home by a clergyman of her own faith would have had her wish granted. No such case, so far as the Committee know, has yet occurred. The mothers are always requested to have their babies baptized before being admitted. The former Superintendent cannot now be questioned as to the circumstances of Rev. Mr. Long's statement, as she is absent in Melbourne; but that gentleman has shown me his report of the occurrence which, he says, was written immediately afterwards; and there can be no doubt that his statement is correct.

Mrs. Docker says that in the few cases where Roman Catholic mothers have omitted to have their babies baptized before admission they have subsequently been sent to their own church to have the ceremony performed there.

Dealing with the Home in its relation to the charges during the past fifteen months (the period of office of the present Superintendent, Miss Taplin) as to the conditions of things prevailing since she took charge, the evidence is more clear. That lady, who seems to possess the confidence and affection of all the inmates in a remarkable degree, has found it possible to permit them to attend church, and has urged them to do so. There can be no doubt, from evidence quoted below also, that she has on various occasions urged the Roman Catholic girls to attend their own church; but for reasons which I have been unable to satisfactorily account for they have not done so. There appears to be an impression, but it is impossible to find any substantial ground for it, that "the Committee would not be pleased" if these girls attended a church of their own faith. The present Superintendent must be exonerated, as extracts from the evidence will show, from having used any influence of that kind.

*Witness No. 2, Roman Catholic*, states:—That she had asked to go to church on Sunday night, but was refused because it was so far away; she had not asked the Superintendent, but the housemaid; the housemaid admitted that she had asked the girl to go to the Church of England, believing her to be Protestant, but on finding her to be Roman Catholic had not asked her since.

*Witness No. 5, Roman Catholic*, had been told she might go to church, but understood the Church of England was meant; thought so because the girls went out together to go to the Church of England; had never been told which Church, and believed she could have gone to mass if she had wished to do so.

*Witness No. 6, Roman Catholic*, had been told by "the girls" that she might go to mass if she wished.

*Witnesses Nos. 7 and 8, Protestant*, had heard the Superintendent ask the girls to go to church without reference to their religion.

*Witness No. 9, Roman Catholic*, had been told by the Superintendent (Miss Taplin) that she might go to mass; this was said so that the other girls could hear it.

*Witness No. 10, Roman Catholic*, had been told by Miss Taplin to go to the Roman Catholic Church, but did not go because she had a delicate baby; was told so repeatedly by Miss Taplin.

*Witness No. 11, Roman Catholic*, states:—That she had never asked to go to mass or been told to go; never asked, because the housemaid (Eliza Richardson) told her the Committee did not allow Roman Catholic girls to attend their own Church; never spoke to the Superintendent about the matter, because of what the housemaid said; the hon. secretary was in charge of the Home when this occurred, the Superintendent being away for a holiday.

*Eliza*

*Eliza Richardson*, examined on this point, says:—Never told No. 11 or any other girl that the committee did not wish Roman Catholic girls to go to their own church; No. 11 did ask when the hon. secretary was in charge if she might go to her own church, and the hon. secretary replied, "No, it is too far."

[NOTE.—The Roman Catholic Church is within 5 minutes' walk of the Home.]

The hon. Secretary denies all knowledge of this matter.

*Witness No. 13, Roman Catholic*, had never been told to go to Church of England, but went there because the other girls went; Superintendent told girls to go to church, but did not say which church.

*Witness No. 14, Roman Catholic*, had been told by *Eliza Richardson*, housemaid, that she might go to church; understood that the Roman Catholic Church was meant.

*Witness No. 15* said the Superintendent read the Protestant prayers every night to all the girls; there were no separate prayers for Roman Catholics; some of the girls (witness could not name any) said Committee would not be pleased unless they all attended the prayers.

*Witness No. 16, Roman Catholic*, had attended the prayers.

*Witness No. 17, Roman Catholic*, had gone to Church of England and to the prayers because the other girls did so; attended of her own freewill; had heard inmates say, but could not name them, that Superintendent would like Roman Catholic girls to go to their own church on Sunday morning.

*Witness No. 18, Roman Catholic*, had been told to go to church, and understood that her own church was meant, but did not go because her baby was cross.

*Witness No. 19, Protestant*, fifteen months in the Home, said the girls were all told to go to church, but not to any particular church; only knew of one Roman Catholic girl having gone to her own church in fifteen months; thinks they went to Church of England because it was so near.

[All these girls stated that no person had attempted to interfere with their religion, and that they had never seen a clergyman talking to any girls.]

*Miss Taplin*, Superintendent of the Home, states in her evidence (see Appendix A):—I have had charge of the Home for fifteen months, there are now fifteen Protestant and fourteen Roman Catholic mothers in the Home; no separate provision has been made for prayers for the Roman Catholic mothers; the only prayers which are read are "Family Prayers, by the Right Rev. Dr. Oxenden, Bishop of Montreal; and the Rev. C. H. Ramsden, Vicar of Chilham, Kent"; the Roman Catholic girls are not compelled to attend these prayers; they do so voluntarily. I have heard some of the Roman Catholic girls say they attended the Church of England; I do not know whether they have done so or not; if they have done so it has been of their own freewill; have had no directions from the committee in that matter; the Roman Catholic girls have understood they were at liberty to attend their own church; indeed I have pressed several of them to do so, as I saw they were in trouble, and thought it would comfort them; allow the girls to go out one whole day a month, and more frequently if they ask me; I insisted on one Roman Catholic girl having her baby baptized at the Roman Catholic convent, although she did not wish it.

So far as the Home services are concerned, *Miss Taplin's* evidence makes it clear that the family prayers of the Church of England are used for all the inmates, and that no separate provision is made for the Catholic girls. She denies that any Roman Catholic inmate had been refused permission to go to church or mass during the past fifteen months; and her evidence on that point is amply substantiated. None of the girls who were at the Home during *Miss Crowley's* term of office are now there. The women, *Miss Taplin* states, are permitted on Sundays to go to which church they please. The statements that the priests were not allowed to administer the Sacraments of their Church to inmates of the Home, she says, is misleading. They never required the Sacraments, as if they were seriously ill they were removed to one of the hospitals. This statement was endorsed by *Dr. Thring*, one of the visiting medical officers, and by the hon. treasurer and hon. secretary; and I could not find an instance of any necessity of the kind ever having arisen at the Home.

Charge No. 3—"That the Protestant clergyman visits the Institution and baptizes the children of the Roman Catholic mothers"—is replied to by the hon. Treasurer as follows:—"The only occasion on which the rites of baptism have been administered in the Home has been to dying infants. On four or five such occasions, extending over ten years, *Dr. Corlette* has baptized in the Home. One of these infants, thus baptized, at its mother's request, was the child of a Roman Catholic; but this fact was discovered subsequently."

I carefully investigated this charge, and discovered that it had reference to the case of a girl who had left the Institution some time ago. I found her, and she made the following statement which is embodied in her evidence in Appendix A. (*Witness No. 21*):—

I am a Roman Catholic, and went into the Infants' Home with my baby, then nine days old; it was too ill to be christened before I took it into the Home; I was ill at the same time; I thought the child was going to die in the night it was admitted; *Dr. Corlette* visited the Home that same evening, and thinking my child was about to die, I asked him to christen it; I knew he was a Protestant clergyman; I was not asked to have the child christened by *Dr. Corlette*, but as its father was a Protestant I did not think it mattered; the Superintendent told me I could if I wished go to the Catholic church in the morning and have it christened; *Dr. Corlette* was not sent for to christen my baby; I am quite sure of that; there was a little Protestant child dying that evening, and *Dr. Corlette* came to christen that one.

No trace can be found of any other case of the kind having occurred. All the Roman Catholic inmates at present at the Home have had their babies baptized by clergyman of their own faith at their churches. No children appear to have died at the Institution unbaptized by their own clergyman.

His Eminence's charge No. 4, "That children who die, for whose interment the Institution provides, are all interred in the Protestant Cemetery," so far as it refers to the system of interments prevailing from 24th February, 1885, to July 30th, 1888, is borne out by official records. The plan adopted was to bury the children by contract, and the undertaker was left to select the ground, except in cases where the parents desired special arrangements to be made and paid for them. During the period mentioned there were 112 burials, including a number of Roman Catholic children, and all were interred in Protestant ground, except one Catholic child, who was buried at its father's request and cost in the Roman Catholic division of the Petersham Cemetery. Eight children were buried in the Church of England ground, and the remainder were interred in the Presbyterian division at Rookwood. The Committee do not seem to have attached any special importance to this matter; and it was to the undertaker's interest to conduct the funerals as economically as possible. He selected the Presbyterian ground as being cheapest.

Since Miss Taplin was appointed a new system has prevailed, and after comparing the undertaker's accounts during her time with the books at the Home, I find that the Protestant and Roman Catholic children have all been buried in the cemeteries of their respective denominations. This plan, I am informed, will be strictly adhered to in future.

*Charge No. 5*, "That children who survive and are cared for by the Institution are transferred to Protestant homes in Begg-street and elsewhere, and all reared Protestants," appears from the records of the Home to be true in two cases, in which a former Superintendent—not Mrs. Crowley—may either have acted deliberately or been guilty of carelessness; I believe the latter from my knowledge of the lady. From my knowledge of the manner in which the transfers were effected from the Home at that time, I think it most improbable that the Committee knew anything of this matter. The two cases referred to are those of children who were transferred in 1883 to the State Children's Relief Department to be boarded out. Their religion was returned by the Superintendent to the Boarding-out Department as "Protestant," and it turned out to be Roman Catholic. I am aware that the Ashfield Home Committee did not interfere in any way with the boarding-out of their children, or the compilation of the returns, and the Superintendent referred to should therefore be held solely responsible for the blunder.

#### SUMMARY.

A SUMMARY of my investigation into the charges made by his Eminence the Cardinal against the Ashfield Home, and matters incidental thereto, shows:—

*Charge 1.*—That in accordance with the rule of the Home, from its initiation, neither Protestant nor Roman Catholic clergymen have ever been permitted to visit the Home officially. The only exception made in regard to this matter occurred on the five occasions during ten years, when the Rev. Dr. Corlette was sent for to baptize Protestant infants who were supposed to be in a dying state. The evidence of the Protestant and Roman Catholic girls, as well as of the managers of the Home, is conclusive upon this point. Further, neither Catholics nor Protestants were allowed to go out of the Home to church until the practice was altered by the present Superintendent.

*Charge 2.*—That although the late Superintendent must have been aware that the Rev. Dr. Corlette (Church of England) thus baptized Protestant children, she refused to allow the Rev. Mr. Long (Roman Catholic) the same privilege on the only occasion on which he applied to baptize a sick Catholic infant. It would appear that the Committee had no knowledge of this occurrence, and that the Superintendent acted upon her own responsibility. From the evidence of the authorities, it would further appear that if the occasion should arise the priest would be allowed to baptize any dying Catholic children at the Home.

*Charge 3.*—That on one occasion only a Roman Catholic child was baptized at the Home by the Protestant clergyman, at its mother's request (its father being a Protestant), because she thought it was dying, and the Protestant clergyman happened to be present baptizing a Church of England baby.

*Charge 4.*—That the children who died (including a number of Roman Catholics), for whose interment the Institution provided, were, with one exception, interred in Protestant ground, between 24th February, 1885, and July 30th, 1888; but that since that time all children have been interred in the cemeteries of their respective denominations. The practice originally followed seems to have arisen from a desire to save expense.

*Charge 5.*—That in 1883, two Roman Catholic children were erroneously discharged to the State Children's Relief Department by the Superintendent of the Infants' Home, as being Protestants, and were boarded-out accordingly.

I have not been instructed (although, if so instructed, I am prepared) to make any recommendations in connection with the management of the Infants' Home, but simply to investigate the charges preferred against it, and I therefore respectfully present my Report without comment.

#### OPEN-ALL-NIGHT REFUGE FOR WOMEN.

I AM not quite prepared to report finally in reference to this Institution in consequence of the difficulty I am experiencing in tracing the persons who have furnished the information upon which the charges preferred against the Refuge by His Eminence the Cardinal are founded. I have no doubt, however, that the statements thus far made to me are reliable, and I now accordingly send in a brief progress report, subject to any corrections which further particulars may render necessary.

From the evidence I have already obtained it appears that on Sunday, June 9, at the opening of the Children's Home at Lewisham, His Eminence stated :—

He was sorry that in some of the institutions around them which received the subsidy of the State the same spirit of charity did not prevail. A few days ago, while the terrible hurricane was sweeping over the city, a good Catholic lady, being penniless, far away from home, and fearing to encounter the storm, entered one of those night asylums. Having rested for a time she was summoned to night prayers. She said that she was a Catholic and could not conscientiously join in any worship that was not in accordance with her Church. She was told that if she did not join in the prayers the door was open and she must go out. Nothing remained for that woman but to face the pitiless storm rather than do that which was against her conscience.

His Eminence has informed me that these remarks had reference to the Night Refuge for Women in Sussex-street, carried on in connection with the Blue Ribbon Army, but that he had not been quite correctly reported. The Catholic lady had been offered the alternative of joining in the prayers or going out; and for the words "rather than" the word "or" should be substituted in the newspaper report. As a fact the woman was not turned out, but remained for several days at the Refuge—the condition being that she should join in the religious services; and she left ultimately to go to a situation. I may state at once that this Institution is not subsidised by the State, but is supported wholly by voluntary contributions, and is one of the organizations carried on under the direction of Mr. Ardill. No deception appears to be practised in reference to the religious observances of the inmates. They are all given to understand when admitted that attendance at the religious meetings is compulsory, and they may either enter the Home on that condition or otherwise remain out. The services are those usually held by the Blue Ribbon Army.

I was informed in the course of my inquiries that about 50 per cent. of the inmates are Roman Catholics.

I have, &c.,  
 SYDNEY MAXTED,  
 Director of Government Asylums.

## APPENDIX A.

*COPY of Evidence taken at the Infants' Home.*

No. 1, *Protestant*, states:—I have been three months in the Institution; I have not been to a church during that time; no clergyman has been to see me; Miss Taplin has asked me to go to church, but I did not go.

No. 2, *Roman Catholic*, states:—I have been in the Institution three months; no clergyman has been to see me; never asked to go to mass, but asked to go to church on Sunday night and was refused, because the church was so far away; I asked the housemaid to ask Miss Taplin, and the housemaid said Miss Taplin said the church was too far away; was never told that I could go to mass.

*By Miss Taplin*: I did not ask you myself, because my baby was too cross; I have not a good memory.

No. 3 (housemaid), *Church of England*:—No. 2 did not come to me and ask if she might go to church on any occasion; I have asked her on Sunday nights if she would go to church; I went to the Church of England; I did not know what religion she was; I found out one week ago that she was a Roman Catholic, and have not since asked her to go to church.

No. 4, *Protestant*:—I have been at the Home nine months; I have been once to church during that time; no clergyman has visited me; Miss Taplin has given me permission to go to church on Sunday evenings.

No. 5, *Roman Catholic*:—I have been six months in the Home; have never asked to go to mass; was never told that I might go to mass; have been told that I might go to church; I understood by that that the Church of England was intended; Miss Taplin told me I might go to church, but did not say which church; Miss Taplin never asked what religion I was, and may not have known; I thought the Church of England was intended because the girls went out together to go to the Church of England; no clergyman has been to see me; Miss Taplin has never interfered with my religion in any way; I could have gone to mass if I wished.

No. 6, *Roman Catholic*:—Have been in the Home for the last six months; no clergyman has visited me; I have never been to mass since I came here; have never asked to go to mass; have been told I might go to mass if I wished; I understood from the girls, but was not told by the Superintendent, that I might go to mass; did not go, because I was ashamed of my trouble; have never heard Miss Taplin interfere with the religion of the girls; I must have known if she had interfered.

No. 7, *Protestant*:—I have been here seven months; no clergyman has been to see me; have never been to church; have been told by Miss Taplin that I might go to church; have never heard Miss Taplin or anyone else interfere with the religion of the girls; have heard Miss Taplin ask the girls to go to church without reference to their religion.

No. 8, *Protestant*, states:—I have been nine weeks in the Home; no clergyman has visited me during that time; Miss Taplin has told me and other girls that we might go to church; have never heard Miss Taplin or anyone else interfere with the religion of the girls; have never gone to church.

No. 9, *Roman Catholic*, states:—Have been six weeks in the Home; no clergyman has visited me at the Home; have not been to mass; have been told by the Superintendent that I might go to my church on Sunday morning; this was said so that other girls could hear it; no one has attempted to interfere with my religion since I have been at the Home; have not seen any clergyman at the Home.

No. 10, *Roman Catholic*, states:—Have been here about six months; no clergyman has visited me; have never been to mass; have been told by Miss Taplin to go to my own church; but did not do so on account of having a delicate baby; have been told so repeatedly; no one has ever spoken to me about my religion; have not seen any clergyman visiting the girls.

No. 11, *Roman Catholic*, states:—Have been at the Home three months; no clergyman has visited me; have never been to mass; have never asked to go to church, nor have I been told to go; the housemaid (Eliza Richardson) told me the Committee did not allow Roman Catholic girls to attend their own church; I never spoke to Miss Taplin about this matter, because of what this girl told me; no person has ever interfered with my religion; have never seen any clergyman talking to the girls since I have been here; Miss Murray was in charge of the Home when Eliza told me about going to church.

No. 12, *Eliza Richardson, Protestant* (housemaid), states:—I never told No. 11 or any other girl that the Committee did not wish the Catholic girls to attend their own church; No. 11 asked me when Miss Murray was in charge, whether she might go to her own church; I went to Miss Murray and asked her; Miss Murray said, "No, it is too far"; the Roman Catholic Church is near the railway station, I think.

No. 13, *Roman Catholic*, states:—I have been in the Home eleven months; no clergyman has called to see me nor have I seen any clergyman talking to the girls; have never been to mass, but have been to the English Church, because the other girls went; was never told to go to the Church of England; Miss Taplin told the girls to go to church, but did not mention any particular church; do not know whether the girls I went with were Catholics or Protestant; did not attend my own church, because I did not know where it was; I know Eliza Richardson; she never said anything to me about the Committee and Catholic girls; no one has ever interfered with my religion while I have been in the Home; have never known anyone to interfere with the religion of the girls since I have been here; I do not know of any girls having gone to mass since I have been here.

No. 14, *Roman Catholic*, admitted 11th June, 1889, states:—I have been told by Eliza Richardson that I might go to church; she did not mention any church in particular; I understood that I might go to my own church; no one has attempted to interfere with my religion; have not seen any clergyman since I have been here.

No. 15, *Roman Catholic*, admitted 13th June, 1889, states:—No one has interfered with my religion since I have been here; have not seen any clergyman about the Home; Miss Taplin read Protestant prayers to all the girls every night; Catholic and Protestant girls attend together; there are no separate prayers for the Catholic girls; some of the girls, but I cannot state their names, said the Committee would not be pleased unless we all attended the prayers.



*No. 16, Roman Catholic*, admitted 11th June, 1889, states:—No one has interfered with my religion since I have been here; have not yet been told anything about going to church; have not seen any clergyman about the home; have attended prayers every evening since coming here; Catholics and Protestants attend together; Miss Taplin reads prayers; the prayers are Protestant prayers.

*No. 17, Roman Catholic*, states:—I have been eleven weeks in the home; have not been to my own church during that time, but have been to the Church of England; went for company with other girls, but was not compelled to go to Church of England; no clergyman has visited me, nor have I seen any clergyman at the Home; no one has interfered with my religion; have attended prayers every night at the Home; the prayers that are read are Protestant prayers; attend these prayers of my own freewill; have not been asked by any one to come in; did not attend my own church because of having another baby besides my own to nurse, and did not know where church was; have heard the girls say (but cannot name any of them) that Miss Taplin would like the Roman Catholic girls to go to Roman Catholic Church on Sunday morning.

*No. 18, Roman Catholic*, states:—I have been 3½ months in the Home; have not been to church since I have been here; have been told to go, but baby was too cross; understood I could go to my own church; I attend prayers at night at the Home; all the girls listen to the same prayers; I understand Catholic prayers; they are Protestant prayers that are read; have never seen any clergyman about the place; no one has interfered with my religion.

*No. 19, Protestant*, states:—I have been at the Home fifteen months; I go to Church of England; the Roman Catholic girls go to Church of England whenever they go to church; they go of their own freewill; have never heard of any of them being told to go to the Church of England particularly; they have simply been told to go to church; only know of one Catholic girl having gone to her own church since I have been here; think the Roman Catholic girls went to the Church of England because it was so near.

*No. 20, Church of England*, states:—I have been ten months in the Home; no clergyman has visited me during that time; have attended Church of England; no one has interfered with my religion; I cannot say whether the Roman Catholic girls go to the Church of England; have never known the religion of any girl to be interfered with.

*No. 21, Roman Catholic*, formerly an inmate of the Infants' Home, states:—I went into the Home with my child, then nine days old on the 4th July; it was too ill to be christened before I took it into the Home; I was ill at the same time; I thought the child was going to die on the night it was admitted; Dr. Corlette visited the Home that same evening, and thinking my child was about to die, I asked him to christen it; I knew he was a Protestant clergyman; I was not asked to have the child christened by Dr. Corlette, but as the child's father was a Protestant I did not think it mattered; the Superintendent told me I could if I wished go to the Catholic church on the following morning and have it christened; Dr. Corlette was not sent for to christen my baby—I am quite sure of that; there was another little child dying that evening—a Protestant child—and Dr. Corlette came to christen that one; it was after 7 o'clock in the evening when the Doctor christened the babies; I was nearly a year in the Home; no person attempted to interfere with my religion whilst I was there; Dr. Corlette never came to talk to any of the girls while I was at the Home; I used to go to the Church of England occasionally at night with the other girls, because it was handy; I was never asked to go there; I believe if I had wished to go to my own church I could have gone; nobody asked me when I came home from church, or at any time, which church I had been to.

*Louise Taplin, Church of England*, states:—Have been in charge of Home for the last fifteen (15) months; have seen the description of the Infants' Home in this day's (15th June) *Herald* which is accurate, excepting in two particulars, viz., that the total number of inmates is 102, including 67 children, 29 mothers, and the number of children stated to have been buried in Roman Catholic ground is erroneous, but still I repeat that all Roman Catholic children are buried in their own cemetery; there are at present 14 Roman Catholic and 15 Protestant mothers in the Home; no separate provision has been made for prayers for the Roman Catholic mothers; the only prayers which are read are "Family Prayers, by the Right Rev. Dr. Oxenden, Bishop of Montreal, and the Rev. C. H. Ramsden, Vicar of Chilham, Kent"; the Roman Catholic girls are not compelled to attend the prayers; they do so voluntarily; I heard some of the Roman Catholic girls say they have attended the Church of England; I do not know whether they have done so or not; if they have it has been of their own freewill; have had no direction from the Committee with reference to the particular churches the inmates should attend; the Roman Catholic girls have understood that they were at liberty to attend their own church; indeed, I have pressed several of them to do so, because I saw they were in great trouble, and thought it would comfort them; although permission has been given to the inmates to attend church, very few of them, either Roman Catholics or Protestants, availed themselves of the privilege; I have seen the statements made by Mrs. Docker, hon. treasurer, in her letters to the *Herald* of the 13th and 15th June, and know them to be correct, as far as my period of office is concerned; in the event of any woman requiring the last Sacrament of her Church, I would send for the clergyman, or the priest, as the case may be; I allow the girls to go out one day a month for the whole day, and more frequently if they ask me; I insisted on getting N. M. to have her baby baptized at the Roman Catholic convent, although she did not wish it.

*Dr. Thring* states he has been attending the Home two and a half years; there never has been a death of an adult during the last fourteen years; every case of severe illness of an adult is sent on to an hospital.

*Dr. Collingwood* states:—The Cardinal is in error in stating that I informed Father Long that an inmate was ill and desired his attendance; it is no part of my business at the Home to attend to any matters connected with the religion of the inmates, and I certainly did not on that occasion; on one occasion Father Long asked me about a woman who had written to him, and about whom I could not give him any information; I referred him then to the Lady Superintendent; on another occasion I asked Father Long why he did not call at the Home, saying that if he did he would be courteously received; on this occasion I gave Father Long a general introduction to the Lady Superintendent.

The Director of Government Asylums to The Principal Under Secretary.

Department of Charitable Institutions,

Begg-street, Paddington, 20 June, 1889.

Sir,

I have the honor to present my final report upon the statements of his Eminence Cardinal Moran, in reference to the Open-all-night Refuge for Women.

I have but little to add to my progress report of yesterday's date, which accurately states the case referred to by his Eminence.

Mr. Ardill, the Director of the Refuge, has furnished the following statement of the lines on which that establishment is conducted :—

“The Institution is conducted on Protestant principles, though admission is granted to women of any creed. In fact there is no other Institution in the city which meets the needs of friendless women by providing shelter. The proportion of Catholics sheltered from time to time will show that none are refused because of religious belief. It is a rule of the Institution that all inmates in the Refuge at the time of holding the evening meetings shall attend same. This we consider gives us much more control over the inmates, and helps towards good management.”

The inmate particularly referred to by his Eminence the Cardinal was a Roman Catholic, and was informed upon her admission that she must conform to the conditions that all inmates (whether Protestant or Roman Catholic) should attend the Protestant religious services, and she did so. She remained in the Home from the 17th of May until the 5th of June.

I am informed that on the evening of the 29th of May she requested permission of the Matron to go out for an hour or so. She was told that she must return in time for the meeting. She did not return to the meeting, but was re-admitted to the Home on that same night. She was, however, reprimanded, and again informed that she must comply with the conditions under which she had been first admitted. She remained in the Home for several days after this occurrence, and attended the religious services.

Mr. Ardill takes the ground that as the Refuge is not subsidised by the State the Managers have a right to impose what conditions they please with regard to the religious observances.

I have, &c.,

SYDNEY MAXTED,  
Director of Government Asylums.



1889.

NEW SOUTH WALES.

LANDS FOR PUBLIC PURPOSES ACQUISITION ACT.  
(RESUMPTION OF LAND, IN CONNECTION WITH THE ERECTION OF COTTAGE HOMES, AT  
PARRAMATTA.)

Presented to Parliament, pursuant to Act 44 Vic. No. 16, sec. 6.

NOTIFICATION OF RESUMPTION OF LAND UNDER  
44 VICTORIA No. 16.

NEW SOUTH WALES, } By His Excellency The Right Honourable  
to wit, } CHARLES ROBERT, BARON CARRINGTON,  
a Member of Her Majesty's Most  
(L.S.) } Honourable Privy Council, Knight  
CARRINGTON, } Grand Cross of the Most Distinguished  
Governor. } Order of Saint Michael and Saint  
George, Governor and Commander-in-  
Chief of the Colony of New South  
Wales and its Dependencies.

WHEREAS I, the Governor aforesaid, with the advice of the Executive Council of the said Colony, have duly sanctioned the carrying out of certain works for and in connection with the erection of Cottage Homes at Parramatta, in the said Colony, for and towards the completion of which said works public funds are available; and whereas the land hereinafter described is required for the construction of the said works: Now, I, the Governor of the said Colony, with the advice of the Executive Council of the said Colony, in pursuance of the powers in this behalf given to or vested in me by the "Lands for Public Purposes Acquisition Act," do, by this notification, published in the Gazette, and in a newspaper, that is to say, in the "Cumberland Mercury," circulated in the Police District wherein the said land is situated, declare that the land hereinafter described has been resumed for the public purpose hereinafter mentioned, that is to say, for and in connection with the erection of Cottage Homes, to the intent that, upon the publication of this notification in the Gazette, the legal estate in the said land shall forthwith be vested in the Minister for Public Works and his successors, on behalf of Her Majesty, for the purpose of the said last-mentioned Act, for an estate of inheritance in fee simple

in possession, freed and discharged from all trusts, obligations, estate, interests, contracts, charges, rates, rights-of-way, or other easements whatsoever; and to the intent further that the legal estate therein, together with all powers incident thereto or conferred by the said Act, shall be vested in the said Minister as a trustee with the powers stated in the said last-mentioned Act: And I declare that the following is the description of the land hereinbefore referred to, that is to say:—

All that piece or parcel of land situate in the town of Parramatta, parish of Saint John, county of Cumberland, and Colony of New South Wales, containing 9 $\frac{3}{8}$  perches: Commencing at the north-eastern corner of lot 45 of section 2 of the Wentworth Estate; and bounded thence by the south-western boundary of Fitzwilliam-street bearing north-westerly about 72 feet; thence by a line bearing northerly about 29 feet; thence by a line bearing south-easterly 63 feet 9 inches; thence by a line bearing easterly 13 feet 8 inches; thence by the north-eastern boundary of Fitzwilliam-street aforesaid bearing south-easterly about 23 feet; thence by the south-eastern termination of Fitzwilliam-street bearing south-westerly 50 feet, to the point of commencement, and said to be in the possession of John Taylor.

In testimony whereof, I have hereunto set my Hand, and caused the Great Seal of the Colony to be hereto affixed, at Government House, Sydney, this second day of August, in the year of our Lord one thousand eight hundred and eighty-nine, and in the fifty-third year of Her Majesty's Reign.

By His Excellency's Command,  
BRUCE SMITH.

GOD SAVE THE QUEEN!



1889.

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NEW SOUTH WALES.

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# THE ANNUAL REPORT

OF

# THE POSTMASTER-GENERAL,

ON THE

DEPARTMENTS UNDER HIS MINISTERIAL CONTROL,

FOR THE YEAR

1888.

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**Presented to Parliament by Command.**

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SYDNEY: CHARLES POTTER, GOVERNMENT PRINTER.

1889.

[36.]

259—*a*

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THE POSTMASTER-GENERAL TO HIS EXCELLENCY THE GOVERNOR.

ANNUAL REPORT FOR THE YEAR 1888, ON THE POST OFFICE,  
MONEY ORDER, GOVERNMENT SAVINGS BANK, AND ELECTRIC  
TELEGRAPH DEPARTMENTS.

MY LORD,

I have the honor to transmit to your Excellency the Annual Report for the year 1888 on the Departments under the Ministerial control of the Postmaster-General.

COMBINED REVENUE AND EXPENDITURE.

		1887.		1888.	
<i>Revenue.</i>					
Post Office	...	£342,093	14 4	£368,956	0 11
Electric Telegraph Department	...	164,510	15 3	185,965	5 7
Money Order and Government Savings Bank Department—					
Commission on Money Orders	...	14,960	7 6	15,879	5 6
Interest on Investments	...	55,493	10 11	63,804	14 1
Total	...	£577,058	8 0	£634,605	6 1

		1887.		1888.	
<i>Expenditure.</i>					
Post Office	...	£458,923	14 7	£447,939	13 4
Electric Telegraph Department	...	156,779	15 3	154,875	19 3
Money Order and Government Savings Bank Department—					
Salaries and Contingencies	...	11,447	6 1	10,749	12 7
Interest added to Depositors' Accounts	...	50,717	4 10	58,483	7 9
Total	...	£677,868	0 9	£672,048	12 11

The above are the particulars of expenditure out of the votes of Parliament directly at my disposal, except in the case of the Government Savings Bank item of "Interest added to Depositors' Accounts," which is specially provided for out of the interest accruing from investment of funds on the same account.

The following are the items of expenditure paid from votes under the control of other Ministers:—

		1887.		1888.	
Stores and stationery	...	£8,095	3 7	£4,833	5 4
Repairs and additions to Buildings	...	7,835	12 10	11,796	16 7
Furniture (including carriage)	...	3,677	17 1	1,353	2 0
Printing, bookbinding, Gazette advertisements, Gazettes, &c.	...	9,126	3 2	9,499	10 2
Printing postage stamps...	...	5,034	7 0	5,592	4 5
Municipal rates	...	1,425	12 0	1,419	19 0
Postage	...	1,131	0 0	1,642	0 0
Advertising in newspapers	...	947	15 8	731	7 9
Fuel and light	...	3,087	8 1	1,818	16 2
Total	...	£40,360	19 5	£38,687	1 5

The interest on the cost of construction of Electric Telegraph Lines is estimated at £28,196, and the interest on the cost of buildings owned by the Government, and used as Post and Telegraph Offices in various parts of the Colony, is estimated at £24,950, which will make the total expenditure of the Departments under my control £763,881 14s. 4d.

POSTAL

\* These items do not include the proportions chargeable against the Electric Telegraph and Money Order and Government Savings Bank Departments, of the salaries of officials in charge of combined Post and Telegraph Offices, the full amount of which salaries are included above in the expenditure of the Post Office Department. Apportioning the cost of salaries, the Electric Telegraph expenditure would be £180,675 8s. 3d., the Money Order and Government Savings Bank expenditure, £17,498 4s. 3d. (exclusive of interest added to depositors' accounts); and the expenditure of the Post Office Department, £415,391 12s. 3d.



## POSTAL CONFERENCE.

One of the main features of the year 1888 was the Conference held in Sydney, in the month of January, at which the following Ministerial representatives of the various Colonies were present, viz.:—The Hon. C. J. Roberts, New South Wales; the Hon. F. T. Derham, Victoria; the Hon. J. C. F. Johnson, South Australia and Western Australia; the Hon. Sir William Fitzherbert, New Zealand; and the Hon. B. Stafford Bird, Tasmania. The following permanent heads of Departments were also present at this Conference, and assisted the Ministers on the matters discussed relating to their Departments, viz.:—S. H. Lambton, Secretary, Post Office, New South Wales; James Smibert, Deputy Postmaster-General, Victoria; Charles Todd, Postmaster-General, South Australia; John M'Donnell, Under Secretary, Post and Telegraph Office, Queensland; A. C. Douglas, Secretary to Post Office, Tasmania; Robert Henry, Superintendent of Telegraphs, Tasmania; and W. Gray, Secretary to Post and Telegraph Office, New Zealand. At this Conference the following important questions were considered, namely:—The Federal Ocean Mail Service, *via* Suez; Intercolonial Parcel Post; Postal Note System; the position of the Cable Service between Australia and England, including branch services respectively to New Zealand and Tasmania; proposals of the Eastern Extension Telegraph Company for a reduction of the tariff between Europe and Australia, and proposal that the Imperial Government should contribute to the cable subsidy; the proposed telegraphic communication between England and Australia by way of the Pacific and Vancouver Island; uniform postal regulations among the various Colonies; exchange of post-cards between the Australian Colonies and Great Britain; reduction of the Indian Telegraph Transit Rates; and some other questions of a less important character.

As the Minutes of the Proceedings at this Conference, and the resolutions arrived at have already been presented to Parliament, and as my predecessor, Mr. Roberts, at some length alluded to this Conference in his Report for the year 1887, it only remains for me to notice what has since transpired in reference thereto.

## I.—POST OFFICE DEPARTMENT.

## INLAND SERVICE.

THE new postal routes opened during the year 1888, as shown in the annexed return, amounted to 1,351 miles, viz.:—

Postal Line.	No. of times per week.	Postal Line.	No. of times per week.
<i>In the Western Country.</i>		<i>In the Southern Country—continued.</i>	
From Carcoar Railway Station to Post Office .....	12	From Broken Hill Platform to Post Office .....	6
Cobar to Cudal .....	3	Broken Hill to Rockwell .....	3
Cobar to Gilgunnia .....	1	Broken Hill to South Broken Hill .....	6
Esrom to Millamurra .....	1	Camden to Mount Hunter .....	3
Eugowra to Galwary .....	1	Canley Vale to St. John's Park .....	6
Forbes to Mares' Water Hole .....	1	Clifton Railway Platform to Post Office .....	12
Genanagie to Wallan Billan .....	1	Cungegong Railway Platform to Post Office .....	6
Mandurama Railway Station to Post Office .....	12	Dapto to Brownsville .....	6
Marsden's to Waroo .....	1	Dapto Railway Station to Post Office .....	6
Mount M'Donald to Reid's Flat .....	1	Euriowie to Cobham Lake .....	1
Mount Victoria to Upper Run .....	3	Ginninderra to Walleroo .....	1
Orange to Lewis Ponds .....	6	Holt's Flat to Cathcart .....	1
Parkes to Ten-mile Reef .....	1	Kiama Railway Station to Post Office .....	6
Parkes to Trundle .....	1	Lake Bathurst to Bronti .....	3
Sheet of Bark to Wood's Flat .....	6	Liverpool to Moorebank .....	6
Shooters' Hill to Porter's Retreat .....	1	Milperinka to Mount Browne .....	1
Trunkey Creek to Coppahanna .....	1	Narrandera to Darlington Point, on south side of river .....	3
Tuena to Mount Costigan .....	3	Pinnacles to Thackaringa Mines .....	3
<i>In the Southern Country.</i>		Pullitop Station to Upper Pullitop .....	3
From Albion Park Railway Station to Post Office .....	6	Queanbeyan to Williamsdale (re-established) .....	2
Austinmer Platform to Post Office .....	18	Rookwood to Potts' Hill .....	6
Barellan to Yalgogrin .....	2	Shellharbour Railway Station to Post Office .....	6
Booligal to Oxley .....	1	Silverton Railway Platform to Post Office .....	12
Broken Hill to Euriowie .....	2	Thackaringa Mines to Cockburn .....	3
Broken Hill to Menindie .....	1	Timbery Range to Bungarby .....	1
Broken Hill to Pinnacles .....	3	Walla Walla to Walla Walla Homestead .....	2
		Yass to Good Hope (re-established) .....	2



The communication existing on the following lines was decreased :—

Postal Line.	No. of times per week.		Postal Line.	No. of times per week.	
	From	To		From	To
<i>Western Roads.</i>			<i>Northern Roads.</i>		
Between Mundooran and Merrygoen.....	5	3	Between Rouchell Brook and Davies Creek.....	2	1
<i>Southern Roads.</i>					
Between June Junction and The Reefs Young and Temora .....	2	1			
	3	1			

The extent of postal route traversed in the Colony on the 31st December, 1888, was 28,160 miles, as compared with 27,514 miles traversed in 1887 :—

	1887.	1888.
On horseback ...	12,135 miles	11,530 miles.
By coach, &c. ...	13,305 „	14,411 „
By railway... ..	2,052 „	2,201 „
By tramway ...	22 „	18 „

The extension of mail route by railway during 1888 was as follows :—

Cockburn to Broken Hill ...	35 miles.
Mullet Creek to Gosford ...	10 „
Tenterfield to Wallangarra ...	11 „
Blayney to Cowra ...	47 „
Waterfall to North Kiama ...	46 „

The Clifton and North Kiama portion (34 miles) of the last mentioned section was opened for traffic in 1887, but was not utilized for mail conveyance owing to the time-table being unsuitable.

With a view to afford an earlier delivery of mails at Waverley than could be given under the tramway time-table, then in operation, a contract was entered into for their conveyance by cart, or other suitable vehicle, from the 1st May, thus making the mail route traversed by tramway 4 miles less than in 1887.

The number of miles travelled in the year 1888 was 7,144,500, being an increase of 128,900 on the mileage of the previous year.

The number of Post Offices established was fifty, viz. :—Alexandria, Balgowlah, Billeroy, Blakebrook, Blakehurst, Bringagee, Broken Hill Railway Station, Byron Bay, Clive, Cockle Creek, Cordillera, Dry Lake, Dundee Railway Station, Fassifern, Five-mile Creek, Galong, Geurie, Hall, Humula, Kenthurst, Lake Albert, Lewis Ponds, Lilyfield, Malebo, Merewether, Mitta Mitta, Mount Costigan, Mount Hunter, Mullengandra, Mumbil, Narara, Narrawa, North Yanco, Numbugga, Pinnacles, Potts' Hill, Robbinsville, Rockwell, Rydalmere, Sandy Hill, Shaw, Sherbrooke, South Broken Hill, Thornleigh, Upper Run, Wallangra, West Wallsend, Winduella, Woodstock, and Yarrowyck.

The number of Post Offices re-established was three, viz. :—Duramana, Gullen, and Meroe.

The number of Post Offices discontinued was seventeen, viz. :—Buggil, Carlisle Gully, Cawley's Creek, Eulourie, Foxlow, Garah, Glebeland, Kingstown, Long Swamp, Mount Carmel, Murraguldrrie, Nana Creek, Rankin's Springs, Sheet of Bark, Spring Ridge, Turee Creek, and Woodford.

It was found desirable to change the designations of the following Post Offices, viz. :—Blue Gum Flat to Ourimbah, Broughton's Creek to Berry, Cockle Creek to Davis Town, Eversleigh to Dumaresq, Mitchell to Sunny Corner, Monica Vale to Koorawatha, Morton's Creek to Beechwood, North Bulli to Austinmer, Onebygamba to Carrington, Park Village to St. Aubyns, and subsequently to Parkville, Peat's Ferry to Brooklyn, and Winding Creek to Teralba.

In the Appendix will be found a list of the 1,203 Post Offices in the Colony on the 31st December, 1888.

191 changes of Postmasters occurred during the year.

In

In the information contained in Appendix A is given a return of buildings for the transaction of the Postal, Money Order, Savings Bank, and Telegraph business possessed by the Government, as well as of the places where premises are rented or otherwise provided for the purpose. Government buildings at the following places were completed and occupied during 1888, viz. :—Junee Junction, Louth, Morangarell, Wagga Wagga, and Wee Waa. Appendix A.

Receiving Offices were established at the following places, viz. :—Albion Town, Argenton, Bachelor's Rush, Bargo Platform, Barry, Boggy Creek, Bronti, Brookvale, Bullenbong, Bungarby, Burnt Yards, Cattia Creek, Cawley's Creek, Coramba, Cordillera, Cundle Flat, Dudauman, Dundee Railway Station, Duri, Emerald Hill, Galwary, Garah, Garland, Genanagie, Good Hope, Jerangle, Kiah, Kingstown, Linden, Long Swamp, Macdonald River, Mares' Water Hole, Matheson, Maybole, Moorebank, Morisset, Mount Browne, Mount Costigan, Mulbring, Narrabeen, Narraburra, Nemingha, North Pimlico, Peakview, Riverview, Rossiterville, St. John's Park, South Mount Hope (re-established), Stott's Creek, Ten-mile Ridges, Turee Creek, Upper Orara, Wallan Billan, Wallaroo, Warge Rock, Warrell Creek, White Stamp, Wilga Vale, Williamsdale, Woodford, Wyec, and Wyong Railway Station.

The names of the Receiving Offices at Berrima Colliery, Woodford, Riverview, and Bargo Platform, were changed to Great Southern Colliery, Thornton, Wallace, and Balmoral respectively.

The Receiving Offices at the following places were converted into Post Offices :—

Bringagee, Byron Bay, Cockle Creek, Cordillera, Dry Lake, Dundee Railway Station, Five-mile Creek, Gullen, Kenthurst, Mitta Mitta, Mount Costigan, Mullengandra, Mumbil, Narrawa, North Yanko, Numbugga, Ponto Railway Station (Geurie), Sandy Hill, Selmes' (Winduella), Shaw, Sherbrooke, Thornleigh, Wallangra, and Yarrowyck.

The Receiving Offices at the undermentioned places were discontinued, viz. :—

Belmore River, Buckenbour, Cawley's Creek, Donald, Lower Temora, Nickelville, Ponto Railway Station, Uley, Upper Lewis Ponds, Wallandry, Wallaroo, Wardry and Waverley Station.

In the Appendix will be found a list of the Receiving Offices in existence at the close of the year, showing the number to be 288. Appendix B.

During the year 1888, one newspaper pillar and eight pillar letter-receivers were erected in different parts of the Colony, and six were removed to different sites. Seventy-eight small iron letter-receivers were placed, ten were removed to new sites, and four withdrawn. Of other kinds of receivers, three were placed and two withdrawn.

On the 31st of December the number of letter-receivers erected in the Colony (both large and small) was 659, and the number of newspaper-receivers 16.

At Auburn, Bathurst, Ben Bullen, Deniliquin, Eskbank, Grafton, Hexham, Lithgow, Marrickville, Newtown, Orange, Parramatta, Petersham, Redfern, and St. Leonards the letter-receivers are cleared by special messengers, who are respectively paid an annual sum for the performance of this work. At other places this duty is fulfilled by persons regularly attached to the staff of the Department.

The number of licenses for the sale of postage-stamps issued in 1888 to persons other than postmasters or receiving-office keepers was 211; the number transferred, 42, and the number cancelled, 7.

In the Appendix is given a list of the persons holding these licenses, throughout the Colony. Appendix C.

On the 31st December the number of locked private letter-boxes let at the General Post Office was 1,140, besides 64 allotted to Public Departments, for which no fees are paid. The system is now in operation at the following offices, viz. :—Adelong, Albury, Armidale, Ballina, Balranald, Bathurst, Bega, Bombala, Bourke, Braidwood, Broken Hill, Casino, Cobar, Coonamble, Cootamundra, Dubbo, Emma-ville, Forbes, Glen Innes, Goulburn, Grafton, Gunnedah, Hay, Haymarket, Inverell, Jereelderie, Junee Junction, King-street, Lismore, Manly, Moruya, Moss Vale, Mudgee, Muswellbrook, Narrabri, Narrandera, Newcastle, Newtown, Nymagee, Orange, Parramatta, Queanbeyan, Silvertown, Singleton, Tamworth, Temora, Tenterfield, Uralla, Wagga Wagga, Walgett, Wentworth, West Maitland, Wilcannia, and Young.

Five additional letter-carriers were appointed during the year 1888, and ten were transferred from the temporary to the permanent staff. The staff carrier at Lismore

Lismore, and one of those at Bathurst, were transferred, and their places filled by the appointment of lads at small salaries. There were, at the end of the year, 191 letter-carriers, distributed throughout the Colony as follows:—134 Sydney and Suburbs, 3 Albury, 1 Armidale, 2 Bathurst, 1 Bourke, 3 Broken Hill, 1 Corowa, 1 Deniliquin, 1 Dubbo, 2 East Maitland, 1 Forbes, 1 Glen Innes, 4 Goulburn, 2 Grafton, 1 Granville, 2 Hay, 1 Inverell, 1 Lambton, 1 Liverpool, 1 Morpeth, 1 Mudgee, 1 Narrabri, 3 Newcastle, 1 Orange, 4 Parramatta, 1 Silvertown, 1 Singleton, 2 Tamworth, 3 Wagga Wagga, 2 Wallsend, 1 Waratah, 2 West Maitland, 1 Wickham, 1 Wilcannia, 1 Windsor, 1 Wollongong, 1 Young.

Under special arrangements a house-to-house delivery of correspondence is also afforded in the following localities, viz.:—Adamstown, Arncliffe, Ballina, Bega, Berry, Bingera, Blayney, Bowral, Braidwood, Camden, Campbelltown, Canterbury Carrington, Casino, Cobar, Concord, Cooma, Coonamble, Cootamundra, Cowra, Croydon, Drummoyne, Dungog, Gladesville, Grenfell, Greta, Gundagai, Gunnedah, Hamilton, Hill End, Homebush, Hurstville, Islington, Junee Junction, Katoomba, Kempsey, Kiama, Kogarah, Lawrence, Lismore, Lithgow, Macdonaldtown, Maclean, Minmi, Mittagong, Moama, Molong, Moree, Muswellbrook, Narrandera, New Lambton, North Ryde, North Willoughby, Nowra, Nyngan, Parkes, Penrith, Queanbeyan, Raymond Terrace, Richmond, Rockdale, South Grafton, Springwood, Stockton, St. Peters, Strathfield, Sunny Corner, Taree, Tenterfield, The Junction, Watson's Bay, Wellington, Wentworth, West Tamworth, Wingham, and Yass.

The number of persons employed in connection with the Postal Department for the year 1888, was as follows:—1 Postmaster-General, 1 Secretary, 1 Chief Clerk, 1 Superintendent, Mail Branch; 1 Accountant, 1 Cashier, 1 Postal Inspector for Missing Letters and Irregularity Branch; 2 Postal Inspectors, 1 Assistant-Superintendent, Mail Branch; 3 senior clerks, 91 clerks, 14 temporary clerks, 1 probationer, 35 mail guards, 30 letter-sorters, 40 stampers and sorters, 191 letter-carriers, 39 mail-boys, 46 messengers, porters, female servants, &c., 1 detective, 1,203 postmasters, 2 relieving officers, 111 postal assistants, 195 temporary postal assistants, 11 temporary sorters, 28 temporary receiver-clearers, 118 temporary letter-carriers, 44 mail-carriers, 288 receiving office-keepers, 611 mail contractors; total, 3,112. 209 of the above also hold the position of station-master, operator, messenger or probationer in the Electric Telegraph Department, and are included in the return of employes under that Department given on page 24. Of the remainder, 300 hold the dual appointment of official Post and Telegraph Master.

The Honorable C. J. Roberts, C.M.G., M.L.A., retired from the position of Postmaster-General on the 16th January, 1889, consequent on the resignation of the Ministry of which he was a member, and was succeeded by the Honorable Henry Clarke, M.L.A., who retired on the 7th March, when I undertook the Ministerial charge of the Department.

The following officers retired under the provisions of the Civil Service Act, 1884, viz:—

G. de Milhau, Postal Inspector.

L. F. Stephen, Postmistress, Manly.

W. H. Thompson, Postmaster, Newcastle.

J. W. Emblin, Postmaster, Armidale, and

H. Sims, Stamper and Sorter.

Eight deaths occurred, viz:—W. Owen, Postmaster, Deniliquin; R. J. Barr, Postmaster, Mungindi; W. M. Sherriff and E. Chapman, mail guards; P. A. L. Bernasconi, and G. F. M'Donough, postal assistants; H. Williams, letter-carrier; and F. Purkis, office-cleaner.

Forty-one resignations took place, and thirteen officers were removed from the service. Of the latter one—a postmaster—received a sentence of 12 months' imprisonment for embezzlement; another—a postal assistant—one of 2 years for stealing a letter; and a third—a clerk—one of 18 months for tampering with a letter. The remainder were dismissed for the following offences:—

A postmaster, for irregularities in his accounts.

Two letter-carriers, for delaying the delivery of letters; another, for irregular performance of duty; and a fourth, for having in his possession a letter addressed to another letter-carrier's beat.

Two mail-boys, for general unsatisfactory conduct.

A postmaster and two postal assistants, for neglect of duty and improper dealing with the public money.

The Postal Inspectors travelled over and inspected 26,804 miles of postal route, and visited 453 Post Offices.

The

The rate of postage upon letters posted at the Kempsey, East Kempsey, or West Kempsey Post Office, for delivery within the limits of the town of Kempsey, in which the post offices mentioned are situated, was, in March, reduced from 2d. to 1d. per half ounce.

In July the regulation regarding the transmission of packets by post was so amended as to allow "old" or "spent" letters to be forwarded throughout the Colony, and to such other colonies and countries as might agree to reciprocate, at packet rates.

Arrangements were made in August for the supply to box-holders on payment in advance of 2s. 6d. per annum, or the delivery by letter-carriers on their first round in the city on payment in advance of 5s. per annum, of a copy of the Ships' Mail Notice published each day.

In accordance with one of the resolutions agreed to at the Postal Conference held in Sydney in January, 1888, viz. :—

"That, with a view to the introduction of the post-card system into New Zealand, negotiations be entered into with the Steam Companies as to the charges for carriage,"

negotiations were opened, through the New Zealand postal authorities, with the Union Steamship Company—by whose vessels the conveyance of mails between the Australian Colonies and New Zealand is principally performed—and resulted in the several Colonies agreeing to the terms on which the Company offered to convey this class of mail matter. It was proposed to bring the system into operation on the 1st March, 1889, but shortly prior to that date an intimation was received from the New Zealand Post Office that it found that it could not legally establish the system without special legislation, and that the matter would, therefore, have to be deferred until July.

#### FOREIGN SERVICE.

##### *Federal Mail Service.*

The Federal Mail Service between Australia and England, by way of Suez, particulars of which are fully given in my predecessor's Report for the year 1887, came into operation on the 1st February, 1888, and has so far worked satisfactorily, as will be seen later on in this Report on reference to the details of the time kept by the steam-packets of the two Companies performing the service, and by the returns showing the diminished cost to the Colony of the ocean mail service *via* Suez. The only matter for regret in connection with the service is that the Imperial authorities and some of the authorities of the Steam Companies have not seen fit to accede to the desire of the Colonies as regards the day of departure of the mail from Adelaide.

On the 1st January, 1889, the public were afforded the advantage of a cheap rate of postage, namely, 4d. per  $\frac{1}{2}$  oz. for letters conveyed by this service between the Colonies and England all the way by sea; and from the same date the transmission of post-cards was also introduced between the Colony and England in connection with this Federal Service, such cards being conveyed at 3d. each *via* Italy, and at 2d. each by way of the long sea route. The proportion of letters sent by this cheap route to those sent by the quicker route, *via* Italy, is estimated to be as follows :—

By long-sea route during 3 months ended 31st March, 1889	...	...	3,600
<i>Via</i> Italy during same period	...	...	128,650

It would not seem from this that there is any such urgent demand for cheaper postage between the United Kingdom and New South Wales as many persons imagine.

##### *San Francisco Mail Service.*

Mail communication has been maintained for a very long period between Australia and the United Kingdom, by way of America. In the year 1865 a service *via* Panama was established; but for many years this route has been abandoned in favour of that to San Francisco, and on by rail through the United States of America to New York, and thence across the Atlantic to England.

At

At the present time the mail contract service is as follows :—Between Sydney, Auckland, Honolulu, and San Francisco, once in every four weeks, performed by the Union Steamship Company, under contract with the Governments of New South Wales and New Zealand, for a total subsidy of £37,000; New South Wales providing £12,333 6s. 8d. of this amount, and New Zealand £24,666 13s. 4d. This contract was originally taken for three years from the 21st November, 1885, and was subsequently extended for one year.

The question of the nature of future communication *via* America is now under consideration. Whilst the existing arrangement has afforded satisfactory communication, some difficulties arise in connection with negotiations for a future service. The Government of New Zealand, owing to the action of the Parliament of that colony, finds its power so curtailed that it would seem to be unable at present to take the prominent position in regard to this particular mail service which it has hitherto held; while there is considerable activity being manifested in Canada and England towards establishing a means of communication between Australia and the United Kingdom by way of Canada instead of by way of the United States of America.

In view of the unsettled condition of affairs both in New Zealand and America, it would seem desirable that measures should be taken for the continuance of a service between Sydney and San Francisco, for a period not exceeding a year after November, 1889, when the present contract expires; but, as I have already indicated, it has not yet been determined what precise arrangements shall be made.

The performance by the Union Steamship Company of the Mail Service between Sydney and San Francisco during the year 1888 is shown in the following returns :—

*Received.*

Name of Steamer.	Due at Sydney.	Arrived at Sydney.	No. of days from San Francisco.	No. of days occupied in transit of Mails between London and Sydney.
	1888.	1888.		
Alameda .....	12 January .....	11 January .....	25	42
Mariposa .....	9 February .....	9 February .....	26	43
Zealandia .....	7 March .....	5 March .....	24	40
Alameda .....	5 April .....	4 April .....	25	42
Mariposa .....	4 May .....	2 May .....	24	40
Zealandia .....	31 „ .....	30 „ .....	25	39
Alameda .....	29 June .....	28 June .....	25	40
Mariposa .....	27 July .....	26 July .....	25	40
Zealandia .....	23 August .....	22 August .....	25	39
Alameda .....	20 September .....	20 September .....	26	40
Mariposa .....	20 October .....	20 October .....	26	42
Zealandia .....	15 November .....	14 November .....	25	39
Alameda .....	14 December .....	14 December .....	26	41

*Despatched.*

Name of Steamer.	Date of despatch from Sydney.	Due at San Francisco.	Arrived at San Francisco.	No. of days to San Francisco.	No. of days occupied in transit of Mails between Sydney and London.
	1888.	1888.	1888.		
Alameda .....	26 January .....	20 February .....	19 February .....	24	39
Mariposa .....	22 February .....	18 March .....	17 March .....	24	40
Zealandia .....	21 March .....	15 April .....	14 April .....	24	39
Alameda .....	18 April .....	13 May .....	12 May .....	24	40
Mariposa .....	16 May .....	10 June .....	9 June .....	24	42
Zealandia .....	13 June .....	8 July .....	8 July .....	25	39
Alameda .....	11 July .....	5 August .....	4 August .....	21	39
Mariposa .....	8 August .....	2 September .....	1 September .....	24	40
Zealandia .....	5 September .....	30 „ .....	29 „ .....	24	39
Alameda .....	3 October .....	28 October .....	27 October .....	24	39
Mariposa .....	31 „ .....	25 November .....	23 November .....	23	40
Zealandia .....	28 November .....	22 December .....	22 December .....	24	40
Alameda .....	26 December .....	1889.	1889.		
		19 January .....	19 January .....	24	40

Average time occupied in the conveyance of mails to and from Sydney and London, *via* San Francisco :—

London to Sydney ... 40 $\frac{1}{3}$  days.  
Sydney to London ... 39 $\frac{2}{3}$  „

The

The following are the returns of the Mail Service performed by the Orient Steam Navigation Company during the year 1888 :—

*Received.*

Name of Steamer.	Date of departure of Mails from England.	Date of arrival at Sydney of Mails overland.	No. of days occupied in transit of Mails between London and Sydney.	Name of Steamer.	Date of departure of Mails from England.	Date of arrival at Sydney of Mails overland.	No. of days occupied in transit of Mails between London and Sydney.
	1887.	1888.			1888.	1888.	
Orizaba.....	2 December.	4 January .....	33	Iberia .....	1 June .....	6 July .....	35
Lusitania .....	16 " .....	19 " .....	34	Ormuz .....	15 " .....	19 " .....	34
Liguria .....	30 " .....	3 February .....	35	Cuzco .....	29 " .....	2 August .....	34
	1888.			Lusitania.....	13 July .....	17 " .....	35
Austral .....	13 January .....	16 February .....	34	Oroya .....	27 " .....	30 " .....	34
Iberia .....	27 " .....	1 March .....	34	Orizaba.....	10 August.....	13 September..	34
Ormuz .....	10 February..	15 " .....	34	Liguria .....	24 " .....	28 " .....	35
Cuzco .....	24 " .....	30 " .....	35	Austral .....	7 September..	13 October.....	36
Orient .....	9 March.....	12 April.....	34	Iberia .....	21 " .....	29 " .....	38
Oroya .....	23 " .....	25 " .....	33	Ormuz .....	5 October ...	9 November..	35
Orizaba.....	6 April .....	10 May .....	34	Cuzco .....	19 " .....	24 " .....	36
Garonne.....	20 " .....	1 June .....	32	Orient .....	2 November..	7 December...	35
Liguria .....	4 May.....	9 " .....	36	Lusitania .....	16 " .....	24 " .....	38
Austral .....	18 " .....	22 " .....	35				

*Despatched.*

Name of Steamer.	Date of despatch of Mails from Sydney.	Date of arrival of Mails in England.	No. of days occupied in transit of Mails between Sydney and London.	Name of Steamer.	Date of despatch of Mails from Sydney.	Date of arrival of Mails in England.	No. of days occupied in transit of Mails between Sydney and London.
	1888.	1888.			1888.	1888.	
Orient .....	6 January ...	9 February ...	34	Austral .....	5 July.....	10 August.....	36
Oroya .....	20 " .....	21 " .....	32	Iberia .....	19 " .....	25 " .....	37
Orizaba .....	3 February ..	6 March .....	32	Ormuz .....	2 August ...	6 September..	35
Lusitania .....	16 " .....	24 " .....	37	Cuzco .....	16 " .....	21 " .....	36
Liguria .....	1 March .....	6 April .....	36	Garonne.....	30 " .....	7 October ...	38
Austral .....	15 " .....	22 " .....	38	Lusitania .....	13 September	21 " .....	38
Iberia.....	29 " .....	4 May .....	36	Iberia .....	28 " .....	1 November ..	34
Ormuz .....	12 April .....	17 " .....	35	Orizaba.....	11 October ..	17 " .....	37
Cuzco .....	26 " .....	3 June .....	33	Liguria .....	26 " .....	2 December ..	37
Orient .....	10 May .....	15 " .....	36	Austral .....	8 November..	15 " .....	37
Oroya .....	25 " .....	26 " .....	32	Iberia .....	22 " .....	29 " .....	37
Orizaba.....	7 June .....	12 July .....	35			1889.	
Liguria.....	21 " .....	28 " .....	37	Ormuz .....	6 December..	11 January....	36
				Cuzco .....	20 " .....	26 " .....	37

Average time occupied in the conveyance of Mails to and from Sydney and London :—

London to Sydney ...	...	...	...	...	...	34 $\frac{2}{3}$ days.
Sydney to London ...	...	...	...	...	...	35 $\frac{1}{3}$ "

The Mail Service performed by the Peninsular and Oriental Steam Navigation Company during the year 1888 was as follows :—

*Received.*

Name of Steamer.	Date of departure from England.	Date of arrival at Sydney of Mails overland.	No. of days occupied in transit of Mails between London and Sydney.	Name of Steamer.	Date of departure from England.	Date of arrival at Sydney of Mails overland.	No. of days occupied in transit of Mails between London and Sydney.
	1887.	1888.			1888.	1888.	
Shannon .....	9 December..	14 January ...	36	Arcadia .....	8 June.....	10 July .....	32
Rome .....	23 " .....	30 " .....	38	Massilia .....	22 " .....	27 " .....	35
	1888.			Carthage .....	6 July .....	13 August.....	38
Victoria .....	6 January ...	7 February ...	32	Oceana .....	20 " .....	21 " .....	32
Chusan .....	20 " .....	28 " .....	39	Coromandel..	3 August.....	8 September..	36
Parramatta...	3 February ...	10 March .....	36	Rosetta .....	17 " .....	22 " .....	36
Carthage.....	17 " .....	24 " .....	36	Valetta .....	31 " .....	4 October ...	34
Rosetta .....	2 March .....	6 April .....	35	Ballaarat .....	14 September.	20 " .....	36
Oceana .....	16 " .....	17 " .....	32	Britannia .....	28 " .....	30 " .....	32
Britannia .....	30 " .....	1 May .....	32	Parramatta...	12 October ...	20 November..	39
Valetta .....	13 April .....	19 " .....	36	Victoria .....	26 " .....	27 " .....	32
Ballaarat .....	27 " .....	1 June .....	35	Massilia .....	9 November..	17 December..	38
Victoria .....	11 May .....	12 " .....	32	Oceana .....	23 " .....	27 " .....	34
Rome .....	25 " .....	29 " .....	35				



## Despatched.

Name of Steamer.	Date of despatch of Mails from Sydney.	Date of arrival of Mails in England.	No. of days occupied in transit of Mails between Sydney and London	Name of Steamer.	Date of despatch of Mails from Sydney.	Date of arrival of Mails in England.	No. of days occupied in transit of Mails between Sydney and London.
	1888.	1888.			1888.	1888.	
Britannia	12 January	19 February	38	Rome	27 July	31 August	35
Valetta	26 "	5 March	39	Arcadia	9 August	13 September	35
Shannon	9 February	19 "	39	Massilia	23 "	28 "	37
Rome	24 "	2 April	38	Oceana	6 September	13 October	37
Victoria	9 March	12 "	34	Carthago	20 "	29 "	39
Chusan	23 "	30 "	38	Coromandel	4 October	12 November	39
Parramatta	5 April	13 May	38	Rosetta	18 "	26 "	39
Carthago	19 "	27 "	38	Valetta	1 November	9 December	38
Oceana	3 May	6 June	34	Britannia	15 "	23 "	38
Britannia	17 "	24 "	39			1889.	
Rosetta	31 "	7 July	37	Ballaarat	29 "	7 January	39
Valetta	15 June	21 "	36	Victoria	13 December	20 "	38
Ballaarat	29 "	4 August	36	Parramatta	27 "	3 February	38
Victoria	12 July	17 "	36				

Average time occupied in the conveyance of mails to and from Sydney and London:—

London to Sydney...	... ..	84 $\frac{1}{2}$ days.
Sydney to London...	... ..	87 $\frac{1}{2}$ "

The following return shows the number of letters, packets, and newspapers despatched and received by the various ocean mail routes during the year 1888, as compared with similar information for the year 1887:—

Year.	Route.	Despatched.						Received.					
		Intercolonial.			Foreign.			Intercolonial.			Foreign.		
		Letters.	Packets.	News-papers.	Letters.	Packets.	News-papers.	Letters.	Packets.	News-papers.	Letters.	Packets.	News-papers.
1887	Per Peninsular and Oriental S. N. Co.'s packets, via Colombo and Brindisi	....	....	....	131,613	14,297	79,463	9,421	734	6,890	555,567	68,322	517,240
1888		6,887	3,214	13,926	251,983	32,695	209,110	6,341	425	5,167	539,579	16,455	455,248
1887	Per Union Steamship Co.'s packets, via San Francisco	13,566	6,335	13,000	105,771	21,360	112,455	9,840	996	10,500	63,690	28,167	216,135
1888		14,338	9,442	14,087	118,919	30,900	163,219	14,573	2,234	15,069	70,018	27,776	209,960
1887	Per Orient Steam Navigation Co.'s packets, via Suez and Naples	....	....	....	416,800	48,862	438,339	136	10	74	476,005	65,140	460,754
1888		5,814	1,043	11,068	335,907	37,613	368,440	6,212	419	4,405	501,467	23,475	487,375
1887	Per Queensland Royal Mail steamers, via Torres Straits	....	....	....	967	157	764	....	....	....	592	....	326
1888		....	....	....	711	279	455	....	....	....	707	82	293
1887	Per Compagnie des Messageries Maritimes' packets, via Marseilles	....	....	....	9,845	2,817	3,515	27	....	....	5,362	31	6,814
1888		....	....	....	7,215	1,542	3,348	34	1	22	5,216	1	6,040
1887	Per Nord-Deutscher Lloyd's packets, via Brindisi	....	....	....	8,418	1,462	1,859	....	....	....	7,719	16	5,307
1888		....	....	....	6,690	734	2,397	....	....	....	13,273	319	5,943

The following statements for the year 1888 show the approximate net cost to the Colony of the San Francisco, Suez-Naples, and Colombo-Brindisi Mail Services:—

		£	s.	d.	£	s.	d.
<i>Dr.</i>							
To payments to the Union Steamship Company, for the carriage of mails...	...	12,181	19	10			
New South Wales share (one-third) of premiums (less penalties), &c. ...	...	817	4	10			
					12,999	4	8
<i>Cr.</i>							
By share of postage from the United Kingdom ...	...	100	0	0			
Share of contributions from non-contracting Colonies...	...	5,527	16	6			
Estimated postages collected in and retained by the Colony ...	...	5,600	0	0			
					11,227	16	6
Estimated net cost to the Colony ...	...				£1,771	8	2
The estimated net cost for 1887 was ...	...				£1,500	9	2

*Suez-Naples*

*Suez-Naples Service.*

Statement showing the approximate net cost to the Colony of the Orient Mail Service for portion of the year 1888, *i.e.*, to the termination of the contract with the Orient Steam Navigation Company:—

<i>Dr.</i>		£	s.	d.	£	s.	d.
To Poundage to Orient Company on mails from and to New South Wales	...	3,132	8	4			
Poundage to Orient Company on mails from and to other Colonies, &c.	...	5,735	4	5			
Premiums (less penalties)	...	5,785	0	0			
Overlanding, &c.	...	278	6	0			
		<hr/>			14,930	18	9
<i>Cr.</i>		£	s.	d.			
By Amounts chargeable to—							
United Kingdom, Italy, &c.	...	500	0	0			
Victoria	...	2,982	4	4			
Queensland	...	1,328	19	8			
South Australia	...	893	8	6			
Tasmania	...	322	2	1			
New Zealand	...	110	7	6			
Western Australia	...	61	11	0			
Fiji	...	8	1	1			
New Caledonia	...	2	17	2			
France	...	25	13	1			
		<hr/>			5,735	4	5
Estimated postages collected in and retained by the Colony		1,320	0	0			
		<hr/>			7,555	4	5
Estimated net cost to the Colony	...				£7,375	14	4
The estimated net cost for 1887 was	...				£27,175	12	11

*Colombo-Briudisi Service.*

Statement showing the approximate net cost to the Colony of the Peninsular and Oriental Mail Service for portion of the year 1888, *i.e.*, to the termination of the contract between the Victorian Government and the Peninsular and Oriental Steam Navigation Company:—

<i>Dr.</i>		£	s.	d.	£	s.	d.
To payment to Victoria for the carriage of mail-matter from and to New South Wales	...	1,915	11	2			
Overlanding, special trains, &c.	...	192	8	1			
		<hr/>			2,107	19	3
<i>Cr.</i>							
By share of postage from the United Kingdom, Italy, &c.	...	520	0	0			
Estimated postages collected in and retained by the Colony	...	500	0	0			
		<hr/>			1,020	0	0
Estimated net cost to the Colony	...				£1,087	19	3
The estimated net cost for 1887 was	...				£5,221	2	10

The following statement shows the approximate net cost to the Colony of the Federal Mail Service, per the vessels of the Orient and Peninsular and Oriental Steam Navigation Companies, for the portion of the year 1888 during which it was in existence:—

<i>Dr.</i>		£	s.	d.	£	s.	d.
To New South Wales proportion of Colonial share of subsidy for period from the 1st February to the 31st December, 1888	...	27,612	2	8			
Overland transit of mail-matter through European countries	...	3,300	0	0			
Overland transit of mail-matter through Australian Colonies, and special trains	...	1,700	0	0			
		<hr/>			32,612	2	8
<i>Cr.</i>							
By estimated postages collected in and retained by the Colony	...	24,200	0	0			
Estimated share of contributions from non-contracting Colonies, &c.	...	4,200	0	0			
		<hr/>			28,400	0	0
Estimated net cost to the Colony	...				£4,212	2	8

Statement

Statement showing the net cost per pound weight of mail matter to and from New South Wales conveyed by the Pacific, Orient, Peninsular and Oriental, and Federal Mail Services, respectively, during the year 1888:—

Pacific	...	...	Net cost per lb.	4	pence.
Orient	...	...	"	"	" 38½ "
Peninsular and Oriental	...	...	"	"	" 11½ "
Federal	...	...	"	"	" 2½ "

I find that in the Annual Report for 1887 it was estimated that the net cost for that year of the Peninsular and Oriental and Orient Mail Services was £32,396, and that about £25,496 per annum would be the saving to the Colony resulting from the new mail contracts and arrangements in connection with the Federal Mail Service, *via* Suez.

According to the returns which I give above, the net cost of, or, in other words, the loss on this service for the period from 1st February to 31st December, 1888 (during which it was in operation), was £4,212, or at the rate of £4,595 per annum; so that a saving of about £27,800 per annum has been effected.

I think I may congratulate the Colony upon the satisfactory financial effect of this new Mail Service, and upon the accurate foresight of those who calculated the cost of the service in question.

The amount paid by each contributing Colony, on the basis of population, towards the cost of the Federal Ocean Mail Service, for the period from the 1st February to the 31st December, 1888, was as follows, viz:—

	£	s.	d.
New South Wales	27,612	2	8
Victoria	27,641	16	2
South Australia	8,610	3	7
Tasmania	3,781	5	0
Western Australia	1,104	12	7

The amount paid by the United Kingdom for the same period was £87,083 6s. 8d.

In January arrangements were entered into with the postal authorities of Victoria, South Australia, and New Zealand, for an exchange between those Colonies and New South Wales, of packets containing articles of merchandise not exceeding 16 oz. in weight at the inland rate of 1d. for every 2 oz. or fraction thereof.

Authority was given in April for the collection of the following rates of postage on mail matter posted in this Colony for transmission to German New Guinea, viz:—

Letters	...	...	...	5d. per ½ ounce.
Other articles	...	...	...	1d. for every 2 ounces.

These rates were in August altered to 2d per ½ oz. on letters, and 2d. for every 2 oz. on other articles.

In May and June, 1888, the Postmaster-General of the United Kingdom and the Minister for Public Works of Italy entered into an agreement for regulating the postal relations of Italy and the rest of Europe, *via* Italy, with Australia, New Zealand, Tasmania, and the Fiji Islands. In the Appendix hereto is given the English text of this agreement.

In June the rates of postage on mail matter for the countries of the Continent of Europe (except France), *via* Italy, were assimilated to the rates charged on correspondence for the United Kingdom, viz:—

Letters—For every ½ ounce or fraction thereof	...	...	6d.
Newspapers, each...	...	...	1d.
Book Packets, &c.—			
Not exceeding 1 ounce	...	...	1d.
Exceeding 1 ounce, but not exceeding 2 ounces	...	...	2d.
Every additional 2 ounces or fraction thereof	...	...	2d.

As a temporary measure it was agreed, in August, that this Department should undertake the conveyance through New South Wales, free of charge, of correspondence from German New Guinea for the other Australian Colonies, on condition that the German Post Office conveyed New South Wales correspondence for German New Guinea from Cooktown (Queensland) to destination on the same terms.

FOREIGN

## FOREIGN PARCEL POST.

The Parcel Post system, which was inaugurated between this Colony and the United Kingdom, in August, 1886, and subsequently extended to certain other countries, was, during the year 1888, extended to the following places, through the medium of the United Kingdom, subject to special rates of postage, prohibitions and limitations as to size and weight, viz.:—Spain, Portugal, Madeira, Azores, West Coast of Africa (Bathurst, Cape Coast Castle, Sierra Leone, Quittah, Accra, Lagos), Cameroons, Tripoli, Tunis, Senegal, French Guiana, Reunion, Martinique, Guadeloupe, Diego Suarez, Mayotte, Nossi Be, St. Marie de Madagascar, Austrian and French Post Offices in Turkish Ports (Alexandretta, Caifa, Candia, Canea, Cavalla, Dardanelles, Dedeagh, Durazzo, Gallipoli, Ineboli, Jaffa, Keresun, Lagos, Latahia, Leros, Mersina, Mytilene, Prevesa, Retimo, Rhodes, Salonica, Samsoun, San Giovanni de Medua, Santi Quaranta, Scio, Tenedos, Trebizond, Tripoli (Syria), Valona, Vathi), Adrianople, Janina, Jerusalem, Phillipopolis, Danish West Indies, Beyrout (British Post Office), Columbia, Bulgaria, Servia, Costa Rica, Bosnia, Herzegovina, Novi Bazar, and Little Popo.

Arrangements were made in August for a direct exchange of parcels between this Colony and Belgium and Germany by German packets.

In view of the offer of the Peninsular and Oriental and Orient Steam Navigation Companies to reduce the charge for the conveyance of parcel mails to and from Australia and the United Kingdom, provided the public were given the benefit of a postage rate of 8d. or 9d. per lb., the Imperial authorities proposed the reduction of the rate from 1s. to 9d. per lb., which was agreed to from the 1st July, as was also the following apportionment of the amount:—2d. per lb. to the steam companies for carriage, 2½d. per lb. to the Imperial Post Office, and 4½d. per lb. to this Colony.

Proportionate reductions were at the same time made in the rates to other countries, through the United Kingdom, and consequent thereon this Colony agreed to accept the following reduced share of the postage on parcels to and from countries of the Continent of Europe, *via* the United Kingdom, and per British packet, namely:—

	s.	d.
On each parcel not exceeding 2 lb. in weight ... ..	0	9
"    between 2 and 7    "    ... ..	2	3
"    "    7    "    11    "    ... ..	3	9
And on each parcel to and from Germany per German packet not exceeding 11 lb. in weight ... ..	3	9

The following return shows the number and declared value of parcels received and despatched, and the amount of postage paid thereon during the years 1886, 1887, and 1888:—

*Received.*

Year.	Number of Mails.	Number of Parcels.	Declared Value.	Amount of Postage.
			£ s. d.	£ s. d.
1886 (from 1st August).....	19	2,874	4,889 18 1½	456 5 0
1887.....	52	8,421	17,036 6 5	1,412 17 3
1888.....	53	10,747	41,055 1 2½	1,674 17 3

*Despatched.*

Year	Number of Mails.	Number of Parcels.	Declared Value.	Amount of Postage.
			£ s. d.	£ s. d.
1886 (from 1st August).....	23	1,684	3,653 13 4½	271 4 0
1887.....	52	3,661	7,545 16 3½	575 7 11
1888.....	52	4,071	10,018 8 5	549 12 0

At

At the Postal Conference, held in Sydney in January, 1888, the following resolution was agreed to, viz.:—

That this Conference would view with satisfaction the establishment of an Intercolonial Parcels Post, and recommends that the question receive the early consideration of the various Australasian Governments; and that those Colonies possessing the power to introduce the system are desired to do so as early as convenient; and it is recommended that parcels should be carried at a rate of 5d. per lb., with a minimum of 10d. to cover a 2 lb. parcel, exclusive of cost of carriage (which would be added in each case), and the same general regulations be adopted as are in operation between Great Britain and the Colonies.

I find that this resolution received consideration by my predecessor (Mr. C. J. Roberts), and it was determined that until the needful legislation was obtained for the establishment of a parcel post between places within the Colony of New South Wales, it was inexpedient to establish the system between New South Wales and the other Australasian Colonies. Later on in this report I make allusion to the need for fresh legislation for postal and other purposes.

#### LETTERS, NEWSPAPERS, PACKETS, & POST-CARDS POSTED THROUGHOUT THE COLONY.

The following is a return of the estimated number of Letters, Newspapers, Packets, and Post-cards posted in the Colony during 1888, as compared with the number posted in the preceding year:—

	1887.	1888.
<b>LETTERS.</b>		
Posted for delivery within the Colony .....	39,221,900	42,783,200
"    Australian Colonies and New Zealand .....	1,889,600	2,184,400
"    Foreign despatch .....	760,400	771,800
Total.....	41,871,900	45,739,400
<b>NEWSPAPERS.</b>		
Posted for delivery within the Colony.....	29,437,200	28,500,400
"    Australian Colonies and New Zealand.....	1,988,600	2,429,500
"    Foreign despatch.....	679,300	792,100
Total.....	32,105,100	31,722,000
<b>PACKETS.</b>		
Posted for delivery within the Colony.....	4,549,900	5,560,300
"    Australian Colonies and New Zealand.....	548,100	676,600
"    Foreign despatch .....	100,000	101,500
Total.....	5,198,000	6,338,400
Total number of Post-cards posted .....	442,100	520,920

It has been the custom for many years to get particulars from the various city newspaper proprietors of the number of newspapers posted. In the year 1887 the information so obtained disclosed a very large increase in the circulation of these newspapers, but the information was at the time stated to be correct. From similar information furnished for the year 1888, it would appear that there has been a large decrease in the number of papers posted, and it is now believed that the information for 1887, supplied by the newspaper proprietors in question, was incorrect.

Owing to this, in the above return, the number of newspapers posted for delivery within the Colony, for the year 1888, shows a decrease compared with the figures for 1887; but there has really been a steady increase in the number posted since the year 1886, when the figures were 25,256,100.

#### DEAD LETTER BRANCH.

Year.	Number of ordinary letters (except those containing articles of value) returned to the writers as unclaimed.					Number of registered letters returned as unclaimed.	Number of letters unregistered but containing articles of value returned as unclaimed.	Number of letters returned to the following places as unclaimed.				Number of letters returned as unclaimed or insufficiently addressed.
	Originally addressed to places within the Colony.	Originally addressed to the Australasian Colonies.	Originally addressed to the United Kingdom.	Originally addressed to other Countries.	Total.			Australasian Colonies.	United Kingdom.	Other Countries.	Total.	
1887 ...	311,263	34,409	3,541	1,027	350,240	2,608	1,149	20,213	10,388	2,335	33,536	28,673
1888 ...	322,794	50,139	4,032	1,057	378,022	2,310	1,010	21,668	9,480	3,210	34,358	31,317
Increase.	11,531	15,730	491	30	27,782	.....	.....	1,455	.....	275	822	2,644
Decrease.	.....	.....	.....	.....	.....	298	139	.....	908	.....	.....	.....

Of the registered letters mentioned in the above return 1,646 originated in New South Wales, and on being opened previous to return to the writers, were found to contain, besides correspondence and valuable enclosures, such as watches, gold, rings, and jewellery, £2,250 0s. 8d. in coin, notes and cheques. The remaining 664 were from places beyond the Colony, and returned unopened as follows:—348 to London, 137 to other Colonies, and 179 to other countries. In 1,010 unregistered letters were found valuable enclosures representing £14,045 8s. 3d.

Out of about 17,500 packets and letters passed on to the Dead Letter Office imperfectly addressed, the addresses of two-thirds were rectified and the letters forwarded, and the remainder were returned to the writers. In addition to the foregoing 1,380 Chinese letters imperfectly addressed were forwarded to the intended addresses through the assistance of the Chinese Interpreter employed by the Department.

Of 145 packets containing articles of clothing, merchandise, &c., received with the addresses torn off, postage refused, &c., 6 only were applied for and delivered. Of the unstamped letters 3,176, which could not be returned to the writers through insufficient addresses and not being signed, were delivered to the addressees, who were specially communicated with by the Department. 117 letters posted without addresses, 6 of which contained valuable enclosures, were returned to the writers. 57 letters and 24 packets containing obscene addresses were destroyed.

About 833 per cent. of the total number of letters posted in the Colony during 1888 were unclaimed.

The number of letters, &c., delivered by the letter-carriers attached to the head office during the years 1887 and 1888 was as follows:—

	1887.	1888.
Unregistered letters ... ..	9,052,116	9,352,986
Registered letters ... ..	93,605	188,701
Books ... ..	86,555	95,573
Newspapers ... ..	1,293,736	1,271,278

#### REGISTRATION BRANCH.

The number of registered letters which passed through the General Post Office in 1888 was 555,207, against 419,388 in 1887, giving an increase of 135,819.

#### NUMBER OF MAILS RECEIVED AND DESPATCHED.

The following return shows the number of Mails received at, and despatched from the General Post Office during the years 1887 and 1888:—

Year.	Received.		Despatched.		Total number of Mails which passed through the office.
	Inland.	Foreign.	Inland.	Foreign.	
1887 .....	136,826	19,592	131,768	9,460	297,646
1888 .....	148,772	20,075	144,193	10,431	323,471
Increase .....	11,946	483	12,425	971	25,825

#### RECORD BRANCH.

The number of written communications received from the public during 1888, intimating changes of address, or requesting letters, &c., to be forwarded, was 20,474, against 19,617 in 1887.

The number of communications addressed to the Department, relating to the extension and improvement of the Service, to irregularities connected with the performance of mail contracts, and to the transit of letters, &c., through the post, and recorded in the year 1888, was 38,433, against 36,806 in 1887.

REVENUE

## REVENUE AND EXPENDITURE.

The following statement shows the Revenue and Expenditure for the year 1888.

REVENUE.			EXPENDITURE.			
	£	s. d.	£	s. d.	£	s. d.
Sale of postage stamps .....	376,964	9 3			Salaries* .....	167,330 7 0
Fees for private boxes .....	3,155	6 9			Less amount chargeable to Electric Telegraph Department, as per foot-note .....	25,799 9 0
Postage on unpaid correspondence .....	3,030	3 10			Less amount chargeable to Money Order Department, as per foot-note .....	6,748 12 1
Miscellaneous receipts .....	2,335	16 1				
Postage received from the United Kingdom .....	2,250	0 0				
Share of contributions from non-contracting Colonies on account of the San Francisco mail service .....	5,220	5 0	392,956	0 11	Contingencies † .....	
					Conveyance of Mails:—	
Less amount transferred to Stamp Duties as the approximate value of postage-stamps used as duty stamps during the year .....			24,000	0 0	Per horse, coach, &c. ....	104,736 5 2
			368,956	0 11	„ Government Railways and Tramways .....	56,697 19 4
					„ steam and sailing vessels..	13,898 8 1
					„ Orient steamers .....	23,621 0 0
					„ Federal mail packets .....	27,612 2 8
					Via Colombo-Brindisi .....	8,679 8 4
					„ San Francisco .....	13,158 3 9
Balance of expenditure over revenue .....			46,435	11 4		248,403 7 4
			£415,391	12 3		£415,391 12 3

\* Under regulations made in 1885, in conformity with section 7 of the Civil Service Act, the Post Office Department pays the full salaries of officers in charge of amalgamated Post and Telegraph Offices, who were previously remunerated partly by salaries from the Post Office and Telegraph Departments, and partly by commissions on the sale of postage-stamps, and for the transaction of Money Order Office and Government Savings' Bank business. These commissions were, however, discontinued to the officers mentioned, and their salaries so increased as to compensate them for the loss thereof. It was then arranged that when an amalgamated office transacted Money Order Office and Government Savings' Bank business, the Money Order Department should be debited with one-ninth and the Post Office and Telegraph Departments each with four-ninths of the salary of the officer in charge of such office, and also, that when an amalgamated office did not transact Money Order Office and Government Savings' Bank business, the Telegraph Department should be debited with four-ninths, and the Post Office Department with five-ninths, of the salary of the officer in charge of such office.

The amounts to be debited to the Money Order and Telegraph Departments, under the arrangement referred to, are £6,748 12s. 1d., and £25,799 9s. respectively, leaving a sum of £134,732 5s. 11d. to be charged to the Post Office Department, under the heading of Salaries for the year 1888.

† Comprising the cost of fuel, light, rent, repairs, furniture, forage, carts, horses, uniforms, stamps and seals, receivers, travelling and relieving expenses, overtime—sorting English mails, extra clerical aid, servants' wages for cleaning General Post Office, and incidental expenses.

The following return shows the number, description, and value of Postage-stamps issued at the General Post Office during the years 1887 and 1888:—

Number.		Description.	Value.	
1887.	1888.		1887.	1888.
			£	s. d.
26,302,238*	29,587,149†	Penny .....	109,592	13 2
23,420,210‡	25,090,735§	Two-penny .....	195,168	8 4
66,120	91,280	Three-penny .....	826	10 0
313,260	369,600	Four-penny .....	5,221	0 0
2,664	9,356	Five-penny .....	55	10 0
1,002,920	1,031,520	Six-penny .....	25,073	0 0
28,115	32,825	Eight-penny .....	937	3 4
4,460	4,020	Nine-penny .....	167	5 0
900	660	Ten-penny .....	37	10 0
179,250	175,290	Shilling .....	8,962	10 0
9,133	7,934	Five-shilling .....	2,283	5 0
11	325	Ten-shilling .....	5	10 0
11	180	Twenty-shilling .....	11	0 0
7,928	7,224	Newspaper wrappers (see note) .....	34	18 4
254,250	218,375	Envelopes—one-penny .....	1,144	2 6
25,250	25,750	Envelopes—two-penny .....	227	5 0
434,880	513,000	Post-cards—one-penny .....	1,812	0 0
20,910	28,110	Registered-letter envelopes—four-pence .....	348	10 0
3,600	3,480	Reply post-cards .....	30	0 0
	480	Post-cards—two-pence .....		
	480	Post-cards—three-pence .....		
			£351,938	0 8
			£381,982	15 4

\* Includes 58,238 envelopes received from the public to be impressed with a penny stamp.

† Includes 124,729 envelopes received from the public to be impressed with a penny stamp.

‡ Includes 34,250 envelopes received from the public to be impressed with a two-penny stamp.

§ Includes 80,565 envelopes received from the public to be impressed with a two-penny stamp.

NOTE.—3,650 newspaper wrappers, issued up to 31st August, 1887, at 2s. 2d. per 25, value .. £15 16 4

Balance 4,278 .. .. .. 31st December, 1887, at 1s. 8d. per 14, value .. 19 2 0

£34 18 4

The following return shows the number, description, and value of Postage-stamps purchased from the public for cash, under a discount of 5 per cent., during the year 1888:—

Number.	Description.	Value.		
		£	s.	d.
132,391	One-penny	551	12	7
299,160	Two-penny	2,493	0	0
102	Three-penny	1	5	6
810	Four-penny	13	10	0
8,557	Six-penny	213	18	6
4	Eight-penny	0	2	8
1	Nine-penny	0	0	9
910	One-shilling	45	10	0
18	Five-shilling	4	10	0
1	Twenty-shilling	1	0	0
Total		£3,324	10	0
Less 5 per cent....		166	4	6
		£3,158	5	6
Also 480 spoiled but unused 1d. envelopes, value		£2	0	0
720	Post-cards	3	0	0
		£5	0	0
Less 10 per cent.		0	10	0
		£4	10	0

#### NEW POSTAGE-STAMPS.

In the Annual Report for 1887, the fact was mentioned that the Centenary of the Colony was commemorated in the Postal Department by the determination to issue eight new postage-stamps, and that premiums had been awarded for the designs of certain artists, which were received in November of that year. The work of making the dies and electroplates for these new stamps was entrusted to the Government Printer, and he succeeded during the year 1888, and the early part of 1889, in getting the whole executed in the Colony in a very creditable manner, considering the difficulties that stand in the way of producing work comparable with that performed with the superior mechanical appliances available in a few of the older cities of the world. In some instances the original designs of the artists have been modified so as to enable the engraving to afford a more satisfactory result. The following is a description of these new stamps with the dates of their issue for the public use, viz:—

##### TWENTY-SHILLING STAMP.

The stamp is printed in light blue. It represents the Governors of New South Wales in the respective years 1788 and 1888, viz:—Captain Phillip and Lord Carrington. They appear as if on two coins, one partially hidden behind the other. The coin in the front bears the portrait of Lord Carrington; it is clearly and strongly defined, and near its edge are printed the words Twenty Shillings (the value of the stamp) and the figures 1888. The second coin bears the portrait of Captain Phillip and the figures 1788; it is smaller than the other, as if far off, and is surrounded by clouds to convey the idea of distance and space of time. Floating between the coins, amongst the clouds, is a fluttering banner with the words "One Hundred Years." The spaces surrounding the coins are filled in with Australian ferns and Christmas bells (*blandfordia nobilis*), the latter being appropriately suggestive of ringing in the glad Centennial time.

Until special paper could be procured, the stamp was printed on that used for the Five-shilling Stamp. Issued 1st May, 1888.

##### ONE-PENNY STAMP.

Inside a circle is a view of Sydney, taken from Mossman's Bay. Above the circle rests an Imperial Crown, and around the circle are the words "New South Wales Postage" and "One Hundred Years." The surrounding space is filled with Australian ferns and the words "One Penny." The stamp is printed in violet lake. Issued 9th July, 1888.

##### TWO-PENNY STAMP.

The stamp is printed in deep blue. The design represents an Emu surrounded by a shaded oval band, on which the words "One Hundred Years" and "Two Pence" are inscribed. The four corners bear the words "New South Wales Postage," with which are interwoven the berries of the Lilly-pilly, the Corea or Native Fuchsia, and feathery sprays of Wattle. Issued 1st September, 1888.

##### FOUR-PENNY STAMP.

The stamp is printed in chocolate-brown. The design consists of a portrait of Captain Cook, surrounded by an oval band on which the words "New South Wales Postage" are inscribed, within the oval the words "Captain Cook" are printed. At the foot of the portrait is the Australian Coat of Arms resting on a cross band, on which the words "Four Pence" are printed. The whole is fitted into a fancy square, the top bar of which bears the words "One Hundred Years." Issued 8th October, 1888.



## SIX-PENNY STAMP.

The colour of the stamp is rosine. The design consists of the Queen's head in the left hand upper corner, to the right of which are four stars representing the Southern Cross; beneath these and on the right is the New South Wales Coat of Arms surrounded by Australian flowers, viz., the waratah, wattle-blossoms, eucalyptus, ferns, and heath, and surmounted by a small scroll bearing the words "One Hundred Years." This small scroll is surmounted by a larger one running diagonally through the centre of the design and bearing the words "New South Wales Postage." The value of the stamp is denoted by the word "Six Pence" legibly inscribed on a broad bar at the foot of the design. Issued 26th November, 1888.

## EIGHT-PENNY STAMP.

The stamp is printed in plum colour. The design consists of a representation of the Australian Lyre-bird in an oval which occupies the centre of the stamp. At the foot of the oval and within, on a white ground, the words "One hundred years" are printed. The oval is surrounded by native flowers, the waratah and honeysuckle, and encircled at the top by the words "New South Wales Postage." The value of the stamp is denoted by the words "Eight Pence" legibly inscribed on a broad bar at the foot of the stamp. Issued 17th January, 1889.

## ONE-SHILLING STAMP.

The stamp is printed in purple brown. The design consists of a representation of a kangaroo, surrounded by waratah, flannel, and other native flowers and shrubs. A scroll above the design bears the words "One Hundred Years." Along the left-hand edge of the stamp are printed in large characters the words "New South," and in a corresponding position on the right-hand edge the words "Wales Postage." The value is denoted by the words "One Shilling" printed in large characters on a broad white band at the foot of the stamp. Issued 21st February, 1889.

## FIVE-SHILLING STAMP.

The stamp is printed in mauve lake. The design consists of an outline map of Australia, showing the Colonies of New South Wales, Victoria, Queensland, South Australia, and Western Australia. The map is surrounded by an octagonal band, on the upper half of which are printed in large characters the words "New South Wales Postage," and on the lower half the words "Five Shillings." On the right-hand side of the stamp, and placed over the above-mentioned octagonal band, is a representation of the New South Wales shield, and in a similar position on the left-hand side is one of the Imperial shield. Immediately beneath the map the words "One Hundred Years" are printed in small characters. Issued 13th March, 1889.

The establishment of a postal-card system between New South Wales and the United Kingdom, on the 1st January, 1889, necessitated the issue of suitable cards. A Post-card of the value of twopence was therefore issued for use by the contract packets of the Peninsular and Oriental and the Orient Steam Navigation Companies only, by what is termed the *long sea route*, i.e., conveyed all the way from Australia, *by sea*, to England. A Post Card, of the value of Threepence, was also issued for use between this Colony and the United Kingdom *overland, via Italy*.

As the year 1888 happened to be the fiftieth since the introduction of postage-stamps in the Colony of New South Wales, the necessity that arose for the issue of special Post-cards was availed of to commemorate this jubilee event by including in the design of these Post-cards a reference to the occasion.

The size of the Post-card of the value of two pence is  $6\frac{1}{8}$  by  $3\frac{9}{16}$  inches, and it is printed in blue.

The size of the Post-card of the value of three pence is  $6\frac{1}{8}$  by  $3\frac{9}{16}$  inches, and it is printed in light green.

The design (which is the result of the joint effort of Dr. Houison, President of the Philatelic Society, Mr. Dalgarno, of the Post Office, and Mr. Potter, the Government Printer) of both stamps is the same, except in the value indications, and may be described as follows:—

In the centre is a similitude of the first stamp issued in the year 1838, containing Royal arms, with motto "Dieu et mon droit," and words "General Post Office, Sydney, New South Wales," surrounding the same. This similitude is enclosed by two circles containing the words "In commemoration of the fiftieth year of the issue of postage-stamps in the Colony," and "Design of the first postage-stamp." This rests upon a St. Andrew's Cross, the upper limbs of which contain the figures denoting the value of the postage with rings containing words "Jubilee" and "Stamp." The lower limbs of the cross respectively bear the figures "1838" and "1888." Through the design and enclosing it is a wreath composed of oak and eucalyptus leaves, with band at foot containing words indicating the value of postage.

To the left of the design above described are the words "Post" in large capitals, and below this in smaller type "The address only to be written on this side of the card." To the right are the words "Card," and in the one case "For the United Kingdom by the long sea route," and in the other "For the United Kingdom overland via Italy." The whole is enclosed in an ornamental double-lined border.

## INLAND MAIL CONVEYANCE.

In the year 1888 the average cost per mile of the Inland Mail Conveyance was about  $5\frac{2}{5}$ d. against  $5\frac{1}{5}$ d., the price per mile paid in the year 1887. The particulars as to the Mail Contracts for the Conveyance of Inland Mails will be found in the Appendix.

## II.—MONEY ORDER DEPARTMENT.

Money Order Offices were established during the year 1888 at the following places, viz. :—Alexandria, Allandale, Auburn, Blacktown, Blackwall, Captain's Flat, Craigie, Fassifern, Gordon, Hillgrove, Hornsby Junction, Kangaloon, Krambach, Lewis Ponds, Marshall M'Mahon's Reef, Mogo, Moonbi Railway Station, Mount Gipps, Narramine, Nevertire, North Willoughby, Pinnacles, Rockdale, Smithfield, Sutherland, Tabulam, and Tweed Heads. The office at Eulourie was closed.

The number of Money Order Offices in the Colony on 31st December, 1888, was 495.

The number of Money Orders issued during the year was 388,416, and the value £1,215,132, against 360,759, of the value of £1,131,884, in 1887, the difference showing an increase of 27,657 in the number, and £83,248 in the amount.

The number of Money Orders paid was 368,081, and the value £1,116,353, against 330,594, of the value of £1,010,297, in 1887, being an increase in the number of 37,487, and £106,056 in the amount.

The amount of Revenue received as commission on Money Orders issued was £15,879 5s. 6d., being £918 18s. in excess of the amount collected in 1887.

The following comparative return will show the various countries where the Money Orders issued in New South Wales were made payable, and also the issues of other countries on New South Wales.

Comparative

Comparative Return showing the Number and Amount of Money Order Transactions in New South Wales with various countries for the year 1888 compared with the year 1887:—

Year.	UNITED KINGDOM (INCLUDING GERMANY, ITALY, &c.)				NEW ZEALAND.				QUEENSLAND.				SOUTH AUSTRALIA.				TASMANIA.				VICTORIA.			
	Issued in N.S.W.		Drawn on N.S.W.		Issued in N.S.W.		Drawn on N.S.W.		Issued in N.S.W.		Drawn on N.S.W.		Issued in N.S.W.		Drawn on N.S.W.		Issued in N.S.W.		Drawn on N.S.W.		Issued in N.S.W.		Drawn on N.S.W.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
1888 .....	33,171	£ 119,019	6,945	£ 25,293	3,971	£ 15,154	6,275	£ 16,528	6,542	£ 25,994	16,743	£ 60,965	7,428	£ 26,126	7,932	£ 21,452	1,262	£ 4,793	2,648	£ 7,442	23,761	£ 98,855	25,519	£ 77,627
1887 .....	34,119	£ 124,097	7,165	£ 27,047	3,018	£ 11,276	4,864	£ 14,927	5,761	£ 22,919	13,273	£ 50,850	5,448	£ 19,681	4,135	£ 12,813	1,413	£ 4,824	2,309	£ 7,529	25,474	£ 85,968	16,684	£ 56,499
Increase..	.....	.....	.....	.....	953	£ 3,878	1,411	£ 1,601	781	£ 3,075	3,470	£ 10,115	1,980	£ 6,445	3,797	£ 8,639	.....	.....	339	£ 87	3,287	£ 12,887	8,835	£ 27,128
Decrease..	948	£ 5,078	220	£ 1,754	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	151	£ 31	.....	.....	.....	.....	.....	
Year.	WESTERN AUSTRALIA.				HONG KONG.				INDIA.				UNITED STATES.				CANADA.				CAPE OF GOOD HOPE.			
	Issued in N.S.W.		Drawn on N.S.W.		Issued in N.S.W.		Drawn on N.S.W.		Issued in N.S.W.		Drawn on N.S.W.		Issued in N.S.W.		Drawn on N.S.W.		Issued in N.S.W.		Drawn on N.S.W.		Issued in N.S.W.		Drawn on N.S.W.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
1888 .....	211	£ 854	435	£ 1,316	771	£ 4,378	69	£ 331	1,050	£ 8,615	118	£ 579	1,597	£ 6,243	437	£ 2,193	144	£ 691	114	£ 719	35	£ 150	77	£ 340
1887 .....	176	£ 757	373	£ 1,305	748	£ 4,473	48	£ 168	1,110	£ 8,676	121	£ 655	1,588	£ 5,881	425	£ 2,087	125	£ 628	67	£ 358	61	£ 326	82	£ 432
Increase..	35	£ 97	62	£ 11	23	£ 95	21	£ 163	.....	£ 60	.....	£ 76	9	£ 359	12	£ 106	19	£ 63	47	£ 361	.....	£ 26	.....	£ 92
Decrease..	.....	.....	.....	.....	.....	.....	.....	.....	60	£ 61	3	£ 76	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Year.	CEYLON.				STRAITS SETTLEMENTS.				MAURITIUS.				TOTAL FOREIGN MONEY ORDER TRANSACTIONS.				N.S.W. INLAND ISSUES.		GRAND TOTAL OF N.S.W. ISSUES.					
	Issued in N.S.W.		Drawn on N.S.W.		Issued in N.S.W.		Drawn on N.S.W.		Issued in N.S.W.		Drawn on N.S.W.		Issued in N.S.W. on other countries.		Issued in other countries on N.S.W.		No.	Amount.	No.	Amount.				
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.				
1888 .....	76	£ 317	5	£ 4	5	£ 27	6	£ 17	17	£ 117	4	£ 6	85,039	£ 311,335	67,327	£ 214,813	303,377	£ 903,797	388,416	£ 1,215,132				
1887 .....	66	£ 265	6	£ 7	.....	.....	14	£ 43	17	£ 77	7	£ 33	79,124	£ 289,851	49,573	£ 168,758	281,635	£ 842,093	360,759	£ 1,131,884				
Increase..	10	£ 52	.....	.....	5	£ 27	.....	.....	.....	£ 40	.....	.....	5,915	£ 21,484	17,754	£ 46,055	21,742	£ 61,764	27,657	£ 83,248				
Decrease..	.....	.....	1	£ 3	.....	.....	8	£ 31	.....	.....	3	£ 27	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		

In the information contained in Appendix A will be found a detailed statement of the business transacted at each office in the Colony. Appendix A.

An additional Convention, the terms of which are given in the Appendix, Appendix F. was during the year entered into with the Post Office Department of the United States of America, reducing from three-fourths to one-half of 1 per cent. the rate of commission payable by each country to the other on Money Orders issued.

### III.—GOVERNMENT SAVINGS' BANK DEPARTMENT.

The following Branches were opened during the year 1888, viz.:—Alexandria, Arncliffe, Barrington, Blackwall, Canterbury, Copmanhurst, Euston, Hillgrove, Laurieton, Lawson, Louth, Moonbi Railway Station, Murwillumbah, Nevertire, Old Junee, Palmer's Island, Stockton, Tabulam, Tinonee, Tuena, Wanaaring, and Wattle Flat.

During the year 31,444 new accounts were opened, and 23,881 accounts were closed. The number of accounts remaining open at the close of the year was 71,265.

The number of deposits received was 196,120, and the amount £1,219,000 12s. 5d., being an increase of 23,297 in the number and £192,730 16s. 10d. in the amount on the business of the previous year. The interest added to depositors' accounts was £58,483 7s. 9d.

The number of withdrawals was 89,961, and the amount £1,041,233 19s. 11d., being an increase of 5,851 in the number and £42,395 6s. 3d. in the amount of the previous year. The balance at the credit of depositors at the close of the year was £1,737,703 14s. 6d., being an increase of £236,250 0s. 3d. on the previous year.

The average amount of each deposit was £6 4s. 3 $\frac{3}{4}$ d., and of each withdrawal £11 11s. 5 $\frac{3}{4}$ d.

The average balance at the credit of each depositor at the close of the year was £24 7s. 8d.

The following return will show the annual progress of the Government Savings' Bank system, from 1st January, 1879, to 31st December, 1888:—

Year.	Number of Deposits.	Interest added to Depositors' Accounts.	Amount of Deposits.	Number of Withdrawals.	Amount of Withdrawals.	Balance at Credit of Depositors.
		£ s. d.	£ s. d.		£ s. d.	£ s. d.
1879.....	67,444	17,544 4 10	393,771 19 2	27,612	379,983 18 6	511,357 2 11
1880.....	76,402	19,091 9 0	457,778 13 11	30,342	401,730 13 10	586,496 3 0
1881.....	98,270	27,511 1 5	833,191 2 2	35,159	475,696 19 9	971,501 6 10
1882.....	121,868	39,063 18 4	891,199 12 7	48,443	743,310 14 5	1,158,454 3 4
1883.....	147,627	40,334 14 6	922,803 14 5	59,475	938,073 8 6	1,183,519 3 9
1884.....	156,578	43,198 2 6	1,033,701 3 5	71,532	969,487 3 0	1,290,931 6 8
1885.....	170,750	49,193 6 8	1,152,583 0 8	75,600	1,020,813 12 1	1,471,894 1 11
1886.....	167,161	52,356 11 6	1,071,609 19 5	87,169	1,172,555 5 4	1,423,305 7 6
1887.....	172,823	50,717 4 10	1,026,269 15 7	84,110	998,838 13 8	1,501,453 14 3
1888.....	196,120	58,483 7 9	1,219,000 12 5	89,961	1,041,233 19 11	1,737,703 14 6

The following return will show the business of the Government Savings' Bank for the year 1888, compared with the transactions of the year 1887:—

Year.	Number of Government Savings' Banks in the Colony.	Number of Accounts opened.	Number of Accounts closed.	Number of Accounts remaining open on 31st Dec.	Total Deposits, including interest.		Total Withdrawals.		Balance at credit of Depositors on 31st Dec.
					Number.	Amount.	Number.	Amount.	
						£ s. d.		£ s. d.	£ s. d.
1887 ...	313	28,225	23,789	64,002	172,823	1,076,987 0 5	84,110	998,838 13 8	1,501,453 14 3
1888 ...	335	31,444	23,881	71,265	196,120	1,277,484 0 2	89,961	1,041,233 19 11	1,737,703 14 6
Increase.	22	3,219	92	7,263	23,297	200,496 19 9	5,851	42,395 6 3	236,250 0 3

Appendix A.

In the information contained in Appendix A is given a detailed statement showing the business transacted at each branch in the Colony. A statement of the Liabilities and Assets, with the Auditor-General's certificate thereon, will be found in the Appendix.

Appendix G.

The expenditure of the Money Order and Government Savings' Bank Department for salaries (exclusive of its proportion of the salaries of officers in charge of combined Post and Telegraph Offices, *vide* explanation on page 16) was £9,560 8s. 4d.; for contingencies, £1,189 4s. 3d.; total, £10,749 12s. 7d.

The number of persons employed in connection with the Money Order and Government Savings' Bank Department was as follows:—

1 Superintendent and Controller.	3 Assistant Tellers.	7 Probationers.
1 Chief Clerk and Examiner.	4 Money Order Ledger-keepers.	1 Store-keeper.
1 Examiner.	8 Savings' Bank Ledger-keepers.	4 Messengers.
5 Assistant Examiners.	21 Clerks.	
1 Teller.		
Total ... ..		57

F. W. Hill, Esq., Superintendent, Money Order Office, and Controller, Government Savings' Bank, retired on the 5th June, 1888, under the provisions of the Civil Service Act of 1884. Mr. Hill entered the Public Service of this Colony in the year 1850, and was considered one of its most valuable officers.

Mr. A. J. Doak, Chief Clerk, was appointed to perform Mr. Hill's duties until a successor was determined upon, and continued to act in that capacity during the remainder of the year.

One death occurred, *viz.*:—W. T. Whitley, Ledger-keeper, attached to the permanent staff, and one officer was removed from the Service for serious neglect of duty.

#### IV.—ELECTRIC TELEGRAPH DEPARTMENT.

The following return shows the extent of the Electric Telegraph Lines and the number of Stations in the Colony on the 31st December, 1888; also the revenue and expenditure of the Department for the year 1888 (including receipts and expenditure on account of the Telephone system) as compared with similar information for 1887:—

Year.	Extent of electric telegraph wire in actual use.	Number of stations.	Number of messages transmitted during the year.	Revenue.	Expenditure (exclusive of interest on cost of construction of lines).
	Miles chns.			£ s. d.	£ s. d.
1887 .....	21,444 45	434	2,876,504	164,510 15 3	156,779 15 3*
1888 .....	22,219 15	460	3,410,407	185,965 5 7	154,875 19 3†
Increase .....	774 50	26	533,903	21,454 10 4	.....
Decrease .....	.....	.....	.....	.....	1,903 16 0

\* Includes £12,617 1s. 4d. British Australian Cable Subsidy. † Includes £12,144 10s. 1d. British Australian Cable Subsidy. ‡ This does not include proportion of salaries of officers in charge of combined Post and Telegraph Offices, *vide* explanation on page 16.

The following Return shews the lines of Electric Telegraph which were completed, as well as the lines dismantled, during the year 1888:—

Line.	Dismantled.		Constructed.		Cost of Construction.
	Line.	Additional Wire.	Line.	Additional Wire.	
Queanbeyan to Cooma .....	m. chs. 68 0	m. chs. .....	m. chs. 70 40	m. chs. 71 40	£ s. d. 3,669 8 9
Nevertire to Warren .....	.....	.....	11 67	11 67	438 13 6
Newcastle to Plattsburg .....	.....	.....	5 62	2 4	145 7 11
Pilliga to Walgett .....	.....	.....	.....	67 0	703 18 8
Newcastle to West Maitland .....	.....	.....	18 57	26 51	750 17 0
Silverton to Broken Hill .....	.....	.....	.....	22 40	189 11 7
Dubbo to Nevertire and Bourke .....	.....	.....	.....	225 40	1,526 0 3
Dubbo to Gongolgon .....	189 35	.....	.....	.....	.....
Mudgee to Gulgong Junction .....	.....	.....	.....	9 0	42 2 0
Mudgee Junction to Gulgong .....	.....	13 0	.....	.....	.....
Broken Hill to Euriovie .....	.....	.....	38 58	7 0	2,378 1 4
Tweed River Heads to Fingal .....	.....	.....	0 40	3 40	46 4 7
Crookwell to Laggan .....	.....	.....	5 59	0 24	153 16 4
Wauchope to Beechwood and Rolland's Plains .....	.....	.....	16 0	0 40	468 11 8
Albion Town to Purnamoota .....	.....	.....	11 27	11 27	543 5 9
Newcastle to Merewether .....	.....	.....	0 67	1 13	27 0 6
Newcastle to Carrington .....	.....	.....	0 6	1 70	10 12 9
Bathurst to Blayney .....	22 60	22 60	.....	55 60	382 12 3
Armidale line to Hillgrove .....	.....	.....	2 61	2 61	141 13 0
Cobargo to Bermagui and Tilba Tilba .....	.....	.....	20 22	.....	534 15 4
Wentworth line to Murray River (to connect Mildura, Vic.) .....	.....	.....	1 40	1 40	140 9 3
Silverton line to Thackaringa .....	.....	.....	4 20	4 20	245 10 4
Silverton to Cockburn (S. A. Border) .....	.....	.....	.....	19 60	218 9 0
Waterfalls to Clifton .....	.....	.....	13 0	26 0	890 19 0
Waterfalls to Sydney .....	.....	.....	.....	24 0	171 10 9
Botany to La Perouse .....	.....	.....	2 10	2 70	74 18 0
Broken Hill to Silverton and Cockburn .....	.....	.....	35 0	55 20	2,098 10 2
Bulli to South Bulli Coal Company's Jetty .....	.....	.....	5 40	.....	111 16 3
City Extensions (Telegraph and Telephone) .....	.....	.....	11 44	194 18	4,207 6 1
Yass Crossing to Queanbeyan .....	.....	2 0	.....	.....	.....
Queanbeyan to Molonglo .....	12 40	.....	.....	.....	.....
Bulli to Appin .....	14 0	.....	.....	.....	.....
Appin to Southern Railway Line .....	.....	5 0	.....	.....	.....
Line dismantled .....	306 55	.....	.....	.....	.....
Additional wire dismantled .....	.....	42 60	.....	.....	.....
Line erected .....	.....	.....	276 0	.....	.....
Additional wire erected .....	.....	.....	.....	848 5	.....
Line erected .....	.....	.....	.....	276 0	.....
Total wire erected during the year .....	.....	.....	.....	1,124 5	.....
Less dismantled (line and wire) .....	.....	.....	.....	349 35	.....
Increase .....	.....	.....	.....	774 50	.....
Cost of construction for the year .....	.....	.....	.....	.....	£ 20,312 2 0

The total cost of the whole extent of telegraphic communication in the Colony on the 31st December, 1888—22,219 miles 15 chains—was £704,912 4s. 4d.

The number and value of Telegrams transmitted from New South Wales and the places to which they were sent, and the number of Telegrams issued and the places from whence they came; also, the proportion due to New South Wales on each class of business, are shown in the following Return:—

Telegrams transmitted from New South Wales.

	New South Wales.	Foreign.	New Zealand.	Victoria.	Tasmania.	South Australia.	Western Australia.	Queensland.	Total.
Number .....	2,882,601	3,492	9,445	292,154	5,874	101,877	1,915	107,049	3,410,407
Value .....	£ s. d. 111,750 6 9	£ s. d. 46,809 0 10	£ s. d. 6,264 11 5	£ s. d. 23,020 19 4	£ s. d. 957 2 2	£ s. d. 11,335 5 6	£ s. d. 556 11 11	£ s. d. 13,576 5 3	£ s. d. 213,869 3 2

## Telegrams issued in New South Wales.

	New South Wales.	Foreign.	New Zealand.	Victoria.	Tasmania.	South Australia.	Western Australia.	Queensland.	Total.
Number.....	2,882,601	7,751	7,873	284,876	5,446	98,375	2,892	119,210	3,409,024
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Value.....	111,750 6 9	87,058 1 4	5,815 12 3	23,945 16 1	832 8 2	11,274 15 7	519 5 5	17,778 14 4	209,024 19 11

## New South Wales Receipts:—

	£	s.	d.
On local and Intercolonial (exclusive of New Zealand) business ... ..	168,303	3	1
On New Zealand business ... ..	2,054	15	3
On International business ... ..	4,018	3	9
Total ... ..	£174,376	2	1

Stations were opened during the year at the following places:—Alexandria, Appin (reopened), Auburn, Bermagui, Borenore, Brooklyn, Byron Bay, Beechwood, Carrington, Castle Hill, Cessnock, Collarendabri, Euriowie, Eurobodalla, Grosvenor Hotel, Hargraves, Hillgrove, Laggan, Lyndhurst, Merewether, Newport, Ourimbah, Purnamoota, Rolland's Plains, Teralba, and Tilba Tilba.

The only telegraph line in course of construction, but not completed during the year 1888, was that between Tumberumba and Tintalra, *via* Tooma, an estimated distance of 27 miles.

The Staff attached to the Electric Telegraph Department for the year 1888 was as follows, viz.:—1 superintendent, 1 assistant superintendent, 1 accountant, 1 manager, 1 assistant manager, 1 continental clerk, 1 cable clerk, 1 ledger-keeper, 1 cashier, 1 telegraph instructor, 1 clerk in charge of correspondence, 1 check-clerk, 10 clerks, 23 booking clerks, 2 receiving clerks, 1 mechanic, 7 instrument fitters, 5 inspectors, 1 inquiry clerk, 56 station-masters\*, 410 operators, 36 line repairers, 3 messengers' overseers, 423 messengers, 1 clerk in charge of stores, 3 clerks in stores, 3 battery-men, 1 groom, 1 manager (telephones), 3 overseers (do.), 7 assistant overseers (do.), 1 line overseer (do.), 18 switch-board attendants (do.), 1 messenger (do.), 1 battery-man (do.), 3 engineers (electric lights), 6 assistants (do.); total, 1,038.

As already explained, 209 of the above are included in the return of persons employed in connection with the Postal Department.

The following Officers retired under the provisions of the Civil Service Act, 1884, viz.:—J. T. Morrison, instrument fitter, Sydney; W. J. Aubin, operator, Sydney.

Five deaths occurred, viz.:—R. T. Usher, clerk; W. McIlrick, line repairer, Deniliquin; Mrs. H. Roberts, operator, Largs; J. E. Gale, operator, Paddington; and one messenger at Hay.

Eighty-one resignations took place:—9 operators, 67 messengers, and 5 switchboard attendants.

The removals from the Service numbered 11:—1 clerk, for intemperance; 3 operators and 7 messengers for general neglect of duty.

In

\* In addition to the 300 who hold the dual appointment of Official Post and Telegraph Master, and who are included in return on page 6.

In July the following amended regulation was substituted for the one previously in force, under which a telegraphic message partly composed of cypher words was charged the same rate as a message wholly in cypher (namely, 50 per cent. above the ordinary rate):—

Every message in secret language or consisting of words in any admitted language (English, French, German, Italian, Dutch, Portuguese, Spanish, and Latin), having no connective meaning, groups of letters or figures, shall be regarded as a cypher message, and be subject to an additional charge of 50 per cent.; and in a message containing one or more words in cypher, every such word shall be counted as two words and the extra charge be added to the minimum rate for a message, provided that such extra charge shall not exceed 50 per cent. on the ordinary rate which would be payable on account of the said telegram. Groups of five letters or five figures shall count as one cypher word.

The following interruptions to cable communication with Europe took place during the year:—From 30th June to 18th July; from 10th to 12th, and from 20th to 28th October.

At the Intercolonial Conference, held in Sydney in January, 1888, the following resolution was arrived at (the representative of the Colony of New South Wales dissenting):—

That this Conference is of opinion that it is desirable a survey should be made of a suitable route for an ocean telegraph cable by way of the Pacific, via Vancouver Island, the cost of the survey to be defrayed by Great Britain, Canada, and the Australasian Colonies, represented at this Conference. This, however, is not to bind any of the countries named to accept the proposals of the Pacific Cable Company, and that the subject of the resolution be communicated to the various Australasian Governments.

In July following, a despatch was received by His Excellency the Governor of New South Wales from the Secretary of State for the Colonies, dated the 1st May, 1888, transmitting a copy of a letter which Lord Knutsford had caused to be transmitted to the Lords Commissioners of the Admiralty, "respecting the survey which Her Majesty's Government have been requested to make of a route for a cable telegraph between Canada and Australia across the Pacific Ocean, together with an extract from their Lordships' reply," and stating that "Her Majesty's Government concur in the opinion expressed in the letter from the Admiralty that the question of accelerating the survey must remain open until there is a prospect that the funds for the construction of the cable will be found."

In an enclosure to this despatch, it is stated that "the annual cost of H.M.S. 'Egeria' is about £12,000, and that if a similar vessel is provided especially for the purpose of making a complete survey of the best ocean route and landing-places, the cost would be about £36,000, irrespective of the value of the vessel and the cost of fitting her out."

Some proposal has, I understand, since been made by the Canadian authorities for a Conference of Delegates from the Colonies and the Canadian authorities on the subject, but no determination has yet been arrived at in regard either to this proposal or to the question of the Colonies contributing to the cost of an official survey of the route.

One of the matters considered at the Postal Conference in January, 1888, was the desirableness of assimilating the postal and telegraphic regulations of the various Australasian Colonies, and, with this object in view, draft regulations were prepared by Messrs. Charles Todd, Postmaster-General and Superintendent of Telegraphs for South Australia; S. H. Lambton, Secretary, Postal Department, New South Wales; E. C. Cracknell, Superintendent of Telegraphs, New South Wales; W. Gray, Secretary, Post Office and Telegraph Department, New Zealand; and Robt. Henry, Superintendent of Telegraphs, Tasmania; but I find that it has not yet been possible to secure agreement between the Colonies in regard to these draft regulations, owing mainly to differences in local legislation, and I am afraid that uniformity in these regulations, &c., will not be accomplished until fresh legislation has been obtained in several of the Colonies.

In order to enable many desirable reforms to be effected, the revision of the Laws relating to the Post Office, Electric Telegraph Department, Money Order Office, and Government Savings Bank is absolutely necessary. I trust the state of the public business in Parliament will at an early date permit of the needful legislation being accomplished. In this legislation provision will be made for a clearer definition of the term "newspaper," so as to meet the attempts that are too frequently



frequently made by mere advertisers, who announce the goods they have for sale in printed sheets made up in the form of a newspaper, with a few scraps of news inserted therein so that they may circulate the matter throughout the Colony without any charge for postage. A newspaper will be defined as a publication printed *for sale*, and subjected to clearer conditions than have hitherto appertained to this class of mail matter. Provision will be made for the parcel-post system. The new Bill will provide for all communications on Government business going through the post without charge, and so prevent the waste of time now involved in placing stamps on these letters and keeping accounts thereof. Telegraphic messages will, under the new legislation, be sent for transmission by post without extra charge for postage. A large saving of time and expenditure could be effected in the discontinuance of the practice now adopted of advertising unclaimed letters. These letters cannot be delivered, mainly because the addresses have not been correctly furnished in the first instance by the senders, and under the present system, through this want of care, the Government is put to the expense of advertising, with very little result as regards the ultimate delivery of the letters. The sender of an incorrectly addressed letter pays twopence in the shape of postage, and the cost of clerical labour and advertising may be stated as, at least, one shilling, so that the Government loses tenpence on every letter of this kind. Under the present system a very long time elapses before the sender of an unclaimed letter becomes aware of the fact. To remedy this, provision will be made in any new Bill within a reasonable time to return the unclaimed letter to the writer, whenever he expresses on its cover his wish to have the letter so returned. A penalty will be provided for in regard to masters of vessels conveying mails leaving the port before the expiration of the twenty-four hours' notice they are now required to give. Hitherto there has been no penalty for this conduct, and the Department has consequently been powerless in the matter. In the present Act there is no provision made for the postal-card system. This will be remedied. Provision will be made for the introduction of a system by which small sums of money can be transmitted through the post by means of what are termed postal-notes. In regard to the Electric Telegraph Department, provision will be made for the systems of telephones and pneumatic tubes, for which there has hitherto been no legislation. The present Acts require amendment in several minor particulars, so as to enable the departments to be better worked, and to be allowed to develop in conformity with the progress and requirements of this age. In a word, when a Bill is introduced it will be made in all respects as elastic as possible, and many details which are now governed by enactment will be made the subject of regulations, sanctioned by the Governor and Executive Council, so that necessary changes can be made from time to time without the needless delay of special legislation.

I have the honor to be, my Lord,

Your Lordship's most obedient servant,

DANIEL O'CONNOR,

Postmaster-General.

*General Post Office,  
Sydney, 13th June, 1889.*

APPENDIX A.

RETURN showing names of Post Offices and Telegraph Stations, Salaries paid, number of Letters posted, Telegrams transmitted, Money Orders issued and paid, Savings' Bank Deposits and Withdrawals, Revenue received from each Office, and arrangements regarding premises during the year 1888.

Name of Office.	Designation.	Annual Salary.		Number of		Money Orders Issued.		Money Orders Paid.		Savings' Bank Deposits.		Savings' Bank Withdrawals.		Revenue.		Arrangements as regards Premises and Rent per annum.
		Postal.	Tele-graphic.	Letters Posted.	Telegrams Transmitted.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	Postal.	Tele-graphic.	
Abattoirs .....	Post and Telegraph Master .....	£ 110	£ ..	4,502	1,059	...	£ ..	...	£ ..	...	£ ..	£ ..	£ 33	£ 35	Govt. building; postmaster allowed £26 in lieu of quarters.	
Aberdeen .....	Messenger .....	.. 26	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	Post Office Government building; Telegraph Office at Railway Station.	
Acacia Creek .....	Postmaster .....	35	26	14,769	535	364	907	53	248	21	171	12	204	180	30	
Adaminahy .....	Operator .....	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	.. ..	
Adamstown .....	Postmaster .....	11	..	2,517	..	..	..	..	..	..	..	..	..	9	..	
Adelung .....	Post and Telegraph Master .....	170	..	12,726	1,149	612	1,910	83	344	35	103	9	251	170	69	
Adelung Crossing Place .....	Assistant .....	20	..	..	..	..	..	..	..	..	..	..	..	..	..	
Albion Park .....	Postmaster .....	10	..	9,399	..	306	853	106	304	107	424	37	414	18	..	
Albury .....	Letter-carrier .....	40	..	..	..	..	..	..	..	..	..	..	..	..	..	
..	Post and Telegraph Master .....	240	..	58,836	3,095	871	2,407	568	1,988	352	1,839	144	1,857	505	180	
..	Assistant .....	52	..	..	..	..	..	..	..	..	..	..	..	..	..	
..	Messenger .....	..	39	..	..	..	..	..	..	..	..	..	..	..	..	
..	Postmaster .....	34	..	6,216	..	..	..	..	..	..	..	..	..	..	..	
..	Postmistress and Telephone Operator .....	40	26	15,583	1,232	255	466	51	129	..	..	..	..	148	67	
..	Postmaster .....	390	..	341,676	361,667	2,335	6,192	2,104	6,096	1,896	10,112	619	8,656	2,656	1,564	
..	1st Assistant .....	240	..	..	..	..	..	..	..	..	..	..	..	..	..	
..	2nd do .....	170	..	..	..	..	..	..	..	..	..	..	..	..	..	
..	3rd do .....	110	..	..	..	..	..	..	..	..	..	..	..	..	..	
..	4th do .....	110	..	..	..	..	..	..	..	..	..	..	..	..	..	
..	5th do .....	100	..	..	..	..	..	..	..	..	..	..	..	..	..	
..	Letter-carrier .....	147	..	..	..	..	..	..	..	..	..	..	..	..	..	
..	do .....	124	..	..	..	..	..	..	..	..	..	..	..	..	..	
..	do .....	114	..	..	..	..	..	..	..	..	..	..	..	..	..	
..	Telegraph Master .....	..	320	..	..	..	..	..	..	..	..	..	..	..	..	
..	Operator .....	..	160	..	..	..	..	..	..	..	..	..	..	..	..	
..	do .....	..	124	..	..	..	..	..	..	..	..	..	..	..	..	
..	3 Operators, at £110 each .....	..	330	..	..	..	..	..	..	..	..	..	..	..	..	
..	Line-repairer .....	..	150	..	..	..	..	..	..	..	..	..	..	..	..	
..	Batteryman .....	..	75	..	..	..	..	..	..	..	..	..	..	..	..	
..	2 Messengers, at £39 each .....	..	78	..	..	..	..	..	..	..	..	..	..	..	..	
..	Messenger .....	..	26	..	..	..	..	..	..	..	..	..	..	..	..	
Alexandria (1) .....	Post and Telegraph Master .....	104	..	14,622	1,066	269	716	87	230	354	901	73	233	62	45	
..	2 Messengers, at £26 each .....	..	52	..	..	..	..	..	..	..	..	..	..	..	..	
Aliceton .....	Postmistress .....	10	..	3,483	..	..	..	..	..	..	..	..	..	40	..	
Allandale (2) .....	Postmaster .....	15	..	6,867	..	90	223	70	225	..	..	..	..	44	..	
Allynbrook .....	Postmistress .....	16	..	3,876	..	..	..	..	..	..	..	..	..	29	..	
Aistonville .....	Postmaster .....	12	..	3,987	..	..	..	..	..	..	..	..	..	45	..	
Angledool .....	Post and Telegraph Master .....	180	..	6,675	2,205	359	1,517	31	145	27	479	22	291	89	177	
Appin (3) .....	Postmistress .....	57	..	8,658	40	231	673	90	231	..	..	..	..	479	3	
..	Assistant and Operator .....	26	26	..	..	..	..	..	..	..	..	..	..	..	..	
Arakoon .....	Post and Telegraph Master .....	10	75	6,267	664	405	1,200	13	41	33	291	9	176	44	43	
Araluen .....	do .....	220	..	15,021	858	684	1,584	232	608	113	321	35	278	198	48	
..	Assistant .....	26	..	..	..	..	..	..	..	..	..	..	..	..	..	
Argoon .....	Postmaster .....	10	..	4,026	..	..	..	..	..	..	..	..	..	59	..	
Arkstone .....	do .....	10	..	1,539	..	..	..	..	..	..	..	..	..	7	..	
Armidale .....	do .....	350	..	517,359	14,944	2,832	8,166	1,874	5,346	1,496	10,194	601	8,582	2,018	1,111	
..	1st Assistant .....	100	..	..	..	..	..	..	..	..	..	..	..	..	..	

Name of Office.	Designation.	Annual salary.		Number of		Money Orders Issued.		Money Orders Paid.		Savings' Banks Deposits.		Savings' Bank Withdrawals.		Revenue.		Arrangements as regards Premises and Rent per annum.
		Postal.	Tele-graphic.	Letters Posted.	Telegrams Transmitted.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	Postal.	Tele-graphic.	
Armidale .....	2nd Assistant .....	£ 65	£ ..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
	3rd do .....	55	..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
	Letter-carrier .....	147	..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
	Telegraph Station Master .....	..	270	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
	Operator .....	..	140	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
	Line-repairer .....	..	150	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
	Messenger .....	..	52	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
do .....	..	39	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	At Railway Station.	
Armidale Railway Station .....	Operator .....	..	26	1,691	.....	.....	.....	.....	.....	.....	.....	.....	.....	99		do
Arnccliffe (4) .....	Postmaster .....	27	..	16,308	796	62	157	104	337	7	5	1	.....	97	30	
.....	Telephone Operator .....	..	26	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
.....	Letter-carrier .....	39	..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Arthurville .....	Postmaster .....	10	..	1,263	.....	.....	.....	.....	.....	.....	.....	.....	.....	15	.....	
Ashfield .....	Post and Telegraph Master .....	180	..	268,368	6,504	767	2,319	905	2,573	1,322	4,751	513	4,523	763	265	At Railway Station, Postmaster allowed £30 in lieu of quarters.
.....	Operator .....	..	75	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
.....	Letter-carrier .....	124	..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
.....	do .....	114	..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
.....	do .....	104	..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
.....	do .....	96	..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
.....	Receiver-clearer and Messenger .....	36	39	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
.....	2 Messengers at £39 each .....	..	78	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
.....	Messenger .....	..	26	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Ashford .....	Postmaster .....	18	..	3,672	.....	.....	.....	.....	.....	.....	.....	.....	.....	30	.....	
Attunga .....	do .....	24	..	5,247	.....	.....	.....	.....	.....	.....	.....	.....	.....	28	.....	
Attunga Springs .....	do .....	10	..	2,238	.....	.....	.....	.....	.....	.....	.....	.....	.....	25	.....	
Auburn (5) .....	Post and Telegraph Mistress .....	30	30	31,488	1,763	188	587	153	429	.....	.....	.....	.....	98	69	At Railway Station.
.....	Receiver-clearer .....	26	..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
.....	Operator (Temporary) .....	..	52	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
.....	Messenger .....	..	26	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Austinmer .....	Postmaster .....	10	..	5,238	.....	.....	.....	.....	.....	.....	.....	.....	.....	56	.....	Rented at £1.
Australasian United Steam Navigation Company.	Operator .....	..	75	4,389	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	577	
Avisford .....	Postmistress .....	14	..	1,164	.....	.....	.....	.....	.....	.....	.....	.....	.....	12	.....	
Baan Baa .....	Postmaster .....	15	..	5,742	.....	.....	.....	.....	.....	.....	.....	.....	.....	60	.....	At Railway Station.
Baerami .....	do .....	15	..	6,402	.....	.....	.....	.....	.....	.....	.....	.....	.....	68	.....	
Baker's Swamp .....	do .....	10	..	1,926	.....	.....	.....	.....	.....	.....	.....	.....	.....	12	.....	
Balala .....	do .....	15	..	3,090	.....	.....	.....	.....	.....	.....	.....	.....	.....	44	.....	
Bald Nob .....	do .....	10	..	4,321	.....	.....	.....	.....	.....	.....	.....	.....	.....	18	.....	
Balgowlah (6) .....	do .....	10	..	333	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Ballalaba .....	Postmistress .....	21	..	3,459	.....	.....	.....	.....	.....	.....	.....	.....	.....	30	.....	
Bailina .....	Post and Telegraph Master .....	240	..	53,322	6,000	1,302	4,559	259	865	178	1,454	96	1,153	541	356	Govt. building.
.....	Assistant .....	30	..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
.....	Operator .....	..	75	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
.....	Letter-carrier and Messenger .....	13	26	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Balmain .....	Post and Telegraph Master .....	200	..	388,029	7,808	1,679	5,331	2,820	8,793	4,087	14,575	1,497	11,816	846	342	Govt. building.
.....	Assistant and Operator .....	25	114	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
.....	do do .....	£37 10s.	£37 10s.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
.....	Letter-carrier .....	138	..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
.....	2 Letter-carriers, at £127 each .....	254	..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
.....	Letter-carrier .....	114	..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
.....	do .....	65	..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
.....	Mail-boy .....	..	52	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
.....	Messenger .....	..	39	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
.....	3 Messengers, at £26 each .....	..	78	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Balranald .....	Post and Telegraph Master .....	180	..	72,132	5,450	549	1,891	187	794	193	1,104	46	1,092	962	358	do
.....	1st Assistant and Operator .....	50	75	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	



Name of Office.	Designation.	Annual Salary.		Number of		Money Orders Issued.		Money Orders Paid.		Savings' Bank Deposits.		Savings' Bank Withdrawals.		Revenue.		Arrangements as regards Premises and Rent per annum.
		Postal.	Tele-graphic.	Letters Posted.	Telegrams Transmitted.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	Postal.	Tele-graphic.	
Berrima	Assistant	15	...	...	...	...	£	...	£	...	...	£	...	...	...	
Berry	Post and Telegraph Master	230	...	51,891	2,741	916	2,253	226	665	274	968	76	551	427	156	Govt. building.
	Assistant and Messenger	34	26	...	...	...	...	...	...	...	...	...	...	...	...	
	Letter-carrier	39	...	...	...	...	...	...	...	...	...	...	...	...	...	
Bethungra	Postmaster	33	...	4,797	362	315	899	34	151	34	180	19	191	151	20	At Railway Station.
	Railway Operator	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Bevendale	Postmaster	10	...	903	...	...	...	...	...	...	...	...	...	12	...	
Bexhill	do	11	...	1,857	...	...	...	...	...	...	...	...	...	18	...	
Bexley	Postmistress	10	...	5,505	...	...	...	...	...	...	...	...	...	21	...	
Bibbenluke	do	16	...	9,393	...	...	...	...	...	...	...	...	...	43	...	
Bigga	Postmaster	19	...	5,439	...	...	...	...	...	...	...	...	...	60	...	
Big Hill	do	19	...	2,172	...	...	...	...	...	...	...	...	...	29	...	
Bilcels	Postmistress	16	...	6,228	...	...	...	...	...	...	...	...	...	11	...	
Billeroy (10)	do	10	...	987	...	...	...	...	...	...	...	...	...	18	...	
Bimbi	Postmaster	10	...	2,343	...	...	...	...	...	...	...	...	...	12	...	
Binalong	Postmaster	46	...	21,648	854	807	2,249	120	215	79	482	26	249	279	54	At Railway Station.
	Assistant and Operator	12	...	...	...	...	...	...	...	...	...	...	...	...	...	
Binda	Postmaster	22	...	12,438	...	354	739	53	230	...	...	...	...	92	...	
Bingera	Post and Telegraph Master	200	...	29,802	2,933	686	1,862	214	1,037	77	554	23	196	433	211	Govt. building.
	Operator	...	75	...	...	...	...	...	...	...	...	...	...	...	...	
	Letter-carrier	50	...	...	...	...	...	...	...	...	...	...	...	...	...	
Binnaway	Postmaster	21	...	3,327	...	...	...	...	...	...	...	...	...	75	...	
Bishop's Bridge	do	14	...	1,092	...	...	...	...	...	...	...	...	...	7	...	
Blackheath	Postmaster and Operator	20	26	28,398	2,099	443	1,067	152	455	...	...	...	...	357	114	At Railway Station.
	Assistant	5	...	...	...	...	...	...	...	...	...	...	...	...	...	
	Messenger	...	26	...	...	...	...	...	...	...	...	...	...	...	...	
Blackman's Point	Postmaster	10	...	1,374	...	...	...	...	...	...	...	...	...	14	...	
Black Mountain	do	15	...	6,657	...	...	...	...	...	...	...	...	...	104	...	do
Black Springs	do	15	...	3,437	...	121	305	13	37	...	...	...	...	22	...	do
Blacktown (11)	do	50	...	19,209	1,440	3	8	...	...	...	...	...	...	159	80	do
	Railway Operator	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
Blackville	Postmaster	16	...	6,243	...	244	800	23	49	...	...	...	...	97	...	
Blackwall (12)	Post and Telegraph Master	100	...	6,369	976	26	75	5	14	8	1	...	...	77	55	Free of rent. Postmaster allowed £26 in lieu of quarters.
Blake Brook (13)	Postmistress	10	...	189	...	...	...	...	...	...	...	...	...	3	...	
Blakehurst (14)	Postmaster	10	...	516	...	...	...	...	...	...	...	...	...	8	...	
Blandford	Postmaster and Operator	25	26	11,348	326	...	...	...	...	...	...	...	...	160	19	At Railway Station.
	Messenger	...	26	...	...	...	...	...	...	...	...	...	...	...	...	
Blayney	Post and Telegraph Master	230	...	63,219	3,349	1,096	2,562	620	2,137	264	1,424	142	1,194	700	195	Govt. building.
	Assistant	100	...	...	...	...	...	...	...	...	...	...	...	...	...	
	Messenger	...	26	...	...	...	...	...	...	...	...	...	...	...	...	
	Letter-carrier	45	...	...	...	...	...	...	...	...	...	...	...	...	...	
Blowering	Postmaster	11	...	2,043	...	...	...	...	...	...	...	...	...	...	...	
Boambola	do	10	...	567	...	...	...	...	...	...	...	...	...	4	...	
Boat Harbour	Post and Telegraph Master	26	52	11,139	1,150	552	1,712	30	107	...	...	...	...	112	75	Rented at £26.
Bobundarah	Postmaster	16	...	2,632	...	...	...	...	...	...	...	...	...	6	...	
Bodalla	Post and Telegraph Master	170	...	15,756	1,588	606	2,187	58	259	103	783	47	1,003	103	98	do
	Assistant	15	...	...	...	...	...	...	...	...	...	...	...	...	...	
	Operator	...	75	...	...	...	...	...	...	...	...	...	...	...	...	
Boggabilla	Postmaster	18	...	4,401	...	...	...	...	...	...	...	...	...	68	...	
Boggabri	Post and Telegraph Master	200	...	19,101	1,661	750	2,158	145	570	62	386	10	111	275	103	Govt. building.
	Assistant and Operator	50	26	...	...	...	...	...	...	...	...	...	...	...	...	
Boggy Flat	Postmistress	11	...	1,797	...	...	...	...	...	...	...	...	...	7	...	
Bolivia	Postmaster	25	...	12,198	1,646	238	719	36	183	39	73	1	10	185	103	At Railway Station.
	Operator	...	26	...	...	...	...	...	...	...	...	...	...	...	...	
Bolong	Postmaster	20	...	2,214	...	...	...	...	...	...	...	...	...	12	...	

Bombala	Post and Telegraph Master	260	66,825	6,339	972	2,908	400	1,348	129	398	54	651	714	385	Govt. building.
	Operator	140													
	Messenger and Receiver-clearer	26													
Bomen	Postmaster	16	2,637	104	64	167	12	38	14	39	3	25	10	6	At Railway Station.
	Railway Operator														
Bondi	Postmistress	26	25,620										108		
Bonnyrigg	Postmaster	10	3,717										35		
Bonshaw	do	25	4,680										51		
Bookham	do	26	26,718		141	252	26	79					63		
Boolambayte	Postmistress	15	930										23		
Booligal	Post and Telegraph Master	260	35,796	1,953	430	1,800	69	237					381	124	Govt. building.
	Assistant and Operator	25	75												
	Postmistress	10	1,038										9		
Boomey	do	21	7,380										50		
Booral	do	21	7,380										52		
Booroorban	Postmaster	20	16,680										144	24	At Railway Station.
Borenore	do	20	11,679	453											
	Railway Operator														
Boro	Postmaster	20	6,630										6		
Botany	do	39	12,879										88		Rented at £31 4s.
	Letter-carrier	104													
	do	60													
Botany Road	Postmistress	10	9,366										59		
Bourbah	Postmaster	14	1,530												
Bourke	Post and Telegraph Master	390	359,649	30,196	2,952	11,044	1,460	6,120	881	5,744	380	4,358	2,001	2,253	Govt. building.
	1st Assistant	160													
	2nd do	100													
	Letter-carrier	114													
	Operator	170													
	do	150													
	do	100													
	do	96													
	Line-repairer	150													
	Messenger	52													
	do	26													
Bourko-st., Redfern	Postmaster	30	75,705										79		
Bowan Park	Postmistress	10	1,272										16		
Bowenfels	Postmaster	48	24,555	264	219	735	70	213	138	643	47	278	137	17	At Railway Station.
	Railway Operator														
Bowling Alley Point	Postmaster	19	4,278										113		
Bowna	Post and Telegraph Mistress	100	7,929	592	63	178	24	74					116	36	Postmistress allowed £20 as rent.
Bowning	Postmaster	48	10,965	414	527	1,214	91	353	17	111	9	130	151	24	At Railway Station.
	Assistant and Operator	20													
Bowral	Post and Telegraph Master	200	138,410	8,118	1,656	3,693	647	2,392	582	2,944	282	2,996	1,294	357	Govt. building.
	Assistant	70													
	Letter-carrier	52													
	Messenger	39													
Bowraville	Postmistress and Telephone Operator	48	10,986	1,321	403	1,047	23	79					60	79	Free of rent.
Box Ridge	Postmistress	11	1,257										18		
Braidwood	Post and Telegraph Master	280	90,708	5,878	1,919	4,566	919	2,321	308	2,021	132	1,465	927	383	Govt. building.
	Assistant and Operator	26	124												
	do Messenger	26	26												
	do Letter-carrier	57													
	Messenger	26													
Branxton	Post and Telegraph Master	150	28,935	862	776	2,109	266	1,320	146	1,182	50	948	228	56	Rented at £36 8s.
	Assistant	52													
Brawlin	Postmistress	10	6,138										19		
Breadalbane	Postmaster	39	6,387		132	421	51	147	23	182	3	12	113		At Railway Station.
	Assistant	20													
Breeza	Postmaster	42	13,992	1,439	488	1,406	55	171					156	83	do
	Operator	26													
Brewarrina	Post and Telegraph Master	260	114,238	8,529	782	3,270	165	737	122	575	65	688	705	618	Govt. building.
	Assistant and Operator	52	130												
	Operator	96													
	Line-repairer	150													

Name of Office.	Designation.	Annual Salary.		Number of		Money Orders Issued.		Money Orders Paid.		Savings' Bank Deposits.		Savings' Bank Withdrawals.		Revenue.		Arrangements as regards Premises and Rent per annum.
		Postal	Tele-graphic.	Letters Posted.	Telegrams Trans-mitted.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	Postal.	Tele-graphic.	
Brewarrina .....	Messenger .....	£	£ 26	.....	.....	.....	£	.....	.....	.....	£	.....	£	£	.....	At Railway Station.
Brewongle .....	Postmaster .....	47	.....	30,373	368	.....	.....	.....	.....	.....	.....	.....	115	20	.....	
	Railway Operator .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	do
Bridgeman .....	Postmistress .....	14	.....	1,737	.....	.....	.....	.....	.....	.....	.....	.....	13	.....	.....	
Brindabella .....	Postmaster .....	10	.....	1,379	.....	.....	.....	.....	.....	.....	.....	.....	23	.....	.....	
Bringagee (15) .....	do .....	10	.....	2,175	.....	.....	.....	.....	.....	.....	.....	.....	15	.....	.....	
Bringelly .....	do .....	27	.....	4,764	.....	110	426	23	87	.....	.....	.....	26	.....	.....	
Broadwater .....	Post and Telegraph Master .....	130	.....	22,545	2,196	612	2,087	101	357	328	2,182	244	2,471	216	133	Rented at £13.
	Assistant .....	26	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	do
	Messenger .....	.....	26	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Brocklehurst .....	Postmistress .....	10	.....	1,221	.....	.....	.....	.....	.....	.....	.....	.....	18	.....	.....	
Brogo .....	Postmaster .....	18	.....	1,933	.....	.....	.....	.....	.....	.....	.....	.....	25	.....	.....	
Broke .....	Post and Telegraph Mistress .....	110	.....	5,640	407	96	249	22	67	.....	.....	.....	67	23	Rented at £25.	
Broken Hill .....	Postmaster .....	300	.....	503,019	104,846	8,568	31,046	2,491	11,132	2,360	20,247	637	11,101	5,121	8,456	Government building.
	Assistant .....	160	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	do
	do .....	130	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
	4 Assistants, at £110 each .....	440	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
	Assistant .....	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
	Letter-carrier .....	127	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
	3 Letter-carriers, at £104 each .....	312	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
	Telegraph Master .....	.....	240	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
	9 Operators, at £150 each .....	.....	1,350	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
	2 do 1 at £110, 1 at £100 .....	.....	210	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
	Line Repairer .....	.....	150	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
	5 Messengers, at £52 each .....	.....	260	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Broken Hill Rly. Stn. (16) .....	Postmaster .....	25	.....	5,526	.....	.....	.....	.....	.....	.....	.....	.....	22	.....	.....	do
Brookfield .....	Postmistress .....	15	.....	3,435	.....	.....	.....	.....	.....	.....	.....	.....	8	.....	.....	
Brooklyn .....	Postmaster .....	14	.....	9,123	*	739	1,745	135	441	196	1,347	173	2,397	231	*	At Railway Station.
	Operator .....	.....	26	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	do
Brooman .....	Postmaster .....	10	.....	1,233	.....	.....	.....	.....	.....	.....	.....	.....	19	.....	.....	
Brownlow Hill .....	Postmistress .....	14	.....	4,152	.....	.....	.....	.....	.....	.....	.....	.....	20	.....	.....	
Brown's Creek .....	Postmaster .....	12	.....	3,429	.....	.....	.....	.....	.....	.....	.....	.....	20	.....	.....	
Brownsville .....	do .....	20	.....	9,714	.....	.....	.....	.....	.....	.....	.....	.....	52	.....	.....	
Brundah Creek .....	do .....	10	.....	873	.....	.....	.....	.....	.....	.....	.....	.....	20	.....	.....	
Brungle .....	Postmistress .....	13	.....	1,662	.....	.....	.....	.....	.....	.....	.....	.....	12	.....	.....	
Brunswick .....	Post and Telegraph Master .....	100	.....	8,493	1,487	299	751	32	173	24	141	11	113	87	105	Rented at £36 8s.
Brushgrove .....	do .....	150	.....	15,582	1,520	343	902	24	67	49	169	21	172	142	85	Rented at £31 4s.
Brushy Hill .....	Postmaster .....	10	.....	1,209	.....	.....	.....	.....	.....	.....	.....	.....	18	.....	.....	
Bryan's Gap .....	do .....	10	.....	750	.....	.....	.....	.....	.....	.....	.....	.....	6	.....	.....	
Buchanan .....	Postmistress .....	13	.....	2,280	.....	.....	.....	.....	.....	.....	.....	.....	25	.....	.....	
Buckley's Crossing Place .....	Postmaster .....	25	.....	12,787	.....	.....	.....	.....	.....	.....	.....	.....	115	.....	.....	
Budgee Budgee .....	do .....	17	.....	1,764	.....	.....	.....	.....	.....	.....	.....	.....	7	.....	.....	
Bugilbone .....	do .....	10	.....	1,194	.....	.....	.....	.....	.....	.....	.....	.....	31	.....	.....	
Bukkulla .....	Postmistress .....	15	.....	1,890	.....	.....	.....	.....	.....	.....	.....	.....	10	.....	.....	
Bulahdelah .....	Post and Telegraph Master .....	150	.....	11,532	1,301	577	1,799	102	504	44	291	26	547	199	78	Rented at £40
	Assistant and Messenger .....	26	26	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	do
	Postmaster .....	23	.....	4,997	.....	.....	.....	.....	.....	.....	.....	.....	26	.....	.....	
Bulgandramine .....	do .....	51	.....	19,602	.....	699	1,962	240	695	597	4,094	221	4,755	320	.....	Free of rent.
Bulli .....	do and Operator .....	230	.....	12,666	3,673	429	1,167	15	16	106	1,258	36	306	109	160	
Bulli Railway Station .....	Post and Telegraph Master .....	.....	£40 8s.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	At Railway Station. Postmaster allowed £36 8s. in lieu of quarters.
	Assistant and Operator .....	.....	52	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	do
	Messenger .....	.....	26	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Bull Plain .....	Postmistress .....	10	.....	2,031	.....	.....	.....	.....	.....	.....	.....	.....	12	.....	.....	
Bumberry .....	Postmaster .....	14	.....	4,059	.....	.....	.....	.....	.....	.....	.....	.....	20	.....	.....	
Bumble .....	do .....	15	.....	3,702	.....	.....	.....	.....	.....	.....	.....	.....	15	.....	.....	
Bundanoon .....	do .....	31	.....	11,571	537	308	880	92	229	176	323	36	632	163	31	At Railway Station.
	Railway Operator .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	do

Bundarra	Post and Telegraph Mistress	240	29,973	1,620	551	1,549	71	247	98	400	39	347	169	103	Govt. building.
	Operator and Messenger	75													
Bundella	Postmistress	15	3,378										68		
Bangendore	Post and Telegraph Master	170	89,274	2,770	1,048	2,303	240	784	169	569	80	960	524	163	Rented at £65.
	Assistant and Messenger	36													
Bungonia	Postmistress	38	7,539		160	454	31	116					63		
Bungowannah	Postmaster	14	1,823										23		
Bungwall Flat	Post and Telegraph Mistress	26	9,309	755	451	1,094	28	119	110	1,089	45	1,050	76	42	Free of rent.
Bunnan	Postmaster	11	2,340										32		
Burradoo	Postmistress	18	12,600										59		
Burraga	Postmaster	17	14,525		541	2,177	81	541	100	863	19	179	127		
Burraborang	Postmistress	16	5,274										36		
Burrawang	Post and Telegraph Master	150	13,814	485	330	735	79	202	44	362	33	287	187	28	Rented at £65.
	Assistant	50													
Burrendong	Postmaster	13	4,452										35		
Burrier	do	12	1,287										18		
Burrowa	Post and Telegraph Master	220	51,573	2,865	957	2,617	346	1,552	103	340	70	493	615	193	Govt. building.
	1st Assistant and Messenger	26													
	2nd do	30													
Burrumbuttock	Postmaster	10	2,205										25		
Burwood	Post and Telegraph Master	220	303,021	9,220	1,113	2,920	1,107	3,495	1,262	5,360	484	3,211	1,385	383	At Railway Station.
	Assistant	160													
	3 Letter-carriers, at £104 each	312													
	2 do at £75 each	150													
	Letter-carrier	52													
	Operator	52													
	3 Messengers, at £39 each	117													
	1 do	26													
Bylong	Postmaster	13	4,749										46		
Byng	Postmistress	15	2,338										29		
Byrock	Post and Telegraph Master	260	34,104	2,772	594	1,828	137	555	49	402	22	389	280	167	Govt. building.
	Assistant and Messenger	52													
Byron Bay (17)	Postmaster	10	1,488	106									15	7	Free of rent.
	Operator	52													
Cabramatta	Postmaster	10	2,082										22		At Railway Station.
Cadia	do	14	3,864		82	152	45	126					44		
Caloola	do	16	1,509										12		
Camberwell	do	10	2,472										47		
Cambewarra	Post and Telegraph Mistress	25	14,403	315	266	813	74	195					135	17	Rented at £15.
Camden	Post and Telegraph Master	190	68,277	2,878	955	2,502	565	1,728	444	2,309	128	1,904	484	152	Govt. building.
	Assistant	50													
	Letter-carrier and Messenger	39													
Camden Haven	Postmaster	18	3,465										59		
Camden Haven Punt	do	29	3,120		239	690	19	94					20		
Campbelltown	Post and Telegraph Master	310	172,482	2,890	642	1,713	514	1,829	283	1,699	167	1,615	623	164	do
	Assistant	50													
	Operator	75													
	Letter-carrier	75													
	Messenger	52													
Camperdown	Post and Telegraph Master	210	123,384	3,719	505	1,666	843	2,773	1,513	4,259	515	3,378	490	159	Rented at £156.
	Assistant and Operator	20													
	Messenger	52													
	do	39													
Canadian Lead	Postmaster	20	2,823		69	142	21	40					35		
Canberra	Postmistress	15	3,771										43		
Candelo	Post and Telegraph Master	120	27,078	2,743	478	1,240	134	307	64	106	13	44	280	172	Govt. building.
	Assistant and Operator	26													
Canley Vale	Postmaster	16	2,715										33		
Cannonbar	Post and Telegraph Master	45	3,867	637	135	382	10	36	18	160	18	278	72	42	do
Canoblas	Postmaster	10	759										9		
Canowindra	Post and Telegraph Master	190	25,524	1,720	696	2,261	95	401	67	164	22	21	236	95	Rented at £40.
Canterbury (18)	do do	30	19,518	594	84	292	150	313	6	8			108	20	Free of rent.
	Letter-carrier	30													
Capertee	Postmaster	40	9,531	280	453	1,364	77	299					116	17	At Railway Station.

\* Included in Redfern Railway returns.



Name of Office.	Designation.	Annual Salary.		Number of		Money Orders Issued.		Money Orders Paid.		Savings' Bank Deposits.		Savings' Bank Withdrawals.		Revenue.		Arrangements as regards Premises and Rent per annum.	
		Postal.	Telegraphic.	Letters Posted.	Telegrams Transmitted.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	Postal.	Telegraphic.		
Capetee	Railway Operator and Assistant	£ 10	£ 39	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cape St. George	Operator	.....	.....	.....	143	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
Captain's Flat (19)	Post and Telegraph Master	£37 10s.	£37 10s.	14,106	1,726	547	2,079	69	350	.....	.....	.....	.....	72	117	Rented at £25.	
Carcoar	Messenger	.....	26	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Post and Telegraph Master	240	.....	68,613	*4,318	1,083	3,422	760	2,259	317	1,609	134	2,362	650	*255	Govt. building.	
Cargo	Assistant	50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Operator	.....	124	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Carinda	Messenger	.....	52	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Post and Telegraph Master	120	.....	27,156	999	587	1,598	95	418	75	299	17	276	176	61	do	
Carlingford	Assistant	12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Carnsdale	Postmaster	15	.....	2,640	.....	.....	.....	.....	.....	.....	.....	.....	.....	56	.....	.....	
Carrathool	Postmistress	22	.....	6,385	.....	.....	.....	.....	.....	.....	.....	.....	.....	8	.....	.....	
	do	13	.....	1,059	.....	.....	.....	.....	.....	.....	.....	.....	.....	8	.....	.....	
Carrick	Postmaster	10	.....	13,245	1,978	524	1,551	81	279	.....	.....	.....	.....	199	119	At Railway Station.	
	Assistant and Operator	£37 10s.	£37 10s.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Carrington (20)	Postmistress	17	.....	3,656	.....	.....	.....	.....	.....	.....	.....	.....	.....	32	.....	.....	
Carroll	Post and Telegraph Master	130	.....	10,137	272	274	719	29	82	.....	.....	.....	.....	342	15	Rented at £33 16s.	
	Letter-carrier	75	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Casino	Messenger	.....	26	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Castellis	Postmaster	30	.....	6,216	.....	145	318	18	52	8	78	3	33	34	.....	.....	
	Post and Telegraph Master	240	.....	60,069	7,739	1,099	3,376	301	1,155	122	722	44	501	639	557	Govt. building.	
Castle Hill (21)	Assistant	55	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
	Operator	.....	124	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Castle Mountain	Letter-carrier	65	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
	Messenger	.....	26	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Castlereagh	Post and Telegraph Master	190	.....	23,960	1,838	820	4,539	170	681	56	993	34	814	336	114	do	
Cathcart	Assistant	25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Cavan	Messenger	.....	39	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
	Post and Telegraph Master	30	26	7,270	.....	.....	.....	.....	.....	.....	.....	.....	.....	113	.....	Free of rent.	
Cedar Party Creek	Postmaster	11	.....	1,986	.....	.....	.....	.....	.....	.....	.....	.....	.....	18	.....	.....	
Central Colo	Postmistress	12	.....	2,346	.....	.....	.....	.....	.....	.....	.....	.....	.....	23	.....	.....	
Central M'Donald	Postmaster	18	.....	6,534	.....	.....	.....	.....	.....	.....	.....	.....	.....	40	.....	.....	
Cessnock (22)	do	10	.....	423	.....	.....	.....	.....	.....	.....	.....	.....	.....	12	.....	.....	
	do	10	.....	1,308	.....	.....	.....	.....	.....	.....	.....	.....	.....	18	.....	.....	
Charlestown	do	10	.....	846	.....	.....	.....	.....	.....	.....	.....	.....	.....	14	.....	.....	
	do	14	.....	1,815	.....	.....	.....	.....	.....	.....	.....	.....	.....	41	.....	.....	
Charleyong	Postmistress	15	.....	4,800	348	.....	.....	.....	.....	.....	.....	.....	.....	28	21	Telephone office at Court-house.	
	Operator	.....	75	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Chatsbury	Postmistress	23	.....	9,957	.....	199	531	37	98	94	389	46	465	26	.....	.....	
Chatswood	Postmaster	10	.....	1,030	.....	.....	.....	.....	.....	.....	.....	.....	.....	20	.....	.....	
Chatsworth Island	Postmistress	10	.....	1,476	.....	.....	.....	.....	.....	.....	.....	.....	.....	23	.....	.....	
	Postmaster	10	.....	3,687	.....	.....	.....	.....	.....	.....	.....	.....	.....	8	.....	.....	
Cheeseman's Creek	Post and Telegraph Master	160	.....	15,399	1,214	349	946	65	258	152	924	76	688	147	65	Rented at £30.	
Clarence Town	Assistant and Messenger	13	39	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Clarence Tunnel	Postmaster	21	.....	1,986	.....	.....	.....	.....	.....	.....	.....	.....	.....	28	.....	.....	
	Post and Telegraph Master	200	.....	17,028	1,652	531	1,476	146	542	130	242	41	194	181	93	Govt. building.	
Clarevaux	Assistant	26	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Clarkson's Crossing	Messenger	.....	39	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
	Postmaster	10	.....	1,674	.....	.....	.....	.....	.....	.....	.....	.....	.....	9	.....	At Railway Station.	
Clifton	Postmistress	12	.....	1,215	.....	.....	.....	.....	.....	.....	.....	.....	.....	12	.....	.....	
Clive (23)	do	14	.....	3,609	.....	348	792	19	79	.....	.....	.....	.....	59	.....	.....	
	do	10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Clybucca	Post and Telegraph Master	150	.....	20,040	2,123	626	1,943	129	444	470	4,032	296	4,403	145	132	Rented at £33. Postmaster allowed £40 in lieu of quarters.	
	Assistant and Messenger	20	39	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Cobar	Postmaster	10	.....	366	.....	.....	.....	.....	.....	.....	.....	.....	.....	7	.....	.....	
Cobar	do	11	.....	3,501	.....	.....	.....	.....	.....	.....	.....	.....	.....	39	.....	.....	
	do	10	.....	1,578	.....	.....	.....	.....	.....	.....	.....	.....	.....	7	.....	.....	
Cobar	Post and Telegraph Master	330	.....	80,754	12,636	2,225	8,135	476	2,118	567	4,623	257	4,222	1,135	915	Govt. building.	

	Assistant	100	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Operator	110	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Letter-carrier	50	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Messenger	52	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cobargo	Post and Telegraph Master	140	25,794	2,051	418	1,024	149	467	104	256	44	844	267	120				Rented at £50.
	Operator	75	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cobbadah	Postmistress	28	4,497	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cobbitty	Postmaster	16	3,228	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cobbora	Post and Telegraph Master	120	8,718	725	215	527	30	104	23	113	2	12	117	43				Rented at £20.
Codrington	Postmaster	13	3,135	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Colane	do	10	801	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Coldstream	Postmistress	10	855	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Colinton	Postmaster	10	4,305	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Collarenebri (24)	do	12	7,305	808	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Telegraph Master	100	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Collector	Postmistress	26	12,178	...	182	467	41	134	...	...	...	...	...	...	...	...	...	...
Collie	Postmaster	14	3,327	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Colly Blue	do	11	1,365	...	79	281	2	2	...	...	...	...	...	...	...	...	...	...
Colombo Creek	do	20	3,147	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Colo Vale	do	16	3,642	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Comerong	do	10	1,083	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Como	do	10	180	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Comobella	Postmistress	10	1,266	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Conargo	Post and Telegraph Master	19	9,171	970	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Coudobolin	do do	230	38,592	4,810	798	3,062	185	745	217	997	60	630	560	336				Free of rent. Govt. building.
	Assistant	160	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Messenger	26	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Conjola	Postmaster	21	5,454	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cookardinia	do	13	5,415	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Coolabah	do	10	7,137	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Coolac	do	25	9,762	414	257	890	36	114	...	...	...	...	...	...	...	...	...	...
	Railway Operator	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Coolah	Post and Telegraph Master	100	12,516	1,885	307	1,101	54	187	...	...	...	...	...	...	...	...	...	...
	Messenger	26	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Coolaman	Post and Telegraph Master	110	36,495	2,236	753	2,029	108	434	74	425	24	606	305	129				Rented at £6 10s. Postmaster allowed £52 in lieu of quarters.
	Messenger	26	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Coolangatta	Postmaster	10	4,902	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Coolongolook	Postmistress	12	3,447	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cooma	Post and Telegraph Master	290	129,453	8,037	1,753	5,599	636	2,146	318	3,938	171	3,592	1,178	594				Govt. building.
	1st Assistant	180	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	2nd do	130	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Line-repairer and Letter-carrier	150	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Messenger	26	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Coonabarabran	Post and Telegraph Master	240	30,783	3,087	833	2,336	160	467	171	910	47	548	399	196				do
	Assistant and Messenger	26	26	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Coonamble	Post and Telegraph Master	260	107,070	8,297	1,025	3,266	323	1,144	181	976	79	687	945	590				do
	Operator	110	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Assistant and Operator	25	75	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Letter-carrier and Messenger	26	26	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Messenger	39	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cooperbrook	Postmistress	24	7,173	...	279	630	29	100	...	...	...	...	...	...	...	...	...	...
Cooranbong	Post and Telegraph Master	150	12,390	680	556	1,361	128	577	53	272	25	291	101	41				do
	Assistant	12	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Messenger	26	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cootamundra	Post and Telegraph Master	340	116,722	9,680	2,219	6,290	1,051	3,322	550	3,784	238	3,430	1,430	587				do
	Assistant and Operator	40	110	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Assistant	110	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Letter-carrier	39	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Line-repairer	150	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	Messenger	26	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cooyal	Postmistress	10	2,544	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Copeland North	Post and Telegraph Master	110	8,925	557	574	2,848	311	1,688	32	303	16	220	105	34				do
	Assistant and Messenger	10	26	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Copmanhurst (25)	Post and Telegraph Master	130	5,889	919	176	431	42	190	7	1	...	...	...	...	...	...	...	Rented at £28.
	Assistant	15	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Coraki	Post and Telegraph Master	190	48,699	3,512	603	1,622	138	516	...	...	...	...	...	...	...	...	...	Rented at £31 4s.

\* Including Mandurama returns † Included in Parramatta returns

Name of Office.	Designation.	Annual Salary.		Number of		Money Orders Issued.		Money Orders Paid.		Savings' Bank Deposits.		Savings' Bank Withdrawals.		Revenue.		Arrangements as regards Premises and Rent per annum.
		Postal.	Tele-graphic.	Letters Posted.	Telegrams Transmitted.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	Postal.	Tele-graphic.	
		£	£				£	£	£	£	£	£	£	£		
Coraki	Assistant	30														
	Messenger		39													
Cordillera (26)	Postmaster	10												81		
Coree	Postmistress	13		7,279										17		
Corowa	Post and Telegraph Master	230		147,711	6,848	721	2,211	264	814	277	1,408	118	1,339	691	417	Govt. building.
	Assistant	26														
	Operator		160													
	Letter-carrier	127														
	Messenger		26													
Corrowong	Postmistress	15		7,104										61		
Corunna	Postmaster	10		1,812		114	269	9	19					21		
Cow Flat	do	32		1,692		32	81	14	86	6	31	8	190	14		
Cowra	Post and Telegraph Master	240		136,425	7,471	1,834	4,482	584	2,103	359	2,422	146	1,648	441	442	do
	Assistant and Operator	52	114													Assistant allowed £30 per annum as rent.
	Letter-carrier	50														
	Messenger		26													
Cox's River	Postmaster	11		1,336										8		
Craigie (27)	do	16		4,383		77	302	4	15					32		
Cranbury	do	10		1,281										21		
Croki	Post and Telegraph Master	150		11,106	1,082	377	819	45	213					48	58	Rented at £26.
Crookhaven Heads	Telegraph Master		26		*										*	At Pilot Station.
Crookwell	Post and Telegraph Master	210		37,851	†3,312	1,038	3,126	237	1,023	103	452	35	270	500	†195	Rented at £70.
	Assistant and Messenger	30	26													
Croydon	Post and Telegraph Mistress	50		122,571	3,212									290	126	At Railway Station.
	Letter-carrier	55														
	do	60														
	Messenger		26													
Crudine	Postmaster	19		1,821										18		
Cudal	Post and Telegraph Master	170		27,072	1,736	707	1,627	192	837	152	432	38	343	302	108	Rented at £20. Postmaster allowed £36 in lieu of quarters.
	Assistant and Messenger	26	26													
Cudgebong Creek	Postmaster	10		704										13		
Cudgebong	do	19		7,233		125	284	17	48					44		
Cudgen Scrub	do	10		3,672										63		
Culcairn	do	29		25,242	968	167	426	15	61					185	58	At Railway Station.
	Railway Operator															
Cullenbone	Postmistress	12		792										14		
Cullen Bullen	do	42		6,144										161		
Cullinga	Postmaster	10		1,074										16		
Cumnock	Postmistress	13		2,895										52		
Cundletown	Post and Telegraph Master	190		16,699	1,354	534	1,497	123	412	57	705	27	517	260	77	Rented at £26.
	Assistant and Operator	26	13													
Cungegong	Postmaster	20		1,872										19		
Cunningham	do	25		9,939										77		
Curlewis	do	20		8,118										88		At Railway Station.
Currabubula	do	21		11,202		256	569	28	56					123		do
Currawang	Postmistress	17		2,142		134	246	38	126					21		
Curraweela	Postmaster	15		1,899										20		
Dalmorton	Postmistress	19		4,011										20		
Dalton	Postmaster	21		9,285		208	404	38	96					63		
Dandaloo	Post and Telegraph Master	44		24,201	1,562	427	1,759	28	94					171	101	Free of rent.
	Operator		40													
Dapto	Post and Telegraph Master	42	26	9,204	541	225	406	43	153					68	30	
Darby's Falls	Postmaster	11		948										12		
Darlington	Post and Telegraph Mistress	130		58,389	2,921	598	2,518	582	1,612	1,058	3,196	359	2,100	268	126	Rented at £104.
	Messenger		39													
Darlington Point	Post and Telegraph Master	120		25,506	640	359	1,088	27	127					126	42	Free of rent.
Darlington Railway Station	Postmaster	23		5,244	194									63	12	At Railway Station.



Name of Office.	Designation.	Annual Salary.		Number of		Money Orders Issued.		Money Orders Paid.		Savings' Bank Deposits.		Savings' Bank Withdrawals.		Revenue.		Arrangements as regards Premises and Rent per annum.
		Postal.	Tele-graphic.	Letters Posted.	Telegrams Transmitted.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	Postal.	Tele-graphic.	
Dungog	Letter-carrier	£	£				£		£		£		£	£		
Dungowan	Postmaster	26														
Dunkeld	do	15		3,750										72		
Dunoon	do	12		1,008										10		
Dural	do	10		1,209										9		
Duramana (31)	do	16		6,291										16		
Eastern Creek	do	10		393										13		
East Kangaloon	Postmistress	14		1,152										18		
East Kempsey	Postmaster	15		4,875										75		
East Maitland	do	23		5,778		122	319	24	95					35		
	Post and Telegraph Master	270		127,884	5,069	1,103	3,092	673	1,677	240	2,231	121	2,177	745	310	Govt. building.
	Assistant and Operator	120	52													
	do	30														
	Letter-carrier	124														
	do	104														
	Messenger		39													
East Raleigh	Postmaster	10		1,320										25		
East Wardell	do	16		2,745										39		
Eastwood	do	10		6,171										32		At Railway Station.
Eauabalong	Post and Telegraph Master	200		17,022	1,602	317	1,184	43	190	24	369	113	240	186	118	Rented at £40.
	Operator		75													
Ebenezer	Postmistress	11		1,995										27		
Eccleston	do	18		2,010										36		
Eden	Post and Telegraph Master	170		17,142	2,653	611	1,900	136	486	95	242	33	264	268	171	Rented at £75.
	Operator		75													
	Line-repairer		150													
Edgecliff	Post and Telegraph Mistress	170		79,419	7,288	483	1,356	138	340	444	1,415	140	769	731	353	Govt. building.
	Operator		85													
	3 Messengers, at £39 each		117													
Elderslie	Postmaster	12		1,269										10		
Ellalong	Postmistress	13		3,297										85		
Ellenborough	do	14		2,856										20		
Elsmore	Postmaster	14		3,624										69		
Emmaville	Post and Telegraph Master	240		41,277	6,414	1,896	6,390	476	2,042	442	4,577	269	4,880	681	479	do
	Operator		110													
	Messenger		26													
Emu	Postmaster	23		3,870		68	202	140	343					39		
Emu Plains	do	36		9,879	794	155	470	121	371					5	44	At Railway Station.
	Operator		26													
	Assistant		10													
	Messenger		26													
Enfield	Postmaster	26		6,072										5		
Enngonia	Post and Telegraph Master	150		8,091	1,580	189	585	19	64	19	253	8	141	70	107	Rented at £39.
Ennis	Postmaster	21		2,412										9		
Erina	do	10		993										6		
Ermington	do	20		5,175										61		
Eskdale	do	10		969										33		
Esrom	do	26		8,274										34		
Essington	do	11		1,254										12		
Eugowra	Post and Telegraph Master	104		12,587	894	508	1,313	91	316					160	52	Free of rent.
	Messenger		26													
Eureka	Postmaster	10		3,529										12		
Euriowie (32)	Post and Telegraph Master	200		11,601	1,031									119	83	Rented at £20 16s.
Eurobodalla (32a)	Postmaster	30		6,081		71	159	572	10	16				44	4	Free of rent.
	Telegraph Master		100													
Eurongilly	Postmaster	18		18,354										20		
Eurunderee	do	18		2,496										26		

Euston (33)	Post and Telegraph Master	170	15,819	1,654	415	2,034	24	115	26	203	8	104	140	100	Govt. building.
	Assistant and Operator	25	1,308												
Evans' Plains	Postmaster	12	2,823												
Fairford	do	10	9,189												
Fairfield	do	20	663												At Railway Station.
Fairview	Postmistress	10	6,333												
Fairy Meadow	Postmaster	25	2,073												
Farley	Postmistress	10	2,277												do
Fassfern	Postmaster	10	18,503	*2,753	33	86	1	1							
Ferrymount	Post and Telegraph Master	160	777			2,673	134	374	99	530	32	331	227	*178	Rented at £40.
	Assistant and Operator	26													
	Messenger	26													
Ferrier's	Postmaster	10	1,872												
Field of Mars	Postmistress	22	4,200												
Fig-tree	Postmaster	35	12,675												
Firefly Creek	Postmistress	11	1,884												
Fish River Creek	Postmaster	13	1,362												
Fitzgerald's Valley	Postmistress	10	1,305												
Five Dock	Postmaster and Telephone Operator	10	7,107	509										8	43
	Letter-carrier	104													Free of rent.
	Messenger	26													
Five-Mile Creek (34)	Postmaster	10	204											5	
Forbes	Post and Telegraph Master	310	191,067	13,065	2,228	6,547	862	3,120	438	2,846	171	2,133	1,635	919	Govt. building.
	Assistant	180													
	Operator	124													
	do	75													
	Line-repairer	150													
	Letter-carrier	138													
	Messenger	52													
	do	26													
Forest Reefs	Postmaster	20	8,226	262	670	72	245							74	
Forster	Post and Telegraph Master	120	12,336	1,330	318	937	131	512	64	392	30	512	101	77	do
	Messenger	26													
Frederickton	Post and Telegraph Master	150	23,454	1,520	247	733	51	137						100	93
	Assistant	65													
Freeman's Reach	Postmaster	15	1,869											18	
Freemantle	do	10	1,086											9	
Frogmoor	do	18	5,859	241	717	68	254							59	
Fullerton	do	11	1,044											15	
Gabo Island	Telegraph Master	75	867												31
Galong (35)	Postmaster	15	2,118											38	At Pilot Station.
Garra	do	15	2,655											32	At Railway Station.
Gentleman's Halt	do	10	1,052											22	
George's Plains	do	35	10,068	251										52	13
	Railway Operator														
	Assistant	10													
George-street North	Post and Telegraph Master	200	231,960	5,519	845	3,333	209	1,159	773	2,883	265	1,128	535	343	Rented at £250.
	Operator	124													
	do	60													
	Messenger	39													
	2 Messengers at £26 each	52													
George-street West	Post and Telegraph Master	220	271,764	6,224	1,279	4,232	612	1,685	3,293	15,048	1,560	13,626	575	280	Rented at £130.
	Assistant and Operator	25													
	Operator	62													
	Messenger	52													
	do	39													
German Creek	Postmistress	10	2,265											30	
German's Hill	Postmaster	10	1,434											17	
Germanton	Post and Telegraph Master	220	23,320	2,616	560	1,650	149	478	151	685	65	652	445	159	Free of rent.
	Assistant	50													
	Messenger	39													
Gerogery	Postmaster	23	10,611	660	334	897	45	152	30	125	9	75	137	38	At Railway Station.
	Railway Operator														
Gerringong	Post and Telegraph Master	100	14,637	962	322	980	67	215	53	81	8	36	150	53	Rented at £20 16s.

\* Including Bollinger Heads returns.

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		Postal.	Tele-graphic.	Letters Posted.	Telegrams Transmitted.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	Postal.	Tele-graphic.	
		£	£				£	£		£		£	£	£	£	
Gerringong.....	Messenger .....	...	13	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Gerrymberryn .....	Postmistress .....	10	.....	1,182	.....	.....	.....	.....	.....	.....	.....	.....	.....	12	.....	
Geurie (36).....	Postmaster .....	10	.....	2,122	.....	.....	.....	.....	.....	.....	.....	.....	.....	27	.....	At Railway Station.
Ghinni Ghinni .....	Postmaster .....	18	.....	1,857	.....	.....	.....	.....	.....	.....	.....	.....	.....	20	.....	
Gilgai .....	do .....	13	.....	1,890	.....	.....	.....	.....	.....	.....	.....	.....	.....	16	.....	
Gilgandra .....	Post and Telegraph Master .....	100	.....	12,510	1,213	416	1,347	41	138	.....	.....	.....	.....	215	75	Rented at £52.
	Assistant .....	39	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Gilgunnia .....	Postmaster .....	16	.....	3,630	.....	.....	.....	.....	.....	.....	.....	.....	.....	61	.....	
Gilmore .....	do .....	11	.....	3,060	.....	.....	.....	.....	.....	.....	.....	.....	.....	9	.....	
Gingkin .....	do .....	13	.....	3,666	.....	.....	.....	.....	.....	.....	.....	.....	.....	26	.....	
Ginninderra .....	Post and Telegraph Master .....	100	.....	5,850	877	342	806	30	120	37	201	14	78	102	59	Free of rent.
Girilambone .....	do do .....	28	13	15,336	1,171	409	1,356	26	175	54	481	23	492	212	74	At Railway Station.
Gladesville.....	Postmistress and Operator .....	27	26	45,627	1,588	.....	.....	.....	.....	.....	.....	.....	.....	222	63	Free of rent.
	Letter-carrier and Messenger .....	40	12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Gladstone .....	Post and Telegraph Master .....	36	36	7,347	864	285	738	29	90	46	225	31	262	56	46	Rented at £26.
Glanmire .....	Postmaster .....	18	.....	2,535	.....	.....	.....	.....	.....	.....	.....	.....	.....	44	.....	
Glasston .....	Postmistress .....	14	.....	1,521	.....	.....	.....	.....	.....	.....	.....	.....	.....	29	.....	
Glebe .....	Post and Telegraph Mistress .....	160	.....	312,417	8,367	952	2,777	1,474	4,358	2,965	10,884	1,049	7,934	489	377	Govt. building.
	Assistant and Operator .....	52	26	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
	4 Messengers, at £39 .....	.....	156	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Glen Alice .....	Postmaster .....	14	.....	2,088	.....	.....	.....	.....	.....	.....	.....	.....	.....	34	.....	
Glenbrook .....	do .....	10	.....	4,206	.....	.....	.....	.....	.....	.....	.....	.....	.....	18	.....	At Railway Station.
Glencoe .....	do .....	22	.....	8,535	.....	.....	.....	.....	.....	.....	.....	.....	.....	86	.....	do
Glendon Brook .....	Postmistress .....	11	.....	4,305	.....	.....	.....	.....	.....	.....	.....	.....	.....	12	.....	
Glen Innes.....	Post and Telegraph Master .....	340	.....	175,455	11,160	2,203	6,579	1,488	4,933	738	4,855	328	5,154	1,500	734	Govt. building.
	1st Assistant .....	150	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
	2nd do .....	75	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
	Letter-carrier .....	114	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
	Operator .....	.....	150	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
	do .....	.....	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
	2 Operators, at £110 each .....	.....	220	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
	Line-repairer .....	.....	150	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
	2 Messengers at £26 each .....	.....	52	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Glen Morrison .....	Postmaster .....	12	.....	2,685	.....	.....	.....	.....	.....	.....	.....	.....	.....	46	.....	
Glennie's Creek.....	Postmistress .....	25	.....	7,230	.....	.....	.....	.....	.....	.....	.....	.....	.....	77	.....	
Glencak .....	do .....	13	.....	4,677	.....	.....	.....	.....	.....	.....	.....	.....	.....	53	.....	
Glenthorne .....	do .....	10	.....	1,620	.....	.....	.....	.....	.....	.....	.....	.....	.....	33	.....	
Glen William.....	Postmaster .....	10	.....	1,476	.....	.....	.....	.....	.....	.....	.....	.....	.....	25	.....	
Gloucester .....	Post and Telegraph Master .....	120	.....	7,932	771	199	453	37	58	.....	.....	.....	.....	49	45	Rented at £52.
	Assistant and Messenger .....	26	26	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Gocup .....	Postmaster .....	13	.....	2,184	.....	.....	.....	.....	.....	.....	.....	.....	.....	13	.....	
Golspie .....	do .....	15	.....	4,299	.....	.....	.....	.....	.....	.....	.....	.....	.....	30	.....	
Gongolgon .....	Post and Telegraph Master .....	200	.....	5,268	1,037	308	1,051	25	158	24	390	16	416	66	67	Rented at £39.
Goodooga .....	do do .....	220	.....	29,481	3,142	329	1,348	39	220	.....	.....	.....	.....	231	223	Govt. building.
	Assistant and Messenger .....	52	26	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
Goolagong .....	Postmaster .....	14	.....	10,182	.....	.....	.....	.....	.....	.....	.....	.....	.....	138	.....	
Goolma .....	do .....	10	.....	5,022	.....	.....	.....	.....	.....	.....	.....	.....	.....	32	.....	
Goolmangar .....	do .....	10	.....	1,389	.....	.....	.....	.....	.....	.....	.....	.....	.....	21	.....	
Goombargona .....	do .....	13	.....	1,615	.....	.....	.....	.....	.....	.....	.....	.....	.....	16	.....	
Goomoorah .....	do .....	15	.....	4,998	.....	.....	.....	.....	.....	.....	.....	.....	.....	26	.....	
Goonoo Goonoo .....	do .....	30	.....	6,180	.....	137	398	10	53	36	265	9	153	68	.....	
Goorangoola .....	do .....	15	.....	1,719	.....	.....	.....	.....	.....	.....	.....	.....	.....	41	.....	
Goran Lake .....	do .....	10	.....	1,046	.....	.....	.....	.....	.....	.....	.....	.....	.....	11	.....	
Gordon .....	Postmistress .....	27	.....	9,216	.....	116	349	48	111	.....	.....	.....	.....	79	.....	
Gore Hill .....	Postmaster .....	10	.....	5,823	.....	.....	.....	.....	.....	.....	.....	.....	.....	31	.....	
Gosford .....	Post and Telegraph Master .....	210	.....	55,425	*6,436	1,010	2,677	674	2,137	285	2,401	272	4,358	433	*422	Govt. building.

	Assistant	52																
	do and Operator	20	75															
	Messenger	26																
Goulburn	Postmaster	390	825,690	27,886	5,835	17,056	6,903	19,497	2,561	21,239	979	15,440	4,811	1,817				Govt. building
	1st Assistant	190																
	2nd do	170																
	3rd do	160																
	4th do	150																
	5th do	110																
	6th do	52																
	Stamper and Sorter	150																
	2 Letter-carriers, at £127 each	254																
	2 Letter-carriers, 1 at £124, 1 at £104	228																
	Letter-carrier and Receiver-clearer	60																
	Telegraph Master		310															
	2 Operators, at £140 each		280															
	3 do at £124 each		372															
	Operator		110															
	Line-repairer		150															
	2 Messengers, at £52 each		104															
	do at £26 each		52															
Grafton	Post and Telegraph Master	360	239,385	19,246	2,632	7,882	1,363	4,349	279	2,068	133	2,128	1,900	1,406				do
	Assistant	120																
	do	50																
	Letter-carrier	127																
	do	104																
	Receiver-clearer	50																
	3 Operators, at £160 each		480															
	Operator		140															
	do		124															
	do		110															
	Line-repairer		150															
	Messenger		39															
	do		26															
Grahamstown	Postmaster	10	2,907															55
Graham's Valley	Postmistress	10	852															20
Grahan	do	10	4,689															
Granville	do	160	95,286	15,480	700	1,887	928	2,327	856	3,768	390	2,994	544	1,230				At Railway Station.
	Assistant	110																
	do	70																
	Operator		96															
	Letter-carrier	104																
	do		65															
	do		52															
	do		39															
	Messenger		52															
Green Cape	Telegraph Master		110	138														7
Greendale	Postmistress	16	2,922															46
Greenfield Farm	Postmaster	11	1,866															13
Greenhill	do	20	12,804	89	287	5	13											34
Greenmantle	do	10	924															19
Green Valley	do	10	1,062															11
Greenwell Point	Postmaster and Telegraph Operator	13	26	3,996	904	332	1,033	124	567	97	964	24	458	88	50			Postmaster allowed £13 as rent
Greenwich	Postmistress	10		2,373														29
Grenfell	Post and Telegraph Master	270		80,067	4,943	1,130	2,897	490	1,444	241	1,157	88	1,485	723	307			Govt. building.
	Assistant	50																
	Letter-carrier	60																
	Operator		100															
	Messenger		26															
Gresford	Postmistress and Telephone Operator	58	46	11,538	129	259	28	61	10	101	2	46	173	173	173			Rented at £40.
Greta	Postmaster	35		28,920	1,501	706	1,845	263	907	194	1,348	121	1,893	352	97			At Railway Station.
	Telegraph Master		85															
	Letter-carrier and Messenger	26	26															
GrongGrong Railway Station	Postmaster	15		12,363														do

\* Including Ourimbah returns. † Including Smithfield returns. ‡ Included in Paterson returns.



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		Postal.	Tele-graphic.	Letters Posted.	Telegrams Trans-mitted.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	Postal.	Tele-graphic.	
Grose Vale	Postmaster	£ 10	£	£ 5,094										£ 32	£	
Grosvenor Hotel	Operator		75		275											18
Guildford	Postmistress	11		2,238										24		
Gulargambone	Post and Telegraph Master	50	50	18,882	739	251	562	22	86					115	48	Rented at £40. Govt. building.
Gulgong	do do	240		39,813	2,646	1,106	2,832	358	1,324	183	1,558	79	1,152	566	152	
	Assistant	75														
	Messenger		26													
Gullen (37)	Postmistress	10		1,161										3		
Gunbar	Postmaster	25		19,911		211	628	24	115					192		
Gundagai	Post and Telegraph Master	270		107,611	6,476	1,251	3,688	490	1,633	177	1,520	73	1,213	700	419	do
	Assistant	25														
	Letter-carrier	52														
	Operator		110													
	Line-repairer		150													
	Messenger		52													
Gundurimba	Postmaster	15		2,922										18		
Gundy	do	18		5,475										92		
Gungal	do	16		3,789										19		
Gunnedah	Post and Telegraph Master	290		126,291	9,726	1,861	5,244	798	2,337	236	2,122	116	1,502	1,110	660	do
	Assistant and Operator	78	26													
	Letter-carrier	75														
	2 operators, at £110 each		220													
	Messenger		52													
Gunning	Post and Telegraph Master	190		33,697	1,826	824	2,056	348	1,116	199	949	43	567	404	108	do
	Assistant	50														
Guntawang	Postmaster	19		3,927										41		
Guyong	Postmistress	21		3,936		89	142	7	19					20		
Guyra	Postmaster and Operator	40	26	21,276	1,943	357	942	71	231	18	198	3	50	390	121	At Railway Station.
Hall (38)	Postmaster	10		2,091										30		
Hamilton	Post and Telegraph Mistress	110		53,572	1,413	674	1,749	406	1,325	315	1,210	116	571	409	85	Postmistress allowed £26 as rent.
	Letter-carrier	62														
	do	52														
	Messenger		26													
Hanging Rock	Postmaster	14		3,843										66		
Harden	Post and Telegraph Master	130		23,055	*1,714	972	2,649	161	394	202	1,151	62	784	224	*95	At Railway Station. Postmaster allowed £26 in lieu of quarters.
	Assistant and Messenger	10	26													
Harefield	Postmaster	16		3,828										47		At Railway Station.
Hargraves (39)	Post and Telegraph Master	110		6,420	350	452	1,681	112	775					35	20	Free of rent. Postmaster allowed £26 in lieu of quarters.
	do do	10	26	2,685	883									27	27	At Pilot Station.
Harrington	Postmaster	25		36,906		645	2,116	68	183	1,929	4,003	462	2,704	492		
Harris-street	Postmistress	30		5,871		181	508	43	90					39		
Hartley	do	40		15,180		670	1,932	90	272	337	1,893	103	1,252	159		
Hartley Vale	do	130		13,797	1,801	521	1,527	48	172	131	1,248	65	839	124	105	Rented at £40.
Harwood Island	Post and Telegraph Master	17														
	Assistant		26													
	Messenger															
Hatfield	Postmaster	15		8,067										53		
Hawke's Nest	Postmistress	16		1,806		161	371	24	100	27	162	13	60	20		
Hay	Post and Telegraph Master	380		370,188	20,341	2,145	6,949	1,158	4,466	1,082	6,590	451	5,815	2,675	1,411	Govt. building.
	1st Assistant	170														
	2nd do	110														
	Letter-carrier	114														
	do	104														
	2 Operators, at £110 each		220													
	Operator		75													
	Line-repairer		150													

Haydonton	2 Messengers, at £26 each	52	21,039	1,569									333	86	Telegraph Office at Railway Station.
	Postmistress	48													
	Operator	26													
Haymarket	Post and Telegraph Master	400	980,522	29,682	4,616	15,883	6,213	17,960	10,295	65,944	5,356	60,598	2,551	1,543	Rented at £300.
	1st Assistant	240													
	2nd do	110													
	Mail-boy	78													
	do	39													
	Operator	124													
	do	96													
	Messenger	52													
	2 Messengers, at £39 each	78													
Helensburgh	Postmaster	15	6,729		333	1,048	60	347						179	
Hermitage Plains	do	21	5,715											18	
Hexham	do	42	5,984	337	176	606	74	235	25	35	11	72	54	22	Telegraph Office at Railway Station.
	Railway Operator														
	Receiver-clearer	5													
Hickey's Creek	Postmaster	10	3,617											19	
Hill End	Post and Telegraph Master	220	17,979	1,174	850	2,883	486	1,995	422	2,468	201	2,514	220	73	Govt. building.
	Assistant	40													
	Letter-carrier and Messenger	26	26												
Hillgrove (40)	Post and Telegraph Master	100	16,041	654	46	153	9	40	14	71			49	45	Rented at £26.
	Messenger	26													
Hillston	Post and Telegraph Master	260	109,251	5,696	977	3,732	326	1,414	111	864	51	491	630	375	Govt. building.
	Assistant and Operator	25													
	Messenger	30													
Hilltop	Postmaster	10	1,971											29	At Railway Station.
Hinton	Postmistress and Telephone Operator	55	17,130	476	178	439	77	239						107	Rented at £39.
Hobby's Yards	Postmaster	15	3,777											63	
Holt's Flat	do	27	9,183											73	
Holy Flat	do	10	2,802											60	
Homebush	Post and Telegraph Master	190	30,351	8,783	264	1,100	178	451	90	502	61	326	153	492	At Railway Station. Postmaster allowed £26 in lieu of quarters.
	Assistant	5													
	Letter-carrier	55													
	Operator	75													
	2 Messengers, at £26 each	52													
Home Rule	Postmaster	52	3,942		140	287	41	169	35	303	12	162	52		
Hornsby	do	40	3,198											85	
Hornsby Junction (41)	do	15	6,477		141	413	26	114						38	At Railway Station.
Hoskins Town	do	12	2,484		114	290	7	34						29	
Howe's Valley	Postmistress	11	1,233											18	
Howlong	Post and Telegraph Master	160	15,522	1,541	211	451	22	64	68	192	10	302	177	83	Rented at £52.
	Messenger	26													
	Assistant	26													
Humula	Postmistress	10	3,507											51	
Hungerford	Postmaster	50	24,402											38	
Hunter's Hill	Post and Telegraph Mistress	130	53,928	2,474	275	1,060	260	778	83	444	23	125	541	97	Rented at £65.
	Letter-carrier	104													
	Receiver-clearer and Messenger	52													
	Letter-carrier and Messenger	13													
	Letter-carrier	26													
	Operator	75													
Huntingdon	Postmistress	13	2,625											50	
Hurstville	Postmaster and Telephone Operator	25	27,393	970	118	322	276	433						184	36
	Letter-carrier	52													
	Receiver-clearer and Messenger	26													
Huskisson	Postmistress	10	1,143											20	
Idaville	Postmaster	10	1,371											12	
Ilford	do	46	8,508		301	702	38	146						74	
Ilabo	do	24	6,051		144	408	24	98						73	At Railway Station.
Iuka	Postmistress	23	7,176											25	
Inverell	Post and Telegraph Master	200	136,761	10,542	2,012	5,693	729	2,550	406	2,657	167	1,285	1,584	825	Govt. building.
	Assistant	120													
	do	75													

\* Including Lyndhurst returns.

Name of Office.	Designation.	Annual Salary.		Number of		Money Orders Issued.		Money Orders Paid.		Savings' Bank Deposits.		Savings' Bank Withdrawals.		Revenue.		Arrangements as regards Premises and Rent per annum.
		Postal.	Tele-graphic.	Letters Posted.	Telegrams Trans-mitted.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	Postal.	Tele-graphic.	
Inverell	Letter-carrier	£	£	.....	.....	...	£	...	£	...	£	£	£	£	.....	.....
	Operator	114	110	.....	.....	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ironbarks	do	96	52	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Messenger	36	17,019	1,287	993	3,511	371	2,526	.....	.....	.....	.....	.....	369	79	At Railway Station.
Iron Cove Bridge	Postmaster	35	11,871	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	59	.....	.....
	Railway Operator	200	30,303	2,943	257	1,168	65	308	54	822	40	630	292	232	Rented at £50.	
Ivanhoe	Post and Telegraph Master	44	37,557	804	351	869	121	441	77	262	28	208	185	44	Free of rent.	
Jamberoo	do	13	3,849	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	48	.....	.....
Jeir	Postmaster	13	1,098	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15	.....	.....
Jembaicumbene	do	240	99,879	4,364	612	1,752	140	417	101	638	34	475	694	283	Govt. building.	
Jereclerderie	Post and Telegraph Master	75	26	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	1st Assistant and Messenger	26	39	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Jerrawa	2nd do	20	5,013	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	49	.....	At Railway Station.
	Messenger	11	1,002	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14	.....	.....
Jerrong	do	190	9,027	1,184	249	674	61	171	32	80	8	39	110	77	Govt. building.	
Jerry's Plains	Post and Telegraph Master	.....	26	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Messenger	.....	39	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Jervis Bay	Operator	10	345	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7	.....	.....
Jiggi	Postmistress	10	1,716	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	39	.....	.....
Jimenbuan	Postmaster	14	5,724	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	122	.....	.....
Jindabyne	do	26	6,348	299	118	376	7	18	57	273	3	26	71	16	Free of rent.	
Jindera	Postmistress and Telephone Operator	19	10,924	.....	477	1,637	82	204	323	2,763	107	2,245	126	.....	.....	.....
Joadja Creek	Postmaster	16	4,938	402	256	745	13	39	.....	.....	.....	.....	.....	73	23	Free of rent.
Jugiong	do and Telephone Operator	240	51,489	7,668	1,902	4,872	644	2,017	574	2,862	209	1,950	1,041	450	Govt. building.	
Junee Junction	Post and Telegraph Master	145	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Assistant	52	320	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kangaloon (42)	Letter-carrier	18	4,671	.....	7	14	.....	.....	.....	.....	.....	.....	.....	57	.....	.....
	Postmaster	15	2,379	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16	.....	.....
Kangaroo Creek	do	50	21,159	900	411	1,019	100	406	105	395	28	260	307	50	Free of rent.	
Kangaroo Valley	Postmistress and Telephone Operator	10	1,047	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	19	.....	.....
Kar's Springs	Postmaster	120	63,678	5,290	1,738	4,302	299	1,014	575	2,552	185	1,500	670	310	Rented at £52.	
Katoomba	Post and Telegraph Master	52	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Assistant	39	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kayuga	Letter-carrier	.....	26	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Messenger	11	894	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Keepit	Postmistress	13	1,716	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12	.....	.....
	do	12	3,495	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15	.....	.....
Kelly's Plains	do	120	22,353	1,142	312	1,048	110	288	.....	.....	.....	.....	.....	9	.....	.....
Kelso	Post and Telegraph Master	40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Assistant	240	64,260	7,687	1,234	4,184	584	1,723	245	1,115	71	739	700	546	Govt. building.	
Kempsey	Post and Telegraph Master	50	110	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Assistant and Operator	39	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kenthurst (43)	Letter-carrier	.....	26	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Messenger	10	6,198	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kentucky	Postmaster	28	8,352	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	19	.....	.....
	do	25	3,222	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	159	.....	At Railway Station.
Kerrabee	Postmistress	10	648	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	24	.....	.....
Khancohan	Postmaster	310	115,760	6,775	1,419	3,534	598	1,931	467	2,450	300	3,174	967	401	Govt. building.	
Kiama	Post and Telegraph Master	12	130	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Assistant and Operator	.....	150	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Line-repairer	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....



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		Postal.	Tele-graphic.	Letters Posted.	Telegrams Transmitted.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	Postal.	Tele-graphic.	
		£	£				£		£		£		£	£	£	
Lismore	Letter-carrier	52														
	Operator		124													
	do		80													
	Line-repairer		150													
Lithgow	Post and Telegraph Master	260		184,955	5,118	2,826	8,473	1,313	3,634	1,243	8,921	593	7,464	1,145	303	Govt. building.
	Assistant	80														
	do	52														
	Letter-carrier	52														
	do	39														
	Receiver-cleaver	5														
	Messenger		26													
Little Billabong	Postmistress	41		7,569										56		
Little Hartley	Postmaster	25		5,211		138	319	35	116					63		
Liverpool	Post and Telegraph Master	240		98,139	3,701	942	2,398	687	2,013	877	5,993	499	5,703	586	205	do
	Assistant	20														
	Assistant and Operator	25	85													
	Letter-carrier	104														
	Receiver-cleaver and Messenger	16	39													
Lochinvar	Postmaster	42		20,646	1,199	219	546	159	602	35	152	17	174	215	63	At Railway Station.
	Operator		26													
	Messenger		26													
Locksley	Postmaster	12		2,817										15		do
Long Reach	Postmistress	16		3,462										41		
Lord Howe Island	Postmaster	10		183										2		
Lostock	do	14		2,114										18		
Louth (51)	Post and Telegraph Master	190		30,648	2,284	639	3,199	88	355	75	235	4	9	202	163	Govt. building.
Lower Botany	Post and Telegraph Mistress	120		14,037	1,775	347	1,093	142	342	146	607	59	355	79	70	Rented at £60.
	Messenger		39													
Lower Gundaroo	Post and Telegraph Master	120		19,650	631	320	697	48	124	29	191	20	317	90	43	Free of rent.
	Assistant	12														
Lower Hawkesbury	Postmaster	11		927										13		
Lower Portland	do	14		2,913										31		
Lowesdale	do	11		1,725										1		
Lowther	Postmistress	10		1,197										15		
Lucknow	Postmaster and Operator	54	26	7,350	536	264	452	42	122					112	34	Free of rent.
Luddenham	Postmistress	21		4,140		148	524	49	144					48		
Lyndhurst (52)	Postmaster	30		12,093	*									94	*	At Railway Station.
	Railway Operator															
Lyttleton	Post and Telegraph Master	110		11,943	1,107	213	442	20	70					88	68	Rented at £20.
	Messenger		26													
Macdonald Town	Postmaster	15		50,481		79	128	289	841	380	664	80	553	263		
	Letter-carrier	75														
Maclean	Post and Telegraph Master	240		42,921	5,268	1,050	3,267	289	922	331	1,952	213	2,488	506	324	Rented at £60.
	Assistant and Operator	58	52													
	Letter-carrier and Messenger	26	39													
	Probationer	13	2s. 6d. per week.													
Mahonga	Postmaster	12		1,632										12		
Major's Creek	Post and Telegraph Master	150		21,054	503	344	955	113	255	186	2,161	94	2,144	120	29	Govt. building. Postmaster allowed £26 in lieu of quarters.
Malebo (53)	Postmistress	10		374										3		
Mandalong	do	10		858										8		
Mandurama	Post and Telegraph Mistress	35	26	27,393										168		Free of rent.
Man Grove Creek	Postmaster	12		2,034										19		
Manilla	Post and Telegraph Master	170		20,967	1,000	440	1,039	46	177	108	547	28	222	205	61	Rented at £40.
	Assistant	26														
	Messenger		26													
Manly	Post and Telegraph Master	170		111,432	11,841	768	2,060	617	2,158	1,272	4,276	665	3,560	726	446	Govt. building.

	Assistant and Operator	25	114																	
	Letter-carrier	124																		
	do	60																		
	Operator		75																	
	Messenger		39																	
	do		26																	
March	Postmaster	11			612															15
Marengo	Post and Telegraph Master	150			8,709	573	250	634	40	210	24	64	7	151	111		34			Rented at £20.
Marlec	Postmaster	11			1,572															38
Marrickville	Post and Telegraph Master	150			94,155	3,194	605	1,852	090	2,942	964	3,743	422	2,761	667		123			Rented at £100. Postmaster allowed £52 in lieu of quarters.
	Letter-carrier	124																		
	do		96																	
	do		75																	
	do		39																	
	Receiver-cleaver		75																	
	Assistant and Operator	10	78																	
	Messenger		39																	
	do		26																	
Marsden Park	Postmistress	15			3,000															7
Marsden's	Post and Telegraph Master	160			18,840	2,101	368	1,171	38	130	117	744	24	390	170	127				Rented at £36.
Marshal M'Mahon Reef	Postmaster	10			1,776		11	27	3	11										6
Marshall Mount	do	10			978															12
Marulan	Post and Telegraph Master	120			30,279	1,236	563	1,372	216	685	74	349	46	474	240	73				Government building. Postmaster allowed £26 in lieu of quarters.
	Assistant and Messenger	13	13																	
Maryland	Postmaster	23			2,499															40
Maryvale	do	15			3,751	1,590	223	526	42	113	23	360	16	130	147	99				At Railway Station.
	Railway Operator																			
Mathoura	Postmaster and Operator	25	30		12,165	757	157	291	19	81										33
Maude	Postmaster	27			6,752															65
Mayfield	do	10			1,497															19
May's Hill	do	10			1,599															6
Meadow Flat	Postmistress	28			3,327															90
Menangle	Postmaster	37			6,267	185														85
	do																			10
	Railway Operator																			
Menindie	Post and Telegraph Master	220			21,846	3,580	354	1,312	114	557										397
	Operator		124																	264
	Line-repairer		150																	
	Messenger		26																	
Meranburn	Postmaster	30			6,699		199	387	26	109	20	91	10	58	89					
Merewether (54)	Post and Telegraph Master	100			19,806	297	580	1,632	147	380										44
	Messenger		26																	16
Merimbula	Post and Telegraph Master	170			8,166	935	247	705	39	92	43	346	18	291	84	47				
	Messenger		39																	
Merindee	Postmistress	14			2,499															19
Meroe (55)	Postmaster	20			6,204															53
Merrilla	do	16			1,593															12
Merriwa	Post and Telegraph Mistress	110			50,019	1,731	713	2,604	101	370	52	661	41	302	294	111				Govt. building.
	Assistant and Operator	25	114																	
	do		13																	
	Messenger		26																	
Merrygoen	Postmistress	25			7,119															90
Merrylands	Postmaster	10			6,810															29
Michelago	Post and Telegraph Master	29			10,989	1,947	836	2,925	126	518										146
	Messenger		26																	116
Middle Arm	Postmaster	11			2,628															15
Middledale	Postmistress	10			903															8
Middleton-street	Postmaster	30			29,601															129
Millamurra	do	11			489															8
Miller's Forest	Postmaster	19			3,981		111	236	20	30										31
	Operator		26																	
Miller's Point	do		100		63,147	2,787	981	3,450	182	552	1,648	6,944	714	8,207	280	133				Rented at £156.
	Assistant	25																		
	Messenger		39																	
Millfield	Postmaster	16			4,902															27

\* Included in Harden returns.

† Included in Carcoar returns.

‡ Included in Raymond Terrace returns.

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		Postal.	Telegraphic.	Letters Posted.	Telegrams Transmitted.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	Postal.	Telegraphic.	
Millie .....	Post and Telegraph Master .....	£ 150	£ ...	25,842	1,341	164	£ 454	21	£ 86	...	£ ...	...	£ 136	£ 90	Rented at £50.	
	Assistant .....	26	...	...	...	...	...	...	...	...	...	...	...	...	...	
Millthorpe .....	Postmaster .....	35	...	14,964	653	404	1,009	134	437	117	373	49	243	284	37	At Railway Station.
	Railway Operator .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	
	Assistant .....	12	...	...	...	...	...	...	...	...	...	...	...	...	...	
Milperinka .....	Postmaster .....	75	...	10,236	...	522	3,658	52	280	...	...	...	...	...	...	
Milton .....	Post and Telegraph Master .....	230	...	48,111	2,794	871	1,902	205	622	184	565	44	378	485	168	Govt. building.
	Assistant and Operator .....	52	52	...	...	...	...	...	...	...	...	...	...	...	...	
	Line-repairer .....	...	150	...	...	...	...	...	...	...	...	...	...	...	...	
	Messenger .....	...	26	...	...	...	...	...	...	...	...	...	...	...	...	
Minmi .....	Post and Telegraph Master .....	135	...	30,051	1,128	1,034	3,118	270	812	625	5,004	314	4,289	285	61	Rented at £45 10s.
	Assistant and Messenger .....	20	26	...	...	...	...	...	...	...	...	...	...	...	...	
	Letter-carrier .....	78	...	...	...	...	...	...	...	...	...	...	...	...	...	
Minto .....	Postmaster .....	10	...	5,199	...	...	...	...	...	...	...	...	...	85	...	At Railway Station.
Mitchell's Island .....	do .....	10	...	1,728	...	...	...	...	...	...	...	...	...	15	...	
Mittagong .....	Post and Telegraph Master .....	210	...	67,116	3,801	1,428	3,839	525	1,597	515	3,668	234	3,049	627	239	Rented at £65.
	Operator .....	...	75	...	...	...	...	...	...	...	...	...	...	...	...	
	Letter-carrier .....	39	...	...	...	...	...	...	...	...	...	...	...	...	...	
	Messenger .....	...	39	...	...	...	...	...	...	...	...	...	...	...	...	
Mitta Mitta .....	Postmaster .....	10	...	1,914	...	...	...	...	...	...	...	...	...	19	...	
Moama .....	Post and Telegraph Master .....	230	...	41,349	1,455	226	436	87	315	105	658	41	494	266	90	Govt. building
	Assistant .....	130	...	...	...	...	...	...	...	...	...	...	...	...	...	
	Letter-carrier .....	26	...	...	...	...	...	...	...	...	...	...	...	...	...	
	Receiver-clearer and Messenger .....	26	26	...	...	...	...	...	...	...	...	...	...	...	...	
Mogilla .....	Postmaster .....	10	...	1,575	...	...	...	...	...	...	...	...	...	7	...	
Mogil Mogil .....	Post and Telegraph Master .....	140	...	3,015	1,476	281	1,124	23	113	28	361	6	37	86	107	Rented at £37.
	Assistant .....	20	...	...	...	...	...	...	...	...	...	...	...	...	...	
Mogo .....	Postmaster and Operator .....	17	26	3,426	296	24	44	1	1	...	...	...	...	19	19	Free of rent.
Moirra .....	Postmistress .....	22	...	4,551	...	...	...	...	...	...	...	...	...	11	...	
Molong .....	Post and Telegraph Master .....	210	...	106,869	3,392	1,401	3,786	793	2,564	259	1,871	91	1,257	805	209	Govt. building.
	Assistant and Messenger .....	75	52	...	...	...	...	...	...	...	...	...	...	...	...	
	Letter-carrier .....	52	...	...	...	...	...	...	...	...	...	...	...	...	...	
Molonglo .....	Post and Telegraph Master .....	18	50	6,852	341	168	398	10	40	...	...	...	...	140	23	Free of rent.
Monga .....	Postmaster .....	12	...	3,744	...	164	361	8	19	...	...	...	...	36	...	
Monkerai .....	do .....	11	...	1,205	...	...	...	...	...	...	...	...	...	34	...	
Monteagle .....	Postmistress .....	12	...	4,464	...	...	...	...	...	...	...	...	...	72	...	
Montefiores .....	Postmaster .....	27	...	5,595	...	...	...	...	...	...	...	...	...	88	...	
Moonan Brook .....	do .....	18	...	5,820	...	3	17	2	16	...	...	...	...	135	...	
Moonbi .....	Postmistress .....	12	...	1,959	...	35	109	15	35	...	...	...	...	12	...	
Moonbi Railway Station (56) .....	Postmaster .....	21	...	7,557	1,258	134	389	7	32	42	57	...	...	233	81	At Railway Station.
	Railway Operator .....	...	26	...	...	...	...	...	...	...	...	...	...	...	...	
Moor Creek .....	Postmaster .....	10	...	684	...	...	...	...	...	...	...	...	...	78	...	
Moorilda .....	do .....	26	...	4,314	...	...	...	...	...	...	...	...	...	56	...	
Moorwatha .....	Postmistress .....	10	...	1,452	...	...	...	...	...	...	...	...	...	27	...	
Morangarell .....	Post and Telegraph Master .....	104	...	7,938	1,002	...	...	...	...	...	...	...	...	101	59	Govt. building.
Moree .....	do .....	190	...	117,410	9,153	1,182	4,937	273	892	143	869	52	614	1,149	696	do
	Assistant .....	40	...	...	...	...	...	...	...	...	...	...	...	...	...	
	do and Operator .....	52	100	...	...	...	...	...	...	...	...	...	...	...	...	
	Operator .....	...	100	...	...	...	...	...	...	...	...	...	...	...	...	
	Letter-carrier .....	52	...	...	...	...	...	...	...	...	...	...	...	...	...	
	Messenger .....	...	26	...	...	...	...	...	...	...	...	...	...	...	...	
Morpeth .....	Post and Telegraph Master .....	230	...	78,624	3,553	590	1,493	317	818	314	1,830	143	1,711	510	194	do
	Assistant .....	52	...	...	...	...	...	...	...	...	...	...	...	...	...	
	Letter-carrier .....	138	...	...	...	...	...	...	...	...	...	...	...	...	...	
	Messenger .....	...	26	...	...	...	...	...	...	...	...	...	...	...	...	
Mortlake .....	Postmistress .....	10	...	5,298	...	...	...	...	...	...	...	...	...	43	...	

Moruya	Post and Telegraph Master	210	58,510	*4,160	1,109	3,356	534	1,581	252	1,397	95	1,141	594	*269	do
	Assistant and Operator	62	110												
	do Messenger	13	39												
Moruya Heads	Operator	52		†											Free of rent.
Morven	Postmaster	16	5,389										16		
Mossiel	Post and Telegraph Master	170	26,050	2,762	386	1,388	58	225	39	186	22	260	316	206	Rented at £52.
	Assistant	30													
Moss Vale	Post and Telegraph Master	190	103,296	4,815	1,099	2,884	590	1,477	410	1,497	137	1,183	579	280	Rented at £100. Postmaster allowed £25 in lieu of quarters.
	1st Assistant	120													
	2nd do and Operator	82													
	Messenger	10													
Moulamein	Post and Telegraph Master	220	19,101	1,650	212	623	33	125					200	114	Govt. building.
	Messenger	26													
Mount Adrah	Postmaster	10	546											3	
Mount Costigan (57)	do	10	6,879											56	
Mount Gipps (58)	do	30	11,316		5	13								11	
Mount Harris	do	40	5,937											59	
Mount Hope	Post and Telegraph Master	110	10,749	2,550	910	4,125	104	569	146	1,326	22	396	186	178	Rented at £52.
	Messenger	39													
Mount Hunter (59)	Postmaster	10	1,773											14	
Mount Keira	Postmistress	10	4,392											44	
Mount Kemia	Postmaster	20	9,618											226	
Mount Macquarie	do	12	3,111											55	
Mount M'Donald	Post and Telegraph Master	190	15,597	1,218	506	1,215	175	1,070	81	282	24	149	215	73	Govt. building.
Mount Mitchell	Postmaster	10	888											31	
Mount Victoria	Post and Telegraph Master	240	37,607	4,176	816	2,050	261	894	280	1,491	97	1,923	255	245	do
	Assistant	25													
	Operator														
	Messenger														
Mount Vincent	Postmaster	16	4,632		141	366	22	70						59	
Mount Wilson	do	20	6,393											10	
Mudgee	do	350	261,438	9,645	2,937	8,868	1,899	5,803	443	2,193	145	1,668	1,751	640	At Railway Station. Govt. building.
	Assistant	160													
	do	100													
	Letter-carrier	104													
	Telegraph Master														
	2 Operators—1 at £124, 1 at £110														
	Line-repairer														
	2 Messengers, 1 at £52, 1 at £39														
Mulgoa	Postmistress	19	8,571											75	
Mulgrave	Postmaster	20	5,235											75	At Railway Station.
Mullaley	do	23	3,297											38	
Mullengandra (60)	do	10	1,800											6	
Mullengudgerly	do	12	3,150											71	do
Mullet Creek	do	10	3,750											47	
Mullion Creek	do	10	4,113	153										46	8
	Railway Operator														
Mulloon	Postmaster	12	1,272											20	
Mulwala	Post and Telegraph Master	170	18,078	1,306	297	994	25	59						201	81
Mumbil (61)	Postmaster	10	1,773											9	Rented at £30. At Railway Station.
Mummell	Postmistress	14	4,089											16	
Mundooran	Post and Telegraph Master	120	23,487	857	229	418	29	71	65	76	5	63	179	53	Rented at £45.
	Assistant	26													
Mungindi	Post and Telegraph Master	160	2,694	1,314										57	Rented at £35.
Mungunyah	Postmaster	13	1,695											10	
Murga	do	23	5,403											29	
Murray Hut	do	13	4,536											23	
Murrumbateman	do	13	2,949											39	
Murrumbidgee	do	14	4,923											61	
Murrumburrah	Post and Telegraph Master	180	52,494	3,019	1,114	2,973	357	1,152	229	1,603	108	1,277	635	172	At Railway Station. Govt. building.
	Assistant and Operator														
	Messenger														
Murrungundy	Postmaster	10	2,976											10	
Murrundi	Post and Telegraph Master	240	77,439	1,667	1,473	3,695	633	1,932	367	2,707	119	1,870	389	127	do

\* Including Moruya Heads returns.

† Included in Moruya returns.



Name of Office.	Designation.	Annual Salary.		Number of		Money Orders Issued.		Money Orders Paid.		Savings' Bank Deposits.		Savings' Bank Withdrawals.		Revenue.		Arrangements as regards Premises and Rent per annum.
		Postal.	Tele-graphic	Letters Posted	Telegrams Trans-mitted.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	Postal.	Tele-graphic.	
		£	£				£		£		£		£	£	£	
Murrurundi	Assistant	65														
	Operator		170													
	do		124													
	Messenger		39													
Murwillumbah (62)	Post and Telegraph Master	240		31,821	3,279	552	1,654	145	662	54	530	17	195	305	232	Rented at £52.
	Assistant and Operator	40	100													
Muswellbrook	Post and Telegraph Master	220		123,439	4,656	1,389	3,909	585	1,910	368	2,488	150	1,641	926	295	Govt. building.
	Assistant	140														
	Operator		110													
	Letter-carrier	78														
	Line-repairer		150													
	Messenger		39													
Muttama Reef	Postmaster	12		4,851		75	166	17	60						13	
Myrtleville	do	15		1,884											18	
Nambucca	Post and Telegraph Master	170		14,799	1,629	552	1,558	90	314	36	148	6	110	58	105	Rented at £30.
	Assistant	12														
	do	26														
Nambucca Heads	Postmaster and Telephone Operator	10	26	5,292	1,542									93	103	At Pilot Station.
Narara (63)	Postmaster	10		1,644										15		
Narellan	Postmistress	42		12,732										124		
Narrabri	Post and Telegraph Master	260		143,559	12,703	2,049	6,837	917	3,406	371	2,237	162	2,083	1,379	850	Govt. building.
	Assistant	130														
	do	26														
	do and Operator	26	124													
	Operator		124													
	Letter-carrier	124														
	Line-repairer		150													
	Messenger		26													
Narrabri Railway Station	Postmaster and Operator	36	26	28,983	3,075	543	1,655	73	263	63	484	8	168	185	168	At Railway Station.
	Messenger		26													
Narramine (64)	Postmaster	29		18,336		17	59	1	1					259		do
Narrandera	Post and Telegraph Master	260		121,566	14,084	1,732	6,085	1,008	3,414	428	2,932	204	2,753	1,475	918	Govt. building.
	Assistant and Operator	25	75													
	do Messenger	74	26													
	Letter-carrier	78														
	Messenger		26													
Narrara (65)	Postmaster	10		660										6		
Nelligen	Post and Telegraph Master	190		9,336	1,257	454	1,098	95	552	38	273	19	287	96	70	Rented at £20.
	Messenger		26													
Nelson's Bay	Post and Telegraph Master	100		2,958	564									23	31	Govt. building.
Nelson's Plains	Postmistress	11		1,979										16		
Nerriga	Postmaster	12		2,730										19		
Nerrigundah	do	18		6,396		179	674	39	181					102		
Neurea	do	20		3,537										46		
Never Never	do	10		597										10		
Nevertire (66)	Post and Telegraph Master	100		33,090	3,418	299	923	40	144	80	316	10	99	296	200	At Railway Station. Postmaster allowed £20 in lieu of quarters.
Newbridge	Postmaster	35		21,918	1,022	399	965	87	351					254	52	At Railway Station.
	Railway Operator															
	Assistant	25														
Newcastle	Postmaster	390		688,785	62,524	8,042	25,915	7,794	24,845	5,482	38,046	2,683	33,757	8,461	4,390	Govt. building.
	1st Assistant	220														
	2nd do	170														
	3rd do	130														
	4th do	90														
	Letter-carrier	148														
	do	138														

	do	114																			
	do	88																			
	do	75																			
	Mail-boy	78																			
	Receiver-clearer	50																			
	Telegraph Master	310																			
	2 Operators, at £170 each	340																			
	Operator	150																			
	3 Operators, £140 each	420																			
	2 Operators, £130 each	260																			
	Operator	114																			
	Line-repairer	150																			
	Messenger	52																			
	do	39																			
	4 Messengers, at £26 each	104																			
New Park	Postmaster	10	4,181																9		
Newport (67)	Operator	75		48																3	
Newton Boyd	Telegraph Master	150		468																33	
Newtown	Post and Telegraph Master	260	760,590	14,309	2,381	7,147	3,953	10,660	8,824	37,129	3,691	32,316	1,417						600	Free of rent. Govt. building. do	
	Assistant	160																			
	do and Operator	40	110																		
	Operator	160	124																		
	Letter-carrier	160																			
	do	160																			
	do	148																			
	do	138																			
	do	127																			
	do	60																			
	Messenger	39																			
	do	39																			
	do	26																			
	Receiver-clearer	60																			
	do	39																			
Nimbin	Postmaster	10	459																10		
Nimitybelle	Post and Telegraph Master	160	10,059	1,463	541	1,624	76	310	8	27	6	22	135						93	do	
	Assistant	40																			
	Messenger	39																			
North Berry Jerry	Postmistress	20	4,557																	37	
North Gobarralong	Postmaster	10	828																	11	
North Parramatta	Postmistress	25	18,153																	146	
North Richmond	do	22	6,357	637																121	
	Operator	50																		32	
North Ryde	Postmaster	10	2,100																	28	
	Letter-carrier	30																			
North Tumbulgum	Postmistress	19	3,531																	32	
North Willoughby (63)	do	25	7,137		48	91	38	73												106	
North Yanco (69)	Postmaster	10	4,695																	17	
Nowendoc	do	13	1,608																	34	
Nowra	Post and Telegraph Master	190	144,263	*4,531	1,334	3,318	429	1,464	306	1,579	155	1,609	708	*275						708	
	Assistant	60																		12	
	Assistant and Operator	£37 10s.	£37 10s.																		
	Letter-carrier	39																			
Nubba	Postmaster	10	2,907																	34	
Nullamanna	Postmistress	10	798																	11	
Numba	Postmaster	27	4,461		211	520	23	85	38	230	45	427	39							39	
Numbugga (70)	do	10	691																	3	
Numeralla	do	11	810																	15	
Nundle	Post and Telegraph Master	120	16,218	1,279	521	1,749	105	456	82	608	40	479	183	74						183	
Nymagee	do do	220	47,007	5,432	2,003	8,573	373	1,303	499	4,378	170	3,412	575	352						575	
	Operator	140																			
	Messenger	26																			
Nyngan	Post and Telegraph Master	310	109,740	9,403	1,820	6,244	500	1,734	232	1,644	110	1,584	735	587						735	
	Assistant and Messenger	52	52																		587
	Operator	100																			

\* Including Tomerong returns.

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		Postal.	Tele-graphic	Letters Posted.	Telegrams Transmitted.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	Postal.	Tele-graphic.		
Nyngan	Letter-carrier and Messenger	£ 26	£ 26														
	Messenger		52														
Oaks	Postmistress	22		10,977		220	460	28	80								
Oakwood	do	10		1,614													
Oban	do	12		1,065													
Oberon	Post and Telegraph Master	170		29,460	2,407	1,055	3,434	203	834	62	508	33	378	366	144		Govt. building.
	Assistant	25															
Obley	Post and Telegraph Master	100		3,900	497	203	587	33	111								Rented at £25.
O'Connell	Postmistress	22		10,209		193	519	89	386								
Old Junee (71)	Postmaster	25		8,067		171	442	26	113	2	2						At Railway Station.
Ophir	do	10		552													
Orange	Post and Telegraph Master	370		370,641	15,256	3,631	10,077	2,073	7,975	1,215	7,595	536	6,665	2,586	949		Govt. building.
	Assistant	190															
	do	85															
	Operator		170														
	do		114														
	do		110														
	do		75														
	Letter-carrier	114															
	do		85														
	Messenger		52														
	do		39														
	Line-repairer		150														
	Receiver-clearer	26															
Oxford	Postmaster	10		5,643													
Ourimbah	do	16		5,742													At Railway Station.
	Railway Operator																
Overton	Postmaster	10		2,886													
Oxford Hotel	Operator		75		9,445												Free of rent.
Oxford-street	Post and Telegraph Master	260		253,530	20,570	2,910	6,977	3,469	9,385	8,513	38,634	3,775	35,405	996	978		Rented at £290.
	Assistant	160															
	Operator		114														
	do		124														
	Messenger		52														
	3 do at £39 each		117														
Oxley	Postmaster	15		10,230													
Oxley Island	do	13		1,554													
Paddington	Post and Telegraph Master	220		229,461	12,683	2,123	8,197	2,713	6,	3,593	14,826	1,496	12,160	713	611		Govt. building.
	Operator		85														
	do		75														
	Messenger		39														
	do		39														
	do		26														
Pallamallawa	Postmaster	10		7,290													
Palmer's Island (72)	Post and Telegraph Master	180		7,425	1,525	456	1,299	355	1,511	6	88						Rented at £30.
	Assistant and Messenger	26	26														
Palmer's Oakley	Postmaster	11		783													
Pambula	Post and Telegraph Master	170		13,692	1,110	444	1,158	80	239	67	839	26	393	216	66		do
Parkes	do do	240		85,341	4,617	1,385	4,395	397	1,683	282	1,946	114	1,516	750	297		Govt. building
	Assistant and Operator	42	114														
	Letter-carrier	39															
	Messenger		26														
Park-street	Post and Telegraph Master	310		858,318	31,350	3,282	10,448	1,877	4,187	2,767	15,984	1,434	14,363	2,020	1,574		Rented at £300.
	Assistant	140															
	do	100															
	Operator		75														

	Messenger	52																
Parkville	Postmistress	14	3,882														55	
Parliament House	2 Operators, 1 at £220, 1 at £124	344	3,038														141	
Parramatta	Post and Telegraph Master	360	951,528	120,516	2,722	7,673	2,907	8,138	2,992	16,800	1,371	14,315	1,782	1,831				Govt. building.
	Assistant	220																
	do	120																
	do	110																
	Operator	170																
	do	124																
	Letter-carrier	138																
	do	138																
	do	127																
	do	114																
	do	75																
	2 Messengers, at £52	104																
	Messenger	39																
	do	26																
Paterson	Receiver-clearer	50																
	Post and Telegraph Master	150	18,270	1,360	220	567	95	351	155	587	34	397	225	111				do
	Operator	100																
Peakhurst	Postmistress	10	3,033															60
Pearce's Creek	Postmaster	10	684															12
Peel	Postmistress	40	9,240															72
Peelwood	do	18	22,170															185
Pejar	Postmaster	10	498															7
Pennant Hills	do	13	4,560															55
Penrith	Post and Telegraph Master	240	101,520	3,333	1,542	3,843	938	2,355	1,074	4,596	322	4,034	1,187	297				do
	Assistant	50																
	Assistant and Operator	110																
	Letter-carrier	52																
	Messenger	26																
Perricoota	Postmaster	12	2,166															11
Perth	do	29	6,630															100
Petersham	Post and Telegraph Mistress	230	278,109	8,459	877	2,847	1,546	4,732	902	4,365	385	3,463	902	356				At Railway Station.
	Assistant and Operator	26	124															do
	Letter-carrier	148																
	do	124																
	do	114																
	do	104																
	do	75																
	Receiver-clearer	75																
	Messenger	52																
	2 Messengers, at £39 each	78																
	Messenger	26																
Picton	Post and Telegraph Master	190	46,032	2,558	1,389	3,553	570	1,743	615	3,010	174	2,490	540	144				Rented at £60.
	Assistant and Operator	26	52															
	Receiver-clearer	10																
Pilliga	Post and Telegraph Master	170	11,844	1,272	369	1,418	54	167	37	120	10	88	152	88				Rented at £52. Postmaster allowed £26 in lieu of quarters.
	Assistant and Operator	26	26															
	Messenger	52																
Pine Ridge	Postmistress	10	670															15
Pinnacles (73)	Postmaster	10	3,666		127	436	2	1										32
Piper's Flat	do	10	4,341															33
Pitt Town	do	23	6,711															53
Pokolbin	Postmistress	10	5,145															18
Ponto	do	11	1,680															23
Pooncarie	Post and Telegraph Master	160	6,561	1,207	223	820	11	69										107
Port Macquarie	do	260	47,412	5,456	1,221	3,566	365	1,116	259	1,555	97	1,661	625	333				Govt. building.
	Assistant and Operator	20	124															do
	Assistant	30																
	do and Messenger	26	26															
Port Macquarie Pilot Station	Operator	26																At Pilot Station.
Port Stephens	Operator	26																do

\* Included in Gosford returns.

† Including Castle Hill returns.

‡ Including Gresford returns.

§ Including Port Macquarie Pilot Station and Tacking Point returns.

¶ Included in Port Macquarie returns.

Name of Office.	Designation	Annual Salary.		Number of		Money Orders Issued.		Money Orders Paid.		Savings' Bank Deposits.		Savings' Bank Withdrawals.		Revenue.		Arrangements as regards Premises and Rent per annum.
		Postal.	Telegraphic.	Letters Posted.	Telegrams Transmitted.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	Postal.	Telegraphic.	
Potts Hill (74)	Postmaster	£ 10	£	2,136										£ 10		
Prospect	do	18		5,517										39		
Prospect Reservoir	do	15		9,567		484	1,257	96	395	991	5,861	418	4,965	132		
Punkalla	do	20		3,191										38		
Purnamoota	do	30		7,329	659									63	46	
	Telegraph Master		200													
	Messenger		26													
Putty	Postmistress	11		1,881										19		
Pyree	do	19		4,239										28		
Pyrmont	Post and Telegraph Master	210		60,849	5,261	618	2,016	888	2,786	1,501	4,946	734	4,715	406	269	Rented at £90.
	Assistant and Operator	29	75													
	Messenger		39													
	2 Messengers at £26 each		52													
Quambone	Postmaster	21		10,785										117		
Qneanbeyan	Post and Telegraph Master	300		86,718	4,878	1,794	4,593	882	2,985	299	2,091	205	3,733	799	317	Govt. building.
	Assistant and Operator	78	52													
	Letter-carrier	60														
	Messenger		52													
Quipolly	Postmaster	20		1,116										2		
Quipolly Creek	Postmistress	17		2,751										8		
Quirindi	Post and Telegraph Master	240		78,960	3,857	1,307	3,168	467	1,212	363	1,307	94	1,168	665	223	do
	Assistant	110														
	Messenger		52													
Raglan	Postmaster	30		2,526										35		At Railway Station.
Rainbow Reach	do	11		792										11		
Randwick	Post and Telegraph Mistress	170		595,044	6,247	581	2,023	621	1,830	248	946	58	522	290	279	Rented at £90.
	Assistant	110														
	Letter-carrier	100														
	do	52														
	do	62														
	Letter Carrier and Messenger	20	39													
	Messenger		39													
Rankin's Springs	Postmaster	35		4,476										33		
Ravensworth	do	20		4,602										87		At Railway Station.
Rawden Vale	do	11		2,766										16		
Rawdon Island	do	10		2,335										18		
Raymond Terrace	Post and Telegraph Master	240		44,199	*2,653	726	1,621	383	1,311	161	876	49	876	401	*152	Govt. building.
	Assistant	52														
	Operator		52													
	Messenger and Letter-carrier	13	26													
Redbank	Postmaster	13		1,356										18		
Redfern	Post and Telegraph Master	310		433,356	8,105	2,202	6,867	2,891	8,172	4,937	19,793	2,055	17,080	1,700	352	do
	Assistant	110														
	Operator		100													
	do		78													
	Letter-carrier	148														
	do	148														
	Receiver-clearer	78														
	do	65														
	Messenger		52													
	do		39													
Redfern Railway Station	Operator				+27,278										+1,479	At Railway Station.
	Messenger		26													
Red Range	Postmaster	12		1,938										11		
Red Rock	do	30		5,190										22		
Reedy Flat	do	18		4,740		99	189	31	114					93		

Reidsdale	do	12	2,187										12		
Reid's Flat	do	19	3,603										48		
Richmond	Post and Telegraph Master	270	114,858	4,366	927	2,058	500	1,336	563	2,971	211	2,256	630	261	Govt. building.
	Assistant	50													
	Operator	75													
	Letter-carrier	100													
	Messenger	26													
Riverstone	Post and Telegraph Master	110	23,436	2,243	501	1,023	227	654					167	115	At Railway Station.
Rix's Creek	Postmaster	10	736										8		
Robbinsville (75)	do	10	2,526										27		
Robertson	Post and Telegraph Master	150	27,468	994	400	929	103	334	122	270	38	580	239	61	Govt. building.
	Assistant	10													
	Operator	52													
Rob Roy	Postmistress	12	1,146										8		
Rockdale (76)	Postmaster	15	34,023	1,528	98	267	263	341					186	58	At Railway Station.
	Operator	26													
	Letter-carrier	39													
	Messenger	26													
Rockley	Post and Telegraph Master	190	21,837	1,006	517	1,138	109	566	61	244	24	258	271	63	Govt. building.
	Assistant	25													
Rockwell (77)	Postmaster	10	1,161										14		
Rocky Glen	do	22	3,789										13		
Rocky Hall	do	10	3,453										11		
Rocky Plain	do	10	1,794										23		
Rocky River	do	19	3,846										93		
Rolland's Plains (78)	Postmistress and Telephone Operator	15	4,680	60									78	4	Free of rent.
Rockwood	Post and Telegraph Master	130	28,497	1,342	276	741	328	993	416	2,048	250	2,089	138	47	At Railway Station Postmaster allowed £25 in lieu of quarters.
	Messenger	26													
Rooty Hill	Postmaster	24	16,275		100	171	95	234					96		At Railway Station.
Rosedale	Postmistress	10	1,611										32		
Rosewood	do	15	6,548										38		
Rothbury	do	12	4,530										47		
Rouchell Brook	do	12	3,330										16		
Round Hill	Postmaster	30	7,350										17		
Rous	do	20	4,824										66		
Rouse Hill	do	21	4,728										68		
Royal Hotel	Operator	124	6,381											391	Free of rent.
Rydal	Postmaster	60	14,601	600	393	996	55	179	95	771	26	338	202	32	At Railway Station.
	Assistant	10													
	Railway Operator														
Rydalmere	Postmaster	10	2,118										23		
Ryde	do	42	53,403	2,472	321	822	296	811	370	2,114	199	1,730	179	129	Rented at £30.
	Telegraph Master	124													
	Messenger	26													
	Letter-carrier	124													
Rye Park	Postmaster	15	6,444										82		
Rylstone	Post and Telegraph Master	170	49,941	1,957	896	1,905	314	893	141	1,026	73	1,281	492	119	Govt. building.
	Messenger	26													
Sackville Reach	Postmistress	15	4,433										82		
St. Alban's	Postmaster and Telephone Operator	16	3,735	323	223	600	20	79					63	18	Free of rent.
St. Clair	Postmaster	11	981										12		
St. Ives	do	10	975										19		
St. Leonards	Post and Telegraph Master	240	417,111	7,810	1,276	3,660	1,485	4,436	2,746	12,196	1,145	9,242	1,769	375	Rented at £65. Postmaster allowed £65 in lieu of quarters
	Assistant	100													
	Operator	75													
	do	60													
	2 Letter-carriers, at £138 each	276													
	Letter-carrier	127													
	do	124													
	do	114													
	do	104													
	2 Letter-carriers, at £67 each	134													
	2 do 1 at £60, and 1 £50	110													
	Receiver-clearer	50													

\* Including Miller & Forest returns.

† Including Brooklyn and Thirlmere returns.

Name of Office.	Designation.	Annual Salary.		Number of		Money Orders Issued		Money Orders Paid.		Savings' Bank Deposits.		Savings Bank Withdrawals.		Revenue.		Arrangements as regard Premises and Rent per annum.
		Postal.	Telegraphic.	Letters Posted.	Telegrams Transmitted.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	Postal.	Telegraphic.	
St. Leonards	Receiver-cleaver	£	£				£		£		£		£	£		
	1 Messenger		52													
	3 Messengers, at £26 each		78													
t Mary's	Post and Telegraph Master	100		35,637	1,274	685	1,250	303	1,019	325	1,350	107	1,263	257	67	Govt. building.
	Messenger		26													
St. Peter's	Post and Telegraph Mistress	150		36,354	1,472	396	1,046	321	850	587	1,982	236	1,639	189	56	Rented at £65.
	Letter-carrier	104														
	do	50														
	Messenger		26													
St. Thomas's	Postmaster	10		3,774										11		
Sandy Flat	Postmistress	12		2,370										29		
Sandy Hill (79)	do	10		2,364										14		
Scoue	Post and Telegraph Mistress	100		78,117	2,975	1,094	2,922	544	1,768	241	1,222	102	1,102	692	176	Govt. building.
	Assistant and Operator	10	52													
	Messenger		39													
Scott's Flat	Postmaster	10		2,856										11		
Seaham	Postmistress	19		6,978										61		
Seal Rocks	Telegraph Master		52		109										6	At Pilot Station.
Sebastopol	Postmaster	10		1,440										12		
Sedgefield	do	10		1,836										13		
Seven Hills	do	25		10,119	279									25	17	At Railway Station.
	Railway Operator															
Shaw (80)	Postmaster	10		477										9		
Shellharbour	Post and Telegraph Master	40	26	23,964	900	256	488	64	184					180	48	Free of rent.
Shepard's Town	Postmistress	14		4,023										16		
Sherbrooke (81)	Postmaster	10		408										6		
Sherwood	do	10		852										7		
Silverton	Post and Telegraph Master	240		170,565	27,228	2,305	9,176	740	3,278	299	2,423	89	1,582	1,751	1,977	Rented at £104.
	Assistant	40														
	Operator		125													
	3 Operators, at £110 each		330													
	Letter-carrier	104														
	2 Messengers, at £39 each		78													
Singleton	Post and Telegraph Master	310		192,495	6,880	2,647	7,349	1,549	4,395	1,012	6,546	363	4,267	1,660	434	Govt. building.
	Assistant	150														
	Letter-carrier	120														
	do	114														
	Operator		124													
	do		110													
	Messenger		39													
	do		26													
Singleton Railway	Operator		26		1,148										63	At Railway Station.
Skillion Flat	Postmaster	10		1,545										6		
Smithfield	Postmaster and Telephone Operator	35	26	11,058		21	71	14	55					229		Free of rent.
Smith Town	Post and Telegraph Master	180		13,458	+2,241	352	1,093	42	163					110	+123	Rented at £59.
	Messenger		39													
Sofala	Post and Telegraph Master	180		14,796	786	520	2,052	182	490	122	1,386	46	848	203	49	Govt. building.
	Assistant	40														
Somerton	Postmistress	26		6,534		140	352	10	40					37		
South Bowenfels	Postmaster	23		7,884		138	273	17	68					59		
South Broken Hill (82)	do	25		4,488										10		
Southgate	do	10		2,952										36		
South Grafton	Post and Telegraph Master	170		24,969	3,554	609	1,740	207	1,014	231	712	69	401	411	193	do
	Assistant	52														
	Letter-carrier and Messenger		39													
	Probationer	13														

South Gundagai	Postmaster	33	5,610	1,523	634	1,934	113	427	89	590	44	286	229	130	At Signal Station.
South Head	Operator	75													
	Messenger	52													
South Woodburn	Post and Telegraph Master	170	24,789	2,215	634	1,934	113	427	89	590	44	286	229	130	Rented at £45.
	Assistant	76													
Spencer's Creek	Postmaster	10	1,809												
Spicer's Creek	do	11	1,989												
Spring Hill	do	25	6,468	208	172	416	39	112	15	10	6	23	81	11	At Railway Station.
	Railway Operator														
Springs	Postmaster	26	13,869												do
Springside	do	16	1,218												do
Springwood	Postmaster	36	18,060	1,123	504	1,271	217	1,013	137	466	30	242	324	62	do
	Assistant	5													
	Letter-carrier and Messenger	43													
Stanborough	Postmistress	22	1,404												
Stanmore Road	Post and Telegraph Mistress	160	44,520	3,961	431	1,236	259	609	517	1,675	163	1,109	523	159	Rented at £104.
	Messenger	39													
	do	26													
Stannifer	Post and Telegraph Master	20	4,266	611	154	387	37	126							Free of rent.
Steinbrook	Postmaster	10	1,104												
Stewart's Brook	do	10	4,419												
Stockton (S3)	Post and Telegraph Master	130	30,525	1,341	615	1,730	200	750	48	323	6	25	303	74	Rented at £33 16s.
	Letter-carrier	26													
Stockyard Creek	Postmistress	10	1,962												
Stonehenge	Postmaster	10	3,582												
Stony Creek	do	10	1,149												
Strathfield	Post and Telegraph Master	£42 10s.	100,677	3,053											At Railway Station.
	Letter-carrier	96													
	2 Messengers, at £26 each	52													
Stroud	Post and Telegraph Master	210	19,376	1,773	530	1,341	164	516	111	504	26	438	318	111	Govt. building.
	Assistant and Messenger	10													
Stuart's Point	Operator	26													Free of rent.
Summer Hill	Post and Telegraph Mistress	100	257,730	7,517	679	1,977	642	1,858	714	2,079	216	1,069	687	296	At Railway Station. Postmistress allowed £20 in lieu of quarters.
	Operator	75													
	Letter-carrier	138													
	do	114													
	Messenger	52													
	do	39													
	do	26													
Summer Island	Postmaster	17	1,152		117	351	6	22							
Sunny Corner	Post and Telegraph Master	160	38,745	2,094	1,091	3,094	446	1,775	350	3,333	119	1,920	510	131	Rented at £75.
	Assistant	12													
	Letter-carrier and Messenger	13													
Surry Hills	Post and Telegraph Mistress	170	60,136	6,967	1,371	6,748	1,540	4,349	2,261	8,332	860	6,478	290	318	Rented at £170.
	Assistant and Operator	26													
	Messenger	39													
Sutherland (S4)	Postmaster	15	3,861		40	67	4	14							At Railway Station.
Sutton Forest	Post and Telegraph Master	150	21,243	1,943	254	726	97	307	43	78	10	67	248	124	Govt. building.
	Messenger	26													
Swallow's Nest	Postmaster	13	1,509												
Swan Bay	do	19	5,052		38	75	8	15							
Swansea	Post and Telegraph Master	18	10,419	734	332	1,129	112	321	37	457	24	296	48	48	Rented at £20 16s.
Swan Vale	Postmaster	20	1,455												
Sylvania	Postmistress	20	4,596												
Tabulam (S5)	Post and Telegraph Master	160	8,008	873	240	1,052	12	41	6	9	1	7	51	62	Rented at £26.
	Assistant	25													
Tacking Point	Telegraph Master	26													Free of rent.
Tallewang	Postmaster	10	1,590												
Tambaroora	do	65	7,443		228	819	108	272							Postmaster allowed £20 as rent.
Tambar Springs	do	20	9,759		204	600	7	13							
Tamworth	Post and Telegraph Master	360	337,944	18,001	2,645	7,637	2,539	7,543	1,137	7,821	445	5,564	2,048	1,361	Govt. building.
	Assistant	150													
	Assistant and Operator	52													
	Assistant	78													

\* Included in Granville returns.

† Including Stuart's Point returns.

‡ Included in Smith Town returns.

§ Included in Port Macquarie returns.



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		Postal.	Tele-graphic.	Letters Posted.	Telegrams Transmitted.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	Postal.	Tele-graphic.	
Tamworth	Operator	£	£				£		£				£	£		
	do	140	124													
	do	110	75													
	do	150														
	Line-repairer															
	Letter-carrier	148														
	do	138														
	do	52														
	do	39														
	Messenger		52													
	do		52													
Tangmangaroo	Postmaster	19		2,937											20	
Tanja	do	10		1,155											20	
Tarago	Post and Telegraph Master	160		11,691	925	352	780	113	379	40	298	22	158	154	49	Govt. building.
	Assistant	25														
Taralga	Post and Telegraph Master	170		28,803	1,253	493	1,505	156	624					270	80	Rented at £45.
	Assistant and Messenger	30	26													
Tarana	Postmaster	40		12,945	632	262	648	125	470					67	33	At Railway Station.
	Railway Operator															
	Assistant	10														
Tarcutta	Post and Telegraph Master	100		5,520	647	240	654	44	237					222	43	Govt. building.
	Assistant	16														
	do	20														
Taree	Post and Telegraph Master	240		69,702	4,719	981	3,030	307	863	175	1,127	59	995	576	307	do
	Assistant and Messenger	51	50													
	Line-repairer		150													
	Letter-carrier and Messenger	52	13													
Tareena	Post and Telegraph Master	170		7,323	350									58	32	Free of rent.
Tarlo	Postmaster	20		2,100										24		
Tarro Railway Station	do	10		3,597										35		At Railway Station.
Tatham	do	12		5,031										21		
Tathra	Post and Telegraph Master	20	75	3,744	1,177									38	58	Rented at £26.
Tattersall's	Telegraph Master		124	6,627											346	Free of rent.
Telegraph Point	Postmistress	26		4,053										46		
Temora	Post and Telegraph Master	210		61,806	4,823	1,012	3,072	422	1,647	259	1,250	170	1,330	705	302	Govt. building.
	Assistant and Operator	26	75													
	Receiver-clearer and Messenger	13	39													
Tempe	Postmistress	35		12,384		131	242	53	158					81		
Tenandra	Postmaster	20		5,295										4		
Ten-mile Reef	do	16		10,326		152	495	6	20					68		
Tenterfield	Post and Telegraph Master	300		104,895	179,105	1,524	4,841	868	2,895	399	2,701	177	2,724	1,029	665	do
	Assistant	150	20													
	Operator		170													
	do		110													
	Line-repairer		150													
	Letter-carrier	62														
	Messenger		26													
Tent Hill	Postmistress	17		6,105										65		
Teralba	Postmaster	20		8,314	210									163	13	At Railway Station.
	Railway Operator		26													
Terara	Post and Telegraph Master	200		24,789	740*	401	753	69	235	91	479	48	559	105	44*	Rented at £50.
	Assistant	40														
	Messenger		26													
Thackaringa Mines	Postmaster	10		23,403										81		
The Bulga	Postmistress	11		4,353										36		

The Exchange	Postmaster	200	1,283,970	76,441	1,557	5,573	35	74	2,685	5,892	Post Office rented at £100. Postmaster allowed £50 in lieu of quarters. Telegraph Office free of rent.
	Assistant	100									
	Messenger	26									
	Telegraph Master	140									
	Operator	124									
	Messenger	26									
The Junction	Postmaster	25	25,284							19	
	Letter-carrier	75									
The Lagoon	Postmaster	11	951							12	
The Reefs	Postmistress	12	2,160							9	
The Rock	Postmaster	28	15,819	978	200	509	22	84		218	57
	Railway Operator										At Railway Station.
The Valley	Postmistress	10	2,223							10	
Thirlmere	Postmaster	20	16,794	†						82	†
	Railway Operator										do
Thornleigh (86)	Postmaster	10	2,601							22	do
Thuddungra	Postmistress	10	2,243							20	
Thurgoona	Postmaster	25	4,995							47	
Tibooburra	do	50	27,772		205	860	14	67		40	
Tighe's Hill	do	22	11,178		334	989	127	326		107	
Tilba Tilba (87)	Post and Telegraph Master	12	10,353	44						115	2
	do	150	7,209	1,077						155	87
Timbarra	Postmistress	15	2,829							39	Free of rent. Office provided by guarantors. Postmaster allowed £26 in lieu of quarters.
Timberly Range	Postmaster	10	3,048							44	
Timbilica	do	10	1,062							14	
Timbriebungie	do	16	4,434							44	
Timor	Postmistress	10	2,047							39	
Tingha	Post and Telegraph Master	220	29,430	3,731	1,402	6,627	297	1,321	172	1,664	88
	Assistant	40								1,490	425
Tinonee (88)	Post and Telegraph Master	170	12,188	1,125	291	823	83	356	18	19	1
	Assistant	40								1	1
Tintenbar	Postmaster	19	13,638							60	Govt. building.
Tintin Hall	do	10	1,089								
Tocumwall	Post and Telegraph Master	220	17,676	2,501	358	1,000	27	86		200	154
	Assistant	20									
Tomago	Postmaster	17	1,692							12	
Tomakin	Operator	26	196								
Tomerong	Post and Telegraph Master	25	5,748	†						86	†
Toogong	Postmistress	23	4,788							23	do
Toooloom	do	14	3,888							46	
Tooma	Postmaster	16	8,142							64	
Toongabbie	do	10	1,557							10	
Torington	Postmistress	10	1,107							24	
Towamba	Postmaster	13	3,963							68	
Towrang	do	10	7,071							41	
Trangie	Post and Telegraph Master	100	21,648	1,623	508	1,609	64	241	69	330	20
Trevallyn	Postmistress	17	5,322							180	205
Trunkey Creek	Post and Telegraph Master	220	19,245	1,245	540	2,769	107	694	144	911	27
	Assistant	20								486	248
Tuena (89)	Post and Telegraph Master	160	23,976	4,180	1,156	4,919	263	1,460	46	597	12
Tuggranong	Postmistress	11	1,086								385
Tullimbar	Postmaster	12	3,210		78	180	26	88			12
Tumberumba	Post and Telegraph Mistress	170	41,586	2,710	597	1,656	117	606			30
	Assistant and Operator	75									446
Tumbulgum	Post and Telegraph Mistress	40	11,979	1,390	404	1,158	60	303	82	667	42
Tumut	Post and Telegraph Master	280	103,818	6,148	1,301	3,846	420	1,487	228	1,613	67
	Assistant and Operator	36									971
	do	114									897
	do	52									704
Tweed Heads	Post and Telegraph Master	100	5,463	1,097	58	154	1	2			
Two-mile Flat	Postmaster	13	1,040								56
Tyndale	do	12	1,074								10
Uarby	Postmistress	11	2,967								9
Ulladulla	Post and Telegraph Mistress	23	7,257	475	247	443	50	230	17	168	6
Ulladulla	Post and Telegraph Master	26	43,425	2,505	514	1,446	94	342	78	425	33
Ulladulla										98	50
Ulladulla										29	26
Ulladulla										313	240
Ulladulla											140
Ulladulla											At Pilot Station. Govt. building.

\* Including Crookhaven Heads returns

† Included in Redfern Railway Station returns.

‡ Included in Nowra returns.

Name of Office.	Designation	Annual Salary.		Number of		Money Orders Issued.		Money Orders Paid.		Savings' Bank Deposits.		Savings' Bank Withdrawals.		Revenue.		Arrangements as regards Premises and Rent per annum.	
		Postal.	Telegraphic.	Letters Posted.	Telegrams Transmitted.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	Postal.	Telegraphic.		
Ulmarra	Assistant	£	75														
	Messenger		26														
Ultimo	Postmaster	50		54,036		235	634	296	756	813	1,939	343	1,894	234			
Unanderra	Postmistress	32		8,331										13			
Underbank	Postmaster	18		3,252										77			
Unungar	do	23		351										5			
Upper Bankstown	do	13		1,911										4			
Upper Botobolar	Postmistress	10		759										18			
Upper Burragorang	do	10		1,446										20			
Upper Coldstream	Postmaster	10		862										23			
Upper Colo	do	15		2,403										47			
Upper Gundaroo	do	26		9,312		146	377	21	108					54			
Upper Manilla	Postmistress	26		4,113										46			Postmistress allowed £5 for rent.
Upper M'Donald	do	10		1,308										30			
Upper Myall	Postmaster	14		573										11			
Upper Pyramul	do	13		2,049		89	199	6	16					39			
Upper Run (90)	Postmistress	10		969										15			
Upper Turon	do	11		1,251										12			
Uralla	Post and Telegraph Master	240		91,374	2,912	897	2,117	369	1,177	242	1,527	168	1,692	617	176		Govt. building.
	Assistant and Operator	10	100														
	Letter-carrier	39															
	Messenger		52														
Urana	Post and Telegraph Master	240		75,600	5,174	614	1,904	164	454	43	267	27	328	335	381		do
	Assistant	30															
	Assistant and Messenger	26	52														
	Messenger		26														
Urangeline	Postmaster	20		2,310										22			
Uriarra	do	12		1,086										16			
Vacy	Postmistress	20		8,748		60	94	10	34					43			
Vale of Clwydd	do	10		2,787										9			
Vere	do	15		1,473										33			
Vittoria	do	14		1,284										27			
Wagga Wagga	Postmaster	370		409,701	28,447	3,765	11,211	2,257	6,510	1,691	10,927	735	9,074	1,655	2,114		Govt. building; Telegraph Master allowed £90 in lieu of quarters.
	Assistant	220															
	do	190															
	do	150															
	Letter-carrier	124															
	do	114															
	do	104															
	Telegraph Master		260														
	Operator		200														
	do		150														
	do		140														
	do		110														
	2 Operators, at £52 each		104														
	2 Messengers, at £39 each		78														
	2 do at £26 each		52														
	Line-repairer		150														
Wagonga	Postmistress	19		1,263										20			
Wagonga Heads	Postmaster	10		1,818										4			
Wagra	Postmistress	21		16,885										24			
Walbundrie	do	21		13,719	1,540									103	102		Free of rent.
	Operator		75														
Walcha	Post and Telegraph Master	210		55,717	3,375	935	2,547	173	654	277	1,404	53	703	804	213		Govt. Building.
	Assistant and Messenger	50	26														
	Messenger		39														

Walcha Road	Postmaster	32	20,115	278	635	20	53	45	233	14	202	146	At Railway Station.		
Walgett	Post and Telegraph Master	310	81,714	8,497	952	3,586	304	1,145	193	2,101	106	1,436	752	581	Govt. building.
	Assistant	130													
	Assistant and Operator	26	114												
	Operator		75												
	Line-repairer		150												
	Messenger		39												
Wallabadah	Postmistress	36	23,415	326	720	45	191						78		
Wallangra (91)	Postmaster	10	3,559										42		
Wallarobba	do	14	5,993										13		
Walla Walla	do	11	2,301										73		
Wallendbeen	do	30	14,610	937	201	561	47	134	9	59	3	27	183	43	At Railway Station.
	Railway Operator														
Wallerawang	Post and Telegraph Master	200	62,463	1,403	1,011	2,436	307	873					356	82	Rented at £40.
	Assistant	25													
	Operator		75												
Walli	Postmaster	12	3,222										61		
Wallsend	Post and Telegraph Master	260	211,776	5,003	1,639	5,047	640	1,919	949	5,990	549	6,719	813	249	Govt. building.
	Assistant and Operator	36	52												
	Letter-carrier	124													
	do	104													
	Messenger		26												
Wamberal	Postmaster	12	2,304										29		
Wanaaring (92)	Post and Telegraph Master	230	27,489	2,854	363	1,918	47	298	59	369	6	46	306	236	Free of rent. Postmaster allowed £39 in lieu of quarters
	Messenger		26												
Wanchope	Postmaster and Operator	15	8,232	584									79	33	Free of rent.
Wandandian	Postmistress	14	3,297										27		
Wandella	Postmaster	10	669										9		
Wandsworth	do	17	4,698	144	302	16	87						52		
Wanganella	do	31	14,994										58		
Wangat	Postmistress	10	1,365										10		
Wanstead	Postmaster	10	16,464										24		At Railway Station.
Waratah	Post and Telegraph Master	150	59,598	1,760	544	1,827	408	1,187	144	937	65	485	396	105	Govt. building.
	Letter-carrier	127													
	do and Messenger	15	26												
Wardell	Post and Telegraph Master	150	18,138	1,845	507	1,532	124	394	101	736	46	643	204	112	Rented at £40.
	Assistant	26													
	Messenger		26												
Warialda	Post and Telegraph Master	220	38,026	2,733	443	1,261	211	562	164	678	58	549	530	202	Govt. building.
	Assistant	26													
	Operator		110												
	Line-repairer		130												
Warkton	Postmistress	10	1,842										18		
Warkworth	do	28	7,191										88		
Warne	Postmaster	20	8,652										172		At Railway Station.
Warneton	do	15	2,250										20		
Waroo	Postmistress	11	3,531										4		
Warrah Ridge	Postmaster	10	621										12		
Warren	Post and Telegraph Master	240	70,980	5,356	1,164	4,067	160	526	226	1,010	74	619	685	371	Govt. building.
	Assistant	35													
	Messenger		39												
Waterfall	Postmaster	10	2,526										50		At Railway Station.
Waterloo	Post and Telegraph Mistress	104	31,665	1,781	500	1,535	970	2,735	1,817	5,892	751	4,723	74	78	Rented at £65.
	Letter-carrier	124													
	do	124													
	Messenger		39												
Watson's Bay	Postmaster	26	9,735						23	81	19	118	165		
	Letter-carrier	52													
Wattamolla	Postmaster	10	832										9		
Wattle Flat (93)	do	33	10,100	265	585	182	663	16	45	3	13	98			
Waverley	Post and Telegraph Mistress	200	203,700	8,332	942	2,771	1,317	4,000	1,930	6,617	702	5,987	599	365	Govt. building.
	Assistant		£87 10s.												
	Operator		61												
	Letter-carrier	124													

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		Postal.	Tele-graphic.	Letters Posted.	Telegrams Transmitted.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	Postal.	Tele-graphic.	
Waverley .....	Letter-carrier .....	£	£				£		£		£		£	£		
	do .....	114														
	do .....	52														
Weddin .....	do .....	26														
	3 Messengers, at £39 each .....		117													
Wellingrove .....	Postmaster .....	10		1,650										18		
Wee Jasper .....	do .....	10		831										3		
Wee Waa .....	Post and Telegraph Master .....	150		15,924	1,471	503	1,848	40	207	10	51	17	454	158	99	Govt. building.
	Assistant .....	25														
Wellington .....	Postmaster .....	21		3,240										23		
	Post and Telegraph Master .....	300		156,797	5,020	2,342	6,018	847	2,821	491	2,969	175	2,650	1,164	289	do
Wentworth .....	Assistant and Operator .....	100	52													
	Letter-carrier .....	78														
	Messenger .....	26														
	Post and Telegraph Master .....	350		96,081	127,056	736	2,527	239	898	175	1,134	87	1,611	1,092	598	do
	Assistant .....	140														
	Operator .....	150														
Wentworth Falls .....	do .....	110														
	Line-repairer .....	150														
	Letter-carrier and Messenger .....	26	39													
	Messenger .....	39														
Werombi .....	Postmaster .....	15		11,218										108		At Railway Station.
Werris Creek .....	Postmistress .....	10		1,482										38		
	Postmaster .....	16		20,814	2,323	504	1,440	91	353					156	136	do
West Balmain .....	Operator .....	26	26													
	Assistant .....	26														
	Messenger .....	26														
	Postmaster .....	20		30,531		190	695	40	124					273		
Westbrook .....	Postmistress .....	13		1,470										12		
West Cambewarra .....	Postmaster .....	10		663										12		
	Post and Telegraph Master .....	230		35,187	3,525	555	1,554	291	1,175	174	887	58	472	242	247	Govt. building.
West Kempsey .....	Assistant .....	40														
	Operator .....	62														
	Line-repairer .....	150														
	Messenger .....	26														
	Postmaster .....	400		393,546	21,241	3,211	9,434	4,641	12,353	1,275	7,913	610	5,617	1,536	1,398	do
	Assistant .....	165														
	do .....	100														
	Letter-carrier .....	138														
	do .....	124														
	do .....	60														
West Maitland .....	do .....	55														
	Telegraph Master .....	310														
	Operator .....	170														
	5 Operators, at £124 each .....	620														
	Operator .....	85														
	Messenger .....	52														
	2 Messengers, at £26 each .....	52														
	Line-repairer .....	75														
West Mitchell .....	Postmaster .....	18		2,709										46		
West Tamworth .....	do .....	20		7,167	960	225	524	106	326	36	165	16	119	52	42	At Railway Station.
	Railway Operator .....															
West Temora .....	Postmaster .....	11		1,275										3		
West Wallsend (94) .....	do .....	10		3,420										18		
Whealbah .....	do .....	13		5,256										25		
Wheeo .....	do .....	30		5,487										36		
Wherrol Flat .....	do .....	10		1,431										29		

Whinstone Valley	Postmaster	11	1,407											11	
Whiteman Creek	Postmistress	10	2,055											9	
White Rock	do	14	1,110											41	
Whittingham	do	33	11,685											118	
Whitton	Post and Telegraph Master	100	35,487	3,610	623	1,822	88	349	99	790	40	409	581	226	At Railway Station. Postmaster allowed £50 in lieu of quarters.
	Messenger	26													
Wickham	Post and Telegraph Master	170	96,559	3,309	1,283	4,064	509	1,228	692	2,695	229	1,989	560	181	Rented at £65.
	Letter-carrier	124													
	Messenger	26													
Wilberforce	Postmaster	22	5,064											35	
Wilcannia	Post and Telegraph Master	300	129,252	13,991	1,334	5,251	492	2,105	339	2,602	135	2,215	1,858	1,321	Govt. building.
	Assistant	100													
	Assistant and Operator	26	200												
	do	26	150												
	Operator	140													
	Letter-carrier	124													
	Line Repairer	150													
	Messenger	£45 10s.													
Wild's Meadow	Postmaster	18	3,801											1	
Willanthry	do	13	8,214		34	104	5	27	4	72	2	70	29		
William-street	Post and Telegraph Master	350	258,141	17,550	2,079	6,698	1,515	4,523	4,345	22,969	1,988	18,681	1,390	846	do
	Assistant	100													
	Operator	124													
	do	124													
	Messenger	52													
	do	39													
	2 Messengers, at £26 each	52													
William Town	Postmaster	20	1,665											19	
Willow Tree	do	40	7,203	770	199	526	61	139						191	36
	Operator	26													
Willson's Downfall	Postmaster	19	6,087		168	468	11	39						20	
Wilson	do	10	1,638											15	
Wilton	Postmistress	20	3,315		137	425	54	210						40	
Wimbledon	Postmaster	10	3,003											43	do
Windellama	Postmistress	12	3,108											84	
Windeyer	Postmaster	19	6,612		106	285	36	139						38	
Windsor	Post and Telegraph Master	330	146,277	5,793	1,229	3,531	834	2,582	325	1,251	109	771	861	320	Govt. building.
	Assistant	35													
	do and Operator	12	124												
	Operator	75													
	Letter-carrier	114													
	do	48													
	Messenger	26													
Winduella (95)	Postmaster	10	1,626											26	
Wingello	do	16	6,201											71	At Railway Station.
Wingen	do	18	9,651	395										95	do.
	Operator	26													
Wingham	Post and Telegraph Master	190	43,389	1,591	671	1,781	128	470	128	575	62	508	392	96	Govt. building.
	Assistant and Messenger	39	26												
	Letter-carrier	£24 14s.													
Wiseman's Creek	Postmaster	10	1,920											8	
Wiseman's Ferry	Post and Telegraph Master	210	6,204	993	476	1,305	103	499	21	278	14	202	60	50	Rented at £55.
	Assistant	15													
Wollar	Postmistress	21	6,128		139	377	12	39						24	
Wollombi	Post and Telegraph Master	220	15,036	992	535	2,431	116	541	96	569	26	483	130	59	Govt. building.
	Assistant and Operator	28	26												
Wollomombi	Postmaster	14	7,113											33	
Wollongbar	do	10	1,477											12	
Wollongong	Post and Telegraph Master	340	226,209	11,008	3,471	10,916	999	3,024	1,567	10,695	592	7,568	1,379	630	Govt. building.
	Assistant and Operator	26	114												
	do	50													
	Letter-carrier	124													
	do and Messenger	20	58												
Wollongough	Postmaster	21	5,571											46	

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		Postal.	Tele-graphic.	Letters Posted	Telegrams Transmitted.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	Postal.	Tele-graphic.	
Wolumla .....	Post and Telegraph Master .....	£ 120	£ ..	13,803	944	259	£ 645	44	£ 115	44	£ 161	10	£ 97	£ 130	£ 56	Rented at £40.
	Messenger .....	..	26	..	..	..	..	..	..	..	..	..	..	..	..	..
Wombat .....	Postmaster .....	32	..	4,994	..	153	422	26	86	..	..	..	..	68	..	..
Woodburn .....	Post and Telegraph Master .....	170	..	17,220	924	388	1,032	64	239	69	534	43	263	130	58	Rented at £30.
	Assistant and Messenger .....	26	26	..	..	..	..	..	..	..	..	..	..	..	..	..
Woodfordleigh .....	Postmistress .....	16	..	2,388	..	..	..	..	..	..	..	..	..	23	..	..
Woodhill .....	Postmaster .....	10	..	1,212	..	..	..	..	..	..	..	..	..	29	..	..
Woodhouselee .....	do .....	21	..	5,910	..	..	..	..	..	..	..	..	..	53	..	..
Woodlands .....	do .....	10	..	1,053	..	..	..	..	..	..	..	..	..	12	..	..
Woodside .....	Postmistress .....	13	..	2,766	..	..	..	..	..	..	..	..	..	56	..	..
Woodstock (96) .....	Postmaster .....	50	..	7,857	..	..	..	..	..	..	..	..	..	124	..	At Railway Station.
Woodville .....	Postmistress .....	20	..	5,407	..	..	..	..	..	..	..	..	..	48	..	..
Woolgoolga .....	do .....	10	..	2,493	..	..	..	..	..	..	..	..	..	23	..	..
Woollahra .....	Post and Telegraph Master .....	170	..	189,084	5,497	668	2,081	701	2,039	1,254	5,330	457	3,417	380	232	Rented at £150.
	Assistant and Operator .....	25	75	..	..	..	..	..	..	..	..	..	..	..	..	..
	Messenger .....	..	26	..	..	..	..	..	..	..	..	..	..	..	..	..
	do .....	..	39	..	..	..	..	..	..	..	..	..	..	..	..	..
Woomargama .....	Postmistress .....	28	..	7,050	..	..	..	..	..	..	..	..	..	45	..	..
Woonona .....	Postmaster .....	41	..	12,474	..	464	1,233	74	280	271	1,837	89	1,624	156	..	..
Woore .....	Postmistress .....	14	..	1,695	..	..	..	..	..	..	..	..	..	15	..	..
Wowagin .....	Postmaster .....	10	..	552	..	..	..	..	..	..	..	..	..	11	..	..
Wybong .....	do .....	11	..	1,407	..	..	..	..	..	..	..	..	..	16	..	..
Wyndham .....	do .....	14	..	3,576	..	112	211	40	68	..	..	..	..	44	..	..
Wyong Creek .....	Postmistress .....	18	..	5,841	..	..	..	..	..	..	..	..	..	71	..	..
Wyrallah .....	Post and Telegraph Master .....	45	45	14,073	876	..	..	..	..	..	..	..	..	163	50	Rented at £20.
Yalwal .....	Postmistress .....	12	..	2,247	..	..	..	..	..	..	..	..	..	20	..	..
Yamba .....	Post and Telegraph Mistress .....	150	..	11,289	2,212	..	..	..	..	..	..	..	..	88	79	At Pilot Station; Postmistress allowed £20 in lieu of quarters.
	Assistant and Messenger .....	13	39	..	..	..	..	..	..	..	..	..	..	..	..	..
Yambla .....	Postmaster .....	14	..	3,681	..	..	..	..	..	..	..	..	..	35	..	At Railway Station.
Yammatree .....	Postmistress .....	10	..	1,293	..	..	..	..	..	..	..	..	..	7	..	..
Yandarlo .....	Postmaster .....	20	..	6,945	..	..	..	..	..	..	..	..	..	59	..	..
Yarra .....	Postmistress .....	17	..	2,775	..	..	..	..	..	..	..	..	..	32	..	..
Yarrhapinni .....	Post and Telegraph Mistress .....	10	52	1,230	425	..	..	..	..	..	..	..	..	21	14	At Pilot Station.
Yarramalong .....	Postmistress .....	10	..	2,037	..	..	..	..	..	..	..	..	..	20	..	..
Yarraman .....	Postmaster .....	13	..	3,717	..	..	..	..	..	..	..	..	..	2	..	..
Yarras .....	Postmistress .....	15	..	2,349	..	..	..	..	..	..	..	..	..	30	..	..
Yarrowyck (97) .....	do .....	10	..	300	..	..	..	..	..	..	..	..	..	3	..	..
Yass .....	Post and Telegraph Master .....	300	..	126,823	6,063	1,972	4,595	1,074	3,019	379	2,028	153	1,964	1,344	379	Government building.
	Assistant and Operator .....	30	130	..	..	..	..	..	..	..	..	..	..	..	..	..
	Assistant and Letter-carrier .....	100	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Operator .....	..	110	..	..	..	..	..	..	..	..	..	..	..	..	..
	Line-repairer .....	..	150	..	..	..	..	..	..	..	..	..	..	..	..	..
	Messenger .....	..	39	..	..	..	..	..	..	..	..	..	..	..	..	..
Yass Railway .....	Operator .....	..	..	..	567	..	..	..	..	..	..	..	..	..	30	At Railway Station.
Yatheyatah .....	Postmistress .....	20	..	4,602	..	..	..	..	..	..	..	..	..	23	..	..
Yeoval .....	Postmaster .....	17	..	8,838	..	..	..	..	..	..	..	..	..	60	..	..
Yerong Creek .....	do .....	25	..	18,627	1,575	..	..	..	..	..	..	..	..	415	97	do
Yetholme .....	Railway Operator .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Postmaster .....	20	..	1,245	..	..	..	..	..	..	..	..	..	28	..	..
Yetman .....	Post and Telegraph Master .....	190	..	4,929	700	..	..	..	..	..	..	..	..	50	57	Rented at £50.
	Assistant .....	20	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Young .....	Post and Telegraph Master .....	310	..	190,293	11,318	2,588	7,363	1,028	3,026	612	4,505	299	4,340	1,420	779	Govt. building.
	Assistant .....	140	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	Letter-carrier .....	138	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	2 Operators, at £140 each .....	..	280	..	..	..	..	..	..	..	..	..	..	..	..	..
	Operator .....	..	75	..	..	..	..	..	..	..	..	..	..	..	..	..
	Line-repairer .....	..	150	..	..	..	..	..	..	..	..	..	..	..	..	..
	Messenger .....	..	26	..	..	..	..	..	..	..	..	..	..	..	..	..
Yurrunga .....	Postmaster .....	20	..	3,006	..	..	..	..	..	..	..	..	..	70	..	..

## EXPLANATORY NOTES TO APPENDIX A.

(1) Post Office, Telegraph Office, Money Order Office and Savings' Bank established, 2nd July. (2) Money Order Office established, 3rd January. (3) Telephone Office established, 22nd October. (4) Savings' Bank established, 3rd December. (5) Money Order Office established, 3rd January; Telegraph Office opened, 4th January. (6) Post Office established, 1st December. (7) Savings' Bank established, 1st November. (8) Telephone Office established, 29th December. (9) Telephone Office established, 20th November. (10) Post Office established, 16th June. (11) Money Order Office established, 3rd December. (12) Savings' Bank established, 1st November. (13) Post Office established, 1st April. (14) Post Office established, 16th July. (15) Post Office established, 1st February. (16) Post Office established, 16th July. (17) Post Office established, 16th March; Telegraph Office established, 30th October. (18) Savings' Bank established, 1st November. (19) Money Order Office established, 3rd January. (20) Telegraph Office established, 6th August. (21) Telephone Office established, 23rd October. (22) Telegraph Office established, 7th August. (23) Post Office established, 1st October. (24) Telegraph Office established, 5th June. (25) Savings' Bank established, 1st November. (26) Post Office established, 1st October. (27) Money Order Office established, 1st May. (28) Post Office established, 1st February. (29) Post Office established, 20th November. (30) Post Office established, 16th August. (31) Post Office re-established, 1st March. (32) Telegraph Office established, 18th July. (32a) Telegraph Office opened, 23rd November. (33) Savings' Bank established, 3rd January. (34) Post Office established, 15th November. (35) Post Office established, 15th April. (36) Post Office established, 16th August. (37) Post Office re-established, 15th April. (38) Post Office established, 1st June. (39) Telegraph Office established, 19th October. (40) Telegraph Office opened, 25th October; Money Order Office and Savings' Bank established, 3rd December. (41) Money Order Office established, 3rd January. (42) Money Order Office established, 3rd December. (43) Post Office established, 1st February. (44) Money Order Office established, 3rd December. (45) Telephone Office established, 26th July. (46) Post Office established, 15th April. (47) Savings' Bank established, 2nd July. (48) Savings' Bank established, 3rd January. (49) Post Office established, 1st July. (50) Post Office established, 1st August. (51) Savings' Bank established, 2nd July. (52) Telegraph Office established, 1st June. (53) Post Office established, 16th August. (54) Post and Telegraph Office established, 3rd September. (55) Post Office re-established, 16th February. (56) Money Order Office opened, 3rd January; Savings' Bank established, 1st November. (57) Post Office established, 1st September. (58) Money Order Office established, 3rd December. (59) Post Office established, 20th February. (60) Post Office established, 16th May. (61) Post Office established, 1st August. (62) Savings' Bank established, 3rd January. (63) Post Office established, 1st March. (64) Money Order Office established, 3rd December. (65) Post Office established, 15th November. (66) Savings' Bank established, 3rd January. (67) Telegraph Office established, 22nd December. (68) Money Order Office established, 3rd January. (69) Post Office established, 1st March. (70) Post Office established, 1st April. (71) Savings' Bank established, 3rd December. (72) Savings' Bank established, 3rd December. (73) Post Office and Money Order Office established, 10th May. (74) Post Office established, 24th September. (75) Post Office established, 1st May. (76) Money Order Office established, 3rd January. (77) Post Office established, 1st July. (78) Telephone Office established, 24th September. (79) Post Office established, 1st February. (80) Post Office established, 16th October. (81) Post Office established, 1st November. (82) Post Office established, 10th August. (83) Savings' Bank established, 2nd August. (84) Money Order Office established, 1st June. (85) Money Order Office opened, 3rd January; Savings' Bank established, 1st November. (86) Post Office established, 12th March. (87) Telephone Office established, 28th November. (88) Savings' Bank established, 1st November. (89) Savings' Bank established, 3rd January. (90) Post Office established, 1st July. (91) Post Office established, 1st February. (92) Savings' Bank established, 3rd January. (93) Savings' Bank established, 1st November. (94) Post Office established, 1st July. (95) Post Office established, 1st June. (96) Post Office established, 13th February. (97) Post Office established, 1st December.

## APPENDIX B.

## LIST of Receiving Offices on 31st December, 1888.

Aberglasslyn, Albion Town, Alma, Altcar, Amaroo, Argenton, Armidale Gully, Ashley, Bachelor's Rush, Ballanacra, Ballengarra, Balmoral, Barber's Creek, Barry, Bedgerebong, Ben Bullen, Bendeela, Bendick Murrell, Ben Lomond, Berrellan, Bindogandra, Bingleburra, Bloomsdale, Bluff Rock, Bogan Gate, Boggy Creek, Bolaro, Bolton Vale, Bongongo, Boonoo Boonoo, Bocooolong, Borambil, Boree Creek, Bow, Bredbo, Brenda, Brockley, Brodie's Plains, Bronti, Brookvale, Broombee, Brucevale, Bucca Bucca, Bulga Creek, Bullenbong, Bulyeroi, Bungarby, Bungawalbin, Burns, Burnt Yards, Byangum, Carabost, Carrawobity, Castle Doyle, Cattia Creek, Cave Creek, Chidowla, Clareval, Cochran Creek, Cocomingla, Coff's Harbour, Collingullie, Collingwood, Cooba, Cooplacurripa, Coramba, Corind Clarence, Countegany, Cowlong, Cowper, Cranebrook, Cudgen, Culparin, Cundle Flat, Cundumbul, Curban, Curra Creek, Deep Creek, Digby, Dignam's Creek, Downside, Doyle's Creek, Dry River, Dudauman, Duri, Eatonsville, Edith, Eganton, Emerald Hill, Emigrant Creek, Farrington, Faulconbridge, French Park, Galley Swamp, Galston, Galwary, Garah, Garland, Genanagie, Giant's Creek, Gillenbah, Gungerra Station, Glenfield, Good Hope, Gowrie, Grabben Gullen, Great Southern Colliery, Greenridge, Greenwih Park, Greghamstown, Gregra, Grogan, Guildford Railway Station, Gurrundah, Halton, Hillas Creek, Hopefield, Ingleburn, Inglewood, Inveralochy, Invergowrie, Ironbong, Irvington, Jackson's Waterholes, Jerangle, Jingellic, Kangaroo Camp, Kerr's Creek, Kiah, Kildary, Kilgin, Kilrush, King's Plains, Kingstown, Kingsvale, Kingswood, Kyamba, Lady Don, Lahey's Creek, Lallarock, Lamb's Creek, Larbert, Laurel Hill, Linden, Little Bombay, Little Plain, Llangothlin, Long Swamp, Lower Mangrove, Lower Mookerawa, Lower Tarcutta, Luntsvale, Macdonald River, Manar, Maracket, Mare's Water Hole, Marrana Creek, Marrar, Matheson, Maybole, Merigal, Meringlo, Merool Creek, Middle Adelong, Milburn Creek, Mimosa East, Moonee Creek, Moorebank, Morago, Morisset, Morongla Creek, Mount Aubrey, Mount Browne, Mount Druitt, Mount Elliott, Mount Ida, Mount Pleasant, Mulbring, Mulguthrie, Mullenderree, Mundawaddera, Munmurra, Munyabla, Murrangang, Myalla, Nanama, Nangar, Nangus, Narrabeen, Narraburra, Nemingha, Nerong, Newlands, Nicholson's, Nine-mile, Noorong, North Bourke, North Pimlico, Norton, Old Goree, Orabah, Orundumbi, Ormie, Parkesbourne, Peakview, Pelican Island, Piney Range, Porter's Retreat, Port Hacking, Pretty Gully, Puddledock, Pulpit Hill, Ramornie, Reedy Creek, Rock Flat, Rosebrook, Rosemount, Rossiterville, Round Swamp, St. George's Basin, St. John's Park, St. Leonard's Creek, Salisbury Plains, Sally's Flat, Sassafra, Savernake, Shooter's Hill, South Mount Hope, Stanmore Railway Station, Stockinbingal, Stony Crossing, Stott's Creek, Stuart's Point, Sunnyside, Sutton, Tantawanglo, Tathra Road, Tea Gardens, Telegraphy, Ten-mile Ridges, Terra Bella, Tharwa, The Gulf, Thornton, Thyra, Tichborne, Tomakin, Tomboy, Trundle Lagoon, Tubbul, Turee Creek, Turlinjah, Tuckurimba, Ulan, Upper Chichester, Upper Gilmore, Upper Lansdown, Upper Lostock, Upper North Creek, Upper Orara, Upper Quinburra, Upper Rolland's Plains, Upper Tumberumba, Uranquinty, Wallace, Wallan Billan, Ward's River, Wargeila, Warge Rock, Warrell Creek, Wheogo, White Swamp, Widden, Wilga Vale, Williams' Crossing, Williamsdale, Willy Wally, Womboo (Rogers'), Womboota (Edwards'), Woodhall, Wood's Reef, Wright's, Wyec, Wyong Railway Station, Yagobie, Yarrara, Yarrowitch, Yathella.

NOTE.—The salary paid to Receiving office-keepers is £5 a year, with the following exceptions, viz.:—Garland £12; Greenridge, £8; North Pimlico and Turee Creek, nil; and Turlinjah, £10.



## APPENDIX C.

LIST of Stamp-sellers on 31st December, 1888.

Name.	Residence.	Date of Appointment.	Name.	Residence.	Date of Appointment.
Abigail, James .....	Denison-street, Kingston, Newtown.	29 July, 1886	Brocklebank, S. A. ...	The Strand, Cowper-street, Waverley.	17 May, 1888
Ablong, John .....	Tram Terminus, Waterloo.	24 April, 1888	Brown, Mrs. ....	4, Argyle-place .....	17 April, 1879
Adam, John .....	Rountree and Cameron Sts., Balmain.	20 Aug., 1888	Brown, P. ....	87, Market-street .....	21 Mar., 1884
Adams, Eliza .....	91, Macquarie-street South	3 June, 1882	Brown, T. ....	Corner of Denham & Glebe Streets, Glebe.	6 Nov., 1883
Agassiz, A. ....	Quirindi .....	4 Jan., 1888	Brunigies, W. ....	Merewether, Newcastle ...	28 Feb., 1888
Akhurst, W. & Co. ...	116, Pitt-street .....	24 April, 1888	Bryant, George S. ....	Corner of Abercrombie and Vine Streets, Redfern.	11 Mar., 1884
Albrecht, George .....	12, Bourke-street, Woolloomooloo.	22 Mar., 1880	Buching, C. ....	Hay .....	10 Nov., 1885
Alexander, S. ....	Abercrombie-st., Eveleigh.	23 May, 1883	Buist, H. ....	113, King-street .....	13 June, 1870
Alexander, F. ....	Parramatta Road, Leichhardt.	16 April, 1888	Bulkeley, R. H., & Co.	Sunny Corner (Mitchell) ...	8 Dec., 1885
Anderson, P. ....	153, Lower George-street ...	8 Sept., 1882	Bullard, William .....	342, George-street .....	7 Aug., 1879
Anderton, J. H. ....	Station-street, Waratah ...	12 Sept., 1888	Burke, Mrs. Kate .....	Blayney .....	2 Oct., 1888
Andrew, D. & W. ...	Argent-street, Broken Hill.	18 July, 1888	Burling, C. ....	May-street, Newtown .....	30 Oct., 1888
Andrews, Edwin .....	Rookwood .....	22 Jan., 1886	Burnett, S. ....	92, Queen-street, Woollahra	12 Dec., 1882
Anglin, F. J. ....	Union and Harold Streets, Newtown.	17 Nov., 1887	Burns, Mrs. E. ....	124, Bathurst-street, Sydney	6 Sept., 1887
Archer, Miss .....	Grosvenor Crescent, Summer Hill.	17 Oct., 1888	Burwood .....	Railway Station-master ...	17 Mar., 1884
Ardill, J. ....	George-street, Parramatta.	29 Oct., 1886	Bush, W. ....	Military Road, Mosman's Bay.	14 Nov., 1888
Armstrong, E. A. ....	Tintalra, Victoria .....	6 Dec., 1876	Buxton, George .....	High-street, West Maitland	12 Sept., 1887
Armstrong, H. C. ....	Circular Quay .....	20 Mar., 1886	Byrne, Miss W. ....	152, Old South Head Road	27 Jan., 1883
Armstrong, G. ....	Goulburn .....	22 June, 1885	Caine, Hanna .....	Clifford-street, Goulburn ...	22 April, 1885
Arnold, J. H. ....	Corner of Emore and Victoria Roads, Marrickville	2 Aug., 1888	Callaghan, M. J. ....	Mort-street, Balmain .....	16 June, 1874
Ashfield .....	Railway Station-master .....	17 Mar., 1884	Callaghan, Owen .....	North Yass .....	11 June, 1883
Asser, H. ....	Hunter-street, Newcastle...	7 Mar., 1884	Campbell, Mrs. Emma	Corner of Gladstone and Liberty Streets, Enmore.	27 Mar., 1888
Austin, S. ....	149, Riley-street .....	5 Jan., 1888	Cameron, Duncan .....	Granville .....	9 Mar., 1888
Avery, H. W. ....	Corner of Rowe-street and Waverley Road, Waverley	22 Dec., 1888	Caney & Co. ....	Mount Victoria .....	27 Oct., 1886
Baird, J. W. ....	341, Oxford-st., Paddington	8 June, 1888	Cannon, Miss Julian E.	Vickery-street, Waverley...	8 June, 1883
Ballin, J. H. ....	154, Woolloomooloo-street.	16 Aug., 1888	Carden, Herbert .....	Market-street, Naremburn	24 Mar., 1886
Bancroft, John .....	389, Crown-st., Surry Hills.	2 Nov., 1886	Caristino, Angelo .....	60, Oxford-street .....	28 Mar., 1884
Barker, Francis .....	351, Oxford-st., Paddington	6 Jan., 1887	Carroll, Mrs. ....	Corner of Church and Board Streets, Parramatta.	16 May, 1887
Barnes, Mrs. ....	78, Oxford-st., Paddington	21 Nov., 1887	Carter, E. M. A. ....	Trafalgar-street, Annandale	20 Oct., 1887
Barnes, Mrs. K. L. ...	Foster-street, Leichhardt...	8 May, 1885	Cashman, Edward .....	Moss Vale .....	24 July, 1884
Barratt, Mrs. M. ....	152, King-street .....	14 Jan., 1878	Cassilla, J. ....	206, Elizabeth-street .....	28 June, 1888
Barton, Charles .....	Corner of Ada and Wigram Streets, Harris Park, Parramatta.	9 May, 1887	Castlemaine, Mrs. R.	Noumea, New Caledonia ...	30 Dec., 1872
Bashford, F. ....	Crookwell .....	18 Nov., 1886	Caspersonn, Edward...	Tumut .....	10 Nov., 1885
Bassett, R. ....	Nelson-street, Annandale...	26 Nov., 1888	Castner, J. L. ....	Redfern Railway Station ...	10 Feb., 1875
Baxter, E. ....	Morris-street, Summer Hill	11 Feb., 1885	Castner & Co. ....	42, Queen-street, Brisbane...	3 Sept., 1888
Beale & Co. ....	484, George-street .....	17 Sept., 1884	Chambers, T. W. ....	Mount Browne .....	1 June, 1886
Beare, J. C. ....	192, William-street .....	25 June, 1868	Chapman & Bunn,	Lackey-street, Summer Hill	6 Jan., 1886
Beer, D. L. ....	Bong Bong-street, Bowral...	6 Feb., 1886	Misses.	Moree .....	6 Oct., 1885
Bellion, H. B. ....	Blue's Point Road, Lavender Bay, North Shore.	11 Nov., 1887	Charlton, J. J. ....	170, William-street, Woolloomooloo.	7 Feb., 1884
Bennett, Alfred .....	Evening News Office, Market-street.	29 Sept., 1869	Christie, William .....	368, Cleveland-street, Surry Hills.	7 Mar., 1887
Bent, Chas. ....	368, George-street .....	13 Aug., 1869	Christy, M. ....	Leichhardt .....	15 Mar., 1886
Bently, R. ....	199, Glebe Point Road, Glebe.	14 June, 1888	Christinas, A. G. ....	George-street, East Maitland	15 May, 1888
Benyon, Mrs. E. C. ...	Tumberumba .....	29 April, 1884	Clack, W. G. ....	781, George-street .....	15 July, 1880
Berry, W. R. ....	252, Harris-street, Ultimo	8 Oct., 1887	Clamp, J. ....	High-street, West Maitland	14 Feb., 1876
Blackshaw, J. ....	11, Royal Arcade .....	28 July, 1888	Clark, C. M. ....	Marrickville Road, Marrickville.	15 Nov., 1883
Blair, Robert .....	West Maitland .....	6 Dec., 1877	Clark, James .....	79, St. John's Road, Forest Lodge.	30 Aug., 1887
Bleakley, A. T. ....	Nyngan .....	30 Oct., 1888	Clark, Sarah .....	Walker-st., St. Leonards ...	17 Mar., 1886
Bobrowski, Miss Amelia J.	Stewart-street, Bathurst ...	31 May, 1881	Clarke, G. T., & Co.	Stanmore Road, Petersham	21 Feb., 1879
Bonney & Co. ....	Henderson Road, Alexandria.	8 June, 1886	Clarke, Henry .....	5 & 6, Market-buildings, George-street.	14 May, 1879
Boore & Long .....	35 & 37, Market-street .....	30 Nov., 1881	Cleary, A. W. ....	Botany-street, Moore Park	3 June, 1887
Booth, Geo. ....	25, Oxford-street .....	31 Oct., 1888	Cleary, P. ....	Polts' Hill, Rookwood .....	9 Aug., 1888
Booth, H. F. ....	Corso, Manly .....	13 Feb., 1888	Clifford, Frank .....	Macquarie-street, Liverpool	2 June, 1888
Booth, James R. ....	Tram Terminus, Enmore ...	10 Dec., 1888	Clouten, G. ....	High-street, West Maitland	26 Sept., 1888
Bottrill, H. ....	George-street, Bathurst .....	3 June, 1887	Clow, Robert .....	15, Margaret-street .....	10 Dec., 1888
Boutecher, W. E. ....	Church-street, Parramatta...	9 June, 1887	Coates & Tost .....	60, William-street .....	27 April, 1872
Bourke, E. J. ....	George-street, Singleton ...	17 May, 1886	Cobb, J. & W. ....	Cook's Hill, Newcastle .....	13 June, 1888
Bourne, Richard .....	West Tamworth .....	1 June, 1888	Cobbin, W. A. ....	30, St. John's Road, Forest Lodge.	4 Feb., 1887
Bowden, J. E. ....	91, Oxford-street .....	5 April, 1888	Coffin, Henry .....	John-st., South Singleton...	22 July, 1885
Bowen, J. E. ....	Corner of Crown Road and Fig Tree-street, Ultimo.	24 Mar., 1888	Cohen, Sydney .....	498, George-street .....	8 July, 1880
Bowtell, Charles .....	204, Devonshire-street, Surry Hills.	28 May, 1883	Cole, E. R. ....	394, George-street .....	22 Oct., 1867
Bowyer, George .....	410, Elizabeth-street South	26 May, 1865	Cole, J. ....	Enmore Road, Newtown ...	6 Feb., 1875
Boyne, W. ....	11, Erskine-street, Sydney	21 Mar., 1887	Cole, John .....	Captee .....	23 Jan., 1888
Bracey, Miss S. M. ...	Leichhardt-street, Waverley	16 Oct., 1888	Coleman, Edmund ...	Newtown, Lismore .....	5 July, 1884
Bradney, W. H. ....	Kegworth and Tebbutt Streets, Leichhardt.	29 Oct., 1887	Coleman, James .....	Norton-street, Leichhardt...	19 Mar., 1886
Bray, C. B. ....	143, New South Head Road, Rushcutt's Bay.	18 June, 1888	Colket, C. E. ....	Conger-street, Burwood ...	12 Oct., 1888
Breckenridge, Robt. ...	Newcastle .....	14 Aug., 1876	Conlon, M. ....	Meehan-street, Yass .....	1 Nov., 1879
Breen, Johanna .....	Newtown, Wagga Wagga...	13 Oct., 1886	Conyngnam, Paul .....	16, Enmore Road, Newtown	5 Aug., 1886
Brigden, S. ....	14, Botany Road, Alexandria	2 Mar., 1887	Cook, Mrs. ....	150, Bullanaming-street, Redfern.	22 May, 1885
			Coombe, George .....	56, Abercrombie-street .....	5 Aug., 1887
			Coombes Bros. ....	55, George-street, Redfern	6 Feb., 1885
			Cornish, J. C. ....	153, George-street West ...	29 July, 1882
			Corrigan, Thomas .....	Marshall-street, Surry Hills	9 Oct., 1880
			Cort, R., jun. ....	Chnrch-street, Parramatta	11 Dec., 1885
			Cox, Mrs. F. ....	Smith-street, Balmain .....	11 June, 1888

## APPENDIX C—continued.

Name.	Residence.	Date of Appointment.	Name.	Residence.	Date of Appointment.
Craig & Aitken .....	680, George-street .....	26 Aug., 1882	Fitzpatrick, Mary A.	35, King-street .....	17 May, 1873
Cramer, Miss R. ....	Broken Hill .....	26 April, 1888	Flagg, E. H. ....	King and Nelson Streets, Newtown.	25 Aug., 1882
Creedon, J. ....	28, Sussex-street .....	23 June, 1888	Flanagan, E. F. ....	586, George-street .....	28 June, 1864
Crespin, A. ....	Claireville, Pittwater .....	4 Feb., 1886	Folbigg, W. J. ....	Maclean .....	8 Oct., 1886
Cristofani, E. ....	99, Mansfield-st., Balmain ..	23 June, 1888	Fortier, William, junr	101, Macquarie-street South	19 July, 1884
Crofts, John .....	95, William-street, Woolloomooloo.	12 May, 1882	Fortier, William	89, Sussex-street .....	14 Nov., 1866
Crofts, F. G. ....	135, Blane-street, Newcastle	3 Nov., 1888	Foster, H. N. ....	144, William-street, Woolloomooloo.	5 July, 1880
Cronin, P. ....	340, Liverpool-street, Darlinghurst.	21 Dec., 1885	Foster, Mrs. Sarah	48, Stanley-street, Woolloomooloo.	14 Nov., 1883
Croydon .....	Railway Station-master .....	17 Mar., 1884	Fowles, Geo. ....	Buckland-street, Waterloo	27 Mar., 1876
Culley, B. ....	Urana .....	15 Oct., 1885	Fox, E. J. ....	West & Holtermann Streets, St. Leonards.	22 June, 1887
Cumming, D., and Armstrong, W. ....	199, Oxford-street .....	11 Nov., 1886	Foxall, William	92, Oxford-street .....	28 Feb., 1881
Cushing, C. S. ....	Rosedale, Croydon .....	25 May, 1886	Francis, H. ....	56, Oxford-street .....	30 Mar., 1887
Daines, Alfred .....	Tichbourne, near Forbes ..	28 Feb., 1882	Franklin, H. J. ....	5, Bond-street .....	21 Sept., 1888
Dalton, William .....	Denison-street, Waverley ..	11 April, 1885	French, W. ....	17, Bennett-st., Surry Hills	5 Oct., 1880
Dalveen, Hugh .....	315½, George-street .....	9 Dec., 1887	Fry, T. H. ....	Waverley Station, Crudine	23 April, 1883
Davidson, R. P. ....	Alfred-street, Milson's Point, North Shore.	18 Aug., 1887	Fry, H. A. ....	126, Pitt-street .....	7 May, 1888
Davies, Mrs. M. A. ....	M'Namee's-terrace, Raglan-street, Alexandria.	29 Aug., 1884	Fryer, Thomas .....	Kemp-street, Wallsend .....	19 July, 1879
Davies, C. ....	Parramatta Road, Leichhardt.	2 May, 1884	Fryer, Thomas .....	Deniliquin .....	13 Oct., 1885
Davis, T. ....	Terrigal, near Wamberal ..	31 Jan., 1887	Fuller, C. E., & Co.	375, George-street .....	21 Sept., 1885
Davison, W. ....	Muswellbrook .....	18 June, 1888	Fulton, W. & E. ....	Penrith .....	30 Aug., 1886
Dawes, H. ....	Goonellebah, Lismore .....	10 July, 1886	Furlong, Mrs. M. ....	59, Hunter-street .....	30 July, 1885
De Boos, C. E., junr	Temora .....	3 Feb., 1888	Futterer, A. ....	60, Union-st., Macdonaldtown.	21 Nov., 1887
D'Estampes, Mrs. J. ....	12, Cross-street, Forest Lodge.	6 Mar., 1888	Gale, Arthur .....	Bourke-street, South Goulburn.	26 Mar., 1888
Dewey, Mrs. E. ....	80, Glenmore Road, Paddington.	26 Feb., 1887	Gamble, Chas. ....	Pirie-street, Adelaide .....	18 June, 1888
Dight, D. H. ....	Corner of Morehead and Redfern Streets, Redfern	29 Mar., 1886	Gash, D. ....	165, Regent-street, Redfern	23 May, 1888
Dimmock, Thomas .....	General Printing Office, West Maitland.	13 Aug., 1880	Gates, Walter .....	George-street, Parramatta ..	18 June, 1887
Dixon, Thomas .....	Parramatta .....	31 May, 1870	Gayen, Nicholas .....	Phelps and Kendall Streets	9 April, 1884
Dixon, E. ....	Greta .....	2 Aug., 1875	Geary, H. ....	Cowra .....	12 May, 1886
Doberer, E. ....	45, King-street West .....	22 Jan., 1886	Gerdes, H. G. A. ....	Mansfield-street, Balmain ..	27 Nov., 1888
Dodd, A. ....	Grey-street, Glen Innes .....	28 Feb., 1877	Gibbs, Shallard, & Co.	70, Pitt-street .....	17 Aug., 1868
Dodds, Mrs. C. ....	John-street, Singleton .....	27 April, 1888	Gibson, Mrs. P. ....	Milson's Point Arcade, North Shore.	1 Dec., 1887
Dorman & Rose .....	Dungog .....	14 Dec., 1887	Gillum, H. G. ....	Murrumburrah .....	13 June, 1888
Dowling, P. ....	Norton-street, Leichhardt ..	19 Mar., 1886	Godfrey, James .....	Goldsmith-st., Goulburn ..	20 Dec., 1887
Downing, B. ....	Burfit-street, Leichhardt ..	20 July, 1888	Goldman Zara .....	56, Park-street .....	3 Feb., 1888
Downey, Mrs. Elizabeth A.	Darling Road, Balmain .....	27 July, 1883	Goldstein, Albert .....	231, George-street .....	14 July, 1880
Drew, T. C. ....	Corner of Park and Pitt Streets.	27 April, 1887	Good, Edward .....	Bourke .....	13 June, 1883
Drummond, George .....	299, King-street, Newtown	9 Dec., 1887	Goodridge, William	Illawarra Road, Marrickville	28 Nov., 1887
Dugdale, T. W. ....	Taree .....	4 Jan., 1876	Goodwin, Peter .....	Grafton-street, Goulburn ..	8 Dec., 1884
Dunbar, Chas. ....	67, Oxford-street .....	1 May, 1888	Gordon & Gotch .....	357, George-street .....	8 April, 1865
Dunk, D. ....	236, George-street North	21 Oct., 1887	Graham, H. ....	Carrington .....	17 Aug., 1888
Dunn, Mrs. S. ....	Bank-street, North Shore ..	19 Nov., 1886	Granville .....	Railway Station-master ..	17 Mar., 1884
Dunn, Miss Sarah .....	Tram Terminus, Waverley	17 Dec., 1888	Green, James .....	Burwood Road, Burwood ..	19 May, 1882
Dunn, G. ....	Corner of Glebe and Ferry Roads, Glebe Point.	11 Feb., 1888	Green, Elizabeth .....	Victoria-st., New Lambton	15 May, 1888
Dymock, Wm. ....	142, King-street .....	19 Oct., 1888	Greenberg, H. ....	104, Goulburn-street .....	12 May, 1886
Dyson, James .....	Newtown, Wagga Wagga ..	25 Feb., 1888	Greenfield, — .....	Katoomba .....	14 July, 1888
Eagar, S. E. ....	2, Norton-street, Leichhardt	11 April, 1888	Greenstreet, Thos. ....	Myrtle Creek, on the Lawrence and Casino Road.	31 Oct., 1883
Edmonds, W. ....	39, Glebe Road, Glebe .....	5 Aug., 1887	Gregory, G. ....	23, King-street .....	7 Aug., 1888
Edwards, T. E. ....	Port Macquarie .....	8 July, 1887	Greig, J. S. ....	George-street, Camperdown	6 June, 1887
Edwards, W. J. ....	Keppel-street, Bathurst ..	6 Feb., 1888	Griffiths, William .....	32, Gipps-st., Haymarket ..	12 Sept., 1887
Ehrlich, W. ....	Burrows-street, Young .....	19 July, 1886	Griffiths, T. ....	North Waratah .....	13 April, 1888
Elder, J. ....	45, Gipp-street, Haymarket	6 April, 1888	Grimley, Peter .....	Military Road, St. Leonards	5 Oct., 1887
Ellis Richard .....	Catherine-st., Forest Lodge	21 Oct., 1882	Grocock, Mrs. ....	85, Castlereagh-st., Redfern	16 July, 1887
Emanuel, M. S. ....	Jubilee Bazaar, Bombala ..	2 May, 1887	Guild, John .....	St. Mary's, South Creek ..	6 Sept., 1880
Emert, William F. Colyton.	Mount Druitt, near Rooty Hill.	9 Feb., 1882	Hall, H. ....	51, George-street, North ..	14 Oct., 1885
Enemark, John .....	Queen-street and Waverley Road, Woollahra.	3 May, 1887	Hall, Maggie .....	93, Brougham-street, Glebe	28 Feb., 1887
Engelen, J. B. ....	Gundagai .....	15 Aug., 1881	Hall, William .....	Mudgee .....	24 Oct., 1879
Engisch, George .....	118, Oxford-st. Paddington	27 Mar., 1885	Hall, C. A. ....	Strathfield .....	6 April, 1888
England & Hamblin ..	201, George-street West ..	17 July, 1888	Halloran, John .....	38, Foveaux-street, Albion Estate.	5 Jan., 1881
Evans, E. ....	112, Hunter-st., Newcastle	20 April, 1888	Hamilton, R. D. ....	Hamilton .....	2 Mar., 1887
Eve, Jas. ....	149, King-street .....	13 Nov., 1877	Hamilton .....	Railway Station-master ..	12 Sept., 1884
Eve, Mrs. L. E. ....	Crystal-street, Petersham ..	15 April, 1886	Hancock, James .....	332, Elizabeth-street .....	10 May, 1887
Eveleigh .....	Porter in charge, Railway Platform.	17 Mar., 1884	Hanlon, Ann .....	179, Palmer-street .....	7 Jan., 1887
Fagg, E. H. ....	45, King-street, Newtown ..	16 Oct., 1888	Hanly, James J. ....	379, Dowling-street, Moore Park.	29 Mar., 1888
Farbairn, Mrs. C. L. ....	Addison Road, Marrickville	4 Aug., 1882	Hardwick Brothers ..	Linsley-street, Cobar .....	5 April, 1883
Fairfax & Sons .....	Hunter and Pitt Streets ..	5 April, 1864	Hardy, R. E. ....	303, Elizabeth-street, corner of Goulburn-street.	9 Mar., 1882
Fallick, Mrs. E. H. ....	No. 1, Carrington Buildings, Monara-st., Queanbeyan.	2 May, 1887	Hare, W. H. & Co. ....	Argent-street, Broken Hill	12 June, 1888
Fenwick, H. ....	Raymond Terrace .....	13 Nov., 1888	Harney, Richard .....	65, Elizabeth-street .....	25 May, 1882
Fieldhouse, E. & W. ....	Campbelltown .....	8 Aug., 1864	Harper, P. ....	170, Oxford-st., Paddington	21 July, 1883
Finnie, Mary .....	4, Montagu Chambers, corner of Hunter and Elizabeth Streets.	3 May, 1888	Harris Bros. ....	549, King-street, Newtown	3 Jan., 1885
Fisher, J. C. ....	2, Colonnade, Granville .....	6 Oct., 1888	Harris, Samuel .....	Newcastle .....	30 Jan., 1880
			Harris, W. H. ....	Corner of Darlington Road and Codrington-street, Darlington.	14 June, 1887
			Harris & Co. ....	Nyngan .....	14 Nov., 1888
			Harris, Augustus .....	73, Fitzroy-st., Surry Hills	29 Nov., 1888
			Hart, P. W. ....	Kempsey .....	23 April, 1888
			Hart, C. L. ....	Mail Contractor, Tumut and Kiandra Road.	6 Nov., 1888

## APPENDIX C—continued.

Name.	Residence.	Date of Appointment.	Name.	Residence.	Date of Appointment.
Hartley, J.	101, Devonshire-st., Sydney	13 May, 1887	Kerr, A. A.	Goulburn	13 June, 1872
Harvey, Charles	Rouse-street, Tenterfield	27 April, 1887	Kidman, James	Relief Works, National Park	16 July, 1887
Harvey, Samuel	Corner of George and Harris Streets, Parramatta	7 Sept., 1886	Kilborne, M. L.	George-street, Bathurst	10 Jan., 1883
Hawkins, Mrs. J.	6, Newtown Road, Darlington	25 Mar., 1884	Kinane, A.	429, Liverpool-street	29 June, 1886
Hayes, E. J.	79, Elizabeth-street	9 Dec., 1886	King, E. F.	544, Bourke-street, Surry Hills	14 July, 1880
Hayes, C. H.	Sec., Sydney Exchange	30 June, 1880	King, Geo.	Alfred-street, St. Leonards	16 Aug., 1888
Hearle, F. A.	80½, Princes-street	3 Aug., 1883	Kirby, Mrs. S. S.	85, Market-street	11 Oct., 1878
Head, N.	424, Elizabeth-street, Surry Hills	5 July, 1888	Kline, John	Campbell's Hill, West Maitland	23 Oct., 1886
Hegerty, J. F.	74, Oxford-st., Paddington	1 July, 1887	Kluge, Charles	47, William-street	7 Oct., 1880
Heinze, H. C.	Corner of Elizabeth and Hunter Streets	31 Oct., 1888	Knaggs & Co.	Newcastle	29 June, 1865
Henderson, P. & J.	Mount Vernon-st., Forest Lodge	8 Oct., 1883	Knowles, E. H.	209 Sussex-street	2 Nov., 1874
Hendry, W.	Nevertire	28 May, 1888	Knox, Joseph	Hereford-st., Forest Lodge	8 Dec., 1881
Heness, C. W.	Wilson-street, Newtown	27 Nov., 1888	Kollias, Kemos	Victoria-st., Darlinghurst	14 Dec., 1882
Hennessy, Rev. J. D.	89, Hunter-street	6 Aug., 1886	Kullmer, H. W.	"Huon," near Jindera	10 May, 1887
Hewitt, W. A.	Blane-street, Newcastle	25 April, 1884	Kuntze, Hubert	Broken Hill	9 Feb., 1888
Heyde, A.	Forbes	10 May, 1888	Lacy, Richard	No. 2, Central Arcade, George-street	2 Nov., 1887
Higginson, John	Miller-street, St. Leonards	5 Dec., 1887	Lambert, J.	Peel-street, Tamworth	16 Oct., 1885
Hill, George	796, George-street	13 Feb., 1877	Lamond, J. J.	2, Macquarie-street South	27 May, 1882
Hill, George	44, Gloucester-street	22 June, 1883	Lang, William	12, Carlton-terrace, Irwin-street, off Abercrombie-street	23 June, 1881
Hill Brothers	130, William-street	19 Oct., 1877	Langer, Rudolph	Newcastle	19 Feb., 1886
Hinchcliffe, S. A.	Waterloo	2 Aug., 1875	Lassetter & Co.	417, George-street	4 Oct., 1882
Hinder, E. J.	Glebe Road	10 Oct., 1877	Lawrence, J.	Herbert-street, Marrickville	16 July, 1888
Hobson, John, & Son	Beaumont-street, Hamilton	24 Mar., 1886	Lawrence, Richard	Corner of Trafalgar-street and Parramatta Road, Leichhardt	25 June, 1888
Hodgkinson, James	242, South Head Road, Paddington	15 Feb., 1882	Lawrence, Richard	Paddington	9 Sept., 1882
Hogan, Peter John	New Canterbury Road, Marrickville	2 May, 1884	Lazar, Israel	74, Oxford-st., Paddington	22 Dec., 1885
Hogarth, W. A.	69, George-street West	21 Oct., 1887	Lee, A. S.	Summer-street, Orange	21 Aug., 1888
Holmkvist, H.	Vulcan-street, Moruya	17 Dec., 1885	Lee, John	The Junction	18 Feb., 1886
Homebush	Railway Station-master	17 Mar., 1884	Lee & Ross	53, Market-street	14 June, 1879
Homan, E. M.	West Maitland	26 Nov., 1888	Leggo, G. H.	424, Oxford-st., Paddington	19 July, 1887
Hood, R.	Argent-street, Broken Hill	3 Aug., 1888	Leigh, S. T., & Co.	28, O'Connell-street	1 July, 1880
Hordern, J. L.	211, Pitt-street	17 Mar., 1877	Leighton, J.	379, Liverpool-street, Darlinghurst	22 Feb., 1888
Horton, E. S.	Gunnedah	6 Mar., 1888	Le Maire, A. S.	Victoria Arcade	23 Nov., 1888
How, Mrs. H.	Parramatta Rd., Leichhardt	25 Jan., 1886	Lennon, Anne	47, Windsor-street, Paddington	23 Feb., 1884
Howell, H.	Newington, Trafalgar-street Annandale	5 Oct., 1886	Leslie, W. C.	Darling Road, Balmain	22 Aug., 1881
Hudson, A. J.	Paddington	21 April, 1887	Lessels, Robert, & Son	Orange	13 July, 1880
Hudson, Martha	Corner of Botany-street and Oatley Road, Moore Park	18 July, 1887	Letson, James	37, Bourke-street, Woolloomooloo	12 Nov., 1888
Hudson & Walker	Blackheath	18 Oct., 1888	Leveich, F.	Cascade and Sutherland Streets, Paddington	28 Nov., 1887
Hughes, Jesse	111, George-street West	31 May, 1888	Levy, Mrs.	47, George-street West	4 Mar., 1881
Hughes, William	Cooma-street, Yass	12 June, 1884	Levy Brothers	George-street, Bathurst	30 Jan., 1882
Hunt, Edward	Oberon	17 Oct., 1887	Levy & Scott	189, Oxford-street	8 Nov., 1886
Hunt, G.	Corner of Water and Foster Streets, Leichhardt	14 Feb., 1888	Lewin, C. J.	213, George-street North	23 Feb., 1886
Hunt, J. T.	Randwick	9 May, 1888	Lewin & Berg	307, George-street	7 Aug., 1884
Hunt, H.	East-street, Narrandera	29 Oct., 1887	Lewis, Mrs. Emily	St. Mark's	24 Nov., 1883
Hunt, Mrs. F. R.	Victoria Road, Marrickville	14 Mar., 1882	Lewis, A.	310, George-street	7 July, 1886
Hunter, W. C.	Wagga Wagga	19 July, 1869	Lewis, W. A.	35½, George-street West	5 April, 1887
Hutchinson, H. L.	718 George-st., Haymarket	24 July, 1884	Lewisham	Railway Station-master	19 Nov., 1887
Ibberson, G. H.	Albert Crescent, Croydon	2 Aug., 1888	Ley, David	East Maitland	9 April, 1885
Inglis, Thomas	Skinner's-st., South Grafton	18 June, 1887	Little, W. B.	276, Castlereagh-street	23 April, 1887
Jackson, J. E.	229 William-street	1 June, 1885	Lloyd, H.	New South Wales Railway Bookstall Company, Railway Stations, Redfern, Newcastle, Parramatta, Granville, and Ashfield	7 Jan., 1882
James, John	Westmoreland-street, Forest Lodge	9 Sept., 1882	Locke, James	Auburn-street, Goulburn	3 Nov., 1887
James, D.	41, Oxford-street	27 April, 1870	Love, James R.	502, George-street	15 Mar., 1880
Jarvey, G. M.	Tamworth	16 May, 1887	Love, John	Walcha	3 Jan., 1888
Jansen, L.	Manly	24 Oct., 1888	Luigi, Garino	Corner of Bridge & Phillip Streets	16 July, 1885
Jansen, Sarah	1, Phelps-st., Surry Hills	26 July, 1887	Lunt, Thomas	Luntvale, Tarcutta	19 Jan., 1871
Jaye & Freeman	Keppel-street, Bathurst	28 July, 1888	Luscombe, Richard	482, Bourke-st., Surry Hills	22 Sept., 1880
Jaye, James	Lawson-street, Balmain	13 May, 1882	Lynch, M.	Corner of Cole and Grafton Streets, North Goulburn	16 Sept., 1886
Jeater, W.	3, Bakewell's Buildings, Abercrombie-st., Eveleigh	18 Feb., 1887	M'Cann, Charles	Corner of Crown and Goulburn Streets, Surry Hills	26 Sept., 1883
Jennings, R.	129, Elizabeth-st., Redfern	30 April, 1883	M'Cann, Joseph	420, Oxford-st., Paddington	8 Nov., 1888
Johns, Franz	Blue's Point Road, North Shore	21 Mar., 1881	M'Caskie, John	Crescent-street, Balmain	20 Sept., 1884
Johnson, Ralph	190, William-street, Woolloomooloo	22 July, 1887	M'Cowan, Mrs.	22, Newtown Road	12 Nov., 1888
Johnson, R.	Islington, Hamilton	16 Mar., 1888	M'Crea	Nelson-street, Plattsburg, Wallsend	21 Nov., 1883
Johnston, D.	Corner of Phillip and Gladstone Streets, Enmore	14 Feb., 1887	M'Donald A.	85, Sussex-street	14 April, 1883
Johnstone, E.	Cooma-street, Yass	16 Nov., 1885	M'Donald, A. D.	High-street, West Maitland	22 July, 1882
Jones, Edward, jun.	Catherine Hill Bay, near Swansea	7 Dec., 1888	M'Donald, E.	Corner of Burwood Road, Burwood	28 Feb., 1883
Jones, J. R. & A.	Bathurst	22 April, 1886	M'Donald, Mrs. Jane	Goulburn	17 July, 1883
Jones, W. G.	Ashfield	10 Aug., 1880	M'Donaldtown	Railway Station-master	17 Mar., 1884
Jones, W. H.	Milton	3 Dec., 1888	M'Donald, Mrs. D.	William-street, Bathurst	30 Mar., 1885
Joseph, Charles	Howick-street, Bathurst	16 Oct., 1883	M'Glew, Mrs. E. A.	Enmore Road, Newtown	10 July, 1883
Kellick, James	87, King-street	20 Dec., 1887			
Kelly, Mrs. M.	68, Hunter-street	5 Oct., 1888			
Kennedy, Angus	Broken Hill	7 Mar., 1887			
Kenyon, Carson	Darling Road, Balmain	7 Dec., 1887			
Kerins, J.	Hill and M'Kenzie Streets, Leichhardt	22 Aug., 1888			

## APPENDIX C—continued.

Name.	Residence.	Date of Appointment.	Name.	Residence.	Date of Appointment.
M'Glinchey, Peter	67, Lower George-street	9 Sept., 1886	Murphy, Jeremiah	Corner of Kent and Liverpool Streets.	20 April, 1887
M'Kechnie, A. H.	Corner of King and Lord Streets, Newtown.	24 Feb., 1887	Murphy, John	Mittagong	27 Oct., 1886
M'Knight, Mrs.	Lower Fort-street	23 Mar., 1881	Murray, Mrs. Annie	517, Harris-street, Ultimo.	31 May, 1887
M'Kune, W.	140, Pyrmont Bridge Road	11 May, 1888	Murray, P.	Cowra	28 June, 1879
M'Laughlin, J.	857, George-street	27 Jan., 1885	Murray, George	Ersleville Road, Macdonaldtown.	20 Jan., 1880
M'Mahon, F. J.	23, Good Hope-street, Paddington.	25 Feb., 1885	Murray & Co.	Burwood	9 Mar., 1887
M'Neil, J.	70, Sussex-street	20 Mar., 1860	Nagle, J. H.	West Maitland	2 June, 1873
Macalpine, Archibald.	Mossman's Bay	1 Oct., 1887	Nash, F.	Old South Head Road, Paddington.	2 Feb., 1883
Macdonald, W. H.	"The Store," Mount Vincent.	8 Oct., 1887	Neil, F.	Rockdale Stores, Rocky Point Road, Rockdale.	24 Feb., 1887
Macdonald, J. M.	Bathurst	8 Nov., 1886	Neilan, Martin	Old Newtown Road, Darlingtown.	26 Mar., 1881
Mackenzie, M.	Deniliquin	24 Sept., 1888	Nelson, Olla	41, Upper William-st. North	3 Sept., 1883
Maclardy, W. M.	319, George-street	30 June, 1888	Nesbitt, G.	Wagga Wagga	11 Nov., 1885
Macleod, A.	Walker-street, North Shore	23 July, 1885	Newland, Thos.	339, Elizabeth-street	13 June, 1884
Macnamara, Miss E.	Olive-street, Albury	19 Oct., 1888	Newman, J. H.	659½, George-street	2 Sept., 1882
Macready, Hugh	King-street, Newtown	20 July, 1880	Newton Isaac	Excelsior Siding, Mudgee Railway Line.	1 Mar., 1888
Maddock, W.	381, George-street	6 Aug., 1863	Newtown	Railway Station-master	17 Mar., 1884
Mallam, H. G.	Beardy-street, Armidale	9 Feb., 1877	Nicoll, J.	Auburn-street, North Goulburn.	15 July, 1887
Manfredi, G.	Rouse-street, Tenterfield	10 Feb., 1888	Nicholls, James	Hawken and Laura Streets, Camdenville.	16 Feb., 1885
Mannall, C. J.	Carrington-street, Horseshoe Bend, West Maitland	19 Mar., 1887	Nixon, William	Temora	14 Oct., 1887
Manning, J. G.	25, Iris-street, Paddington.	10 Oct., 1887	Noake, John	320 & 440, George-street	14 Feb., 1872
Manning, Mrs.	8, Oxford-street	10 Aug., 1880	Norris, J. W.	Parkes-street, Ryde	26 Aug., 1886
Manson, Mrs. Mary.	Elizabeth-street, Waterloo.	10 Nov., 1880	Norwood, W. J.	Bathurst	13 April, 1876
Marcus, Louis	62, Botany-street	4 Nov., 1880	Norwood, Arthur	Summer-street, Orange	11 Sept., 1888
Marks, A. M. & Co.	33, Hunter-street	10 Jan., 1888	Nosworthy, John	Corner of Clifford & Cowper Streets, Goulburn.	16 May, 1887
Marks & Ferguson	Ashfield	29 Jan., 1884	O'Brien, S.	Elswick and Marion Streets, Leichhardt.	14 Jan., 1886
Marshall, J.	Sydney Road, Clyde, near Granville.	23 Mar., 1888	O'Connor, Arthur	Ballina	8 Sept., 1888
Marshall, J. S.	124, Market-street	19 June, 1880	O'Connell, Ellen	62 Hunter-street	10 May, 1887
Marshall, L. D.	Howick-street, Bathurst	1 Nov., 1886	Ode, W.	225, Oxford-street	9 June, 1886
Martindale, W.	Church and Phillip Streets, Parramatta.	24 June, 1886	Odman, W. F.	Nyngan	23 Oct., 1888
Martindale, W.	The Parade, Granville	12 April, 1888	Olive, Alfred B.	South-street, Granville	19 Aug., 1886
Mate, T. H. & Co.	Albany	16 Mar., 1886	Oliver, William	Goulburn	21 April, 1886
Matthews, D.	Blayney	26 June, 1885	Old, G. F.	Cowra	12 April, 1887
Matthews, W. L.	Portman-street, Zetland Estate, Waterloo.	19 Oct., 1887	O'Neill, Miss	"Albion House," Monaro-street, Queanbeyan.	16 Feb., 1882
Maxwell, O.	10, Market-street	12 April, 1888	Oram, W. H.	Goulburn-street, Crookwell	9 Jan., 1886
Merrick, Samuel	Victoria and Liverpool Sts., Darlinghurst.	20 Aug., 1880	Orriell, Mrs. H.	Falcon-street, St. Leonards	10 Sept., 1883
Metcalfe, Mrs. E.	Deniliquin	14 Mar., 1884	Osborne, Thomas	Ilawarra Road, Marrickville	19 Nov., 1887
Metcalfe, J. L.	Tram Terminus, Enmore	4 July, 1887	Osborne, A. E.	Menigang-street, Bowral	11 Jan., 1889
Miller, Gilbert	93, Brougham-street, Glebe	20 Sept., 1888	Page, A. J.	Montagu-street, Goulburn.	2 April, 1886
Mills, A.	31, Cleveland-street, Darlingtown.	6 Aug., 1880	Palosi, G.	452, Pitt street South	26 July, 1888
Mills, J. M.	Milson's Point, North Shore	5 Jan., 1887	Palmer, James	The Railway Parade, Kogarah.	11 Sept., 1886
Mills, John	Hercules-street, Ashfield	6 Feb., 1888	Parker, Mrs. Ann	Durham-street, Bathurst	21 April, 1885
Mitchell, Mr.	Corner of Sydenham and Unwin's Bridge Road, Marrickville.	16 May, 1887	Parker, W.	Corner of Underwood and William Sts., Paddington.	1 Feb., 1887
Mitchell, Mrs.	Parramatta Road, Leichhardt.	10 May, 1887	Parramatta	Railway Station-master	17 Mar., 1884
Mitchell, Mrs. J.	Sydenham Road, Marrickville.	14 Dec., 1886	Parsons, B. G.	Goulburn	7 Oct., 1887
Mitchell, T. H.	Elizabeth-street, Croydon	7 Mar., 1884	Paton, John B.	Chatswood	4 June, 1886
Molinia, A.	Corner of Phillip and Bent Streets.	15 Nov., 1888	Patrick, P.	Elder-street, Lambton	26 Feb., 1887
Möller, J. G.	Anson-street, Orange	18 Feb., 1887	Patterson, A. T.	147, King-street, Newtown	15 Nov., 1884
Money, A.	128, Queen-st., Woollahra.	25 Oct., 1888	Paul, T. J.	Nelson-st., North Amundale	28 April, 1882
Money, William W.	North Goulburn	4 Jan., 1884	Payne, John	Corner of Oxford and Lasswell Streets, Waverley.	5 Dec., 1886
Monk, Catherine A.	503, Crown-st., Surry Hills	31 Oct., 1884	Peacock, Mrs. A. E.	102, Darby-st., Newcastle	27 April, 1888
Montgomery, John	149, Bathurst-street	15 Mar., 1882	Pember, H.	Bong Bong-street, Bowral	18 May, 1888
Moutgomery, Hugh	Marulan	17 Sept., 1867	Penfold, W. C. & Co.	183, Pitt-street	3 May, 1886
Montgomery, William	Cook's River Rd., St. Peter's	23 Nov., 1883	Pepper, F.	Corner of Darlingtown Road and Codrington-street, Darlingtown	6 April, 1888
Moorcroft, J. B.	Mount Costigan, near Tuena	17 Aug., 1887	Perrin, C.	153, Victoria-street North	30 Nov., 1887
Moore, Mrs. C.	5, Glebe Road, Glebe	13 Dec., 1886	Petersham	Railway Station-master	17 Mar., 1884
Moore, H. Byron	Exchange, Melbourne	3 June, 1881	Phillips, A.	Bridge-street	22 May, 1888
Moore, J.	554, George-street	23 July, 1886	Phillips, Joel	64, Market-street	10 July, 1880
Moorehouse, G.	2, Botany Road, Alexandria	9 Dec., 1884	Phillips, W. H.	182, Harris-street, Ultimo.	22 Aug., 1883
Morcombe, John	Cowper-street, Waverley	10 Sept., 1885	Phillipson, A.	Broken Hill	3 Nov., 1887
Mordne, W.	Homebush	22 July, 1887	Philpot, J. D.	Corner of Princes-st. and Charlotte-place.	16 Jan., 1888
Morgan, Mrs. Francis	Regent-street, Camperdown	16 Mar., 1877	Pigott, Patrick	Legislative Assembly, Sydney.	6 April, 1887
Morris, F. U.	Argent-street, Broken Hill	19 April, 1888	Pisani, J.	Regent-street, Chippendale	3 Dec., 1887
Morison & Daley	The Corner, Wagga Wagga	6 Aug., 1887	Pittmann, Fanny	Dean-street, Albury	18 June, 1887
Morton, John	Market-street, Sydney	24 June, 1887	Plummer, B. G.	West-street, St. Leonards	28 May, 1888
Moss, L. & Co.	5, Hunter-street	26 Mar., 1885	Plummer, George	Dubbo	6 Feb., 1888
Moss, S. B. and Co.	Gray-street, St. Leonards	28 May, 1888	Polley, A. R.	Corner of Queen and Occan Streets, Woollahra.	2 Nov., 1886
Mossop, J.	89 Albion-street, Surry Hills	7 Mar., 1887	Pollitt, R.	Milson's Point, North Shore	7 May, 1884
Moulds, W.	Bent-st., Milltown, Bathurst	8 Feb., 1886	Polson, W. G.	Germanton	14 Dec., 1888
Mountford, Martha	4 Cooper-street, Surry Hills	3 Aug., 1887	Poole, W. T.	97, Queen-st., Woollahra	8 Mar., 1888
Mulholland, Joseph	King-street, Newtown	11 Mar., 1884	Porter, Robert	Lee-street, Wellington	28 Feb., 1881
Mullany, P., and Co.	Katoomba	24 Oct., 1884			
Mullens, Katie	66 Hunter-street, Sydney	5 July, 1887			
Muller, H.	Evans-street, Balmain	24 Jan., 1888			
Mulroncy, Mary	41, Bayswater Road	9 May, 1888			
Mulvey, G. W.	Blane-street, Newcastle	12 Dec., 1887			

## APPENDIX C—continued.

Name.	Residence.	Date of Appointment.	Name.	Residence.	Date of Appointment.
Poulton, W. T.	West Maitland	30 Nov., 1881	Silcock, Caroline	Lodge and Catherine Sts., Forest Lodge.	24 July, 1888
Powell, Joseph	118, Devonshire-street, Surry Hills.	25 Nov., 1884	Sill, Mrs. M. A.	Auburn-street, Goulburn	29 Mar., 1887
Powison, Miss Mary	243, King-street, Newtown	16 Jan., 1888	Simmons, Dan	696, George-street	1 Mar., 1882
Pratt, Mrs. E. O.	86, Glebe Point Road	5 July, 1886	Simmons, G.	Parramatta Road, Annandale.	15 Jan., 1885
Protheroe, J.	Denison Road, Petersham	12 April, 1887	Simmons, H.	Berrigan	5 Sept., 1888
Pullen, W. T.	Cowper, near Brushgrove	18 Oct., 1880	Sinclair, W. M.	459, King-street, Newtown	6 Jan., 1888
Pullin, John	336, Castlereagh-street	2 Aug., 1880	Singleton, Edward	Oxford-street, Darlinghurst	21 Oct., 1887
Purnell, E.	Parramatta Rd., Petersham	25 Jan., 1888	Sippell Bros.	520, George-street	7 July, 1871
Purves, Mrs. A.	Glebe Road, Glebe	22 April, 1884	Sippell, John	Grenfell	25 June, 1885
Pyke, L.	Summer-street, Orange	5 Sept., 1887	Slatter, R.	Corner of Evelyn & Una Sts., Harris Park, Parramatta.	7 Nov., 1885
Rae, J. B.	Mullens-street, Balmain	7 Feb., 1881	Smith, C. H.	New Canterbury Road, Petersham.	29 Sept., 1886
Rampa, John	19, Market-street	11 Feb., 1884	Smith, E. T.	Darling Road, Balmain	7 April, 1881
Rayson, Henry	Wollongong	26 Aug., 1887	Smith, H. J.	Forbes	23 Aug., 1887
Read, J.	443, Old South Head Road, Paddington.	24 Dec., 1881	Smith, J. F.	Gilgandra	30 Dec., 1880
Read, John S.	Argent-street, Broken Hill	25 Feb., 1888	Smith, Thos. L.	399, George-street	28 Jan., 1879
Redgate, Wm.	292, Bourke-street	25 Feb., 1873	Smith, James	167, George-street North	5 July, 1879
Redshaw, Thomas	96, Dowling-street, Paddington.	14 Sept., 1885	Smith, T. C.	Faulkner-street, Armidale	23 Feb., 1880
Reche, Miss E.	60, Albion-st., Surry Hills.	6 Mar., 1888	Smith, W. E.	28 & 30, Bridge-street	23 May, 1883
Rees, E.	Cambrian House, Stockton.	11 May, 1888	Smith, W. R.	George-street, Bathurst	14 Feb., 1888
Reilly, Margaret	253, Elizabeth-street	31 Aug., 1888	Smyth & Wells	Hunter and Phillip Streets	28 Mar., 1859
Reitans, John	8, Charlotte-place	2 Aug., 1888	Soul & Son	177, Pitt-street	13 Aug., 1874
Renforth, Silvey	Sanger-street, Corowa	29 Aug., 1887	South, T. E.	Kogarah	14 Oct., 1886
Renz, M.	Corner of Kiera and Crown Streets, Wollongong.	9 April, 1888	Southwell, J. B.	7, Wells-street West	7 Sept., 1888
Riley, W. R.	Goulburn	27 Nov., 1862	Southcoll, W. H.	6, Cooper-street, off Elizabeth-street, Surry Hills.	9 June, 1887
Riordan, James	Union Club	21 Jan., 1879	Spragg, John E.	125, Oxford-street	9 Aug., 1880
Risbey, Mrs. Sarah	King-street, Newtown	31 Aug., 1880	Sprouie, C.	Corner of Rountree and Bay Streets, Balmain.	6 Dec., 1888
Ritchie, Mrs. Ann	Buena Vista	1 Oct., 1887	Squire, J. H.	418, Oxford-st., Paddington	29 Dec., 1887
Rix, William	Avondale, Bobundarah	13 Aug., 1884	Stallwood, Charles	Corner of Forsyth and Avon Streets, Glebe Point.	23 Nov., 1885
Roberts, A. C.	57, King-street	24 Jan., 1883	Steed, Mrs. M. A.	Parramatta Road, Annandale.	17 Jan., 1887
Roberts, T. F.	Yass	10 Mar., 1881	Steenbohm, A. M.	57, Fitzroy-st., Surry Hills	29 Mar., 1887
Roberts, W.	Parramatta Road, Leichhardt.	16 Nov., 1887	Stelter, J. P.	Drake	31 May, 1887
Robertson, Emily	216, Cleveland-street, Chippendale.	23 Jan., 1888	Stenning, W. A.	Ben Boyd Road, Neutral Bay	7 Dec., 1882
Robertson, G.	361, George-street	13 Aug., 1878	Stephens, A.	Braidwood	14 July, 1888
Robertson, G. D.	341, Oxford-street, Paddington.	13 Jan., 1887	Stevens, Joseph	Milson's Point, North Shore	2 Feb., 1878
Robinson, A. D.	Hunter-street, Newcastle	24 Aug., 1888	Stevens, George	162, Oxford-street	17 Oct., 1887
Robinson, F. G.	Tram Terminus, St. Leonards.	6 Sept., 1888	Stevenson, Mrs. A.	Cowra	7 Dec., 1885
Robinson, F.	239, Macquarie-street South	16 Aug., 1884	Stewart, C. T.	77, King-street	21 Sept., 1888
Robinson, R. H.	Taree	17 Sept., 1886	Stewart, William Austin.	Goulburn Club, Market Square, Goulburn.	9 May, 1884
Rodwell, G.	Tram Terminus, Leichhardt	19 Mar., 1886	Stewart & Clarke	470, George-street	22 Jan., 1885
Roe, William	Secretary Broad Meadow Co-operative Society, Hamilton.	1 Oct., 1887	Stitz, F.	Barker-street, Casino	13 Aug., 1883
Rogers, Charles	The Great Arcade, Goulburn	12 Sept., 1887	Stone, Mrs.	101, Elizabeth-street	2 Aug., 1888
Rookwood	Railway Station-master	17 Mar., 1884	Story, H. R.	90, Oxford-st., Paddington	5 June, 1888
Rosario, C.	771, George-street	29 Mar., 1887	Stove, W. J.	South Head, Wagonga	15 June, 1886
Rossiter, E. G.	Clyde, Granville	23 April, 1888	Stow, Samuel	Palace and Brighton Streets, Petersham.	14 Oct., 1887
Routley, W. and T.	111, Clarence-street	31 Dec., 1888	Strathfield	Railway Station-master	21 Dec., 1887
Rowland, Mr.	Corner of William and Bay streets, Double Bay.	13 Sept., 1883	Strong, A.	Elgin-street, West Maitland	28 Sept., 1878
Rowley, William	King-street South, Newtown	5 July, 1881	Strong, H.	Rous	24 July, 1882
Ryan, John	Lower George-street, Parramatta.	12 Jan., 1883	Strong, John	Balmain	13 Aug., 1887
Ryan, Miss M.	38 Francis-street	17 Sept., 1883	Stuart, Henry	Ashfield	21 Feb., 1880
Ryan, John	473 Bourke-st., Surry Hills	3 June, 1882	Summers, H. R.	115, Liverpool-st., Sydney	4 Feb., 1887
Sandels, W. H.	Corner of Seymour and Lambert Sts., Bathurst.	26 Mar., 1888	Summer Hill	Railway Station-master	17 Mar., 1884
Sands, Mrs. Eliza	Queen-street, Woollahra	16 Mar., 1885	Sun Hing Jang & Co.	227, George-street	25 Aug., 1888
Sands, Robert	374, George-street	25 Sept., 1873	Sutton, J.	Corner of Fourth and Ocean Streets, Woollahra.	9 July, 1888
San Miguel, A.	Sydney Coffee Palace Hotel, 391, 393, 395, George-street	19 Aug., 1884	Swanson, A. G. M.	Ryde	1 June, 1885
Satchell, W. E. G.	Wellington	6 July, 1888	Swindles, S.	Corner of Mary Ann and Jones Streets, Ultimo.	26 Nov., 1888
Saunders, James	Auburn	22 Dec., 1888	Syer & Co.	Molesworth-street, Lismore	7 Dec., 1888
Sawkins, C. E. & E. A.	Muswellbrook	4 June, 1888	Syer, G. C.	Grafton	24 Oct., 1882
Saywell, T. R.	6, Park-street	7 April, 1863	Tate, William	55, Oxford-st., Paddington	6 Jan., 1887
Scandritt, Samuel	Church-street, Parramatta	19 Oct., 1886	Taylor, E. M.	74, Redfern-street, Redfern	11 April, 1888
Schaumburg, John	Eve's-terrace, Cowper-st., Waverley.	2 Dec., 1885	Taylor, Elizabeth	49, Lyndhurst-street, Glebe	5 Aug., 1885
Schliessmann Bros.	Auburn-street, Goulburn	29 Jan., 1886	Taylor, William	4, Darlington Road, Darlington.	5 Mar., 1887
Scott, T. A.	108, Woolloomooloo-street	22 Jan., 1884	Taylor, Thomas C.	Armidale	27 Dec., 1882
Scott, T. R.	346, Cleveland-street	30 Oct., 1888	Terrey, E. J.	Melbourne-street, East Maitland.	31 Dec., 1887
Scott, J.	282, George-street	24 Aug., 1888	Thomas E.	Cooper-street, Surry Hills.	18 Dec., 1888
Scouller, J. and R.	3, Sydney Arcade	6 June, 1888	Thomas, Geo.	167, Glebe Point Rd., Glebe	24 Aug., 1888
Serymgour & Sons	89, King William-street, Adelaide.	23 April, 1888	Thomas, M.	Main-street, Cudal.	7 Sept., 1886
Shannon, T.	Booth-street, Annandale	24 Aug., 1888	Thompson, Mrs. W.	7, Wattle-street, Ultimo	11 Mar., 1887
Sharkey, Lawrence	Parramatta Road, Leichhardt.	1 July, 1887	Thompson, J.	91, King-street	6 Aug., 1884
Shaw, Robert T.	New Ballarat, Wallsend	10 Mar., 1881	Thompson, James	46, Erskine-street	6 Sept., 1880
Sheppard, J.	72, Cooper-st., Surry Hills.	17 April, 1888	Thompson, James	New Canterbury Road, Marrickville.	22 Nov., 1887
Shoobridge, George	Auburn-st., South Goulburn	28 Jan., 1884	Thomson, John	72, Pitt-street	22 Aug., 1871
			Thompson, W.	Verner-street, Goulburn	31 Dec., 1888
			Thornton, R.	413, Crown-st., Surry Hills	6 June, 1881

## APPENDIX C—continued.

Name.	Residence.	Date of Appointment.	Name.	Residence.	Date of Appointment.
Thornton, R.	Corner of Gipps and Crown Streets.	24 June, 1881	Watson, Edward	Darling-st. West, Balmain.	25 April, 1885
Thruswell, Thomas	Mount-street, St. Leonards	18 Mar., 1885	Watson, G.	Ashfield	5 Jan., 1881
Thwaites, Joseph	232 Oxford-st., Paddington	8 July, 1887	Watson, R. A.	Alfred and Castlereagh Sts.	17 April, 1868
Tilley, Chas.	New Canterbury Road, Petersham.	31 May, 1888	Watson, David	Grahamstown, near Adelong	5 July, 1881
Tissington, Thomas	Rountree-street, Balmain	2 Feb., 1884	Watts, H.	Chapel-street, Marrickville	13 April, 1888
Tolley, Richard	Corner of Glenmore Road & Gurner-st., Paddington.	20 Oct., 1886	Watt, John	Belgrave-street, Central	4 Aug., 1886
Tremain, R. R.	Keppel-street, Bathurst	9 Aug., 1886	Webb, E., & Co.	George-street, Bathurst	16 Aug., 1879
Treize, W.	Bentnuck-street, Bathurst	6 Aug., 1888	Welch, James	Castlereagh and Cleveland Streets, Redfern.	6 June, 1883
Trim, George	Beardy-street, Armidale	25 July, 1888	Wellington, Mrs. S.	Corner of Piper and William Streets, Bathurst.	28 Aug., 1883
Truss, Thomas	503, Crown-st., Surry Hills	26 April, 1882	Wenholz, E. H.	122, Dowling-street, Woolloomooloo.	12 Feb., 1886
Tszekook, L.	54, Goulburn-street	20 Jan., 1885	West, R. A., & Co.	King-street, Newtown	28 Sept., 1880
Tucker, Thomas	58, Bourke-street, Woolloomooloo.	20 May, 1884	West, Thomas	Enmore Road, Marrickville	21 Dec., 1887
Tunks, George, sen.	Parramatta North	1 Aug., 1882	White, Mrs. L.	Corner of Ridge and James Streets, North Shore.	4 Feb., 1887
Turnbull, Mrs. Ellen	Crown-street, Surry Hills	6 June, 1882	Whiteford & Berry	93, Castlereagh-street	12 May, 1888
Turner, A. W.	Auburn-street, Goulburn	11 May, 1885	Wight, W. C. & Co.	Broken Hill	22 Feb., 1888
Turner, B.	North Broken Hill	25 Sept., 1888	Wigzell, W. G.	195, Oxford-st., Darlinghurst	3 Nov., 1886
Turner, Mrs.	Burwood Road, Burwood	11 Jan., 1888	Wildman, Edmund	263, Sussex-street	14 April, 1886
Turner & Henderson	16 & 18, Hunter-street	9 Dec., 1864	Williams, John	223, Oxford-street	18 Aug., 1886
Tweedie, C. L.	Bombala	31 May, 1880	Williams, F.	153, Cleveland-st., Redfern	14 Jan., 1887
Tylee, M.	128, Oxford-st., Paddington	8 Mar., 1888	Williams, N.	194, Elizabeth-street	6 June, 1885
Tynan, M.	Crown-street, Wollongong	13 Oct., 1885	Williams, S. M.	Corner of Albion Elizabeth Streets.	16 Jan., 1886
Vaughan, T. H.	Darling-street, Balmain	10 Aug., 1880	Williams, W. S.	149, George-street North	7 June, 1888
Veness, Charles H.	Tainworth	22 July, 1882	Williams, Walter W.	439, Crown-street	10 June, 1882
Vermessch, J. C.	280, King-street, Newtown	30 Oct., 1885	Willington, W. A.	537, George-street, South	8 Sept., 1887
Veroli, E. M.	322, Bourke-st., Surry Hills	16 Dec., 1887	Willis, W.	715, George-street, Sydney	5 Aug., 1887
Vial, Emma	302, Riley-street	21 Jan., 1876	Wilson, A. J. H.	Burwood Road, Burwood	12 Jan., 1888
Vincent, H. S., & Co.	Glen Innes	19 Aug., 1886	Wilson, Charles	Otho-street, Inverell	22 Feb., 1884
Vivarelli, G.	85, Regent-street, Redfern.	21 April, 1885	Winmill, H.	Myall Creek, Bingera	18 Aug., 1875
Von Buren, Arthur	Corner of Market and Elizabeth Streets.	6 May, 1886	Winton, E. S.	St. Leonards	11 Aug., 1870
Volikers, H. A.	Prince-street, Grafton	25 Sept., 1876	Woellner, H.	62, Hunter-street	13 Jan., 1887
Waddell, A.	Broughton Creek	26 Oct., 1885	Wood, T.	92, King-street, Newtown	8 Feb., 1887
Wade, John	Moss Vale	11 Jan., 1882	Wooderson, W. A.	Islington, Newcastle	12 June, 1885
Wallace, W. M.	496, George-street	4 Nov., 1882	Woodey, Robert	Corner of Booth and Nelson Streets, Annandale.	28 Feb., 1888
Walsh, A.	Catherine-street and Parramatta Road, Leichhardt.	13 Jan., 1887	Woods, John, & Co.	13, Bridge-street	15 Jan., 1885
Walsh, E. M.	Young-street, Redfern	3 Sept., 1888	Worboys, D. J.	High-street, Penrith	14 June, 1887
Walsh, John	Goulburn	25 May, 1864	Wynter, D. D.	435, King-street, Newtown	19 Oct., 1887
Ward, F.	389, Crown-street, Surry Hills.	3 Nov., 1888	Young, E. W.	Petersham	23 May, 1884
Ward, Joseph	Windsor	7 Mar., 1884	Young Bros.	131, Regent-street	18 Nov., 1886
Ward, Reuben	Waverley Road, Waverley	17 Sept., 1888	Young, J.	Bay-street, Rockdale	31 July, 1888
Warland, W. C.	48, Regent-street, Redfern	31 Dec., 1888	Younger, H.	351, Oxford-st., Paddington	5 July, 1888
Waterhouse, T.	Walker-street, St. Leonards	18 June, 1888			

## APPENDIX D.

AGREEMENT regulating the exchange of correspondence between Italy and the British Colonies of Australia, New Zealand, Tasmania, and the Fiji Islands, as well as the cost of conveyance of mails sent from Italy, or any other European Country *via* Italy, to the above-mentioned British Colonies and *vice versa*.

The Postmaster-General of the United Kingdom of Great Britain and Ireland, of the one part, and the Minister of Public Works of Italy, of the other part;

Having regard to the Universal Postal Union Convention signed at Paris, the 1st of June, 1878;

And the additional Act of that Convention signed at Lisbon, the 21st of March, 1885;

Have agreed as follows:—

## ARTICLE I.

There shall be paid to the British Post Office for the conveyance by sea of correspondence forwarded by British Packets, either from Italy or from other European countries *via* Italy, for Australia, New Zealand, Tasmania, and the Fiji Islands, the sum of 25 francs for each kilogramme of letters and (if any) of post cards, and 1 franc for each kilogramme of other articles.

In case Italian Packets calling at Australasian ports are established, such Packets shall be at the disposal of Great Britain and of the Colonies in question on the same terms.

## ARTICLE II.

The Italian Postal Administration and the Postal Administration of each of the British Colonies of Australia, New Zealand, Tasmania, and the Fiji Islands, shall be at liberty to hand over to each other reciprocally, either *à découvert* or in closed mails, correspondence for those countries in regard to which they can reciprocally make use of each other as intermediaries.

In such case the despatching office will have to pay the cost of the further conveyance, which shall be determined by the intermediary office as far as possible in accordance with the rules of the Universal Postal Union, whenever the service employed is not an extraordinary one.

As to mails from or for the same British Colonies carried by the service known as the Indian Mail Service, their conveyance through Italy will continue to be governed by special conditions arranged for that purpose.

## ARTICLE

## APPENDIX D—continued.

## ARTICLE III.

There may be exchanged between Italy and the British Colonies of Australia, New Zealand, Tasmania, and the Fiji Islands:

Ordinary letters prepaid to destination or unpaid, according to the wish of the senders;  
Commercial papers, trade patterns without value, and printed papers of all kinds prepaid to destination. Such articles shall not be forwarded unless prepaid at least in part.

The postage payable on the correspondence in question shall be levied in accordance with the Table A annexed to the present Agreement.

On correspondence prepaid in accordance with this tariff, no postage can be levied from the addressees.

Unpaid letters shall be charged on delivery with double the postage at the prepaid rate.

Insufficiently prepaid correspondence of all kinds shall be charged with double the deficient postage.

## ARTICLE IV.

Correspondence of every kind shall be transmissible as registered, on payment by the sender of a fixed registration fee, which each Administration shall determine for itself, in addition to the postage payable on an ordinary article of correspondence of the same nature and the same weight.

No special condition as to the shape or method of closing is prescribed for registered articles.

Registered articles must be clearly marked by the despatching office with a special mark or stamp.

The corresponding Administrations shall notify to each other the registration fee which they adopt, and shall furnish specimens of the impression of the special stamp applicable in their service to registered articles.

## ARTICLE V.

Prepayment of postage on all descriptions of correspondence can be effected only by means of postage stamps valid in the country of origin.

Each Administration shall bear the whole cost of the intermediary conveyance of the correspondence which it shall hand over to another Administration, and shall keep entirely the postage which it collects, on despatch for prepaid correspondence, and on arrival for unpaid and insufficiently prepaid correspondence.

## ARTICLE VI.

The present Agreement shall be regarded as having come into force on the 1st of February, 1888, and shall abrogate from that date all earlier stipulations which are contrary to it.

It shall remain binding until one of the Parties interested shall have announced to the other, six months in advance, its intention to terminate it.

Nevertheless, the adhesion of one of the Colonies of Australia, New Zealand, Tasmania, or the Fiji Islands, to the Convention of the Universal Postal Union shall entail, as a matter of course, the abrogation of the regulations of the said Agreement as regards the Mails to or from that Colony from the time of its entry into the Union.

Done in duplicate, and signed at London the 31st of May, 1888, and at Rome the 27th of June, 1888.

The Postmaster-General of the United Kingdom.

(Signed) HENRY CECIL RAIKES. (L.S.)

## A.

RATES OF POSTAGE for the prepayment of correspondence sent from Italy to Australia, New Zealand, Tasmania, and the Fiji Islands, and *vice versa*.

Nature of the Correspondence.	Rates of Prepayment.		Special Conditions to be fulfilled.
	In Italy.	In Australia, New Zealand, Tasmania, and the Fiji Islands.	
Ordinary letters.....	60 centimes per 15 grammes or fraction of 15 grammes.	6d. per $\frac{1}{2}$ ounce or fraction of $\frac{1}{2}$ ounce.	
Commercial papers, not enclosing any letter or manuscript note of a personal character.	60 centimes up to 300 grammes. Above 300 grammes 10 centimes per 50 grammes or fraction of 50 grammes.	6d. up to 12 ounces; above 12 ounces, 1d. per ounce or fraction of an ounce.	Maximum weight— 2 kilogrammes.
Patterns of merchandise, without commercial value.	10 centimes per 50 grammes or fraction of 50 grammes.	1d. per ounce or fraction of an ounce.	Maximum weight— 350 grammes. Maximum dimensions— 30 centimetres in length. 20     "     breadth. 10     "     depth.
Newspapers and printed papers of all kinds.	10 centimes per 50 grammes or fraction of 50 grammes.	1d. per 4 ounces or fraction of 4 ounces.	Maximum weight— 2 kilogrammes.

NOTE.—Commercial papers, patterns, newspapers, and other printed papers, must be placed in movable wrappers, in open envelopes, in bags, boxes, or cases easily opened so as to render it possible to verify the contents. Such articles must not be closed with wax, with gum, or in any other way.

Correspondence of this kind must not have on it, either outside or inside, other *manuscript* writing than the names and addresses of the sender and the addressee, the date of despatch, numbers and prices, and a simple dedication by the author. Passages in a printed text may be underlined.

## APPENDIX E.

PARTICULARS of Contracts entered into for the conveyance of Post Office Mails from 1st January, 1888.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
WESTERN ROADS.						
1	William Walsh.....	Parramatta .....	Railway Station and Post Office, Parramatta.	Four times or oftener daily.	4-wheeled conveyance, 1 or 2 horses.	88 0 0 31 Dec., 1889.
2	William Walsh.....	Parramatta .....	Railway Station and Post Office, Parramatta.	Five times or oftener daily.	Springcart, 1 horse.	37 10 0 31 Dec., 1889.
3	William Walsh.....	Parramatta .....	Parramatta Railway Station and Post Offices, Parramatta, Baulkham Hills, and Rouse Hill.	Six .....	2 or 4 horse coach.	115 0 0 31 Dec., 1889.
4	Edwin J. Black.....	Castle Hill .....	Parramatta, Baulkham Hills, and Castle Hill.	Six .....	.....	40 0 0 31 Dec., 1889.
5	George Shields .....	Pennant Hills .....	Parramatta, Field of Mars, Rydalmere, Ermington, Carlingford, and Pennant Hills.	Six .....	Horseback...	104 10 0 31 Dec., 1889.
6	Daniel P. Horwood .....	Baulkham Hills .....	Baulkham Hills, Castle Hill, and Dural.	Six .....	Horseback...	80 0 0 31 Dec., 1889.
7	Henry Birk .....	Toongabbie .....	Seven Hills and Toongabbie .....	Six .....	Horseback...	15 12 0 31 Dec., 1888.
8	Richard Wall .....	Blacktown .....	From Blacktown to Prospect, and Prospect Reservoir, via Boothtown, returning via Veteran Hall.	Six .....	Horseback...	50 0 0 31 Dec., 1888. Contract to terminate at three months' notice on either side at any time after 31 Dec., 1888.
9	Richard Wall .....	Blacktown .....	From Prospect to Eastern Creek, Rooty Hill, and Blacktown, via Rooty Hill Public School.	Six .....	Horseback...	85 0 0 31 Dec., 1888.
10	Patrick Ryan .....	Windsor .....	From Railway Station to the Post Office, Windsor; and From the Post Office to the Railway Station, Windsor, including the clearance of the letter-receiver in Bridge-street, and the conveyance of the contents to the Post Office.	Four times a day. Five times a day. Threetimes a day.	Omnibus...	55 0 0 31 Dec., 1888.
11	William Hawkins.....	Wilberforce .....	Windsor and Freeman's Reach .....	Six .....	Horseback...	36 0 0 31 Dec., 1888.
12	William Hawkins.....	Wilberforce .....	Windsor and Wilberforce .....	Six .....	Horseback...	37 0 0 31 Dec., 1889.
13	Thomas Thompson .....	Pitt Town.....	Windsor and Pitt Town .....	Four .....	Horseback...	40 0 0 31 Dec., 1889.
14	William Hawkins.....	Wilberforce .....	Wilberforce, Ebenezer, and Sackville Reach.	Two .....	Vehicle .....	25 0 0 31 Dec., 1889.
15	Robert Lowe .....	Lower Portland .....	Sackville Reach and Lower Portland..	Three .....	Horseback...	28 0 0 31 Dec., 1888.
16	Thomas Everingham .....	Central Colo.....	Lower Portland and Central Colo .....	One .....	Horseback...	24 0 0 31 Dec., 1888.
17	Thomas Thompson .....	Pitt Town.....	Pitt Town and Wiseman's Ferry; Wiseman's Ferry, Central M'Donald, and St. Alban's.	Two .....	Vehicle .....	100 0 0 31 Dec., 1888.
18	Thomas Preston.....	Wiseman's Ferry .....	Wiseman's Ferry and Lower Hawkesbury.	One .....	Horseback...	12 0 0 31 Dec., 1888.
19	Thomas Preston.....	Wiseman's Ferry .....	Lower Hawkesbury and Gentleman's Halt.	One .....	Horseback...	18 0 0 31 Dec., 1888.
20	Clement Houghton .....	Richmond.....	Richmond, North Richmond, and Kurrajong.	Six .....	4-wheeled conveyance 2 or more horses.	25 0 0 31 Dec., 1889.
21	Stephen Dunstan .....	Richmond.....	Richmond and Grose Vale .....	Six .....	4-wheeled vehicle, 2 horses.	34 0 0 31 Dec., 1890.
22	Thos. Cateson .....	Upper Colo.....	Kurrajong and Upper Colo .....	Two .....	Horseback...	28 0 0 31 Dec., 1888.
23	Clement Houghton..	Richmond.....	Kurrajong and Kurrajong Heights .....	Six .....	Saddle-horse or 4-wheeled vehicle, 4 horses.	30 0 0 31 Dec., 1888.
24	Adolphus S. Ivery....	Upper Colo.....	Upper Colo, Putty, and Howe's Valley	One .....	Horseback...	70 0 0 31 Dec., 1890.
25	John Worthington* .....	St. Mary's.....	Railway Station, South Creek, and Post Office, St. Mary's.	Eighteen..	Horseback...	50 0 0 31 Dec., 1888.
26	William G. Durbin .....	Penrith .....	Railway Station and Post Office, Penrith.	Threetimes or oftener daily.	.....	50 0 0 31 Dec., 1888.
27	William G. Durbin .....	Penrith .....	From Penrith to Castlereagh, via Cranebrook (Mount Pleasant Public School), returning from Castlereagh to Penrith.	Six .....	.....	70 0 0 31 Dec., 1888.
28	William Walsh .....	Parramatta .....	From the Post Office, Penrith, to Mulgoa and Luddenham, and from Luddenham to Mulgoa, Penrith Post Office and Railway Station.	Six .....	Coach, 1, 2, or more horses.	115 0 0 31 Dec., 1890.
29	Simeon Walker .....	Emu Plains .....	From Emu Plains to Emu; and from Emu to Emu Plains.	Twelve .....	.....	25 0 0 31 Dec., 1888.
30	John Beaulock .....	Mount Victoria .....	Railway Station and Post Office, Mount Victoria; and Railway Station, Mount Victoria, and Post Offices, Mount Victoria, Little Hartley, Hartley, and Hartley Vale.	Six .....	Twice or oftener daily.	115 0 0 31 Dec., 1890.
31	Patrick Ryan.....	Lowther .....	Hartley and Lowther .....	Two .....	Horseback...	22 10 0 31 Dec., 1890.
32	Charles Orchard .....	Bowenfells .....	Bowenfells and South Bowenfells .....	Six .....	Horseback...	40 0 0 31 Dec., 1888.
33	Wm. Hart .....	Cullen Bullen .....	Ben Bullen Railway Station and Cullen Bullen.	Two .....	Horseback...	29 0 0 31 Dec., 1890.

\* Contractor instructed to clear letter-box on Railway Station twice daily.



Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
34 Wm. H. Matthews	Rylstone .....	Capertee and Glen Alice .....	Two .....	Horseback...	98 0 0	31 Dec., 1890.
35 B. H. Gawthorne	Cudgegong .....	Capertee, Round Swamp, Ilford, Cudgegong, <i>Apple-tree Flat</i> , Broombee, and Mudgee.	Three .....	4-wheeled covered coach, 2 horses.	252 0 0	31 Dec., 1888.
36 Clarence W. Parker	Ilford .....	Ilford, Waverley Station, Crudine, and Sofala.	Two .....	Horseback...	66 0 0	31 Dec., 1890.
37 John Leve	Rylstone .....	Railway Station and Post Office, Rylstone.	Twice or oftener daily.	4-wheeled vehicle & horse	29 0 0	31 Dec., 1889.
38 Wm. H. Matthews.	Rylstone .....	Rylstone and Glen Alice, via Dabee, Fernside, Olinda, Narrango, and Brymair.	Two .....	Horseback...	62 0 0	31 Dec., 1888.
39 Wm. Black.....	Rylstone .....	Rylstone and Bylong, via Camboon and Torrie Lodge.	Two .....	Horseback...	69 15 0	31 Dec., 1890.
40 Patrick Maloney	Bara Creek, near Dungaree.	Dungaree and Upper Botobolar, via Bara Creek.	One .....	Horseback...	18 0 0	31 Dec., 1888.
41 Stephen Malone.....	Market-street, Mudgee.	Railway Station and Post Office, Mudgee.	Once or oftener daily.	Vehicle, 1 or more horses	28 0 0	31 Dec., 1889.
42 John Hugh Gorrie.....	Mudgee .....	Mudgee, Avisford, Hargraves, Windeyer, <i>Pure Point</i> , <i>Campbell's Creek</i> , <i>Long Creek</i> , Upper Pyramul, and Crudine.	Two .....	Horseback...	127 0 0	31 Dec., 1889.
43 George Swords .....	Mudgee .....	Mudgee and Merindee (Contractor to travel once a week via Piambong).	Three .....	Horseback ..	64 8 0	31 Dec., 1889.
44 Ellen Robinson .....	Combo Creek, near Wollar.	Mudgee, Stony Creek, Cooyal, Wollar, and Barragon.	Two .....	Horseback...	80 0 0	31 Dec., 1888
45 George Piper .....	Cassilis .....	Mudgee, Budgee Budgee, Linburn, Ulan, Inglewood, and Cassilis, via Bobadeen.	Two .....	2-horse coach.	95 0 0	31 Dec., 1889.
46 John Powell .....	Gulgong .....	Mudgee, Eurunderee, Home Rule, and Gulgong.	Seven.....	2 or more horse coach.	90 0 0	31 Dec., 1890.
47 George W. Last.....	Canadian Lead...	Home Rule and Canadian Lead .....	Six .....	Horseback ..	21 0 0	31 Dec., 1888.
48 John Clement .....	Gulgong .....	Gulgong, Lahey's Creek, and Cobbora, via Goodaman's.	Two .....	Vehicle, 2 or more horses.	110 0 0	31 Dec., 1890.
49 Cobb & Co.....	Bathurst .....	Gulgong, Tallewang, Denison Town, and Coolah.	Two .....	Coach, 2 or 4 horses.	97 10 0	31 Dec., 1888.
50 John Powell .....	Gulgong .....	Gulgong and Guntawang .....	Two .....	Horseback ..	25 10 0	31 Dec., 1888.
51 Crocker Brothers .....	Gilgandra .....	Cobbora, Merrygoen, Mundooran, and Gilgandra.	Two .....	Coach, 2 horses.	240 0 0	31 Dec., 1890.
52 James Doyle*.....	Coonabarabran...	Mundooran, Merrygoen, Binnaway, and Coonabarabran, via Caigan, Sunnyside, Popagandra, and Riversdale.	Two .....	Coach and 2 horses.	115 0 0	31 Dec., 1890.
53 William Shaw .....	Coolah .....	Mundooran, Merrygoen, and Coolah, via Queensborough Flat, Bothero, Digilah, and Dunikimini.	One .....	Horseback ..	55 0 0	31 Dec., 1889.
54 Henry Rowley .....	Gilgandra .....	Mundooran, <i>Warrumbungul</i> , and Baradine, via Bundella, Yarragreen, Bearbong, Bidden, Youlbong, Toora-weena, Tunderbrine, Gumina Gumina, Tenandra, Panta, Windgadgen, and Goorianawa.	Two .....	Horseback, once a week; conveyance, 2 horses, once a week.	270 0 0	31 Dec., 1890.
55 John Montgomery..	Coonabarabran...	Merrygoen, Warkton, and Coonabarabran, via Buckley's, Myall Plain.	Two .....	Coach 2 or more horses.	99 0 0	31 Dec., 1889.
56 George Hemsworth (Transferred to Henry Grose, from 1st April, 1888.)	Mitchell .....	Rydal, Meadow Flat, and Mitchell; and Mitchell, West Mitchell, and Yetholme, via main road.	Six .....	2 or 4 horse coach.	193 0 0	31 Dec., 1889.
57 Duncan Ferguson .....	Palmer's Oakey..	West Mitchell and Palmer's Oakey ..	Two .....	.....	24 16 0	31 Dec., 1889.
58 John B. Keen .....	Oberon .....	Tarana, <i>Mutton's Falls</i> , and Oberon ..	Three.....	Coach, 2 or more horses.	88 0 0	31 Dec., 1889.
59 John B. Keen.....	Oberon .....	Tarana, <i>Mutton's Falls</i> , and Oberon ..	Three.....	Coach, 2 or more horses	72 0 0	31 Dec., 1889.
60 Louis P. Hanrahan	Campbell's River Oberon.	Oberon and Black Springs; and Black Springs, Porter's Retreat, and Jerrong.	Two ... } One .....	Horseback ..	69 0 0	31 Dec., 1889.
61 James Dennist .....	Shooter's Hill, Gingkin.	Oberon, Edith, and Gingkin; and Gingkin and Shooter's Hill.	Three..... } Two ... }	Horseback ..	48 10 0	31 Dec., 1888.
62 John B. Keen .....	Oberon .....	Oberon, Fish River Creek, & Duckmaloi.	Three.....	.....	36 0 0	31 Dec., 1890.
63 George Roberts .....	O'Connell .....	Brewongle and O'Connell.....	Six .....	Horseback ..	80 0 0	31 Dec., 1888.
64 Henry Harris, jun.	Bolton Vale .....	O'Connell and Bolton Vale .....	Two .....	Horseback ..	21 10 0	31 Dec., 1890.
65 Thomas G. Morgan	O'Connell .....	O'Connell, Wiseman's Creek, and Essington.	Two .....	Horseback ..	39 0 0	31 Dec., 1889.
66 John Moore .....	Raglan .....	Railway Station, Raglan, and Post Office, Glanmire.	Once or oftener daily	.....	55 0 0	31 Dec., 1889.
67 Mrs. Elizabeth Marsden.	Kelso .....	Railway Station and Post Office, Kelso	Twice or oftener daily	.....	35 0 0	31 Dec., 1890.
68 William Giblett.....	Howick-street, Bathurst.	Railway Station and Post Office, Bathurst.	Twice or oftener daily	.....	92 7 6	31 Dec., 1889.
69 Mathew Walsh .....	Esrom .....	Bathurst and Esrom; and Esrom, Dunkeld, Evans' Plains, and Fitzgerald's Valley.	Six .....	Horseback ..	84 10 0	31 Dec., 1889.
70 John T. Jardine.....	Bathurst .....	Bathurst and Freemantle, via Benjamin Bullock, senior's, Turkey Ridge and Rock Forest.	Three... } One .....	Horseback or buggy if required.	50 0 0	31 Dec., 1889.

\* Contractor allowed to cease running between Mundooran and Merrygoen, from the 1st March, 1888, on the understanding that the original service is resumed if required. † Contractor allowed £12 per annum extra to convey mails once a week between Shooter's Hill and Porter's Retreat, from 16th June, 1888.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
71 William Moloney	Sofala	Bathurst, Peel, Wyagdon, Wattle Flat, and Sofala.	Six	Coach, 2 or 4 horses.	£ 98 10 0	31 Dec., 1888.
72 Matthew Walsh	Esrom	Bathurst and White Rock	Six	Horseback	59 10 0	31 Dec., 1890.
73 Mary A. D'Arin	Peel	Peel, Clear Creek, and Limekilns	Two	Horseback	20 0 0	31 Dec., 1888.
74 Frederick Marion	Millamurra	Peel and Millamurra	Two	Horseback	20 0 0	31 Dec., 1890.
75 Henry Theobald	Palmer's Oakey	Sofala and Upper Turon (junction of Palmer's Oakey Creek with Turon River), via main road past Wilde's.	Two	Horseback	30 0 0	31 Dec., 1888.
76 Chas. A. Johnson	Box Ridge	Sofala and Box Ridge	Two	Horseback	30 0 0	31 Dec., 1888.
77 William Moloney	Sofala	Sofala, Sally's Flat, and Hill End	Three	Coach, 2 or 4 horses.	129 10 0	31 Dec., 1888.
78 William Willard	Tambaroora	Hill End and Tambaroora	Six	Horseback	34 0 0	31 Dec., 1890.
79 Michael Carty	Hargraves	Hill End, Tambaroora, and Hargraves	One		26 10 0	31 Dec., 1889.
80 Alexander M'Lean	Rockley	George's Plains Railway Station, and Post Offices, Cow Flat and Rockley.	Six	2-horse coach	89 10 0	31 Dec., 1889.
81 Harry Hockey	Mountain Run, Rockley.	Cow Flat and the Lagoon	Two	Horseback	21 0 0	31 Dec., 1890.
82 Wm. M'Lines	Trunkey Creek	Rockley, Swallow's Nest, and Burraga, via Sewell's and Warby's Eagle Vale; and Rockley, Judd's Creek, and Burraga, per Mount Lawson Road.	One Two	2-horse coach.	93 0 0	31 Dec., 1890.
83 John Walsh	Trunkey Creek	Railway Station, Newbridge, and Post Offices, Moorilda, Hobby's Yards, and Trunkey Creek.	Three	Coach, 2 horses.	115 0 0	31 Dec., 1888.
84 Oswald Mackie	Caloola	Railway Station, Newbridge, and Post Office, Caloola.	Three		35 0 0	31 Dec., 1888.
85 John M'Laughlin	Coppahannia, Trunkey Creek.	Trunkey Creek and Tuena, via Sands, Coppahannia, and Pine Ridge.	Three	Horseback	95 0 0	31 Dec., 1889.
86 James B. Wylie	Mount Costigan	Tuena and Mount Costigan	Three	Horseback.	25 0 0	Contract to terminate at 3 months' notice on either side.
87 John Fagan	Carcoar	From Railway Station, Blayney, to Post Offices, Blayney and Carcoar.	Six	4-wheeled vehicle, 2 or 3 horses.	50 0 0	31 Dec., 1888. (Contract to terminate on date of opening of railway between Blayney and Cowra.)
88 John Fagan	Carcoar	Railway Station, Blayney, and Post Offices, Blayney, Carcoar, Mandurama, Lyndhurst, Sheet of Bark, Holmwood, and Cowra.	Six	4-wheeled vehicle, 3 or 4 horses.	390 0 0	31 Dec., 1888. (Contract to terminate on date of opening of railway between Blayney and Cowra.)
89 Stephen Donnellan	Blayney	Blayney and Brown's Creek	Three	Horseback.	38 10 0	31 Dec., 1888.
90 Mary J. B. White	King's Plains	Blayney and King's Plains	Two	Horseback.	30 0 0	31 Dec., 1888.
91 Stephen Donnellan	Blayney	Blayney, Grehamstown, and Victoria	Two	Horseback.	40 10 0	31 Dec., 1888.
92 Henry Thoroughgood	Mount Macquarie	Blayney, Norton, Shaw, and Mount Macquarie, via Five Islands.	Three		65 10 0	31 Dec., 1890.
93 Thomas Lodge	Mandurama	Mandurama, Eganton, Walli, and Canowindra, via Egan's, Cliefden, and Belmore. (Contractor to travel via Tenandra instead of via Belmore, if required).	Two	Coach, 2 horses.	138 0 0	31 Dec., 1888.
94 Thomas Lodge	Mandurama	Mandurama and Galley Swamp	Two	Horseback.	30 0 0	31 Dec., 1890.
95 William Moss (Transferred to Mrs. Margaret Lynch from the 1st July, 1888).	Sheet of Bark	Wood's Flat and Canowindra, via "The Islands."	Three	Coach, 2 horses.	70 0 0	31 Dec., 1890.
96 Mordecai Bartimote	Mount M'Donald	Wood's Flat, Milburn Creek, and Mount M'Donald.	Six	Coach, 2 horses.	118 0 0	31 Dec., 1890.
97 Andrew Frazer	Mount M'Donald	From Mount M'Donald to Darby's Falls, via Jordan's, returning via Whitty's.	Two	Horseback or buggy, if required.	25 0 0	31 Dec., 1890.
98 Cobb & Co	Bathurst	Cowra, Goolagong, and Forbes	Three	2-horse coach.	165 10 0	31 Dec., 1888.
99 W. H. Boxall	Cowra	Cowra and Grenfell	Three	Coach, 2 or more horses.	137 0 0	31 Dec., 1888.
100 John S. Dawson	Grenfell	Grenfell and Goolagong, via Warraderry Creek and Tin Pot.	One		40 0 0	31 Dec., 1888.
101 Mark Willis	Millthorpe	Millthorpe, Guyong, and Byng	Three		60 0 0	31 Dec., 1888.
102 William Hooper	Millthorpe	Millthorpe and Forest Reefs; and Forest Reefs and Cadia	Three One	Horseback.	54 0 0	31 Dec., 1888.
103 John Hayes	Orange	Railway Station and Post Office, Orange.	Twice or oftener daily.	Coach, 2 horses.	65 0 0	31 Dec., 1888.
104 John Hayes	Orange	Orange and Lucknow	Six	Coach and 2 horses.	40 0 0	31 Dec., 1888.
105 John Mobbs	Cargo	Orange, German's Hill, Cave Creek, Cargo, Canowindra, and Cowra, via Belmore.	Three	Coach and 2 horses.	187 0 0	31 Dec., 1890.
106 John Hayes	Orange	From Orange to Ophir, via Lewis Ponds, Trewick's Station, Upper Lewis Ponds, and Singleton's, returning by direct road.	Two	Horseback.	48 0 0	31 Dec., 1888.

\* Contractor's offer accepted to substitute following service, from 1st March, 1888; to and from Esrom and Millamurra, via Eglinton and Duramana Public School, once a week. † Contract cancelled with contractor's consent, 31st May, 1888. ‡ Arrangements made with contractor to convey mails once a week between Trunkey Creek and Coppahannia (and Pine Ridge, if required) for £23 per annum, from 26th April, 1888 (in lieu of Trunkey Creek and Tuena service). § Contract cancelled from the 13th February, 1888, in consequence of the opening of the railway between Blayney and Cowra.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.	
Names.	Addresses.						
107	John M'Cann	Orange	Orange and Springside; and Springside, Cadia, and Carcoar, via Burnt Yards.	Two ... } One ... }	Horseback.	50 0 0	31 Dec., 1888.
108	John Lamont	Orange	Orange and March	Two	Horseback.	26 0 0	31 Dec., 1888.
109	John Lamont	Orange	Orange and Canoblas	Two	Horseback.	30 0 0	31 Dec., 1888.
110	Patterson & Coomber Brothers. (Transferred to C. Stevens, jun., and W. Stevens, from the 21st May, 1888).	Forbes	Railway Station, Borenore, and Post Offices, Cheeseman's Creek, Cudal, Toogong, Murga, Nangar, Eugowra, and Forbes.	Six	2-horse coach.	600 0 0	31 Dec., 1889.
111	Joseph Belcher	Cudal	Cudal, Gregra, and Meranburn	Two	Horseback.	40 0 0	31 Dec., 1888.
112	Edward Hogan	Cargo	Cargo, Cranbury, Bowan Park, and Cudal.	Three	Horseback.	74 10 0	31 Dec., 1888.
113	William Hall	Murga	Murga and Bumberry	One	Horseback.	27 0 0	31 Dec., 1890.
114	John Christie	Trundle, via Forbes.	Forbes, Bogan Gate, Trundle Lagoon, and Dandaloo, via West's, Todd's, Hertzog's, Christie's, Saw-mill, Blow-clear, Gunning Bland, Troffs' Homestead, Gobondry, Burra Burra, Mumble Plains, Block H, Woodland's Homestead, and Albert Waterholes.	One	Waggonette, 2 horses.	125 0 0	31 Dec., 1890.
115	Alfred F. Weakley	Marsden's	Forbes and Marsden's, via Bundaburra and The Gap; and Forbes and Marsden's, via Wongagong, Bundaburra Creek, Dog and Duck, Green Hills, Boyd, and Battery.	Two Two	2 or 3 horse 4-wheeled vehicle. Horseback.	180 0 0	31 Dec., 1889.
116	Cobb & Co.	Bathurst	Forbes, Carrawobity, Bedgerebong, Mulguthrie, <i>Borambl</i> , and Condobolin.	Two	4-wheeled coach, 2 or more horses.	270 0 0	31 Dec., 1888.
117	Cobb & Co.	Bathurst	Forbes, Waroo, Newlands, and Condobolin, along the south bank of the Lachlan River.	Two	2 or 4 horse coach.	265 0 0	31 Dec., 1888.
118	J. W. Fletcher	Parkes	Forbes, Tichborne, and Parkes	Three	Coach, 2 horses.	89 15 0	31 Dec., 1888.
119	Stephen Byrnes	Condobolin	Condobolin, <i>Cugong</i> , and Eauabalong, along the north side of the Lachlan River.	Two	Coach, 2 or more horses.	140 0 0	31 Dec., 1890.
120	Patrick Power	Condobolin	Condobolin and Nangeribone, via Melrose Station. (Contractor to convey mails on horseback, for a sum at the rate of £100 per annum, if required by the Postmaster-General to do so.)	One	2-horse buggy.	130 0 0	31 Dec., 1888.
121	Thos. M'Ewen	Condobolin	Condobolin, Wardry, and Eauabalong, along the south side of the Lachlan River.	Two	2 or 4 horse coach.	90 0 0	31 Dec., 1889.
122	Stephen Byrnes	Condobolin	Eauabalong, Willanthry, Hillston, Wheelbah, and Booligal. (Contractor to travel from Willanthry to Eauabalong once a week, via the North side of the Lachlan River, returning from Eauabalong to Willanthry, via Lake Cudgellico, Cooper's, Uabba (Cumming's), "Merry Abba Hotel" (Mann's), and Merri Merrigal (Brewer's), on the south side of the river; and once a week along the south side of the river by way of the places mentioned, returning by the north side).	Two	2 or 4 horse coach.	575 0 0	31 Dec., 1889.
123	John H. Volkman	Mount Hope	Eauabalong, <i>South Mount Hope</i> , and Mount Hope.	One	4-wheeled vehicle, 2 or more horses.	105 0 0	31 Dec., 1888.
124	Henry Cabot	Eauabalong	Eauabalong and Nymagee, via Welsh's, Dine Dine, Eremeran, Nangribone, Conley's, Overflows, Babinda, and Rosett's.	One	1-horse conveyance.	149 0 0	31 Dec., 1890.
125	Henry Hansen	Cobar	Nymagee and Cobar, via Rock Holes and Limekilns; and Nymagee and Cobar, via Priory and Shearlegs.	One One	2-horse coach	197 0 0	31 Dec., 1890.
126	John S. M'Comiskey	Nymagee	Nymagee, <i>Sandy Creek</i> , Gilgunnia, and Mount Hope.	One	1-horse buggy.	149 0 0	31 Dec., 1890.
127	Thomas J. Grace	Hillston	Hillston, " <i>Mountain Well Hotel</i> ," and Mount Hope; with a branch mail to and from " <i>Mountain Well Hotel</i> ," Murroopa, Coombie, Merriwa Tank, Merribong, Merrimerriwa, and Yathong.	One One	2 or more horse coach. Horseback.	250 0 0	31 Dec., 1890.
128	Joseph Theobald	Warne	Molong, Boomey, and Warne	Three	1-horse buggy.	90 0 0	31 Dec., 1890.
129	Cobb & Co.	Bathurst	Molong, Garra, Meranburn, Bumberry, Bindogandra, and Parkes.	Six	2 or 4 horse coach.	374 10 0	31 Dec., 1889.
130	Wm. S. Cavanagh	Obley	Molong, Cumneck, <i>Yullandry</i> , Yeoval, and Obley, via Bridgewater and the Gap, keeping the main road.	Three	2-horse coach	149 10 0	31 Dec., 1888.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
131 William White	Molong	Molong and Cundumbul, via Cardington (main road to be travelled in times of flood).	No. of times per week. Two	Horseback	£ s. d. 79 10 0	31 Dec., 1890.
132 John E. and Solomon Gilchrist.	Cudal	Parkes and Bulgandramine, via Ginaniguy and Coradgery.	Two	2-horse coach	78 0 0	31 Dec., 1890.
133 Wm. Dresser	Condobolin	Parkes, Bogan Gate, and Condobolin, via Watkins' Gunning Bland Head Station, Old Gunning Bland, and Burrawang.	One	Horseback	128 0 0	31 Dec., 1888.
134 J. E. and S. Gilchrist (Transferred to H. T. Pratt, from 1st October, 1888.)	Toogong	Dandaloo, Nyngan, and Cannonbar	Two	Horseback	249 0 0	31 Dec., 1890.
135 Henry J. Dean	Mullion Creek	Mullion Creek and Belgravia	Two		30 0 0	31 Dec., 1890.
136 John Sloane, sen.	Ironbarks	From Ironbarks, via Upper and Lower Mookerawa, thence along the left bank of the Macquarie River to Mr. Schon's, thence along the right bank of the river to Burrendong, returning to Ironbarks via Stockyard Creek.	Three	Horseback	60 0 0	31 Dec., 1889.
137 John A. Brien	Neurea	Springs and Neurea; and Neurea and Baker's Swamp.	Six Two	Horseback	50 0 0	31 Dec., 1888.
138 David White	Montefiores	Railway Station and Post Office, Wellington.	Twice or oftener daily.	1-horse buggy.	25 0 0	31 Dec., 1889.
139 Ernest W. Payne	Ponto	Wellington, Ponto, Terra Bella, and Dubbo, via Willandra Bridge.	Two	Horseback	99 0 0	31 Dec., 1888.
140 William Oldfield	Wellington	Wellington, Lincoln, Spicer's Creek, Goolma, Two-mile Flat, Guntawang, Cullenbone, and Mudgee.	Two	4-wheeled conveyance, 1, 2, or 3 horses.	169 10 0	31 Dec., 1888.
141 William Oldfield	Wellington	Wellington, Yeoval, Mount Aubrey, and Parkes.	Two	2 or 4 wheeled conveyance, 1 or more horses.	184 0 0	31 Dec., 1890.
142 William Madden	Binnaway	Wellington, Montefiores, Comobella, and Murrungundy.	Two	Buggy, 2 horses.	96 0 0	31 Dec., 1888.
143 Daniel Kelly	Arthurville	Wellington, Bloomsdale, and Arthurville.	One	Horseback	29 5 0	31 Dec., 1889.
144 Peter Harris	Wellington	Wellington and Curra Creek	One	Horseback	27 0 0	31 Dec., 1888.
145 Patrick Kelly	Alma	Lincoln and Alma	One		26 0 0	31 Dec., 1890.
146 James G. Brown	Dubbo	Railway Station, and Post Office, Dubbo.	Twice or oftener daily.	2-wheeled vehicle, 1 horse.	66 0 0	31 Dec., 1888.
147 Edward P. Nowland.	Coonamble	Dubbo, Brocklehurst, <i>Burslem's</i> , Gilgandra, Curban, Gulargambone, and Coonamble, via Coalboggie Creek, Talbragar Bridge, and Terramungamine.	Three	2 or more horse coach.	950 0 0	31 Dec., 1889.
148 John J. Collison	Gilgandra	Dubbo, Beni, Murrungundy, and Colhora.	Two	4-wheeled coach 2 or more horses.	110 0 0	31 Dec., 1889.
149 George Furney, junior.	Dubbo	Dubbo, Ten-mile Reefs, and Bulgandramine.	One	Coach, 2 horses.	60 0 0	31 Dec., 1889.
150 J. E. and S. Gilchrist	Toogong	Dubbo, Ten-mile Reefs, and Bulgandramine; and Bulgandramine and Dandaloo	One Two	Vehicle, 1 or 2 horses.	194 0 0	31 Dec., 1889.
151 William Carroll	Dubbo	Dubbo and Belarbigill	Two		34 0 0	31 Dec., 1890.
152 Thos. Morris	Dubbo	Dubbo and Obley, via The Meadows, the Springs, and Wambangalang.	Two	Horseback	95 0 0	31 Dec., 1889.
153 Henry Rowley	Gilgandra	Gilgandra, Collie, and Merigal; and Merigal and Tenandra, via Bundella and Wonbobbie.	Two One	Conveyance. Horseback	125 0 0	31 Dec., 1890.
154 Alexander Jones	Merigal	Gilgandra and Collie, via Peter Smith's, John Marchant's, E. Maher's, A. McKechnie's, James Markey's, Bonnington's, Looney's, Whiteman's, Hull's, Foran's, Myall Park, Bullagreen, New Merigal, and Merigal.	One	Horseback	70 0 0	31 Dec., 1890.
155 John M. Funck	Carinda	Gulargambone, Bourbah, Quambone, and Carinda, via M'Quade and Flynn's Stations.	Two	Pack-horse.	315 0 0	31 Dec., 1888.
156 Edward P. Nowland.	Coonamble	Coonamble, Buggil, and Walgett, via Yowee, Bundy, Wingadec, and Nugal.	Two	2 or more horse coach.	395 0 0	31 Dec., 1889.
157 Thomas Kelly	Coonamble	Coonamble, <i>Urawilkie</i> , and Baradine, via Nebea, Billeroy, Terembone, Teridgerie, Dinby, and Bimble.	One	4-wheeled vehicle, 2 or more horses.	150 0 0	31 Dec., 1888.
158 Thomas Kelly	Coonamble	Coonamble and Baradine, via T. Keogh's Warrana Station, Magomine Creek, Mr. Ryder's Calga Station, Goorianawa, and Varney's.	One	4-wheeled vehicle, 2 or more horses.	99 0 0	31 Dec., 1890.
159 James Bennett	Coonamble	Coonamble and Carinda, via Tooloon, Narroway, Nelgourie, Ningy, Coonimbia, Pier Pier, and Gongolman.	One	Waggonette 2 horses.	135 0 0	31 Dec., 1888.
160 Thomas C. Tanswell	Narramine	Narramine, Timbriungie, and Warren.	Two		140 0 0	31 Dec., 1888.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.	
Names.	Addresses.						
161	William Robertson	Warren .....	Timbriungie and Tenandra, via Burroway, Bundemar, Reak's, M'Manus', Firths', and Wonbobbie.	Two .....	£ s. d. 93 0 0	31 Dec., 1889.	
162	Edward Hogan .....	Cargo .....	Trangie and Dandaloo .....	Two .....	Coach and 2 horses.	78 0 0	31 Dec., 1890.
163	Thomas Adams .....	Warren .....	Nevertire and Warren .....	Six .....	2-horse coach	97 0 0	31 Dec., 1888.
164	John Robertson ..	Warren .....	Warren and Cannonbar .....	One .....	Horseback..	64 0 0	31 Dec., 1888.
165	David Robertson, junior.	Warren .....	Warren, and Mount Harris; and Mount Harris and Carinda. ....	Two .....	Coach.....	200 0 0	31 Dec., 1890.
				Two .....	Horseback...		
166	Andrew Mackintosh (Transferred to William Clark from 1 April, 1888.)	Warren .....	Warren, Tenandra, and Quambone.	Two .....	Horseback or waggonette.	120 0 0	31 Dec., 1888.
167	Edward P. Nowland	Coonamble .....	Warren, Tenandra, Bourbah, and Coonamble, via Donohoe's, on the Merri Merri, and M'Mahon's, on the west bank of the Castlereagh River. (Contractor to convey the mails once a week for a sum at the rate of £60 per annum, if required.)	Two .....	4-wheeled vehicle, 2 or more horses.	90 0 0	31 Dec., 1890.
168	Henry T. Pratt.....	Cannonbar .....	Cannonbar and Colane .....	One .....	Horseback...	50 0 0	31 Dec., 1888.
169	Richard Harris .....	Nyngan .....	Railway Station and Post Office, Nyngan.	Twice or oftener daily.	1-horse vehicle.	39 0 0	31 Dec., 1890.
170	Cobb & Co.....	Bathurst .....	Nyngan, Wicklow, and Nymagee, by surveyed road.	Three.....	Coach, 2 or more horses.	365 0 0	31 Dec., 1888.
171	Richard J. Oldfield	Bathurst .....	Nyngan, Hermitage Plains, and Cobar.	Three.....	Coach, 1, 2, 3, or more horses as required.	460 0 0	31 Dec., 1889.
172	John Catrina .....	Gongolgon .....	Nyngan, Monkey, and Gongolgon .....	One .....	Vehicle, 2 horses.	280 0 0	31 Dec., 1889.
173	Cobb & Co.....	Bathurst .....	Cobar and Louth .....	One .....	2 or 4 horse coach.	297 0 0	31 Dec., 1888.
174	A. Francisco .....	Cobar.....	Cobar and Necarbo .....	One .....	.....	100 0 0	Contract to terminate at three months' notice on either side.
175	E. F. Rielly .....	Brewarrina .....	Monkey and Brewarrina, along the left bank of the Marra Creek.	One .....	Horseback	150 0 0	31 Dec., 1888.
176	Cobb & Co.....	Bathurst .....	Railway Station and Post Office, Byrock.	Twice or oftener daily.	2 or 4 horse coach.	57 10 0	31 Dec., 1889.
177	Cobb & Co.....	Bathurst .....	Byrock, Tarcoon, and Brewarrina.....	Three.....	2 or 4 horse coach.	224 10 0	31 Dec., 1889.
178	Robert Clements ..	Brewarrina .....	Brewarrina, Willawillingbah, and Goodooga, via Moorabilla, Bundabulla, Willah, Muckerawah, Bumble, and Bree Police Station.	One .....	2 or 4 horse coach.	144 0 0	31 Dec., 1888.
179	Walter C. Colless...	Brewarrina .....	Brewarrina, Talawanta, Brenda, and Goodooga, via Bundabulla, Llanboyde, on the Birea, Weilmoringh Station, on the Culgoa, Tatala, Guomery, and the Biree Stations.	One .....	2-horse coach.	138 0 0	31 Dec., 1889.
180	Wm. Toohey, sen.	Bourke .....	Railway Station and Post Office, Bourke.	Once or oftener daily, as required.	Spring-cart and one horse.	80 0 0	31 Dec., 1890.
181	Cobb & Co.....	Bathurst .....	Bourke, North Bourke, Mungunyah, Enngonia, and Barrington, via West Bourke, Gedia Camp Lake, Box-holes, Native Dog Spring, Lila, and Belalie.	Two .....	Coach, 2 or 4 horses.	277 0 0	31 Dec., 1889.
182	John Nowlan.....	Brewarrina .....	Bourke and Enngonia, via Warra-weenah, "Culgoa Hotel", Kimibree, Cocklareena, Corella, Lednapper, and Lissington.	One .....	4-wheeled vehicle.	145 0 0	31 Dec., 1888.
183	Henry Boran.....	Bourke .....	Bourke, Cobar, and the Cornish, Scottish, and Australian Copper Mines.	One .....	Waggonette, 2 or more horses.	257 0 0	31 Dec., 1889.
184	Thos. Doyle .....	Wanaaring .....	Bourke and Wanaaring .....	One .....	4-horse coach.	130 0 0	31 Dec., 1889.
185	Cobb & Co. ....	Bathurst .....	Bourke, North Bourke, and Hungerford, via Ford's Bridge, Yantabullabulla, and Brindingabba.	One .....	Coach .....	365 0 0	31 Dec., 1888.
186	Cobb & Co. ....	Bathurst .....	Bourke, Louth, Tilpa, Tankerooka, and Wilcannia, travelling on either side of the Darling River.	Two .....	2 or 4 horse coach.	1,100 0 0	31 Dec., 1888.
187	Donald Butler .....	Wanaaring .....	Wanaaring Post Office and Berawinia Station, via Urisino, Elsinora, and Thurloo Downs.	One .....	Buggy, 2 horses.	75 0 0	31 Dec., 1890.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
<b>SOUTHERN ROADS.</b>						
			No. of times per week.		£ s. d.	
1 Cobb & Co. ....	Bathurst .....	Gundagai, South Gundagai, and Adelong Crossing-place.	Six .....	2 or 4 horse coaches.	1,275 0 0	31 Dec., 1888.
		Adelong Crossing-place, Hillas Creek, Lower Tarcutta, and Tarcutta.	Three...			
		Tarcutta, Kyamba, Luntsvale, Little Billabong, Garryowen, and German-ton.	Three...			
		Little Billabong, Carabost, Rosewood, and Tumberumba.	Three...			
		Railway Station, Culcairn, and Post Offices, Morven and Germanton. (Contractors to convey mails on either side of the Billabong Creek in times of flood.)	Six .....			
		Germanton, Woomargama, Mullengandra, Bowna, Thurgoona, and Albury.	Six .....			
		Tumberumba, Burns, Tooma, Welaregang Station, Tintaldra (Victoria), Welaregang Station, Ouraie, Jingellic, Marocket, Wagra, Bowna, and Albury, via Camberooona, Dora Dora, Talmalmei, and Ournie Diggings (main road to be travelled between Camberooona and Wagra.)*	Two ...			
		Urana, Jereelderie, Coree, Conargo, and Deniliquin.	Four ...			
		Railway Station and Post Office, Deniliquin.	Twice or oftener daily.			
		Deniliquin, Morago, Moulamein, and Balranald, via Moolpar.	Two ...			
2 A. W. Robertson & John Wagner.†	Hay .....	Hay, Gunbar, and Hillston .....	One ...	4-wheeled American coach.	3,175 0 0	31 Dec., 1888.
		Moama and Perricoota; and Perricoota, Wombota (Edwards'), and Womboo (Rogers').	Six .....			
		With a branch mail to and from a point on the Moama and Perricoota line and Altcar Receiving Office.	Two ...			
		Balranald and Swan Hill, via Poon Boon and Murray Downs.	Four ...			
		Balranald, Hatfield, Clare, and Ivanhoe, via Paika, Darling Block D, Til Til, and Kilfera Station.	Two ...			
		With a branch mail to and from Clare and Manfred.	Two ...			
		Hay, Maude, Oxley, and Balranald, by direct route. (Contractor to travel once a week, when practicable, via Gilam and Nap Nap mail-box, which is on the north side of the river.)	Three ...			
		Wentworth, Pooncarie, Menindie, and Wilcannia.	Two ...			
		Wentworth and Broken Hill, via the Ana-branch and Mr. Cudmore's Popiltah Station.	One ...			
		Mount Gipps and Silvertown .....	One ...			
3 Zachariah and Solomon Burton.‡	Wentworth ...	Railway Station and Post Office, Liverpool.	As often as required.		41 3 4	31 Dec., 1889.
		Liverpool, Denham Court (on return by Kemp's Creek), and Bringelly. Including the clearance of the letter-box at Stanfield's, Cross Roads.	Six .....		98 0 0	31 Dec., 1890.
4 Hugh Murphy .....	Liverpool .....	Liverpool and Bonnyrigg .....	Six .....	Horseback...	30 0 0	31 Dec., 1888.
		Bringelly and Greendale, via Greendale Public School and Greendale House.	Six .....	Horseback...	39 0 0	31 Dec., 1889.
5 William Brown .....	Liverpool .....	Railway Station and Post Office, Campbelltown.	Five times or oftener daily.	Horseback...	50 0 0	31 Dec., 1888.
		From Campbelltown to Appin; and Railway Station, Campbelltown, and Post Offices, Campbelltown, Appin, Bulli Railway Station, Woonona, Fairy Meadow, and Wollongong.	Six .....	4-wheeled coach, 2 or more horses.	500 0 0	30 Sept., 1888. §
6 William Henry Pearce ...	Liverpool .....	Narellan Tramway Platform and Post Office.	Four times or oftener daily.			26 0 0
		7 Thos. Morehead ...	Greendale .....	Narellan and Cobbitty .....	Six .....	Horseback...
8 James Waterworth	Campbelltown ...			Camden and Brownlow Hill .....	Six .....	Horseback...
		9 James Waterworth	Campbelltown	Brownlow Hill and Werombi .....	Three .....	Horseback...
10 James Waterworth	Campbelltown ...					
		11 Thomas Cummings	Cobbitty .....			
12 Jane T. Wasson ...	Brownlow Hill ...					
		13 Mrs. Catherine Cuthel.	Werombi .....			

\* Whenever floods prevent the mails from being conveyed between Welaregang and Tintaldra, Contractors are required to leave the Tintaldra mail at Welaregang Station (Gray's), and proceed on their journey without waiting for the flood to subside, and on their return to Tintaldra, from either Tooma or Bowna, bring the mail on if it has not in the meantime been conveyed to its destination by other means.

† Contractors allowed £30 per annum extra to convey mails once a week extra between Hay and Gunbar, from the 1st March, 1888; also allowed £30 per annum, from the 1st July, 1888, to convey a mail on Sundays from Hillston to Hay.

‡ Mount Gipps and Silvertown portion of contract discontinued, and £44 per annum deducted from subsidy, from 12th March, 1888.

§ Contractor allowed to continue service at same subsidy until the 31st December, 1888.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
14 James Waterworth*	Campbelltown ..	Waterfall, Clifton Post Office, and Clifton Railway Station.	No. of times per week. Twice a day.	4-horse coach.	£ 40 0 0	Contract to terminate on the date of the opening of the Railway between Waterfall and Clifton.
15 Thomas Horan†	Helensburgh.....	Waterfall, Cawley's Creek, and Helensburgh; and Helensburgh and Otford .....	Six .....	Horse-chaise, cart.	80 0 0	31 Dec., 1888.
16 William Raftery‡	Albion Park.....	Wollongong, Fig-tree, Unanderra, Brownsville, Dapto, Albion Park, Shellharbour, and Kiama.	Six .....	Horseback.		
17 Robert Gilmore.....	Wollongong.....	Wollongong and Mount Keira .....	Six .....	1-horse vehicle.	250 0 0	31 Dec., 1888. (Contract to terminate at one month's notice on either side.)
18 Robert James .....	Mount Kembla.....	Wollongong and Mount Keira .....	Six .....	Horseback...	20 0 0	31 Dec., 1890.
19 John Taylor .....	Marshall Mount.....	Fig-tree and Mount Kembla .....	Six .....	Horseback...	26 0 0	31 Dec., 1888.
20 Wm. Pembroke .....	Albion Park.....	Dapto and Marshall Mount.....	Three.....	Horseback...	16 10 0	31 Dec., 1890.
21 Mrs. Sarah Jones..	Wilton .....	Albion Park and Jamberoo, via Croome Public School.	Three.....	Horseback...	33 0 0	31 Dec., 1888.
22 Francis Gray.....	Picton .....	Douglas, Cataract, and Wilton .....	Six .....	Horseback...	60 0 0	31 Dec., 1890.
23 Francis Gray.....	Picton .....	Picton Railway Station and Post Office, Picton.	Two or three times daily.	Horseback...	20 0 0	31 Dec., 1888.
24 Francis Gray.....	Picton .....	Picton and Bargo .....	Two .....	Horseback...	20 0 0	31 Dec., 1888.
25 Mary Guerin .....	Oaks .....	Picton and Oaks.....	Six .....	Horseback...	70 0 0	31 Dec., 1888.
26 Patrick J. O'Reilly.	Cox's River .....	Oaks and Burragorang .....	Three.....	Horseback...	30 0 0	31 Dec., 1890.
27 Chas. Alfred Hill...	Burragorang.....	Burragorang and Cox's River .....	Three.....	Horseback...	52 0 0	31 Dec., 1888.
28 William Brown.....	Robertson.....	Burragorang and Upper Burragorang..	Two .....	Horseback...	20 0 0	31 Dec., 1888.
(Transferred to Thos. Hetherington, from 1st Oct., 1888.)		Bowral, Kangaloon, East Kangaloon, and Robertson.	Six .....	Horseback...	112 0 0	31 Dec., 1889.
29 Maurice Hoare .....	Moss Vale.....	Railway Station and Post Office, Moss Vale;	Twenty-two or more.	{ Horseback, 1-horse buggy or cart. }	57 10 0	31 Dec., 1890.
30 John D. Armfield...	Berrima.....	including the clearance of the Letter Receiver at the Railway Station.	Six .....			
31 Maurice Hoare .....	Moss Vale.....	Post Offices, Moss Vale and Berrima...	Thirteen	1-horse buggy or 2-horse coach.	85 0 0	31 Dec., 1890.
32 Owen Malone .....	Kiama .....	Moss Vale and Sutton Forest; and from Moss Vale to Sutton Forest, on arrival of the morning train from Sydney.	Seven .. } Six .....	1-horse buggy or on horseback.	65 0 0	31 Dec., 1890.
33 Owen Malone .....	Kiama .....	Moss Vale, Burrawang, Robertson, Jamberoo, and Kiama.	Six .....	4-wheeled conveyance, 1 or more horses.	415 0 0	31 Dec., 1890.
34 J. A. McAndrews..	Bendeela .....	Moss Vale, Yurrunga, Barrengarry, Kangaroo Valley, Cambewarra, and Nowra.	Six .....	4-wheeled conveyance, 2 or more horses.	260 0 0	31 Dec., 1890.
35 Owen Malone .....	Kiama .....	Barrengarry and Bendeela .....	Two .....	Horseback...	18 0 0	31 Dec., 1888 (Contract to terminate at three months' notice on either side.)
36 Thos. Hetherington	Broughton's Creek.	Kiama, Gerringong, and Broughton's Creek.	Six .....	4-wheeled vehicle, 1 or more horses.	104 0 0	31 Dec., 1888.
37 George Ulrick .....	Wattamolla .....	Kangaroo Valley and Broughton's Creek	Six .....	.....	99 0 0	31 Dec., 1889.
38 Owen Malone .....	Kiama .....	Kangaroo Valley and Wattamolla.....	Two .....	.....	28 0 0	31 Dec., 1888.
39 Samuel Sproule.....	Broughton's Creek.	Broughton's Creek and Nowra .....	Six .....	Vehicle, 1 or more horses.	52 0 0	31 Dec., 1889.
40 William Walker .....	Woodhill .....	Broughton's Creek and Coolangatta ...	Six .....	Horseback...	45 0 0	31 Dec., 1889.
41 Mrs. Jane Fletcher (Transferred to Mr. P. & Mrs. J. Matson, from 11 Aug. 1888.)	Yalwal .....	Broughton's Creek and Woodhill .....	Three.....	.....	26 0 0	31 Dec., 1888.
42 Thomas Mooney ... (Transferred to Robt. T. Thorburn, from 1 Aug., 1888.)	Nowra .....	Nowra and Burrier .....	Two .....	Horseback...	28 10 0	31 Dec., 1888.
43 Christopher Murray	Numba .....	Nowra, Tomerong, Wandandian, Conjola, Yatteyatah, Milton, and Ulladulla.	Six .....	2 or 4 horse coach.	256 0 0	31 Dec., 1889.
44 George A. Schadel.	Nowra .....	Nowra, Terara, and Numba, via Green Hills; and Numba and Comerong .....	Six .....	Horseback and vehicle when required.	43 0 0	31 Dec., 1890.
45 Chas. M. Bindon ...	Terara .....	Nowra, Berrellan, Pyree, and Greenwell Point.	Three.....	Cart and 1 horse.	79 10 0	31 Dec., 1889.
46 Mrs. Jane Fletcher (Transferred to Mr. P. and Mrs. J. Matson, from the 11th August, 1888.)	Yalwal .....	Nowra and Bolong .....	Six .....	.....	49 0 0	31 Dec., 1888.
47 William Latta .....	Bateman's Bay...	Burrier and Yalwal .....	Two .....	Horseback...	35 0 0	31 Dec., 1890.
48 Edmond Corrigan...	Moruya.....	Milton, Brooman, Nelligen, and Bateman's Bay, via Currawang. (Contractor to convey mails by 1-horse coach, for the sum of £104 per annum, if required by the Postmaster-General.)	One .....	Horseback...	84 0 0	31 Dec., 1889.
		Bateman's Bay, Mogo, Mullenderree, and Moruya. §	Three.....	Coach or horseback.	25 0 0	31 Dec., 1889.

\* Contract terminated, from the 3rd October, 1888, in consequence of opening of Railway between Waterfall and Clifton.

† Contract terminated, from the 13th October, 1888, in consequence of opening of Railway between Waterfall and Clifton.

‡ Contract terminated on 31st December, 1888.

§ It is clearly understood that the mails shall leave Bateman's Bay immediately after the arrival there of the steamer from Sydney, and shall leave Moruya as required to meet the steamer leaving Bateman's Bay for Sydney, the Contractor finding adequate means for both requirements.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
49 Sarah Ann Sibbins...	Tomakin .....	Mogo and Tomakin .....	No. of times per week. One .....	Horseback...	£ s. d. 19 0 0	31 Dec., 1888.
50 James Tickner .....	Bungonia .....	Marulan and Bungonia; and Bungonia and Windellama .....	Six .....	Horseback...	125 0 0	31 Dec., 1888.
51 Charles Jones .....	Marulan .....	Marulan, Long Reach, and Big Hill .....	Two .....			
52 Mrs. Emily M'Mahon.	Long Reach .....	Long Reach and Greenwich Park .....	Three .....	Horseback...	50 0 0	31 Dec., 1890.
53 John Millane, junior	Goulburn .....	Railway Station and Post Office, Goulburn.	Three .....	Horseback...	23 0 0	31 Dec., 1890.
54 A. P. Hall and P. Greelish. (Transferred to A. Nixon and A. P. Hall, from the 1st April, 1888.)	Goulburn .....	Goulburn and Crookwell; and Goulburn, Woodhouselee, Laggan, and Crookwell.	Four times or oftener daily. Three... Three...	Vehicle .....	53 0 0	31 Dec., 1888.
55 Thos. Moran .....	Goulburn .....	Goulburn, Mummell, Woore, Gullen, Grabben Gullen, and Wheeo (including the conveyance of letters, &c., to and from the Wheeo Post Office, Selmes' Receiving Office, and the Wesleyan Chapel at Wheeo). (In times of flood, Contractor to travel direct between Mummell and Gullen, and to convey a branch mail to and from Corbet's, near the new bridge, over the Wollondilly and Woore.)	Three .....	2 or more horse vehicle.	230 0 0	31 Dec., 1889.
56 Alfred Duncan .....	Taralga .....	Goulburn, Tarlo, Chatsbury, Myrtleville, and Taralga.	Three .....	Vehicle, 1 or more horses.	165 0 0	31 Dec., 1890.
57 Charles Cupitt .....	Currawang .....	Goulburn and Currawang .....	Six .....	4-wheeled coach, 2 horses.	195 0 0	31 Dec., 1888.
58 Robt. A. Sykes .....	Currawang .....	Goulburn and Currawang .....	Three .....	51 0 0	31 Dec., 1890.	
59 John R. M'Donald ..	Goulburn .....	Goulburn or Currawang Railway Platform, as required, and Inveralochoy.	Six .....	Horseback, or coach, if required.	100 0 0	31 Dec., 1888.
60 John Hogan * .....	Peelwood .....	Goulburn and Middle Arm .....	Three .....	Horseback...	100 0 0	31 Dec., 1888.
61 Wm. Ritchie, senior	Fullerton .....	Laggan, Peelwood, and Tuena .....	Three .....	Coach, 2 or more horses.	149 0 0	31 Dec., 1888.
62 Samuel Mortimer ..	Pejar .....	Laggan and Fullerton .....	Two .....	Horseback...	50 0 0	31 Dec., 1888.
63 Thos. J. M'Donald	Chatsworth, Binda.	Crookwell and Pejar .....	Two .....	Horseback...	13 15 0	31 Dec., 1889.
64 Edward Picker .....	Bigga .....	Crookwell and Binda; and Binda and Junction Point .....	Three .....	2-horse buggy.	110 0 0	31 Dec., 1889
65 David Drady .....	Greenmantle ..	Bigga and Bigga, via the new Government Road.	Three .....	Horseback ..	100 0 0	31 Dec., 1888.
66 Thos. F. Dwyer .....	Mount M'Donald	Bigga, Greenmantle, and Lyndhurst...	One .....	Horseback...	33 0 0	31 Dec., 1889.
67 John M'Sorley .....	Wheeo .....	Bigga and Mount M'Donald .....	One .....	Horseback...	30 0 0	31 Dec., 1889.
68 Ann Lillis .....	Taralga .....	Wheeo and Narrawa; and Narrawa, Reid's Flat, Graham, Cocomingla, and Cowra, along the south side of the Lachlan River, via Bennett's Springs.	Two ..	Horseback...	122 0 0	31 Dec., 1889.
69 Patrick Kelly .....	Taralga .....	Taralga and Golspie .....	One ..	Horseback...	50 0 0	31 Dec., 1888.
70 Alexander Ross .....	Curraweela ...	Taralga and Bannaby .....	Three ..	Horseback...	36 0 0	31 Dec., 1888.
71 Ann Lillis .....	Taralga .....	Taralga and Curraweela; and Curraweela and Jerrong .....	Two ..	Horseback...	63 0 0	31 Dec., 1890.
72 Arthur R. Pooley ..	Braidwood .....	Taralga, Wowagin, and Laggan .....	One ..	Horseback...	29 0 0	31 Dec., 1889.
73 Arthur R. Pooley ...	Braidwood .....	Railway Station and Post Office, Tarago.	Twice or oftener daily.	4-wheeled coach, 1 or more horses.	75 0 0	31 Dec., 1888.
74 Henry Morris .....	Lake Bathurst...	Tarago, Boro, Manar, Braidwood, Bell's Creek, Araluen, Mulenderree, and Moruya; with a branch mail to and from Braidwood and Reidsdale.	Six .....	4-wheeled coach, 2 or more horses.	525 0 0	31 Dec., 1888.
75 Patk. Griffin .....	Boro .....	Tarago and Lake Bathurst .....	Two ..	Horseback...	30 0 0	31 Dec., 1890.
76 Patk. Griffin .....	Boro .....	Boro and Mulloon .....	Three ..	Horseback...	34 0 0	31 Dec., 1890.
77 James M'Grath .....	Foxlow .....	Boro and Mayfield .....	Two ..	Horseback...	20 0 0	31 Dec., 1890.
78 John L. O'Neill ...	Queanbeyan .....	Bungendore, Cross Roads, Molonglo, Foxlow and Captain's Flat.	Three ..	Horseback...	80 0 0	31 Dec., 1890.
79 Mehl. D. Donoghoe..	Foxlow .....	Railway Station, and Post Office, Queanbeyan.	Twice or oftener daily.	4-wheeled vehicle, 1 or more horses.	16 0 0	31 Dec., 1890.
80 Archibald M'Donald	Queanbeyan .....	Queanbeyan, Molonglo, and Foxlow...	One .....	Horseback or 4-wheeled vehicle.	30 0 0	31 Dec., 1889
81 James O'Neill .....	Queanbeyan .....	Queanbeyan, Bulga Creek, and Uriarra, via Yarralumla, and the surveyed road.	Two .....	Horseback...	59 0 0	31 Dec., 1888.
82 Owen Malone .....	Kiama .....	Queanbeyan, Tuggranong, and Tharwa, via Lanyon.	Three .....	4-wheeled vehicle, 1 or more horses.	52 10 0	31 Dec., 1888.
83 John M'Laughlin ...	Uriarra .....	Railway Station, Michelago, and Post Offices, Michelago, Colinton, Bredbo, and Cooma.	Six .....	4-wheeled vehicle, 1 or more horses.	500 0 0	31 Dec., 1890.
84 Michael Seery .....	Hoskins' Town...	Uriarra and Brindabella .....	One .....	Horseback...	30 0 0	31 Dec., 1888.
		Cross Roads and Hoskins' Town .....	Three .....	Horseback...	30 0 0	31 Dec., 1890.

\* Contractor allowed £25 per annum extra to travel via Cordillera from the 13th April, 1888, to 31st December, 1888, and allowed £6 7s. 6d. per annum extra from 10th September, 1888, for calling at Mount Costigan.



Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
85	Walter Goodwin	Cooma	Cooma, Numeralla, Peakview, Whinstone Valley, Gungahra Station, Ballanfad, Captain's Flat, and Foxlow.	One.....	£ s. d. 115 0 0	31 Dec., 1888.
86	Edwin M. Freebody	Berridale	Cooma, Berridale, and Buckley's Crossing-place, via Woolway.	Three.....	2-horse coach. 175 0 0	31 Dec., 1888.
87	George Peisley	Bombala	Cooma, Rock Flat, Nimitybelle, Holt's Flat, Bibbenluke, and Bombala.	Four.....	2-horse coach. 580 0 0	31 Dec., 1888.
88	John Jones	Myalla, via Cooma.	Cooma, and Bobundarah; and Cooma, Myalla, and Bobundarah.	One..... One.....	Horseback or vehicle. 75 0 0	31 Dec., 1890.
89	O'Brien McMahon	Adaminaby	Cooma, Rocklands, and Adaminaby, along the main or Wambrook Road; and	One.....	2-horse waggonette. 95 0 0	31 Dec., 1888.
90	O'Brien McMahon	Adaminaby	Adaminaby and Kiandra	One.....	2-horse waggonette. 85 0 0	31 Dec., 1888.
91	John Suthern	Berridale	Cooma, Adaminaby, Russell's, and Kiandra, via Middling Bank.	Two.....	Coach. 55 0 0	31 Dec., 1888.
92	John Spencer	Berridale	Berridale and Jindabyne	One.....	30 0 0	31 Dec., 1888.
93	John Crisp	Jimenuan	Berridale and Rocky Plain	One.....	50 0 0	31 Dec., 1888.
94	George Peisley*	Bombala	Buckley's Crossing-place and Jimenuan.	One.....	Horseback... 80 0 0	31 Dec., 1889.
95	Chas. Taylor†	Holt's Flat	Nimitybelle, Lyttleton, Numbugga, and Bega, via Benbooka Station and Glenbog.	One.....	Horseback... 37 0 0	31 Dec., 1888.
96	John O'Neill‡	Bobundarah	Nimitybelle and Cathcart, via Railway Bridge.	One.....	Horseback... 100 0 0	31 Dec., 1888.
97	Mrs. Mary McGrade	Bombala	Bobundarah, Timbery Range, and Bombala, via Gunningrah and Buckalong.	Two.....	4-wheeled coach and 2 horses. 140 0 0	31 Dec., 1888.
98	George Peisley	Bombala	Bombala, Nicholson's, Craigie, and Delegate.	One.....	Horseback... 118 0 0	31 Dec., 1888.
99	William Sharpe	Bombala	Bombala, Nicholson's, and Delegate; and Bombala, Mila, and Craigie, via Maharratta and Mr. George Stevenson's, at The Bog.	One.....	2-horse coach. 95 0 0	31 Dec., 1890.
100	James Doyle	Bombala	Bombala, Cathcart, Rocky Hall, Wyndham, and Pambula.	One.....	Horseback or 2-horse coach. 33 0 0	31 Dec., 1890.
101	Mrs. Hannah Johnson.	Corrowong	Bombala, and Wright's (Tombong), via Bombala Station, Cambalong, and Quidong.	One.....	Horseback... 39 0 0	31 Dec., 1890.
102	George R. Gailey	Glenroy, via Delegate.	Delegate and Corrowong	Three.....	Horseback... 24 19 0	31 Dec., 1890.
103	George R. Gailey	Lyttleton	Candelo, Meringlo, and Lyttleton, via Benbooka Station.	One.....	Horseback & 2-horse coach. 24 19 0	31 Dec., 1890.
104	Geo. R. Gailey	Lyttleton	Candelo, Tantawanglo, Mogilla, and Lyttleton.	One.....	Horseback & 2-horse coach. 19 9 0	31 Dec., 1890.
105	James Robinson	Wynndham	Candelo and Mogilla	One.....	Horseback... 22 0 0	31 Dec., 1888.
106	Alex. A. McKeahnie	Rosedale	Candelo and Wynndham, via Myrtle Creek.	Two.....	35 0 0	31 Dec., 1890.
107	John Holland	Nerriga	Adaminaby and Rosedale	One.....	Horseback... 79 0 0	31 Dec., 1890.
108	Mark M'Grath	Braidwood	Braidwood, Charleyong, Tomboy, Nerriga, Sassafra, and Nowra.	Two.....	24 0 0	31 Dec., 1890.
109	J. A. Sproxton	Nelligen	Braidwood and Monga	Two.....	2-horse coach. 100 0 0	31 Dec., 1888.
110	James Allen	Little Bombay	Braidwood and Nelligen	One.....	Horseback... 11 0 0	31 Dec., 1890.
111	Patrick Stokes	Jembaicumbene	Braidwood and Little Bombay	Three.....	Horseback or buggy as required. 48 10 0	31 Dec., 1888.
112	John Stephen	Larbert	Braidwood, Jembaicumbene, and Major's Creek.	Two.....	18 0 0	31 Dec., 1888.
113	David Stuart (Transferred to Thomas Stuart, from 1 April, 1888.)	Major's Creek	Braidwood and Larbert	Two.....	Horseback... 13 10 0	31 Dec., 1890.
114	Dennis Dempsey	Emu Flat, Braidwood.	Major's Creek and Ballalaba	One.....	Horseback... 24 0 0	31 Dec., 1890.
115	David Stuart (Transferred to James Clark, from 21 February, 1888.)	Major's Creek	Major's Creek and Krawarree	One.....	Horseback... 60 0 0	31 Dec., 1890.
116	Dennis Dempsey	Emu Flat, Braidwood.	Bredbo and Ballalaba, via Wangarah, Little Plain, and Anembo.	One.....	Horseback... 20 0 0	31 Dec., 1890.
117	George Smith	Krawarree	Ballalaba and Krawarree, via Jerrabat Gully.	One.....	Horseback or vehicle. 32 0 0	31 Dec., 1890.
118	Edmond Corrigan	Moruya	From Ballalaba to Braidwood; and from Braidwood to Ballalaba and Krawarree, via Stony Creek.	Two.....	Horseback... 13 0 0	31 Dec., 1890.
119	John and Michael Corrigan.	Moruya	Moruya and Kiora	Six.....	2 or more horse coach. 497 0 0	31 Dec., 1888.

\* Contractor allowed £70 per annum extra to convey mails twice a week, and to perform Lyttleton and Bega portion of service by coach from 1st February, 1888.

† Arrangements made with contractor to substitute for this service a weekly one between Holt's Flat and Cathcart for £35 per annum from 1st February, 1888.

‡ Contractor allowed £25 per annum extra from the 15th September, 1888, to convey a second mail a week to and from Bobundarah and Timbery Range.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.	
Names	Addresses.						
120	John and Michael Corrigan.	Moruya .....	Bodalla and Eurobodalla .....	Seven .....	2 or more horse coach.	£ 75 0 0	31 Dec., 1888.
121	Harry Costin, jun.	Stony Creek, Bodalla.	Bodalla and Wagonga Heads .....	One .....	.....	40 0 0	31 Dec., 1888.
122	Charles Brice .....	Eurobodalla .....	Eurobodalla and Nerrigundah .....	Two .....	Horseback .....	19 10 0	31 Dec., 1890.
123	William Willcocks .....	Corunna .....	Punkalla and Corunna .....	Two .....	.....	21 0 0	31 Dec., 1888.
124	James O'Neil .....	Cobargo .....	Tilba Tilba and Bermagui .....	Two .....	Horseback .....	20 0 0	31 Dec., 1890.
	(Transferred to William H. Corkhill from 20 Aug., 1888.)						
125	James O'Neil .....	Cobargo .....	Cobargo and Bermagui .....	Two .....	Horseback, or 1-horse coach.	20 0 0	31 Dec., 1889.
	(Transferred to David Dunsmore, from 15 Aug., 1888.)						
126	James O'Neil .....	Cobargo .....	Cobargo and Wandella .....	Two .....	Horseback .....	12 0 0	31 Dec., 1890.
	(Transferred to David Dunsmore, from 15 Aug., 1888.)						
127	Thomas Collins* .....	Wolumla .....	Bega, Wolumla, Pambula, and Eden .....	Three .....	Coach, 2 or more horses.	84 0 0	31 Dec., 1889.
128	John and Michael Corrigan.	Bega .....	Bega and Candelo .....	Seven .....	Coach, 2 horses.	79 0 0	31 Dec., 1890.
129	Michael Flood .....	Bega .....	Bega and Tanja .....	Two .....	Horseback .....	40 0 0	31 Dec., 1888.
130	John Woods .....	Merimbula .....	The Rocks landing-place or Merimbula Wharf, as required, and Post Offices, Merimbula and Pambula.	Three .....	Horseback .....	40 0 0	31 Dec., 1888.
131	John and Alexr. M'Phee.	Bega .....	Merimbula, Wolumla, and Bega; or Tathra, Tathra Road, and Bega, on arrival and departure of steamers.	Two .....	4-horse coach.	40 0 0	31 Dec., 1889.
132	Donald Laing .....	Towamba .....	Eden and Towamba .....	Two .....	.....	50 0 0	31 Dec., 1888.
133	John Hopkins .....	Eden .....	Eden and Timbilica .....	One .....	Horseback .....	50 0 0	31 Dec., 1890.
134	Thos. Morton .....	Breadalbane .....	Breadalbane, Parkesbourne, and Merrilla.	Three .....	.....	25 0 0	31 Dec., 1888.
135	Stewart Neale .....	Breadalbane .....	Breadalbane and Collector .....	Six .....	Horseback .....	50 0 0	31 Dec., 1888.
136	Stewart Neale .....	Breadalbane .....	Breadalbane and Gurrundah .....	One .....	Horseback .....	15 0 0	31 Dec., 1888.
137	William Wales .....	Gundaroo .....	Railway Station and Post Office, Gunning.	Once or oftener daily.	Buggy, 1 horse.	21 0 0	31 Dec., 1890.
			Railway Station, Gunning, and Post Offices, Gunning, Lower Gundaroo, Upper Gundaroo, Sutton, and Queanbeyan.	Three .....	4-wheeled vehicle, 1 or more horses.	312 0 0	31 Dec., 1888.
138	James O'Neill .....	Queanbeyan .....	From Railway Station, Gunning, to Post Offices, Gunning, Lower Gundaroo, and Upper Gundaroo; and from Upper Gundaroo to Lower Gundaroo and Gunning.	Three .....			
				Four .....			
139	Henry Douglass .....	Dalton .....	Gunning and Dalton .....	Six .....	Horseback, when required.	45 0 0	31 Dec., 1889.
140	Peter Best .....	Gunning .....	Gunning and Wheeo; and Dalton and Wheeo .....	One .....	Horseback or vehicle, when required.	69 0 0	31 Dec., 1890.
				One .....			
141	Henry Douglass .....	Dalton .....	Dalton and Rye Park .....	One .....	.....	31 0 0	31 Dec., 1888.
142	Henry Douglass .....	Dalton .....	Dalton and Bevendale, via Byrneville .....	One .....	.....	20 0 0	31 Dec., 1888.
143	Joseph J. Coughlan .....	Burrowa .....	Rye Park and Burrowa .....	Two .....	Buggy, 1 horse.	30 0 0	31 Dec., 1888.
144	Benjamin Good .....	Five-mile, Rye Park.	Rye Park and Five-mile Creek, via Frost's Farm and Digger's Flat.	One .....	Horseback .....	20 0 0	31 Dec., 1888.
145	Michael J. Barry .....	Yass .....	Yass Railway Station and Post Office, Yass, including the clearing of the letter-receiver at North Yass.	Seven or more.	2-horse coach.	50 0 0	31 Dec., 1888.
146	John Carey .....	Wee Jasper .....	Yass and Cavan, via "Brassel's Inn," Warro, and the main road, crossing the river at Bloomfield.	One .....	Horseback .....	29 0 0	31 Dec., 1890.
147	Alex. Dyce .....	Lower Gundaroo .....	Yass, Greenfield Farm, and Lower Gundaroo.	Two .....	Horseback .....	72 0 0	31 Dec., 1888.
148	Henry Ordiget .....	Yass .....	Yass, Murrumbateman, Jeir, Ginninderra, Canberra, and Queanbeyan.	Three .....	4-wheeled coach, 2 or more horses.	117 0 0	31 Dec., 1890.
149	Chas. H. Barber .....	Boambola .....	Yass and Boambola .....	One .....	.....	33 0 0	31 Dec., 1888.
150	John Carey .....	Wee Jasper .....	Cavan and Wee Jasper (Police Barracks).	One .....	Horseback .....	23 0 0	31 Dec., 1890.
151	Thomas Larkin .....	Nanama .....	Murrumbateman and Nanama .....	Two .....	.....	20 0 0	31 Dec., 1888.
	(Transferred to Thos. Walker, from 4 February, 1888.)						
152	Wm. Wall .....	Limestone Creek, via Yass.	Bowning and Tangmangaroo .....	Three .....	Horseback .....	39 0 0	31 Dec., 1888.
153	John H. Vieq .....	Bookham .....	Bowning and Bookham. (Contractor to convey mails twice a week on horseback for the sum of £45 per annum, if required by the Postmaster-General.)	Three .....	Waggonette, buggy, or dog-cart, 1 or 2 horses, as required.	58 0 0	31 Dec., 1889.
	(Transferred to Wm. H. Vieq, from 1 August, 1888.)						
154	Maurice Kiley .....	Tamut .....	Bookham, Chidowla, Bongongo, and Tamut, via Smith's, Kiley's, Red Hill, and Geary's, Wyangle.	One .....	.....	79 10 0	31 Dec., 1888.

\* Chas. Peisley paid for performance of service from 1st July, 1888.

† Contractor allowed to relinquish contract from 31st December, 1888, on payment of £12.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
155 John Carter .....	Binalong .....	Railway Station, Binalong, and Post Offices, Binalong and Burrowa; and Burrowa, Marengo, and Young .....	Six .....	4-wheeled coach, 1, 2, or 3 horses, as required. Buggy, 1 or 2 horses. Vehicle .....	£ s. d. 95 0 0	31 Dec., 1889.
156 John Wright .....	Red Hill, Burrowa.		Two .....			
157 Wm. H. O'Hara .....	Burrowa .....	Burrowa, Morongia Creek, and Cowra, via Narellan and Breakfast Creeks. (Contractor to convey the mails once a week for the sum of £68 per annum, if required by the Postmaster-General.)	Two .....	4-wheeled vehicle, 2 horses.	84 0 0	31 Dec., 1889.
158 William J. Roberts	Murrumburrah...	Railway Station and Post Office, Murrumburrah, including the clearance of the Letter-box at the Murrumburrah Station, when required.	Twice or oftener daily.	Spring cart, 1 horse.	52 0 0	31 Dec., 1889.
159 William J. Roberts	Murrumburrah ..	Murrumburrah, Demondrille, Wombat, and Young.	Six .....	2-wheeled vehicle, 1 or more horses.	170 0 0	31 Dec., 1890.
160 William Metcalf ..	Harden .....	Murrumburrah and Marshal M'Mahon Reef.	One .....	2-wheeled vehicle, 1 horse.	30 0 0	31 Dec., 1888.
161 William Baldwin ..	Barwang .....	Murrumburrah and Barwang. (Contractor to convey mails three times a week for a sum at the rate of £49 per annum, if required by the Postmaster-General to do so.)	Two .....	.....	35 0 0	31 Dec., 1888.
162 Jas. W. Slatyer ..	Young .....	Railway Station and Post Office, Young.	Once or oftener daily.	1-horse van..	30 0 0	31 Dec., 1890.
163 Cobb & Co. ....	Bathurst .....	Young, Weddin, and Grenfell .....	Seven .....	4-wheeled coach.	149 0 0	31 Dec., 1890.
164 Thos. Hancock .....	Young .....	Young, Thuddungra, Morangarell, Williams' Crossing, and Marsden's, via Balabala.	Two .....	2 or 4 wheeled vehicle, 1 or more horses.	274 0 0	31 Dec., 1890.
165 Thos. Quinn .....	M'Henry's Creek, Young.	Young, Tubbul, and Morangarell, via Memagong, Wedallion, and Moonbucca.	One .....	Vehicle, 1 horse.	65 0 0	31 Dec., 1890.
166 John J. Barry .....	Young .....	Young, Grogan, West Temora (The Rock), and Temora, via Milong. (Contractor to convey the mails once a week for the sum of £95 per annum, if required by the Postmaster-General.)	Two .....	Vehicle, 1 or 2 horses.	149 0 0	31 Dec., 1888.
167 George James Sutherland.	Monteagle.....	Monteagle and Bendick Murrell .....	Two .....	Horseback..	29 15 0	31 Dec., 1888.
168 Cobb & Co. ....	Bathurst .....	Grenfell and Forbes .....	Six .....	4-wheeled coach.	290 0 0	31 Dec., 1890.
169 Thomas Butler .....	Piney Range.....	Grenfell, Piney Range, Wheogo, and Marsden's.	Two .....	Horseback..	90 0 0	31 Dec., 1888.
170 Thomas Maguire ..	Grenfell .....	Grenfell and Brundah Creek .....	Two .....	Horseback..	24 10 0	31 Dec., 1890.
171 Thomas Maguire* ..	Grenfell .....	Grenfell, Bimbi, Morangarell, and West Temora, via Moonbucca and Narraburra.	One .....	Horseback..	80 0 0	31 Dec., 1888.
172 Thomas Maguire ..	Grenfell.....	Bimbi and Williams' Crossing .....	One .....	Horseback..	34 0 0	31 Dec., 1888.
173 Peter J. M'Alister..	Wagga Wagga...	Marsden's and Wollongough, via Tallabong.	Two .....	Horseback..	115 0 0	31 Dec., 1890.
174 William Regan .....	Morangarell.....	Morangarell and Barmedman, via Tarangalay.	One .....	1-horse buggy.	45 0 0	31 Dec., 1889.
175 Wm. J. Sweeney ..	Cullinga .....	Wallendbeen and Cullinga .....	Three .....	.....	45 0 0	31 Dec., 1888.
176 Mark Solomon .....	Cootamundra ..	Railway Station and Post Office, Cootamundra.	Four times or oftener daily.	Waggonette, 1 horse.	20 0 0	31 Dec., 1890.
177 John Mullancy .....	Kyron, near Cootamundra.	Cootamundra, Kilrush, and Jugiong, via The Grove, Cullinga Creek, Grovesend, Templemore, Cowong, Kyron, Rathden, Jereleamby, and Sandy Creek.	One .....	.....	64 0 0	31 Dec., 1889.
178 Richard Corbett and Archibald Finlay.	Cootamundra ..	Cootamundra, Cowan's, and Temora, via Combaning.	Seven .....	4-wheeled vehicle, 4 horses.	155 0 0	31 Dec., 1890.
179 Patrick Cauty .....	Cootamundra ..	From Cootamundra to Stockinbingal from West Temora, via Dacey's, Geraldra, Grogan, Corumbie, and Narraburra Stations, returning to Cootamundra, via North Gundibindyal, Woodstown, Gundibindyal, and Stockinbingal.	Two .....	.....	148 0 0	31 Dec., 1889.

\* Contractor allowed £32 per annum extra to convey a second mail a week to and from Grenfell and Bimbi, from 1st June, 1883.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
180 Wm. H. Tubman*	Temora .....	Temora and Lower Temora .....	No. of times per week. Seven .....	On foot .....	£ s. d. 28 0 0	31 Dec., 1888.
181 Geo. A. M'Gregor...	Morangarell .....	Temora and Barmedman .....	Three .....	4-wheeled vehicle, 2 horses.	80 0 0	31 Dec., 1889.
182 Wm. H. Tubman ...	Temora .....	Temora and Merool Creek (Harman's). (Contractor to convey the mails by 1 or 2 horse coach, for the sum of £90 per annum, if required by the Postmaster-General.)	Two .....	Horseback ..	75 0 0	31 Dec., 1889.
183 John W. Carberry..	Jugiong .....	Coolac and North Gobarralong .....	Two .....	Horseback ..	50 0 0	31 Dec., 1890.
184 Phillip O'Mara .....	Jugiong .....	Coolac and Jugiong .....	Three .....	Horseback ..	49 0 0	31 Dec., 1889.
185 George Passlow .....	Cooba, Eurongilly.	Gundagai, Nangus, Eurongilly, and Cooba, via Kimo, Tenandra, and Wantabadgery.	Two .....	Horseback ..	150 0 0	31 Dec., 1888.
186 Ewen M'Kinnon ...	Brungle .....	Gundagai, Brungle, and Roscmount (G. Clout's.)	Two .....	.....	55 0 0	31 Dec., 1889.
187 Joseph Spiers .....	Adelong .....	Gundagai, Gocup, and Tumut, via the marked-tree line; and Adelong Crossing-place, Grahamstown, Shepard's Town, Adelong, Gilmore, and Tumut.	Six .....	4-wheeled coach, 3 or more horses.	500 0 0	31 Dec., 1889.
188 John Rowley .....	Tumberumba .....	Adelong, Middle Adelong, Reedy Flat, Laurel Hill, Upper Tumberumba, and Tumberumba, via Hasted's, Parrott Hill, and M'Bowling's, of Upper Tumberumba; and Adelong, Middle Adelong, Reedy Flat, Taradale, Bago Station, and Tumberumba.	One .....			
189 George Shimp .....	Mount Adrah .....	Adelong and Mount Adrah .....	One .....	.....	23 0 0	31 Dec., 1890.
190 Patrick Quilty .....	Gilmore .....	Gilmore, Upper Gilmore, and Reedy Flat, via Windowie Public School, and along the eastern side of Gilmore Creek to Forn Gully Crossing.	Two .....	.....	36 0 0	31 Dec., 1888.
191 John P. Hughes .....	Kiandra .....	Tumut, Blowering, and Kiandra. (Snow-shoes to be used when required.)	One .....	Coach or wagggonette, 2 or more horses, and horseback.	80 0 0	31 Dec., 1890.
192 Thomas Roohan ...	Oberne, Tarcutta	From Tarcutta to Oberne and Molloy's (9 miles above Oberne), returning via Humula, Murraguldrie, and down the Umbango Creek to Tarcutta.	Three .....	Horseback ..	70 0 0	31 Dec., 1889.
193 Edgar Sheather .....	Tooma .....	Tooma and Khanoban, via Opossum Point.	One .....	Horseback ..	40 0 0	31 Dec., 1890.
194 Edward G. Elms .....	Mitta Mitta .....	Bethungra, Mitta Mitta, and Yamma-tree.	Two .....	Horseback ..	60 0 0	31 Dec., 1890.
195 Alfred J. Davis .....	Bethungra .....	Bethungra and Ironbong .....	One .....	.....	20 0 0	31 Dec., 1888.
196 John A. Crowe .....	Eurongilly .....	Illabo Railway Station and Eurongilly.	Two .....	.....	45 0 0	31 Dec., 1890.
197 Peter J. M'Alister .....	Wagga Wagga .....	Eurongilly and Wagga, via Oura and Eunonyhareenyha.	Two .....	Horseback ..	115 0 0	31 Dec., 1890.
198 William M'Crea .....	Yathella .....	Harefield and Yathella .....	Two .....	Horseback ..	20 0 0	31 Dec., 1890.
199 George Dobbins .....	Junee Junction	Junee Junction, The Reefs, Sebastopol, and Temora, via "Cooney's Inn."	One .....	Vehicle .....	74 0 0	31 Dec., 1890.
200 William Burgess ..	Wagga Wagga ..	Railway Station and Post Office, Wagga Wagga.	Four times or oftener daily.	.....	47 0 0	31 Dec., 1889.
201 Michael O'Donnell..	North Wagga Wagga	Wagga Wagga and Bruceedale .....	Two .....	Horseback ..	25 0 0	31 Dec., 1888.
202 Peter J. M'Alister..	Wagga Wagga ..	Wagga Wagga and Tarcutta .....	Three .....	Coach, 2 horses.	199 0 0	31 Dec., 1888.
203 Peter J. M'Alister ..	Wagga Wagga ..	Wagga Wagga and Narrandera .....	Three .....	Coach, 2 or more horses.	249 0 0	31 Dec., 1888.
204 James Heathwood ..	Cootamundra .....	Wagga Wagga, Downside, Merool Creek, and Wollongough, via Marrar, The Rocks, (M'Donald's), Mimosa, Quandary, Broken Dam, Mandamah, and Wallandry.	One .....	Coach, 2 or more horses.	293 0 0	31 Dec., 1890.
205 William Cox .....	Livingstone, Wagga Wagga	Wagga Wagga and Mangopla .....	Three .....	Horseback ..	100 0 0	31 Dec., 1890.
206 Peter J. M'Alister ..	Wagga Wagga ..	Wagga Wagga, Yarragundry, and Collingullie.	Three .....	Horseback ..	74 15 0	31 Dec., 1890.
207 William Cox .....	Livingstone, Wagga Wagga	Wagga Wagga, Pullitop Station, and Upper Pullitop, via Lake Albert, Gregado, Big Springs, and Livingstone.	Three .....	Horseback ..	115 0 0	31 Dec., 1890.
208 Peter J. M'Alister ..	Wagga Wagga ..	Railway Station, The Rock, Receiving Office, Ferrier's and Post Office, Urana, via Broogong.	Four .....	Coach, 2 or more horses.	544 15 0	31 Dec., 1888.
209 Alfred Jenkins† .....	Narrandera .....	The Rock, Jackson's Waterholes, Gillenbah, and Narrandera, via Keria's, T. Phelan, jun's, and Bullenbong.	One .....	Horseback ..	78 10 0	31 Dec., 1889.
210 Crawford & Co. ....	Albury .....	Urana, Overton, Daysdale, Lowesdale, and Corowa.	Two .....	1 or 4 horse coach as required.	146 0 0	31 Dec., 1890.
211 Townsend G. Warren.	Urana .....	Urana and Mr. Guest's selection, 3 miles beyond Boree Creek.	Two .....	Vehicle or horseback as required.	79 0 0	31 Dec., 1890.

\* Contractor allowed £7 to relinquish contract on 30 June, 1888. † Contractor allowed to relinquish The Rock and Bullenbong portion of contract on forfeiting £8 10s. per annum of his subsidy from 1st November, 1888.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.	
Names.	Addresses.						
212	George Bond .....	Jereelderie .....	Railway Station and Post Office, Jereelderie.	Three .....	1-horse buggy	£ s. d. 24 15 0	31 Dec., 1890.
213	C. W. Semlitzky* ..	Hay .....	Jereelderie and Daysdale, via Clear Hills, Narrow Plains, and Momolong.	One .....	1 or more horse vehicle or horseback.	100 0 0	31 Dec., 1890.
214	Thomas Spicer .....	Jereelderie .....	Jereelderie, Wilson, <i>Spring Plain</i> , Argoon, Waddai, and Darlington Point, via Kulki.	Two .....	Buggy, 2 horses.	200 0 0	31 Dec., 1889.
215	Thos. Davidson.....	Jereelderie .....	Jereelderie and <i>Broome</i> .....	Two .....	Horseback or otherwise.	51 0 0	31 Dec., 1888.
216	Joseph Bott .....	Tocumwall .....	Jereelderie and Tocumwall, via Mr. George Jones', Murray Hut.	Two .....	2-horse coach.	130 0 0	31 Dec., 1888.
217	William James King.	Corowa .....	Jereelderie, Berrigan, and Mulwala ..	One .....	2-horse coach or buggy.	50 0 0	31 Dec., 1888.
218	Cornelius Lewis.....	Middledale .....	Lowesdale and Middledale .....	One .....	.....	38 0 0	31 Dec., 1888.
219	Wm. Spears .....	Corowa .....	Corowa, Mulwala, and Tocumwall ..	Three .....	Coach or buggy.	248 0 0	31 Dec., 1888.
			Corowa, Bull Plain, and O'Brien's, Victoria Park, via Redlands School and Sandy Ridges; and	One .....	Horseback or buggy, as required.	135 0 0	31 Dec., 1889.
			Corowa, Bull Plain, Saverlake, Berrigan, and Murray Hut, via Sedgwick's, Spry's, Pine Lodge, North Collendina, Kenneth Murchison's, M'Farlane's, Dicker's, Boxer's, Kilby's, Whiteley's, Wealand's, E. Creed's, W. Creed's, Carpenter's, Shand's, Green Hills, Mitchell's, M'Neill's, Fry's, Austin's, Brown's, M'Lelland's, Cooper's, Garland's, Burns', and Ryan's. (Contractor to convey mails twice a week between Corowa and Murray Hut, if required by the Postmaster-General to do so, for the sum of £235 per annum.)	One .....			
221	John P. Kennedy...	Corowa .....	Corowa, Hopefield, and Carnsdale, via Tyrone School and Oil-tree, or Kentucky Station.	One .....	Horseback ..	40 0 0	31 Dec., 1889.
222	William Thomson ..	Corowa .....	Corowa and Wahgunyah .....	Twelve ..	1-horse cab..	25 0 0	31 Dec., 1888.
			(Contractor to provide proper means for crossing the river Murray when the bridge is flooded.)				
223	John Bott .....	Deniliquin .....	Tocumwall and Deniliquin .....	Two .....	2 or 4 horse covered coach.	170 0 0	31 Dec., 1888.
224	Henry Stafford .....	Yerong Creek ..	Yerong Creek, Mundawaddera, Lalla-rook, and Urangeline, by the Main Road.	Three .....	Buggy, 2 horses.	147 0 0	31 Dec., 1888.
225	C. F. Agst .....	Munyabla.....	Yerong Creek and Munyabla .....	One .....	Gig, 1 horse.	20 0 0	31 Dec., 1890.
226	Patrick O'Brien ...	Cookardina.....	Morven and Cookardina .....	Three .....	Horseback, or 1-horse buggy.	60 0 0	31 Dec., 1888.
227	James Crichton.....	Germanton .....	Germanton and Yarrara .....	Two .....	Horseback ..	60 0 0	31 Dec., 1888.
228	Heinrich Will .....	Gerogery .....	Gerogery, Walla Walla, and Walla Walla Homestead. (Contractor to convey mails to and from Gerogery and Walla Walla, twice a week, for the sum of £45 per annum, if required.)	Two .....	Horseback ..	60 0 0	31 Dec., 1888.
229	Henry Carter.....	Albury .....	Railway Station and Post Office, Albury.	Five times a day.	.....	42 3 9	31 Dec., 1888.
230	Crawford & Co.....	Albury .....	Albury, Jindera, Burrumbuttock, Walbundrie, and Mahonga; and	Three .....	Covered coach, 2 or more horses	159 0 0	31 Dec., 1890.
			Mahonga and Urana .....	One .....	Horseback ..		
231	James Kennedy.....	Corowa .....	Albury, Bungowannah, Howlong, and Corowa.	Two .....	Coach, 4 horses.	115 0 0	31 Dec., 1888.
232	Walter Woltersdorf.†	Jindera .....	Jindera, <i>Ebenezer</i> , and Walla Walla Station.	One .....	Horseback ..	45 0 0	31 Dec., 1888.
233	Stephen Ryan .....	Burrumbuttock..	Mahonga and Urangeline.....	One .....	Horseback ..	45 0 0	31 Dec., 1888.
234	William Smith .....	Howlong .....	Howlong, Moorwatha, and Geombargona, via the "Brocklesby Hotel."	Two .....	Horseback ..	60 0 0	31 Dec., 1890.
235	William Smith .....	Howlong .....	Geombargona and Carnsdale .....	One .....	Horseback ..	27 0 0	31 Dec., 1888.
236	Benjn. Heaslip.....	North Berry Jerry.	Coolaman and North Berry Jerry; and North Berry Jerry, Mimosa East, and Lintott Bros., via Noonan's, Veitch's C.P., Public School, Mimosa West, Wallarooobie, and Yarregarry.	Three... } Two ... }	2-horse } buggy }	170 0 0	31 Dec., 1888.
237	John Barnes .....	Coolaman .....	Coolaman, Uley, and <i>Ariah</i> , via Cowabee, Murril Creek, and Warri.	Two .....	2-horse coach.	178 0 0	31 Dec., 1888.
238	Wm. Macauley.....	Mimosa West, Coolaman.	<i>Ariah</i> and Selmes, via Lintott's, Broken Dam, Merool Creek (Herman's), Mandamah, and Kildary.	One.....	Horseback...	84 15 0	31 Dec., 1889.
239	William J. Nicholls.‡	Murril Creek, Wagga Wagga.	Uley, <i>Warri</i> , <i>Bygoo</i> , <i>Bolera</i> , and <i>Yalgogrin</i> .	One .....	Horseback...	60 0 0	31 Dec., 1888.

\* Transferred to Maurice Bush, of Daysdale, from 25th January, 1888.

† Contract performed by sureties (Messrs. P. C. Wagner and J. Yates), from 14 October, 1888.

‡ Contractor allowed £25 and subsidy for month of January, to terminate contract on 31 January, 1888.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.	
Names.	Addresses.						
240	John Fleming	Narrandera	Railway Station and Post Office, Narrandera.	No. of times per week. Twice or oftener daily.	Vehicle ...	£ s. d. 73 0 0	31 Dec., 1888.
241	Marcus H. Jenkins	Narrandera	Narrandera and Colombo Creek, via Gillenbah, Cuddell Township, and Yarrabee.	Two	Horseback...	59 0 0	31 Dec., 1890.
242	Michael H. Enright.*	Narrandera	Narrandera and Mount Elliott	Two	1 or more horse buggy	225 0 0	31 Dec., 1888.
243	Marcus H. Jenkins	Narrandera	Narrandera and Darlington Point, via Gillenbah, Billenbah, Benandra, and Tubbo, on the south side of the river.	Three	Horseback ..	145 0 0	31 Dec., 1888.
244	George Bond	Jereelderie	Colombo Creek, Old Goree, and Jereelderie, via Bundure Head Station, and Yanko Station.	Two	2-horse buggy.	124 15 0	31 Dec., 1890.
245	Crawford & Co.	Albury	Mount Elliott, Rankin's Springs, and Lake Cudgellico.	Two	Coach, 2 or more horses.	194 15 0	31 Dec., 1888.
246	Crawford & Co.	Albury	Coonong Railway Station and Urana..	Three	1 or 2 horse buggy or 2-horse coach.	100 0 0	31 Dec., 1888.
247	John I. Malcolm	Eurathra, via Rankin's Springs.	Rankin's Springs and Wallandry, via Eurathra, Malonga, and Nariahi.	Two	Horseback ..	130 0 0	31 Dec., 1889.
248	David Paton†	Wollongough	Wollongough and Lake Cudgellico, via Wollongough Station, Youngara, Monument Flats, Bygolorie, Gorman's Hill West, Dundoo Hills South, Boorobil and Gainbill Stations.	One	2 or more horse coach.	100 0 0	31 Dec., 1888.
249	David H. Tasker	Condobolin	Wollongough and Condoblin	One	Horseback ..	59 16 0	31 Dec., 1890.
250	Crawford & Co.	Albury	Whitton and Mount Elliott	Two	2 or more horse coach.	84 15 0	31 Dec., 1888.
251	William J. Cummings.	Wynangan, via Whitton.	Merool Creek, on the road between Whitton and Mount Elliott, and Mount Ida, near the north boundary of Benereambah Run, via Bloomfield, Lanaghan's, Wilgah Plains, John-darron, Wynangan, The Cliffs Homestead, Wendourie, Lake View, Verandah Rock, and Sherwood.	One	.....	58 0 0	31 Dec., 1888.
252	Hugh J. M'Alister (Transferred to Alfred H. Clifton, from 1st July, 1888.)	Junee Junction..	Darlington Railway Station and Darlington Point Post Office, near the river.	Seven	4-wheeled coach, 2 horses.	48 0 0	31 Dec., 1890.
			Darlington Point and Hay, travelling on the south side of the river; Railway Station and Post Office, Hay;	Three... Once or oftener daily.			
253	A. W. Robertson & J. Wagner.	Hay	Hay and Booligal	Three... Six	4-wheeled American coach.	4,640 0 0	31 Dec., 1889.
			Hay, Booroorban, Wanganella, and Deniliquin; and Booligal, Mossgiel, Ivanhoe, and Wilcannia.	Three...			
254	William Pollard‡	Tarwong, via Hay.	Hay and Mr. Alfred Chant's, on the Culparlin Run. (Contractor to cross the Lachlan River at any place except at Oxley.)	One	Horseback, or by wheeled conveyance, when practicable.	100 0 0	31 Mar., 1888.
255	A. W. Robertson and J. Wagner.	Hay	Carrathool, Dry Lake, Gunbar, and Hillston.	One	1 or 4 horse coach.	138 10 0	31 Dec., 1890.
256	Robert Miller and John T. Miller.	Mossgiel	Mossgiel and Paddington	One	.....	150 0 0	31 Jan., 1888.
257	Deniliquin and Moama Railway Company.	Deniliquin	Deniliquin, Mathoura, Moira, Moama, and Echuca.	Six or more	Railway ...	900 0 0	Contract to terminate at three months' notice on either side.
258	Andw. B. Mathewson.	Deniliquin	Deniliquin, Cochran Creek, and Noorong, via Cobran and North Wakool.	One	Coach.....	110 0 0	31 Dec., 1888.
259	Z. & S. Barton	Wentworth	Balranald, Euston, Gol Gol, and Wentworth.	Three	4-horse coach.	695 0 0	31 Dec., 1889.
260	Wm. H. Morrison	Wilcannia	Menindie and Mount Gipps	One	Coach, 2 or more horses.	114 0 0	31 Dec., 1888.
261	Wm. H. Morrison	Wilcannia	Wilcannia, Wanaaring, and Hungerford.	One	4-horse coach.	1,050 0 0	31 Dec., 1888
262	Cobb & Co.	Bathurst	Wilcannia, "Victoria Hotel," Tarella, Yandarlo, Cobham, Milperinka, The Albert, and Tibooburra, via Mena Murtie, Kayrunnera, Morden, and Yanderberry.	Two	2 or 4 horse coach.	1,100 0 0	31 Dec., 1888.
263	Michael Charters§.	Narrabri	Wilcannia, Mount Gipps, Round Hill, Broken Hill, and Silverton. (Contractor to convey mails once a week, for a sum at the rate of £350 per annum, if required by the Postmaster-General to do so.)	Two	2-horse coach.	500 0 0	31 Dec., 1888

\* Arrangements made with Contractor to travel via Colimroobie and Barellan from 1st February, 1888.

† Contractor allowed £30 to convey a second mail a week to and from Wollongough and Boorobil, via Wollongough Station, Youngara, Monument Flats, Bygolorie Gorman's Hill West, and Dundoo Hills South, from the 7th April, 1888.

‡ Contract extended to 17th May, 1888.

§ Broken Hill and Silverton portion of contract cancelled (in consequence of the opening of the tramway between those places), and a sum at the rate of £65 7s. 8d. per annum deducted from subsidy from 16 January, 1888.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.	
Names.	Addresses.						
264	Michael Charters ...	Narrabri .....	"Victoria Hotel," Euriowie, Lady Don, Purnamoota, and Silverton, via Gnalta and Poolamacca. (Contractor to convey mails twice a week for the sum of £485 per annum, if required by the Postmaster-General to do so.)	One .....	.....	£ s. d. 260 0 0	31 Dec., 1888.
265	Cobb & Co.....	Bathurst .....	Euriowie and Cobham Lake, via Fowler's Gap, Bancannia Lake, and Packsaddle.	One .....	2 or more horse coach.	100 0 0	31 Dec., 1888.
266	John Bergmier .....	Thargomindah, Queensland.	Tibooburra and Whompah .....	Once a fortnight.	4-wheeled buggy, 2 horses.	60 0 0	31 Dec., 1888.
267	Richard Eastwood..	Yalpunga, via Tibooburra.	Tibooburra and Yalpunga .....	Once a fortnight.	.....	50 0 0	31 Dec., 1888.
268	David Don Troup*..	Taltingan, Round Hill.	Broken Hill and Round Hill .....	Four .....	2-horse carriage.	23 0 0	Contract to terminate at three months' notice on either side.
269	James Nicholas† ..	Broken Hill .....	Broken Hill and the Pinnacles .....	Three .....	2-horse coach.	96 0 0	Contract to terminate at three months' notice on either side.
270	Michael Charters‡..	Narrabri .....	Silverton, Day Dream, Purnamoota, and Euriowie (Byjerkernoo Tin Mines).	One .....	4-wheeled vehicle, 2 or more horses.	115 0 0	Contract to terminate at three months' notice on either side.
271	Michael Charters§..	Narrabri .....	Silverton and Broken Hill .....	Four .....	2-horse coach.	120 0 0	Contract to terminate on date of opening of tramway between Cockburn and Broken Hill.
272	Charles Kidman  ..	Silverton .....	Silverton, Thackaringa Mines, and Cockburn.	Six .....	4-horse coach.	115 0 0	Contract to terminate at one month's notice on either side.
NORTHERN ROADS.							
1	Edward Potter .....	St. Leonards .....	St. Leonards, Gore Hill, Chatswood, Gordon, and Hornsby.	Six .....	1, 2, or 3 horse buggy or coach.	156 0 0	31 Dec., 1890.
2	Thos. Frost .....	Manly .....	Manly, Newport, and Bayview; and Newport and Barranjoey.	Six .....	Coach, 2 or 4-horses.	150 0 0	31 Dec., 1888.
				Two .....			
3	Mrs. Caroline Webster.	Gosford .....	Gosford, Erina, and Wamberal .....	Two .....	.....	20 0 0	31 Dec., 1889.
4	Michael Tobin .....	Cooranbong .....	Railway Station, Morisset, and Post Office, Cooranbong. (Contractor to convey mails by vehicle for a sum at the rate of £50 per annum, if required by the Postmaster-General to do so.)	Three .....	Horseback...	39 0 0	31 Dec., 1889.
5	Allan Waters, sen.	Yarramalong.....	Wyong Creek Post Office and Yarramalong. (Contractor to perform service once a week by vehicle and twice a week on horseback for the sum of £35 per annum, if so required by the Postmaster-General.)	Three .....	Horseback...	15 0 0	31 Dec., 1888.
6	William Wells .....	Newcastle.....	Newcastle Wharf, Post Office, and Railway Terminus.	Twice or oftener daily.	2-wheeled spring-van, 1 or more horses.	99 0 0	31 Dec., 1888.
7	Wm. H. Rinker .....	Stockton .....	Newcastle and Stockton .....	Twice or oftener daily.	Boat or steamer.	50 0 0	31 Dec., 1888.
8	William Wells..... (Transferred to William H. Wells, jun., from 1 October, 1888.)	Newcastle.....	Newcastle and Onchygamba .....	Six or more.	.....	25 0 0	31 Dec., 1890.
9	James Dorrity.....	Lambton .....	Newcastle, The Junction, Glebeland, and Charlestown.	Six .....	Horseback...	75 0 0	31 Dec., 1890
10	Benj. Thoroughgood	Stockton .....	Stockton and William Town .....	Three.....	Horseback...	55 0 0	31 Dec., 1888
11	Edward Hooley.....	Watt-street, Newcastle.	Charlestown and Belmont .....	Six .....	Coach or horseback.	60 0 0	31 Dec., 1888
12	John A. Williamson	Belmont .....	Belmont and Swansea .....	Three .....	Horseback...	49 8 0	31 Dec., 1888.
13	Charles Broadhead	Lambton.....	Railway Station, Waratah, and Post Office, Waratah; and	Four times or oftener daily.	.....	90 0 0	31 Dec., 1889.
14	David Mitchell.....	Wallsend .....	Waratah, Lambton, and Wallsend	Six .....	Coach, 2 horses.	44 0 0	31 Dec., 1890.
			Wallsend and Minmi .....	Six .....			
15	Chas. McIntyre.....	Raymond Terrace.	Hexham Railway Station and Raymond Terrace; and Raymond Terrace, Limeburners' Creek, Booral, Stroud, Tofegherry, Clareval, Langworthy's, Ward's River, and Gloucester.	Seven... } Six .....	Coach 4 horses.	600 0 0	31 Dec., 1890.

\* Contract terminated on 31st December, 1888.

† Contractor allowed a sum at the rate of £50 per annum extra to convey mails three times a week between Pinnacles and Thackaringa Mines, from 1 May, 1888, in addition to the £50 per annum allowed for the conveyance of mails between Thackaringa Mines and Cockburn. Contract terminated on 31 December, 1888.

‡ Contract terminated on the 31st December, 1888.

§ Contract cancelled 15th January, 1888.

|| Contract cancelled 9th January, 1888.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
16 John T. Barnes .....	Raymond Terrace	Raymond Terrace and Nelson's Plains	Six .....	Horseback...	£ s. d. 28 10 0	31 Dec., 1889.
17 William Lynch.....	Miller's Forest...	Raymond Terrace and Miller's Forest	Six .....	Horseback...	28 0 0	31 Dec., 1888.
18 Wm. Callaghan.....	Booral.....	Limeburners' Creek, Aliceton, Tea Gardens, and Hawke's Nest, via Covey Creek.	Two .....	Horseback...	90 0 0	31 Dec., 1888.
19 John Ridgway .....	Bulahdelah .....	Booral and Bulahdelah.....	Three.....	4-wheeled coach, 2 horses.	108 0 0	31 Dec., 1889.
20 Daniel Dorney .....	Upper Myall .....	Bulahdelah and Upper Myall River ...	Two .....	Horseback...	23 0 0	31 Dec., 1888.
21 Samuel Redman.....	Bulahdelah .....	Bulahdelah, Boolambayte, and Bungwall Flat.	Three.....	Horseback...	83 0 0	31 Dec., 1889.
22 Albert Dee.....	Nerong .....	Bulahdelah, Nerong, Tea Gardens, and Hawke's Nest.	One .....	Horseback...	39 10 0	31 Dec., 1889.
23 John Ridgway .....	Bulahdelah .....	Bulahdelah and Coolooloolook ... (Contractor to convey mails once a week, if required by the Postmaster-General, for the sum of £41 17s. 6d. per annum.)	Two .....	Horseback ..	69 17 6	31 Dec., 1889.
24 Stewart Smith*.....	Hawke's Nest ...	Hawke's Nest and Nelson's Bay.....	Two .....	.....	40 0 0	31 Dec., 1888.
25 George Pritchard ...	Copeland North.	Gloucester, Barrington, and Copeland North.	Six .....	4-wheeled coach, 2 horses.	72 0 0	31 Dec., 1890.
26 Chas. Phillips .....	Gloucester.....	Gloucester, Krambach, Tinonee, and Taree.	Six .....	Coach and 4 horses.	616 0 0	31 Dec., 1890.
(Transferred to Edward J. Whitbread, from 1 July, 1888.)						
27 Thos. Britton.....	Gloucester.....	Gloucester and Nowendoc .....	One .....	Horseback...	68 0 0	31 Dec., 1890.
28 Samuel Brazel .....	St. Leonards, via Walcha.	Nowendoc, Orundumbi, and Walcha..	One .....	Horseback...	51 0 0	31 Dec., 1888.
29 William Gray .....	Barrington River, Barrington.	Barrington and Rawden Vale.....	Two .....	Horseback...	35 0 0	31 Dec., 1888.
30 Campbell Roy .....	Krambach .....	Krambach, Firefly Creek, Clarkson's Crossing, Failford, and Forster. (Contractor to convey the mails twice a week for the sum of £85 per annum, if required by the Postmaster-General to do so.)	Three.....	Horseback...	109 0 0	31 Dec., 1888.
31 James Taylor.....	Burrell Creek, via Kimbriki.	Tinonee and Kimbriki, via Martin's, Latimer's, Monk's, Chapman's, Moore's, Murray's, Weatherley's, Mossman's, and Smith's.	Two .....	.....	30 0 0	31 Dec., 1890.
32 Malcolm M'Kinnon	Wingham .....	Taree and Wingham, via Woolla Woolla.	Six .....	Coach, 2 or more horses.	95 0 0	31 Dec., 1888.
33 Patrick Keough ...	Taree.....	Taree, Cundletown, Ghinni Ghinni, Croki, Coopernook, Holy Flat, Camden Haven Punt, and Port Macquarie.	Six .....	Coach, 4 horses.	450 0 0	31 Dec., 1889.
34 Alex. Murray .....	Redbank .....	Taree, Glenthorne and Redbank .....	Three.....	Horseback...	78 8 0	31 Dec., 1889.
35 Stephen Whitbread	Taree .....	Taree and Forster .....	One .....	Horseback...	40 0 0	31 Dec., 1890.
36 Robert Moore .....	Killawarra .....	Wingham, Killawarra, and Woodside	Three.....	Horseback...	50 0 0	31 Dec., 1890.
37 John Baines .....	Cedar Party Creek	Wingham and Cedar Party Creek .....	Two .....	Horseback...	19 0 0	31 Dec., 1888.
38 Geo. Scrivner .....	Dingo Creek.....	Wingham, Dingo Creek, and Marlee...	Three.....	Horseback...	45 0 0	31 Dec., 1888.
39 Daniel Brislane.....	Nowendoc .....	Woodside, Cooplacurripa, Knorrit Flat, and Nowendoc.	One .....	.....	38 0 0	31 Dec., 1888.
40 Wm. M'Pherson ...	Dingo Creek.....	Dingo Creek and Wherrol Flat. (Contractor to travel via Dingo Creek Bridge in times of flood.)	Two .....	Horseback...	20 0 0	31 Dec., 1889.
41 Abraham Robson ...	Cundletown .....	Cundletown and Landsdown; and Landsdown and Upper Landsdown...	Two .....	Horseback...	38 0 0	31 Dec., 1888.
42 John Robson, sen.	Cundletown .....	Cundletown, Oxley Island, and Mitchell's Island.	One .....	.....	38 0 0	31 Dec., 1889.
43 Michael Williams...	Camden Haven..	Camden Haven Punt, Camden Haven, and Laurieton.	Two .....	1-horse vehicle.	74 0 0	31 Dec., 1888.
44 Edward Morcom ...	Walcha .....	Port Macquarie, Wanchope, Huntingdon, and the junction of the Ellenborough and Hastings Rivers.	Three.....	.....	96 0 0	31 Dec., 1888.
45 Patrick Keough ...	Taree.....	Port Macquarie, Blackman's Point, Telegraph Point, East Kempsey, and Kempsey.	Six .....	Coach, 4 horses.	150 0 0	31 Dec., 1889.
46 John G. Miller .....	Port Macquarie..	Port Macquarie, Blackman's Point, Rawdon Island, Ennis, and Morton's Creek (Beechwood), via G. Harriott's Punt.	Three.....	Horseback ..	182 0 0	31 Dec., 1889.
(Transferred to Patrick Guthrie from the 1st April, 1888, and to James M'Inherny, from the 1st July, 1888.)						
47 Edward Morcom ...	Walcha .....	Ellenborough and Yarras; and Yarras, Yarrovitch, and Walcha, via Lahay, Tia, Tiara, Waterloo, Europambola, and Ohio.	Three... } One ... }	.....	176 0 0	31 Dec., 1888.
48 George H. Rowsell†	Wilson River Telegraph Point	Telegraph Point, Ballengara, and Rolland's Plains; and Rolland's Plains and Upper Rolland's Plains.	Three.. } Two ... }	Horseback or vehicle when required.	70 0 0	31 Dec., 1889.
49 Augustus J. Clarke	Warneton.....	Kempsey, West Kempsey, Greenhill, Warneton, and Sherwood.	Three.....	Horseback...	66 0 0	31 Dec., 1888.

\* Contractor allowed £10 to relinquish contract from 31st January, 1888.

† Allowed 1s. 6d. per week for puntage.

‡ Subsidy reduced by £17 per annum, from the 31st March, 1888, in consequence of termination of Rolland's Plains and Upper Rolland's Plains portion of contract.



Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
			No. of times per week.		£ s. d.	
50 Christopher Felten	Kempsey .....	Kempsey, Frederickton, Smith Town, Gladstone, and Summer Island, via Seven Oaks; with a branch mail to and from Summer Island, Pelican Island and Spencer's Creek (Robinson's Wharf). (Mails to be conveyed between Kempsey, Frederickton, and Gladstone by boat in times of flood.)	Three... Two ...	Horseback...	100 0 0	31 Dec., 1889.
51 John Convery .....	Bellinger River, via Nambucca.	Kempsey, Frederickton, Clybucca, Nambucca, Deep Creek, Fernmount, and Boat Harbour; with a branch mail to and from Nambucca and Nambucca Heads, via Thomas Davis' Saw Mills and the Lower Nambucca.	Three.....	Coach, 4 horses.	310 0 0	31 Dec., 1890.
52 George Robinson ...	Pelican Island...	Kempsey and Spencer's Creek (Robinson's Wharf), including the portorage of mails to and from the Post Office and steamers; and to and from Spencer's Creek and Arakoon.	Three.....	Horseback...		
53 Michael Perry .....	Hickey's Creek...	West Kempsey, Greenhill, Skillion Flat, Hickey's Creek, and Bellbrook.	Four .....	.....	89 16 0	31 Dec., 1888.
54 Bernard M'Nally ...	Rainbow Reach..	Pelican Island and Rainbow Reach ...	Six .....	.....		
55 Edwin A. May .....	Nambucca .....	Nambucca and Bowraville .....	One.....	Horseback...	50 0 0	31 Dec., 1889.
56 Walter Harvie .....	East Raleigh .....	Fernmount and East Raleigh .....	Two .....	Horseback...	18 0 0	31 Dec., 1890.
57 James Watson .....	East Maitland ...	Post Office and Railway Station, East Maitland.	Three .....	Horseback...	45 0 0	31 Dec., 1888.
58 Henry Fry* .....	West Maitland ..	East Maitland, Largs, and Paterson, travelling via Belmore Bridge in times of flood; with a branch mail from and to Largs and Woodville.	Two .....	Horseback...	26 0 0	31 Dec., 1888.
59 Thos. J. Ingram ...	West Maitland...	East Maitland, Buchanan, and Mount Vincent.	Five times or oftener daily.	2-horse coach.	55 0 0	31 Dec., 1888.
60 John J. Hancock ...	Gresford. ....	Paterson, Vacy, Trevallyn, and Gresford.	Seven.....	2 or more horse coach.	115 0 0	31 Dec., 1890.
61 Henry Fry.....	West Maitland..	Paterson, Wallarobba, and Dungog ...	Three.....	Horseback or light spring cart, when required, or buggy.	65 0 0	31 Dec., 1890.
62 Ralph Turner.....	Lostock .....	Gresford and Lostock .....	Six .....	2 or 4 horse coach.	111 0 0	31 Dec., 1890.
63 Richard B. Boydell	Allynbrook ...	Gresford and Allynbrook; .....	Three.....	2 or more horse coach.	188 0 0	31 Dec., 1890.
64 Joseph Stollery....	Morpeth .....	Allynbrook, Halton, and Eccleston ...	Three.....	Horseback ..	34 10 0	31 Dec., 1888.
65 Henry Fry.....	West Maitland	From Morpeth to Hinton; and from Hinton to Morpeth.....	Three.....	Double buggy and 2 horses.	103 0 0	31 Dec., 1890.
66 William Callaghan..	Seaham .....	Hinton, Seaham, Glenoak, and Clarence Town; and	Fourteen..	Horseback ..		
67 John Laurie .....	Glen William ...	Clarence Town, Brookfield, Newpark, and Dungog. (If floods prevent the mails being conveyed between Hinton and Seaham, contractor must travel via West Maitland and the Belmore and Dunmore Bridges.)	Seven.....	1-horse buggy.	52 0 0	31 Dec., 1890.
68 James Levey .....	Bendolba .....	Dungog, Bendolba, and Bandon Grove.	Six .....	Horseback, three times a week; coach three times a week.		
69 John Monaghan ...	Monkerai .....	Monkerai and Langworthy's .....	Three .....	Coach, 2 or more horses.	289 0 0	31 Dec., 1889.
70 Thomas Connolly ...	Bendolba .....	Clarence Town and Glen William ...	Three .....	Horseback ..	20 0 0	31 Dec., 1890.
71 James Levey .....	Bendolba .....	(Contractor to convey the mails six times a week, if required by the Postmaster-General to do so, for the sum of £40 per annum.)	Three .....	Horseback ..	24 0 0	31 Dec., 1888.
72 John Monaghan .....	Monkerai .....	Dungog, Bendolba, and Bandon Grove.	One.....	Horseback ..	33 0 0	31 Dec., 1890.
73 Samuel J. Ingram...	West Maitland...	Dungog and Monkerai .....	Three .....	Horseback ..	16 0 0	31 Dec., 1888.
74 John A. Gouldsbury	Cessnock .....	Bendolba and Underbank .....	Three .....	Horseback ..	26 10 0	31 Dec., 1888.
75 Edward Murphy ...	Rutherford, West Maitland.	Bandon Grove and Wangat (Little River.)	One.....	Horseback ..	24 0 0	Contract to terminate at three months' notice on either side.
76 Henry Brown .....	Laguna .....	Wollombi and Laguna .....	Two .....	Horseback ..	17 0 0	31 Dec., 1888.
77 Henry Crebert .....	Lochinvar .....	Railway Station and Post Office, Lochinvar.	Six or more times a day as required	Horse and van.	69 15 0	31 Dec., 1888.
		West Maitland, Bishop's Bridge, Cessnock, Millfield, and Wollombi; with a branch mail to and from Cessnock and Ellalong.	} Three }	4-horse coach.	135 0 0	31 Dec., 1890.
		West Maitland, Aberglasslyn, Rosebrook, Lamb's Creek, and Elderslie, calling at Hillsborough, Irishtown, and Stanhope.		Two.....		
		Wollombi and Laguna .....	Three .....	Horseback...	26 0 0	31 Dec., 1889.
		Railway Station and Post Office, Lochinvar.	Twice or oftener daily.	Omnibus, 1 or 2 horses.	50 0 0	31 Dec., 1888.

\* Contractor to convey mails to and from East Maitland, Largs, Woodville, [and Paterson direct, from 19th March, 1888—the original route to be resumed in times of flood.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.	
Names.	Addresses.						
78	Wm. E. Hughes	Branxton	Railway Station and Post Office, Branxton.	Twice or oftener daily.	1-horse coach	£ 25 0 0	31 Dec., 1889.
79	Thomas Woodorth.	Branxton	Branxton, Rothbury, and Pokolbin	Three.....	1-horse buggy.	44 10 0	31 Dec., 1888.
80	Thomas Woodorth.	Branxton	Branxton and Elderslie	Two .....	.....	26 0 0	31 Dec., 1888.
81	Thos. Keenahan	Vere	Whittingham, Vere, and Broke.....	Six .....	Horseback and buggy.	64 0 0	31 Dec., 1890.
82	Richard Snelson	Singleton	Railway Station and Post Office, Singleton.	Twice or oftener daily.	Omnibus, 1 or more horses.	30 0 0	31 Dec., 1888.
83	James Cavanaugh.	Jerry's Plains	Singleton, Boggy Flat, Warkworth, and Jerry's Plains, via Thorley's.	Three.....	4-wheeled vehicle, 2 horses.	84 0 0	31 Dec., 1889.
84	John E. Wiseman.	Glendon Brook	Singleton, Scott's Flat, Sedgefield, Westbrook, and Glendon Brook.	Two .....	.....	40 0 0	31 Dec., 1888.
85	George Crittenden.	St. Clair	Singleton, Bridgeman, and St. Clair.	Two .....	.....	50 0 0	31 Dec., 1888.
86	Job Grainger	Rix's Creek	Railway Platform and Post Office, Rix's Creek.	Three.....	.....	15 0 0	31 Dec., 1890.
87	Thos. M'Knight	Warkworth	Warkworth and the Bulga	Three.....	Horseback...	29 18 0	31 Dec., 1889.
88	Wm. M'Taggart	Howe's Valley	The Bulga and Howe's Valley	One .....	Horseback...	32 0 0	31 Dec., 1890.
89	Daniel Barry	Doyle's Creek	Jerry's Plains and Doyle's Creek	One .....	.....	18 0 0	31 Dec., 1888.
90	James Hipwell	Glennie's Creek	Glennie's Creek and Goorangoola, including the clearance of the letter-box at Kermodie's.	Two .....	Horseback...	36 0 0	31 Dec., 1888.
91	Edward Vigers* (Transferred to Arthur Paethorpe, from the 1st April, 1888).	Jerry's Plains	Railway Station and Post Office, Muswellbrook.	Twice or oftener daily.	.....	39 0 0	31 Dec., 1889.
92	John Vigers	Gungal	Muswellbrook, Denman, Giant's Creek, Gungal, and Merriwa.	Six .....	4-wheeled coach, 2 or more horses.	590 0 0	31 Dec., 1889.
93	Wm. Nowland	Wybong	Muswellbrook and Wybong	Two .....	.....	25 0 0	31 Dec., 1890.
94	Edward Casey	Kayuga	Muswellbrook and Kayuga	Three.....	Horseback...	23 0 0	31 Dec., 1888.
95	John W. Attkins	Dunbar's Creek	Muswellbrook and Dunbar's Creek	Two .....	Horseback...	31 10 0	31 Dec., 1888.
96	Alfred Saunders	Denman	Denman, Baerami, and Kerrabee, via Rosemount, Richmond Grove, and Belmont.	Three.....	Horseback...	78 10 0	31 Dec., 1890.
97	John Meaney	Wollar	Kerrabee, Bylong, and Wollar	Two .....	Horseback...	50 0 0	31 Dec., 1888.
98	George Simpson (Transferred to Miss F. H. Harpur, from 1st October, 1888).	Baerami	Kerrabee and Widden	Two .....	Horseback...	33 0 0	31 Dec., 1890.
99	John Vigers (Transferred to Edward Vigers, from the 1st April, 1888).	Gungal	Merriwa, Bow, Willy Wally, Borambil, and Cassilis.	Four .....	4-wheeled coach, 2 or more horses.	245 0 0	31 Dec., 1889.
100	John Meaney	Wollar	Merriwa and Wollar, via Kellick	One .....	Horseback...	30 0 0	31 Dec., 1890.
101	Richard Lee	Merriwa	Merriwa and Idaville, via Terragong	One .....	Horseback...	35 0 0	31 Dec., 1890.
102	John Walker	Coolah	Cassilis, Old Turce, Coolah, and Binnaway.	Two .....	Horseback...	134 10 0	31 Dec., 1890.
103	George Piper	Cassilis	Cassilis, Uarbry, and Denison Town, via Lamb's, O'Malley's, and "Piper's Hotel."	Two .....	.....	89 0 0	31 Dec., 1888.
104	John Meaney	Wollar	Cassilis, Munmurra, and Wollar	One .....	Horseback...	36 0 0	31 Dec., 1888.
105	Charles Nott	Bolaro	Denison Town, Bolaro, and Cobbora	Two .....	.....	50 0 0	31 Dec., 1888.
106	Edward Cadman	Aberdeen	Aberdeen, and Rouchell Brook	Two .....	Horseback...	24 0 0	31 Dec., 1888.
107	Thos. C. Moody	Scone	Railway Station and Post Office, Scone, including the clearance of the letter-receiver at the Railway Station.	Twice or oftener daily.	.....	28 0 0	31 Dec., 1890.
108	Henry Harper	Scone	Scone, Gundy, and Moonan Brook	Two .....	Horseback...	98 0 0	31 Dec., 1888.
109	Thomas C. Moody.	Scone	Scone and Bunnan	Two .....	.....	46 10 0	31 Dec., 1890.
110	Thomas C. Moody.	Scone	Scone, Woodlands, and Kar's Springs, via Margin's and Thornthwaite.	Two .....	.....	60 0 0	31 Dec., 1888.
111	William Rose†	Stewart's Brook	Belltrees (on the road between Scone and Moonan Brook) and Stewart's Brook. (Contractor to convey mails twice a week for a sum at the rate of £40 per annum, if required by the Postmaster-General to do so.)	One .....	Horseback...	25 0 0	Contract to terminate at three months' notice on either side.
112	Michael M'Coy, jun.	Nundle	Moonan Brook and Hanging Rock, via Glenmore, Ellerston, Tilse's, Vine's, Corbett's, Simpson's Glen Rock Shed, Glen Rock Station, Barry Station, and Glen Barnett Station.	One .....	.....	87 10 0	31 Dec., 1890.
113	Isaac Edmonds	Timor	Blandford and Timor (Silver Mines)	Two .....	.....	34 0 0	31 Dec., 1890.
114	Fred. A. Young	Murrurundi	Railway Station, Murrurundi, and Post Offices, Haydnton, and Murrurundi.	Twice or oftener daily.	1-horse spring-cart.	28 0 0	31 Dec., 1888.
115	Stephen Tucker	Yarraman	Willow Tree, Glasston, Blackville, Yarraman, Bundella, and Tambar Springs.	Three.....	Horseback...	439 0 0	31 Dec., 1888.
116	Denis Hogan	Wallabadah	Railway Station and Post Office, Quirindi.	Twelve or more.	Horseback...	12 0 0	31 Dec., 1890.

Contractor allowed an extra sum of £20 per annum, from 1st July, 1888, in consideration of increased number of journeys to be performed.

† Bi-weekly service commenced 1st June, 1888.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
117 Denis Hogan .....	Wallabadah ...	Quirindi, Castle Mountain, and Wallabadah, via Quirindi Station and Main Road; and Wallabadah and Fairview.....	No. of times per week. Six .....	Horseback...	£ s. d. 60 0 0	31 Dec., 1890.
118 George Grace, jun.	Blackville.....		Two .....			
119 Edward Toohey.....	Quirindi.....	Quirindi, Spring Ridge, and Goran Lake, via Abbotsley.	Two .....	Horseback...	90 0 0	31 Dec., 1889.
120 George Grace, jun.	Blackville .....	Colly Blue and Yarraman .....	Two .....	Horseback...	29 0 0	16 Jan., 1888.
121 John W. Doolan ...	Quipolly Creek...	Railway Station and Post Office, Quipolly.	Two .....	.....	18 0 0	31 Dec., 1888.
122 Daniel Leary.....	Gunnedah .....	Railway Station and Post Office, Gunnedah.	Twice or oftener daily.	Buggy or 2-horse coach.	22 0 0	31 Dec., 1888.
123 Robert Sydney M'Michael.	Gunnedah .....	Gunnedah and Elsiey's, via Black Jack School and Digby. (Contractor to convey mails twice a week for a sum at the rate of £38 5s. per annum, if required by the Postmaster-General to do so.)	One.....	Horseback...	29 10 0	31 Dec., 1888.
124 James Doyle .....	Coonabarabran...	Gunnedah, Mullaley, Rocky Glen, and Coonabarabran, via the New Government Road.	Three.....	2 or 4 horse coach.	280 0 0	31 Dec., 1890.
(Transferred to John Barry from 1 October, 1888.)						
125 Moses James .....	Baradine .....	Coonabarabran, Baradine, and Pilliga, via Yarragan, Gorah, Kianbri, Merriwee, Erinbri, Merebene, Wangan, and Etoo.	One.....	Coach, 2 horses.	110 0 0	31 Dec., 1890.
126 John Montgomery..	Coonabarabran...	Coonabarabran and Tambar Springs, via Bradley's, at Baby Creek, Clay Holes, and Saltwater Creek.	One.....	Horseback...	49 0 0	31 Dec., 1890.
127 John Humphries ...	Boggabri .....	Railway Station and Post Office, Boggabri.	Twelve or more.	1-horse buggy.	25 10 0	31 Dec., 1888.
128 John Walker* .....	Coolah .....	Boggabri and Mullaley, via Wightman's, Nixon's, Jackson's, Clemesha's, Goolhi, Wilmott's, and Cunningham's.	Two .....	Horseback...	97 10 0	31 Dec., 1889.
129 Thomas O'Brian ..	Boggabri .....	Boggabri and Lindsay Station, via Guest's, Chamberland's, Wolfe's, Clifford's, Carter's, Douso's, Harvey's, Eather's, Billyena, Cox's Station, Fitzgerald's, Leard's, Goldman's, and Birreny.	Two .....	Horseback...	115 0 0	31 Dec., 1888.
130 Thomas O'Brian ...	Boggabri .....	Boggabri and Narrabri, by the old mail line.	One.....	Horseback...	57 10 0	31 Dec., 1888.
131 Thomas O'Brian† ...	Boggabri .....	Boggabri and Manilla, via Iron Bridge, M'Gregor's, Guest's, Grover's, Dederer's, Stewart's Sawmill, Eather's, Provisional School, Dunstan's, Shearer's, Howard's, Burton's, Dubois', and Barney Springs.	One.....	Horseback...	65 0 0	31 Dec., 1888.
132 Robert H. Hill.....	Rocky Glen .....	Boggabri and Rocky Glen, via Ramsay's, Gullendaddy, Donaldson's, M'Lean's, Lower Arrowrairie, Pebble's, and Boro.	One .....	Horseback...	76 0 0	31 Dec., 1890.
133 Robert H. & Thos. A. Hill.	Rocky Glen .....	Rocky Glen and Baradine, via Yamambah, Redbank, Sandy Holes, Dandy North, and Whittenbrie.	One.....	Horseback, and 2-horse 4-wheeled covered conveyance as required.	69 0 0	31 Dec., 1889.
134 John Walker.....	Coolah .....	Mullaley, Tambar Springs, and Coolah, via Bando.	Two .....	4-wheeled conveyance, 2 horses.	200 0 0	31 Dec., 1888.
135 Thos. Smith .....	Narrabri .....	Railway Station, and Post Office, Narrabri.	Once or oftener daily.	Van and 1 horse.	80 0 0	31 Dec., 1889.
136 Michael Charters ...	Narrabri .....	Narrabri, Wee Waa, Pilliga, and Walgett.	Three.....	4-horse coach	1,200 0 0	31 Dec., 1888.
137 Michael Charters ...	Narrabri .....	Narrabri, Millie, Bumble, and Moree	Six .....	2 or 4 horse coach.	760 0 0	31 Dec., 1890.
138 John M'Lernon ...	Narrabri .....	From Narrabri to Schutz's, Blaney's, Templeton's, Brake's, Whalan's, Gregory, jun.'s, Elstob's, Gregory, sen.'s, Gregory's, Billingsley's, Davis' Cox's, Tarrent's, Orman's, Standford's, Boyle's, Stork's, Simmon's, Thirkettle's, Miller's, S. Ward's, and Dunmore's, returning via Renard's, Grant's, Hines', Schutz's, Young's, Russell's, Hammon's, Robinson's, Taylor's, Billingley's, Gregory's, Gregory, sen.'s, Gregory, jun.'s, Whalan's, Brake's, Templeton's, Blaney's, and Schutz's, to Narrabri.	One.....	Horseback...	52 0 0	31 Dec., 1889.

\* Contractor allowed £30 per annum extra to convey mails twice a week from 1st March, 1888, as follows:—Gunnedah and Mullaley, via Stevens', Morris', Little's, M'Kenzie's, Case's, Ingran's, Baker's, Belington's, Clonan's, Westeweller's, Wightman's, Nixon's, Jackson's, Clemesha's, Goolhi, Willmot's, and Cunningham's.

† Contractor allowed an additional sum of £82 per annum from the 1st June, 1888, to convey an extra mail a week to and from Boggabri and Mr. B. Shaw's, Wean.

Contractors		Postal Lines.	Frequency of communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
139 Walter Wyatt .....	Gundemaine, near Narrabri.	Narrabri and Cyran, via Clay's, Gundemaine, Lehane's, Cobcroft's, Barker's, Hardy's, Holland's, Wrightman's, Shanahan Walls, Shanahan Halls, Power's, Wyatt, Bacon, Mitchell, Pallett, Tooladunnah, Boolcarroll, J. Clarke's, Belson's, the Woodland's, Belarbo, Nowley, Moore's, Burren, Old Burren, Galara, and Gorian (Cape's).	Two .....	Vehicle .....	£ s. d. 190 0 0	31 Dec., 1888.
140 Hubert M'Govern...	Ulumbarella, via Eulourie.	Narrabri, Eulourie, and Bingera, via Killarney, Edgeroi, Single's, Berrigal (Terri-hi-hi Out Station), Rocky Creek, Pallal, and Derra Derra.	One .....	Horseback...	100 0 0	31 Dec., 1889.
141 John M. Facer .....	Wee Waa .....	Wee Waa and Baradine, via Cuttabri, Cubble, Yuligle, Cumble, Upper Cumble, and Gibbean.	One .....	Horseback...	118 0 0	31 Dec., 1888.
142 Walter Wyatt* .....	Gundemaine, near Narrabri.	Shanahan's (on the Narrabri and Cryan mail line), Bugilbone and Pilliga, via Nowland's, Holcombe's, Thompson's, Boo Boo, Pine Grove, Knight's, Russell's, Bennett's, Powell's, Dempsey's, Murphy's, Capp's, Millie, and Bucklebone.	Two .....	Horseback...	150 0 0	31 Dec., 1888.
143 William Dodd, junior. (Transferred to John Dodd, from 1st April, 1888.)	Walgett .....	Walgett, Brewarrina, and Bourke, via Gingi, Ulah, Milrea, and Boorooma, calling at Yowendah and Brewan. (Contractor to perform the service by coach, if required by the Postmaster-General to do so, for a sum at the rate of £465 per annum.)	Two .....	Horseback..	415 0 0	31 Dec., 1888.
144 William C. Henry..	Walgett .....	Walgett, Collarenebri, and Mogil Mogil, via Eurie Eurie, Manilla (Mercadool Homestead), Broomfield's, Bundabaruna, and Brasen's.	Two .....	2-horse vehicle.	234 0 0	31 Dec., 1888.
145 Edward J. Nowland and Daniel Leary. (Transferred to E. P. Nowland, from 1st July, 1888.)	Gunnedah .....	Walgett, Angledool, Currawillinghi, Goodooga, and Brenda (Tate's Station, Culgoa River), via "Gideon's Inn," Forrester's, on the Barwon and Narran Rivers, and Thorold's, on Bokhara River. (Contractor to travel between Currawillinghi and Goodooga, on south side of the Bokira and Biree Rivers, via the "Finger Post Inn," and Doyle's Station.)	One .....	2 or more horse coach to Goodooga, horseback from Goodooga to Brenda.	496 0 0	31 Dec., 1888.
146 Michael Charters ...	Narrabri .....	Walgett and Goodooga .....	One .....	Coach, 2 horses.	190 0 0	31 Dec., 1890.
147 Daniel Leary .....	Gunnedah .....	Walgett and Goodooga, via Springs, Grawin, Wilby Wilby, and Muckera. (Contractor to convey the mails by coach, for the sum of £115 per annum, if required by the Postmaster-General.)	One .....	Packhorse.	98 10 0	31 Dec., 1889.
148 John A. M'Namara	Walgett .....	Walgett and Carinda, via Kidgear, Poily Brewan, Bogewong, and Warren Downs.	One .....	2 or more horse coach or horseback.	104 0 0	31 Dec., 1889.
149 Walter Hynes .....	Collarenebri .....	Collarenebri and Angledool, via Gamblealley, Moongulla, Doyle's, Dumbrol, Moongulla, M'Kellar's, Pinegobla, and Yarrambah.	One .....	Horseback...	195 0 0	31 Dec., 1888.
150 Hugh John M'Pherson,†	Mogil Mogil .....	Mogil Mogil and Mungindi, via Caidmurra and Wirrah.	Two .....	.....	129 0 0	31 Dec., 1888.
151 George V. Merry ...	Angledool .....	Angledool and Bangate .....	Two .....	.....	45 0 0	31 Dec., 1888.
152 Edward J. Nowland, ‡	Gunnedah .....	Millie, Bulyeroi, <i>New Oriel</i> , and Mogil Mogil, via Jew's Lagoon, Tudor's, Murphy's, Mulcahy's, Small's, Watson's, Shearer, sen.'s, Dalton's, Willalee, Munyga, Oriel, Colleytudula, Merriwynebone, Pockataroo, Collymungle, and Werribilli; and Millie, Bulyeroi, <i>New Oriel</i> , Collarenebri, and Mogil Mogil, via Jew's Lagoon, Tudor's, Murphy's, Mulcahy's, Small's, Watson's, Shearer, sen.'s, Dalton's, Willalee, Munyga, Oriel, Colleytudula, Merriwynebone, and Pockataroo.	One .....	Coach, 2 or more horses.	310 0 0	31 Dec., 1889.
153 James Duff .....	Millie .....	Millie, Merce, Currigundi, Harden's, and M'Donald's.	One .....	.....	104 0 0	31 Dec., 1889

\* Arrangements made with contractor for the conveyance of mails between Wee Waa, (instead of Shanahan's), and Pilliga, from the 1st May, 1888.

† Contractor allowed £20 per annum extra to travel once a week via Gundabine and Picton's from 1st February, 1888.

‡ Contract cancelled from the 11th October, 1888, and arrangements made with Mr. W. Hynes to perform service for the sum of £100, from the 16th October to 31st December, 1888.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
154 L. H. Girard .....	Tareelari, Moree	Moree, Pallamallawa, and Warialda, via Boolooroo, and up the north bank of the Big River, past Tareelari, crossing it at Boolooroo.	Two .....	4-horse coach.	£ s. d. 200 0 0	31 Dec., 1888.
155 Edward J. Nowland.*	Gunnedah .....	Moree, Ashley (Bogree), Garah, and Mungindi, via Midkin, Welbon, Cow Vale, Benarba, and Yarrawa.	Two .....	2 or 4 horse coach.	225 0 0	31 Dec., 1888.
156 Wm. Reeves † .....	Moree .....	Moree, Meroe, and Burrendoon, via Combadello.	Two .....	Horseback	110 0 0	31 Dec., 1890.
157 Wm. Delander .....	Milburndale, via Moree.	Moree and Goonal, via Milburndale, Lucksall, Barlow's, Prairie Dale, Keytah, Fishmoye, Boonaldoon, and Frank Wilmott's.	Two .....	.....	74 10 0	31 Dec., 1890.
158 Thos. Daley .....	Moree .....	Moree and Talmoi, via Williams', J. Cross', W. Cross', R. Jurd's, Lomax's, John Jurd's, Walmsley's, and G. James'.	One .....	.....	39 0 0	31 Dec., 1888.
159 Fredk. G. Hunt ... (Transferred to A. A. E. Adams, from 1st July, 1888.)	Moree .....	Welbon, Boggabilla, and Goondiwindi	One .....	.....	100 0 0	31 Dec., 1890.
160 John L. Sternes ... (Transferred to John K. Allison, from the 1st April, 1888.)	Mungindi .....	Garah and Kunopia, via Whalan New Station. (In time of flood Contractor to travel to and from Moree and Kunopia, via Garah and Whalan New Station, if necessary.)	Two .....	.....	100 0 0	31 Dec., 1889.
161 John L. Sternes.....	Mungindi .....	Kunopia and Mungindi, via Graman, Colunah, Champain's, and Myall Plain.	One .....	.....	100 0 0	31 Dec., 1889.
162 John Pooler .....	Boggabilla.....	Kunopia and Goondiwindi .....	One .....	.....	79 0 0	31 Dec., 1889.
163 John Faulkner .....	Long Gully, near GoonooGoonoo.	Railway Platform, Duri, and Goonoo Goonoo.	Six .....	Horseback...	60 0 0	31 Dec., 1888.
164 Andrew P. Lowe† ..	Tamworth.....	Railway Station, West Tamworth, and Post Offices, West Tamworth and Tamworth.	Twice or oftener daily.	Spring cart, 1 horse.	45 0 0	31 Dec., 1888.
165 Alex. Robson.....	Nundle .....	Tamworth, Dungowan, Bowling Alley Point, and Nundle, via Mills', Wooloomon; and Nundle, Mount Pleasant, & Hanging Rock.	Four .....	4-horse coach.	130 0 0	31 Dec., 1890.
			Three.....	Horseback...		
166 Abraham L. Bowden.	Tamworth.....	Tamworth, Somerton, Carroll, and Gunnedah.	Three.....	2 or more horse coach.	235 0 0	31 Dec., 1888.
167 James Mickelburgh.	The Forest, Tamworth.	Tamworth and Moor Creek. ....	Two .....	Horseback...	25 0 0	31 Dec., 1889.
168 S. Veness and G. Wilkinson.	Manilla .....	Tamworth, Attunga, Manilla, Upper Manilla, Barraba, Cobbadah, Bingera, and Warialda, via Barker's, North Bingera. (Contractors to convey the mails three times a week, if required by the Postmaster-General to do so, for the sum of £1,235 per annum.)	Six .....	2 or 4 horse coach.	1,995 0 0	31 Dec., 1888.
169 Matthew Hall .....	Manilla .....	Manilla and Bendemeer, via Old Curindi, Ukolan, Mundoway, Thom's, Cain's, Glen Barra, Watson's Creek Tin Mines, Longford's, Hanning's, and Blair's.	One .....	.....	59 0 0	31 Dec., 1888. (Contract to terminate at three months' notice on either side.)
170 Geo. T. Woolaston	Somerton .....	Somerton and Keepit .....	Two .....	Horseback...	43 0 0	31 Dec., 1890.
171 Hector H. Halloran	Barraba.....	Barraba, Eulourie, and Moree, via Burindi, Campo Santo, Tareela, Little Creek, Currangandi, Ullembarella, Pallal, Dera, Banghet, Gineroi, Gravesend, Binnigi, and Baldwin's.	One .....	Horseback...	100 0 0	31 Dec., 1889.
172 Walter A. Wood ...	Barraba.....	Cobbadah, Eulourie, and Moree, via Crawley's Station, Currangandi, Ullembarella, Rocky Creek, Terryhi-hi, Bundoowithildi, Thos. Pitman's, John P. Carrigan's, Owen E. Carrigan's, and Edwin Harris'.	One .....	Horseback...	96 0 0	31 Dec., 1888.
173 James Bowman .....	Warialda .....	Bingera, Little Plain, Rob Roy, and Inverell.	Two .....	Coach .....	180 0 0	31 Dec., 1888.
174 William Foster .....	Bundarra .....	Bingera and Bundarra, via Coorangooro, Keira, Beverley, and Long Reach.	One .....	Horseback...	60 0 0	31 Dec., 1889.
175 Patrick Ryan .....	Warialda .....	Warialda and Wallangra, via Gournama, Croppa, and Claremount.	Two .....	.....	105 0 0	31 Dec., 1890.

\* Contract cancelled from 17th October, 1888, and arrangements made with Mr. Arthur Farlow to perform service at £8 per week, from 18th October to 31st December, 1888.

† Arrangements made with contractor to travel via M'Garry's, from 8th July, 1888.

‡ Arrangements made with contractor to convey mails to and from Tamworth Railway Station and Post Office three or four times a day, or oftener if required, from 27th February, 1888.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
176 James Bowman	Warialda	Warialda, Boggabilla, and Goondiwindi, via Oregon, Allison's, Old Gunyerwarildi, New Gunyerwarildi, Yalaroi, Tooloona, Coppermarenbillen, and the several selections on the Whalan water-course, between Coppermarenbillen and Boggabilla. (Contractor to convey the mails once a week, if required by the Postmaster-General to do so, for the sum of £175 per annum.)	No. of times per week. Two	Horseback	£ s. d. 300 0 0	31 Dec., 1888.
177 Joseph Reason Seinor.	Warialda	Warialda and Yagobie, via Highland Plain, East Lynne, Glendon, and Gravesend.	One	Horseback	30 0 0	31 Dec., 1889.
178 Phillip Callacher	Yetman	Wallangra, Yetman, Boggabilla, and Goondiwindi (Queensland).	Two		127 0 0	31 Dec., 1889.
179 Edward Leidreiter. (Transferred to Lloyd Barlow, from 1st April, 1888.)	Bendemeer	Railway Station, Moonbi, and Post Offices, Moonbi and Bendemeer.	Three	Buggy, 2 horses.	55 0 0	31 Dec., 1890.
180 Theodore Smith (Transferred to David T. Pearson, from 24th August, 1888.)	Green Valley	Bendemeer, Green Valley, and Kingstown.	One	Horseback	35 0 0	31 Dec., 1888.
181 G. M. Bowden	Walcha	Walcha Road and Walcha	Twelve		45 10 0	31 Dec., 1890.
182 James Burgess (Transferred to Hugh Donohoe, from 1st October, 1888.)	Walcha Road	Walcha Road and Glen Morrison, via Surveyor's Creek Station, Aberbaldie, and Ingleba.	Two		79 10 0	31 Dec., 1890.
183 Edward Stace	Yarrowich, Walcha.	Walcha and Yarrowitch, via Ohio, Europambola, Waterloo, Tiara, and Tia.	One	Horseback	40 0 0	31 Dec., 1889.
184 Thomas Murray	Uralla	Railway Station and Post Office, Uralla.	Twice or oftener daily.	1 horse and buggy.	14 0 0	31 Dec., 1889
185 Samuel Sullings	Tingha	Uralla, Balala, and Bundarra, via Toryburn, Stony Batter, and King John Swamp.	Three	Coach	625 0 0	31 Dec., 1889.
186 James Green	Salisbury Court, Uralla	Uralla, Salisbury Plains Station, and Salisbury Plains Receiving Office.	Two		20 0 0	31 Dec., 1890.
187 Samuel Watson	Rocky River Uralla.	Uralla and Rocky River	Three		28 0 0	31 Dec., 1890.
188 John Walker	Inverell	Bundarra, Stanborough, Tingha, Gilgai, and Inverell.	Three	2-horse coach	178 0 0	31 Dec., 1890.
189 Prosper J. Fleming	Bundarra	Bundarra, Wood's Reef, and Barraba	One		59 0 0	31 Dec., 1888.
190 Herbert King	Kingstown	Kingstown and Orabah	One	Horseback	23 0 0	31 Dec., 1889.
191 James M'Hugh	Stanborough	Tingha and Stannifer	Three	Horseback	48 0 0	(Contract to terminate at three months' notice on either side.) 31 Dec., 1888.
192 Thos. R. Burnham	Armidale	Railway Station and Post Office, Armidale.	Twice or oftener daily.	Spring vehicle.	63 0 0	31 Dec., 1888.
193 Alex. Symington	Armidale	Armidale, Yarrowyck, and Bundarra, via Invergowrie, Laura Station and Abington.	Two	Horseback	124 0 0	31 Dec., 1889.
194 Robert Johnson *	Armidale	Armidale, Donald, Armidale Gully, and Oban, via Guyrah, Rock Vale, Aberfoil, and Ward's Mistake Head Station; and	One	Horseback	170 0 0	31 Dec., 1889.
		Armidale and Oban, via Guyrah, Green Vale, Coningdale, Kilkooy on the Chandler, Fairview, Camperdown, Lyndhurst, Aberfoil, and Ward's Mistake Head Station.	One			
195 Thos. R. Burnham	Armidale	Armidale, Everleigh, and Booroolong.	Three	Horseback	85 0 0	31 Dec., 1889.
196 John B. Fitzgerald	Armidale	Armidale, Wollemombi, Beltbrook, Hickey's Creek, Skillion Flat, Greenhill, West Kempsey, and Kempsey, via Hillgrove, Giogla, Long Flat, Towel Creek, Peedre Creek, and Toorookoo.	One	Horseback	149 0 0	31 Dec., 1889.
197 John O'Neill	Armidale	Armidale, Hillgrove Station, Wollemombi, South Grafton, and Grafton, via Gara and Major Parke's Stations. (Contractor to travel alternately via Skinner's Creek, Blaxland's Flat, and Deadman's Creek.)	Two	2-horse coach to Wollemombi, horseback from Wollemombi to Grafton.	294 0 0	31 Dec., 1888.
198 Thos. B. Fitzgerald†	Armidale	Armidale and Puddledock (Contractor to travel via J. Ryan's Pinch Flat, if required, for £10 per annum extra.)	One	Horseback	20 0 0	31 Dec., 1888.
199 Andrew Cochrane	Castle Doyle	Armidale and Castle Doyle	One		20 0 0	31 Dec., 1890.
200 Thos. R. Burnham‡	Armidale	Armidale and Guyra (Mother of Ducks), via Old Guyra Station.	One	Horseback	55 0 0	31 Dec., 1889.

\* Contractor allowed £25 per annum extra to call at Carndhu on his way to and from Aberfoil and Ward's Mistake, once a week, subject to revision on month's notice.

† Contractor instructed to travel via J. Ryan's, Pinch Flat, from 1st May, 1888.

‡ Contractor allowed £20 to terminate contract, from 30th April, 1888.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
201 John O'Neill *	Armidale .....	Hillgrove Station and Hillgrove Post Office.	Two .....	2-horse coach	£ s. d. 60 0 0	31 Dec., 1888.
202 John A. Moore and William Mundy.	Guyra .....	Guyra, Wandsworth, Kangaroo Camp, and Tingha, via Ollera.	Three .....	Coach twice a week, horseback once a week	232 0 0	31 Dec., 1890
203 Charlotte Moore	Guyra .....	Guyra and Tingha, via Sandy Creek, Brushy Creek, Tenterden Station, Waverley, Pioneer Sawmills, and New Valley.	One .....	.....	70 0 0	31 Dec., 1888.
204 George Medhurst	Inverell .....	Wandsworth, Elsmore, Brodie's Plains, and Inverell, via Moredon, Paradise Creek, and Newstead.	Three .....	Horseback .....	140 0 0	31 Dec., 1889.
205 Geo. Smith.....	Graham's Valley	Glencoe and Graham's Valley, via Simpson's, Stonhenge.	One .....	Horseback .....	9 10 0	31 Dec., 1890.
206 William Sargeant†	Mount Mitchell	Glencoe and Mount Mitchell .....	One .....	Horseback .....	15 0 0	Contract to terminate at three months' notice on either side.
207 George Judge	Glen Innes .....	Railway Station and Post Office, Glen Innes.	Twice or oftener daily.	2-wheeled van, one horse.	52 0 0	31 Dec., 1888.
208 George Medhurst‡	Inverell.....	Glen Innes, Beaufort, Clarevaux, Wellingrove, Nullamanna, and Inverell, via Wellingrove Station, King's Plains, Yever's Sheep Station, A. M'Leod's, and Brown's; with a branch mail to & from Nullamanna & Pindari.	Two .....	Horseback .....	185 0 0	31 Dec., 1888.
209 Richard Alcock.....	Glen Innes .....	Glen Innes, Matheson, Swan Vale, and Inverell.	Six .....	Coach, 2 horses.	425 0 0	31 Dec., 1889.
210 James Tully	South Grafton .....	Glen Innes, Shannon Vale, Bald Nob, Dalmorton, South Grafton, and Grafton, via Shambigne, Buccarumbi, Broad Meadows, Newton Boyd, and Big Hill.	Two .....	2-horse coach	585 0 0	31 Dec., 1888.
211 George Kempton, sen.	Shannon Vale, Glen Innes.	Glen Innes and Red Range. (Contractor to travel by surveyed road if required.)	Two .....	Horseback .....	45 0 0	31 Dec., 1890.
212 William Tweddell... (Transferred to Geo. Fraser, from 29th February, 1888.)	Glen Innes .....	Railway Station and Post Office, Deepwater; and Deepwater, Tent Hill, and Emmaville.	Twice or oftener daily. Six .....	2-horse coach	160 0 0	31 Dec., 1888.
213 John Souter	Torington .....	Deepwater and Torington, via Nine-mile.	Two .....	.....	52 0 0	31 Dec., 1888.
214 Thos. Herbert	Tenterfield .....	Emmaville and The Gulf, via Webb's Silver-mine and Kangaroo Flat.	One .....	Horseback .....	95 0 0	31 Dec., 1890.
215 John Keats..... (Transferred to John H. Kielme, from 1st April, 1888).	Dundee .....	Railway Station and Post Office, Dundee.	Six .....	Horseback .....	50 0 0	31 Dec., 1888.
216 John Rich	Wellingrove.....	Wellingrove and Emmaville, via Wellingrove Station and Strathbogie.	One .....	Horseback .....	50 0 0	31 Dec., 1889.
217 John T. Carson.....	Inverell.....	Inverell, Reedy Creek, and Warialdia, via Gragin and Myalla.	Two .....	2-horse coach	156 0 0	31 Dec., 1889.
218 John T. Carson.....	Inverell .....	Inverell, Goomoorah, Bukkulla, Ashford, and Bonshaw, via Byron, Arrawatta, Mephan's, Rye Green, Dinton Vale, Edgerton, and Monkstadt, Fraser's Creek.	Two .....	Horseback .....	160 0 0	31 Dec., 1889.
219 John Grimes .....	Newstead, via Inverell.	Inverell, Oakwood, and Wallangra, via Bannockburn, Kulki, and Graman.	Two .....	Horseback .....	120 0 0	31 Dec., 1889.
220 Mrs. Ellen Herbert	Tenterfield .....	Bonshaw, Sunnyside, and Tenterfield, via Clifton Station, Mole Station, and the south side of the Severn River.	Two .....	Horseback .....	120 0 0	31 Dec., 1888.
221 Phillip Callachor,	Yetman .....	Bonshaw, Texas (Queensland), and Yetman, via Hinchenbrook Park and Glen Dod.	One .....	.....	60 0 0	31 Dec., 1890.
222 John Flynn .....	Tenterfield .....	Railway Station and Post Office, Tenterfield.	Twelve or oftener.	Spring-van .....	59 0 0	31 Dec., 1890.
(Transferred to Wm. Frost, sen., from 1st April, 1888, and to John Quigley, from 1st July, 1888.)						
223 Clarence Smith.....	Drake .....	Tenterfield, Steinbrook, Timbarra, Lionsville, Copmanhurst, Whiteman Creek, and Grafton, via Poverty Point, Melara, and Yulgilbar.	Two .....	Horseback .....	260 0 0	31 Dec., 1888.
224 Henry Donnelly	Tenterfield .....	Tenterfield and Bryan's Gap. (Contractor to convey mails once a week for a sum at the rate of £15 per annum, if required by the Postmaster General to do so.)	Two .....	.....	19 10 0	31 Dec., 1888.
225 Pillett & Patterson	Tenterfield .....	Tenterfield, Sandy Hill, Drake, and Tabulam.	Two .....	Coach, 2 or 3 horses, as required.	196 0 0	31 Dec., 1889.
226 Henry F. Lumley...	Tenterfield .....	Tenterfield, Sandy Hill, Drake, Tabulam, and Casino, via Sandiland.	One .....	Coach, 2 or more horses	237 0 0	31 Dec., 1888.

\* Contractor allowed £15 to terminate contract, from 14th July, 1888.

† Contractor allowed £15 per annum extra to extend contract to Lode Hill, 16th August, 1888.

‡ Arrangements made with Contractor to travel between Nullamanna and Pindari, via Nullamanna Head Station, from 1st February, 1888.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
227	David G. Smith* ...	Willson's Downfall.	Two	.....	96 0 0	Contract to terminate at three months' notice on either side.
228	Richard Corcoran†	Tenterfield .....	Six	4-horse coach	200 0 0	
229	George J. Cook.....	Moleville, near Grafton.	Two	Horseback...	20 0 0	31 Dec., 1888.
230	Hugh Urquhart ... (Transferred to Fredk. Clark, from 1st March, 1888.)	Pretty Gully, Drake.	One	.....	39 0 0	31 Dec., 1888.
231	Sydney Cullingworth.‡	Drake .....	One	.....	25 0 0	Contract to terminate at three months' notice on either side.
232	Henrietta Ware ...	Tabulam .....	Two	Horseback...	100 0 0	31 Dec., 1888.
233	Kenneth M'Lean ...	Toooloom .....	Two	Horseback...	172 0 0	31 Dec., 1888.
234	Kenneth M'Lean...	Toooloom .....	One	Horseback...	74 0 0	31 Dec., 1889.
235	Patrick Hinchey§	Maclean.....	.....	Horse and cart.	19 0 0	31 Dec., 1888.
236	John Wallace .....	Iluka .....	.....	.....	48 0 0	31 Dec., 1888.
237	William Neale .....	Harwood Island..	Two	Boat .....	40 0 0	31 Dec., 1888.
238	William Neale  .....	Harwood Island..	Two	Coach, 4 horses.	80 0 0	31 Dec., 1888.
239	John Lang .....	South Woodburn	Four	.....	4 0 0	31 Dec., 1888.
240	Charles Riley .....	Tenterfield .....	Two	4-horse coach.	240 0 0	31 Dec., 1890.
241	John Davison .....	Coldstream .....	Two	Horseback...	22 10 0	31 Dec., 1888.
242	John A. Taylor.....	Ulmarra .....	Two	.....	20 19 0	31 Dec., 1890.
243	C. G. Walsham.....	Grafton .....	.....	.....	30 0 0	31 Dec., 1889.
244	Alick G. Gerard ...	South Grafton...	Two	Coach once a week, and horseback once a week.	208 0 0	31 Dec., 1890.
245	John E. O'Keefe¶	South Grafton ...	Two	Horseback	119 0 0	31 Dec., 1890.
246	Patrick M'Namara	South Grafton...	Two	Horseback...	25 0 0	31 Dec., 1889.
247	Patrick M'Namara	South Grafton ...	Two	Horseback...	40 0 0	31 Dec., 1889.
248	John S. Robinson...	Woodburn .....	Two	Steam-launch.	320 0 0	31 Dec., 1888.

\* Contract terminated 31st December, 1888.

† Contract terminated 16th January, 1888, in consequence of opening of Railway to Wallangarra.

‡ Contract terminated 2nd May, 1888.

§ Contractor allowed additional sum of 3s. 8d. per trip for extra mails (*i.e.*, the number in excess of two a week) conveyed to and from steamers and Post Office, Maclean.

|| Contractor allowed 20s. per trip for travelling, as required, with mails per steamer "Lawrence," to and from Harwood Island and Woodburn, from 10th May, 1888.

¶ Contractor allowed £30 per annum extra to convey mails from South Grafton to Big Flat, Kangaroo Creek, Upper Kangaroo Creek, Glenreagh, Coramba, and M'Leod's, West Branch, Orara River, returning from M'Leod's to South Grafton, via Coramba, Bucca Bucca, Glenreagh, Upper Kangaroo Creek, Kangaroo Creek, and Big Flat, from 20th April, 1888.



Contractors		Postal Line.	Frequency of Communication.	Mode of Conveyance.	Annual amount payable to Contractors.	Date of Termination of Contracts	
Names.	Addresses.						
249	John Munsie .....	South Woodburn	South Woodburn, Woodburn, Kilgin, Broadwater, East Wardell, Wardell, German Creek, and Ballina, via Green's, including the portorage of mails to and from these offices and the steamers. (Contractor is allowed to carry passengers and cargo, provided the punctual delivery of the mails be not interfered with.)	Two .....	Steam-launch.	£ 300 0 0	31 Dec., 1888.
250	Wm. Ross, jun. ...	Woodburn .....	Coraki, Codrington, Tatham, Greenridge, and Casino.	Two .....	Coach, 2 horses.	80 0 0	31 Dec., 1890
251	Edward Andrews...	Casino .....	Casino and Unungar .....	One .....	.....	50 0 0	31 Dec., 1888.
252	Edward Andrews...	Casino .....	Casino and Tabulam, via Woorewoolgin, Dyraaba, and Sandiland.	One .....	.....	33 0 0	31 Dec., 1888.
53	Samuel Beardon.....	Dunoon.....	Lismore and Dunoon; and Dunoon, Byangum, and Murwillumbah.	Two ... } One ... }	Horseback...	89 0 0	31 Dec., 1890.
254	Thos. J. Woods.....	Eureka .....	Lismore, Bexhill, and Clunes (Bexhill mails to be conveyed by a branch line, if necessary); and to and from Clunes, Eureka, and Brunswick, via Benny's Creek, and Togarah Grass Main Road.	Two ... } One ... }	Coach.....	80 0 0	31 Dec., 1889.
255	Christian Balzer....	Lismore .....	Lismore and Wollongbar; and Wollongbar, Alstonville, Westbridge, and Ballina.	Two ... } One ... }	Coach or buggy.	65 0 0	31 Dec., 1890.
256	James H. Frith.....	Nimbin.....	Lismore, Goolmangar, and Nimbin ...	One .....	Horseback or packhorse.	42 0 0	31 Dec., 1888.
257	Joseph Dowling ...	Wollongbar .....	Wollongbar, Cowlong, and Pearce's Creek.	One .....	.....	19 0 0	31 Dec., 1888.
258	Robinson Graham...	Jiggi .....	Goolmangar and Jiggi .....	One .....	.....	23 0 0	31 Dec., 1888.
259	Edward Bruce .....	Murwillumbah ..	Murwillumbah, Tumbulgum, and North Tumbulgum.	Six.....	Vehicle, 2 horses.	90 0 0	31 Dec., 1890.
260	Edward Bruce .....	Murwillumbah..	Murwillumbah and Brunswick .....	One .....	Horseback...	55 0 0	31 Dec., 1888.
261	Geo. and Chas. Skinner.	North Tumbulgum.	Tumbulgum, M'Intyre's (Stott's Channel), Cudgen, and Tweed Heads; with a branch mail to and from Cudgen and Cudgen Scrub, including the portorage of mails to and from the several Post Offices and the steamer.	Three.....	Steam launch.	150 0 0	31 Dec., 1890.
262	Samuel Dutton .....	Meerschaum Vale, Wardell.	Wardell, Rous, and Alstonville.....	Two .....	2-wheeled vehicle, 1 horse.	65 0 0	31 Dec., 1889.
263	Donald Wells* .....	Newrybar, via Tintenbar.	Ballina, Emigrant Creek, and Tintenbar; and	Two .....	4-wheeled vehicle, 2 horses.	100 0 0	31 Dec., 1890.
			Tintenbar, Byron Creek (Campbell's), and Brunswick, via Hayter's, Byron Bay, Boyle's, and the 8 Settlers, on the road to Brunswick.	One .....	Horseback...		
264	James Ross, sen.....	Upper North Creek.	Ballina and Upper North Creek .....	One .....	Boat .....	15 0 0	31 Dec., 1890.
SUBURBAN ROADS.							
1	James P. Flannery..	128, Dowling-st., Woolloomooloo.	General Post Office, Sydney, and Wharfs, or Wharfs and Redfern Railway Station and General Post Office, and Redfern Railway Station.	On arrival and departure of English Mails.	.....	140 0 0	31 Jan., 1888.
2	Dennis Maguire..... (Transferred to James West, from 14th February, 1888.)	Tempe .....	General Post Office, Sydney, and the Post Offices, Newtown, Macdonaldtown, St. Peters, and Tempe.	Twelve ...	Coach, 3 horses.	117 0 0	31 Dec., 1888.
3	John E. Face .....	Ryde.....	General Post Office, Sydney, and Post Offices, Drummoyne, Gladesville, and Ryde.	Twelve ...	Licensed omnibus.	140 0 0	31 Dec., 1888.
4	Samuel R. Lawrence.	No. 3 Jetty, Circular Quay.	Circular Quay, Sydney, and Post Office, Watson's Bay. (From Sydney, hours of departure to suit Contractor, but one or two return trips must be made at hours fixed by the Postmaster-General, who will also be at liberty to take advantage of any additional trips made from or to Watson's Bay, if considered necessary.)	Twelve ...	Steamer ...	40 0 0	31 Dec., 1888.
5	Alexander Adams	North Ryde.....	Ryde and North Ryde .....	Six.....	Horseback or by horse and spring cart.	24 0 0	Contract to terminate at three months' notice on either side.
6	William Banks .....	Kogarah .....	Railway Station, Kogarah, and Post Offices, Kogarah, Sylvania, and Port Hacking, via Woniara.	Six .....	Waggonette, 2 horses.	100 0 0	31 Dec., 1888.
7	James Slocombe ...	Canterbury .....	From Ashfield to Canterbury; and from Canterbury to Ashfield.	Thrice a day } Twice or thrice a day as required }	.....	85 0 0	31 Dec., 1889.

\* Contractor allowed to travel via the beach from Byron Bay in performing Tintenbar and Brunswick service, on the understanding that former route is resumed at any time, if required, from 1st April, 1888.  
† Contractor allowed 3d. per letter for extra mails.

Contractors		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
8 James Milner	Belmore	Canterbury and Belmore	No. of times per week. Six	Coach, 4 horses.	£ s. d. 42 0 0	31 Dec., 1889
9 William A. Jackson.	Bankstown	Burwood, Enfield, Druitt Town, Bankstown, and Upper Bankstown.	Twelve	Waggonette, 2 horses.	125 0 0	31 Dec., 1889
10 James Glanville	Botany	From Botany to Lower Botany and La Perouse, via Coast Hospital; and from La Perouse to Lower Botany and Botany.	Six Six	Horseback.	65 0 0	31 Dec., 1888.

**PARTICULARS of Contracts entered into for the Conveyance of Post Office Mails, subsequent to 1st January, 1888.**

Date of commencement of Contracts.	Nos.	Contractors'		Postal Lines.	Frequency of Communication.	Modes of Conveyance.	Annual Amounts payable to Contractors.	Dates of Termination of Contracts.
		Names.	Addresses.					
1888.					No. of times per week.		£ s. d.	1888.
1 Feb. ...	*188	Robert Wilson	Parkes	<b>WESTERN ROAD.</b> Parkes and Tomingly (Ten-mile Reefs), via Bachelor's Reef, Kadina, and Ten-mile Ridges.	One	Horseback	50 0 0	31 Dec.
		(Transferred to Joseph W. Fletcher, from 1st July, 1888.)						
1 Feb. ...	*273	William Richards	Westbrook, Camden.	<b>SOUTHERN ROADS.</b> Camden and Westbrook	Three		30 0 0	31 Dec. 1890.
1 Feb. ...	*274	George H. Stevens	Barellan, via Narrandera.	Barellan (on the road between Narrandera and Mount Elliott) and Yalgogrin, via Mumbledool and North Bolera.	Two		64 0 0	31 Dec.
1 Feb. ...	*256	Joseph Denison	Hay	Mossgiel and Paddington	One	1 or more horse vehicle, or on horseback.	200 0 0	31 Dec.
1 Feb. ...	*265	Daniel Brislane	Pippinga, via Knorrit Flat.	<b>NORTHERN ROADS.</b> Knorrit Flat and Cundle Flat	One	Horseback	16 0 0	31 Dec. 1888.
1 Feb. ...	*266	David G. Smith	Willson's Downfall.	Willson's Downfall and Acacia Creek, via the surveyed road and Cullendore.	Once a fortnight.	Horseback	32 0 0	31 Dec.
1 Feb. ...	*1	James M' Mahon & Co.	Pitt-street, Redfern.	<b>SUBURBAN ROADS.</b> General Post Office, Sydney, and Wharfs, or Wharfs and Redfern Railway Station; and to and from General Post Office, Sydney, and Redfern Railway Station.	On arrival and departure of English mails.		140 0 0	31 Dec. 1889.
1 Feb. ...	*268	Fergus Green	Turee Creek	<b>NORTHERN ROAD.</b> Cassilis and Turee Creek, via the surveyed line near Rotherwood.	One		20 0 0	31 Dec. 1888.
13 Feb. ...	*189	George Black	Blayney	<b>WESTERN ROAD.</b> Railway Station and Post Office, Blayney.	Three times or oftener daily.		32 0 0	31 Dec. 1889.
1 Mar. ...	*275	Carl F. H. Hurzenroeder.	Milparinka	<b>SOUTHERN ROAD.</b> Milparinka and Mount Browne	One	4-wheeled vehicle, 2 horses.	25 0 0	31 Dec. 1888.
1 Mar. ...	*267	William House	Mihi Creek, via Uralla.	<b>NORTHERN ROAD.</b> Uralla and Enmore, via Gostwyck and Mihi Creek.	One		26 0 0	31 Dec.
1 May ...	*190	James Atkins	Budgeregong, Waroo.	<b>WESTERN ROAD.</b> Marsdens and Waroo, via Bogie's Island, M'Cormack's, and the eastern boundary of Cadow Run.	One	Horseback	52 0 0	31 Dec. 1889.

Date of commencement of Contracts.	Nos.	Contractors'		Postal Lines.	Frequency of Communication.	Modes of Conveyance.	Annual Amounts payable to Contractors.	Dates of Termination of Contracts.
		Names.	Addresses.					
1888.				SOUTHERN ROAD.	No. of times per week.		£ s. d.	1888.
1 May ...	*276	Charles Bates .....	Williamsdale .....	Queanbeyan and Williamsdale, via "Keeffe's Hotel" and the old Road.	Two .....	Horseback	52 0 0	31 Dec.
1 May ...	*269	Michael Tobin .....	Cooranbong .....	NORTHERN ROAD. Railway Station, Morisset, and Post Office, Cooranbong. (Contractor to convey Mails on horseback for a sum at the rate of £19 per annum, if required by the Postmaster General to do so.)	Three .....	Vehicle ...	25 0 0	1889. 31 Dec.
1 May ...	*11	Wilson Quin... ..	Blenheim-street, Waverley.	SUBURBAN ROAD. General Post Office, Sydney, and Post Office, Waverley.	Three times or oftener daily.	Cart or other suitable vehicle.	125 0 0	30 April.
3 May ...	*231	John Donoghoe .....	Red Rock .....	NORTHERN ROAD. Drake and Red Rock. (Contractor to convey Mails once a week for a sum at the rate of £30 per annum, or twice a week for a sum at the rate of £50 per annum, if required by the Postmaster General to do so.)	Three .....	Horseback	65 0 0	Contract to terminate at three months' notice on either side.
18 May ...	*254	Frederick Richman...	Tarwong Station, via Hay.	SOUTHERN ROAD. Hay and Mr. Alfred Chant's, on Culparkin Run. (Contractor to cross the Lachlan River at any place except at Oxley.)	One .....	Waggonette, 2 horses, or by pack-horse, as required.	80 0 0	1889. 17 May.
1 June ...	*83	John Walsh .....	Trunkey Creek..	WESTERN ROAD. Newbridge, Moorilda, Hobby's Yards, Trunkey Creek, and Tuena. (Contractor to extend service to Mount Costigan if required by the Postmaster General to do so.)	Six .....	2-horse coach.	297 14 0	1890. 31 Dec.
1 July ...	*191	George Elliott .....	Mount M'Donald	Mount M'Donald and Reid's Flat.	One .....	.....	25 0 0	1889. 31 Dec.
1 July ...	*277	Charles Kelly .....	Broken Hill .....	SOUTHERN ROAD. Broken Hill and Rockwell Paddock. (Contractor to convey mails twice a week for a sum at the rate of £60 per annum, if required by the Postmaster-General to do so.)	Three .....	Waggonette, 2 horses.	75 0 0	Contract to terminate at three months' notice on either side.
20 July ...	*192	John M'Donald .....	Mandurama .....	WESTERN ROADS. Railway Station and Post Office, Mandurama.	Twice or oftener daily, as required.	1-horse coach or buggy.	28 0 0	1890. 31 Dec.
1 Sept. ...	*193	James C. W. Rogers..	Parkes .....	Genanagie (on the Parkes-Bulgandramine mail line) and Wallan Billan (on the Bulgandramine - Dandaloo mail line), via Wilga Vale, Curra Station and Warge Rock.	One .....	Horseback	52 0 0	1889. 31 Dec.
1 Oct. ...	*194	Joseph W. Fletcher...	Clarinda-street, Parkes.	Parkes and Trundle, via Blow-clear West, Brogan and Cook's, Myalls.	One .....	Buggy ...	49 10 0	1890. 31 Dec.
1 Oct. ...	*278	George Dobbys .....	June Junction..	SOUTHERN ROADS. June Junction, The Reefs, Sebastopol, and Temora, via "Cooney's Inn."	One .....	4-wheeled coach, 2 horses.	75 0 0	31 Dec.
1 Oct. ...	*279	Edward A. Miller ...	Broken Hill .....	Broken Hill and Menindie, via Rockwell and Mulcalca Station. (Contractor to convey mails twice a week for a sum at the rate of £75 per annum, if required by the Postmaster-General to do so.)	One .....	2 or 3 horse coach.	50 0 0	31 Dec.

Dates of commencement of Contracts.	Nos.	Contractors'		Postal Lines.	Frequency of Communication.	Modes of Conveyance.	Annual Amounts payable to Contractors.	Dates of Termination of Contracts.
		Names.	Addresses.					
1888.				NORTHERN ROAD.			£ s. d.	
1 Oct. ...	*270	Richard Corcoran ...	Tenterfield .....	Bolivia and Clive (Pye's Creek).	Two .....	2-horse coach.	40 0 0	Contract to terminate at three months' notice on either side.
				WESTERN ROAD.				
10 Oct. ...	*195	John Francisco .....	Cobar .....	Cobar and Gilgunnia (via Lerida, Central Belford, Lachlan Downs, Wirlong, Thule, and Bedooba Stations.	One .....	.....	75 0 0	Contract to terminate at three months' notice on either side. 1889.
				SOUTHERN ROADS.				
1 Nov. ...	*280	Edward Tangney.....	Broken Hill .....	Broken Hill and Eurriowie, via Albion Town. (Contractor to convey mails once a week for a sum at the rate of £74 per annum, if required by the Postmaster-General to do so.)	Two .....	Waggonette, 2 horses.	119 0 0	31 Dec.
16 Nov. ...	*281	Henry Halpin .....	Potts Hill.....	Rookwood and Potts Hill ...	Six .....	Waggonette, 2 horses.	26 0 0	31 Dec.
16 Nov. ...	*282	John and Michael Cor-rigan.	Bega .....	Eurobodalla and Nerrigundah	Four .....	4-wheeled vehicle, 1 2, or more horses.	39 10 0	31 Dec. 1890.
				NORTHERN ROADS.				
16 Nov. ...	*271	George Carter, jun....	Balala .....	Balala and Kingstown. (Contractor to convey mails twice a week for a sum at the rate of £56 per annum, if required by the Postmaster-General to do so.)	One .....	Horseback	31 0 0	31 Dec. 1889.
16 Nov. ...	*272	John Harris .....	Cooperbrook .....	Cooperbrook and Harrington, via Cattia Creek.	Two .....	Horseback	20 0 0	31 Dec. 1890.

(\*) New line. (†) New arrangement. (‡) Additional communication. (§) Re-established line. (¶) In lieu of No. 256, Southern Roads, in general list. (¶) In lieu of No. 1, Suburban Roads, in general list. (¶) In lieu of No. 231, Northern Roads, in general list. (¶) In lieu of No. 254, Southern Roads, in general list. Subsidy increased to £110 a year, in consideration of contractors substituting a service to and from Booligal, Culparrin, and Onley, via Nicholson's, Turner's, Bent's, Honen's, and Moffat's homestead leases, Culparrin Station, and Smith's, McShellan's, Ingram's, and Holmes' homestead leases, from 16th June, 1888. (¶) In lieu of No. 83, Western Roads, in general list. Contract extended to Mount Costigan, 1st June, 1888.

## APPENDIX F.

ADDITIONAL Articles to the Money Order Convention between the General Post Office of the Colony of New South Wales, Australia, and the Post Office Department of the United States of America, dated October 29th, December 6th, 1881.

THE Postmaster General of New South Wales and the Postmaster General of the United States of America have agreed upon the following additional Articles to the Money Order Convention of October 29th, December 6th, 1881, between the General Post Office of New South Wales and the Post Office Department of the United States of America:—

## ARTICLE 1.

The words "one-half of one per cent." shall be substituted for the words "three-fourths of one per cent." in Article 3 of the abovenamed Convention, and also in the account, Form G., annexed to that Convention, both under the heading "To credit of United States Office," and under the heading "To credit of New South Wales Office."

## ARTICLE 2.

The foregoing Article 1 shall take effect from the 1st day of October, 1888.

Done in duplicate and signed in Sydney, on the 12th day of July, 1888, and in Washington, on the 23rd day of May, 1888.

(L.S.)

CHARLES J. ROBERTS,  
Postmaster General of New South Wales.

(L.S.)

DON D. DICKINSON,  
Postmaster General of the United States of America.

## APPENDIX G.

ACCOUNT of all Deposits received and paid from 1st January to 31st December, 1888, together with a statement of the total amount due to all Depositors at the close of 1888.

	£	s.	d.		£	s.	d.	
Balance brought forward from 1887 .....	1,501,453	14	3	By amount of Repayments during 1888 ...	1,041,233	19	11	
To Cash received from Depositors during 1888 .....	1,219,000	12	5	Balance as per Savings Bank Ledgers .....	£1,733,413	19	11	
Interest added to Depositors' Accounts for 1888 .....	58,483	7	9	Unpaid warrants .....	4,289	14	7	
	£	2,778,937	14	5		1,737,703	14	6
					£	2,778,937	14	5

## LIABILITIES AND ASSETS.

	£	s.	d.		£	s.	d.		
To Balance due to all Depositors at the close of 1888 .....	1,737,703	14	6	By amount of Security in the Treasury Chest, viz. :—					
				New South Wales "Four per Cents." .....	296,466	13	11		
				Debentures .....	89,200	0	0		
				Cash in hands of Controller .....	4,236	17	0		
				Ditto in Treasury, not invested .....	1,316,037	18	0		
				Interest due on balance remaining uninvested to 31st December, 1888, computed at 4% .....	48,378	0	9		
Balance (excess of Assets) .....	21,364	8	6	Interest due on investments to the 31st December, 1888 .....	4,748	13	4		
	£	1,759,068	3	0		£	1,759,068	3	0

## PROFIT AND LOSS ACCOUNT.

	£	s.	d.		£	s.	d.		
To Departmental Expenses for 1888 .....	3,500	0	0	Balance from preceding Account .....	19,543	2	2		
Interest added to Depositors' Accounts for 1888 .....	58,483	7	9	By amount of Interest on Investments in "Four per Cents" .....	15,426	13	4		
				Interest due on balance in the Treasury, not invested on 31st December, 1888, at 4% .....	48,378	0	9		
Balance .....	21,364	8	6						
	£	83,347	16	3		£	83,347	16	3

A. J. DOAK, Controller.  
Money Order and Government Savings Bank Department,  
Sydney, 12 March, 1889.

DANIEL O'CONNOR,  
Postmaster-General.

I certify that the foregoing statement of all deposits received and paid from 1st January to 31st December, 1888, has been examined and found to correspond with the Books and Accounts of the Government Savings Bank.

EDWARD A. RENNIE,  
Auditor-General.

1889.

NEW SOUTH WALES.

## REPORT

OF THE

## ROYAL COMMISSION,

APPOINTED ON THE 21ST JUNE, 1889,

TO INQUIRE INTO THE

ALLEGED TAMPERING WITH LETTERS OF  
JOHN DEASY, Esq., M.P.;

TOGETHER WITH THE

MINUTES OF EVIDENCE

AND

APPENDICES.



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Presented to Parliament by Command.

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SYDNEY: CHARLES POTTER, GOVERNMENT PRINTER

1889.



**Commission.**

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

To our trusty and well-beloved—

CHARLES EDWARD PILCHER, Esquire, Q.C.,—

Greeting :—

KNOW YOU, that We, reposing great trust and confidence in your ability, zeal, industry, discretion, and integrity, do, by these presents, authorize and appoint you to inquire into and investigate the charges made by JOHN DEASY, Esquire, M.P. (England), that letters addressed to him have been opened or tampered with in the Post Office of this Colony, including any matter or thing arising out of or having any relation to such charges, or affecting in any way the character and integrity of the Post Office authorities and servants: And We do by these presents grant to you full power and authority to call before you all such persons as you may judge necessary, by whom you may be better informed of the truth in the premises, and to require the production of all such books, papers, writings, and all other documents as you may deem expedient, and to visit and inspect the same at the offices or places where the same or any of them may be deposited, and to inquire of the premises by all lawful ways and means: And We do give you power at your discretion to procure such clerical and other assistance as you may deem necessary for enabling you duly to execute this Our Commission: And our further will and pleasure is that you do within one month after the date of this Our Commission certify to us, in the office of our Colonial Secretary, under your hand and seal, what you shall find touching the premises: And we hereby command all Government officers, and other persons whomsoever within our said Colony, that they be assistant to you in the execution of these presents: And we do hereby declare this Our Commission to be a Commission for all purposes of the Act 44 Victoriae No. 1, intituled "An Act to regulate the taking of evidence by Commissioners under the Great Seal."

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

Witness, Our Right Trusty and Well-beloved Councillor, CHARLES ROBERT, BARON CARRINGTON, Knight Grand Cross of Our Most Distinguished Order of Saint Michael and Saint George, Our Governor and Commander-in-Chief of Our Colony of New South Wales and its Dependencies, at Government House, Sydney, in New South Wales aforesaid, this twenty-first day of June, in the fifty-third year of Our Reign, and in the year of Our Lord one thousand eight hundred and eighty-nine.

[L.S.]

CARRINGTON.  
By His Excellency's Command,  
HENRY PARKES.

Entered on record by me, in REGISTER OF PATENTS, No. 13, pages 385-6, this twenty-second day of June, one thousand eight hundred and eighty-nine.

For the Colonial Secretary and Registrar of Records,  
CRITCHETT WALKER  
(Principal Under Secretary).





## REPORT.

To His Excellency the Right Honorable CHARLES ROBERT, BARON CARRINGTON, a Member of Her Majesty's Most Honorable Privy Council, Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief of the Colony of New South Wales and its Dependencies.

MAY IT PLEASE YOUR EXCELLENCY,—

As Her Majesty's Commissioner, appointed by Letters Patent under the Great Seal of the Colony, dated the twenty-first day of June, 1889, to inquire into and investigate the charges made by John Deasy, Esquire, M.P. (England), that letters addressed to him have been opened or tampered with in the Post-office of this Colony, including any matter or thing arising out of or having any relation to such charges, or affecting in any way the character and integrity of the Post-office authorities and servants, I have the honor to submit to your Excellency the following Report :

The only charge made in this matter is contained in a letter from Mr. Deasy, addressed to the postmaster at Branxton. Mr. Deasy's letter (*Exhibit A*) is dated the 10th day of May, 1889, and is in the following words :—

Sir,

Royal Hotel, George-street, 10 May, 1889.

I beg to give you notice that I have *conclusive evidence* that letters addressed to me, and posted at Branxton, have been opened at the Branxton post-office. Whether I shall institute criminal proceedings against you or not is a question I am now considering.

Yours faithfully,

JOHN DEASY, B.L., M.P., West Mayo.

Mr. Deasy in his evidence, taken before me, says that he does not suspect the postmaster himself, but believes that some other person at the office opened his letters.

This charge is undoubtedly a most serious one, and is made against a person, who, upon the evidence both of Mr. Lambton and Mr. Drinan, senior, has always borne a high reputation, and has hitherto, at any rate, been a person of unimpeachable character. Under these circumstances Mr. Deasy's charge must be established beyond all reasonable doubt.

It will be observed that Mr. Deasy, in his letter of 10th May, 1889, states that he has conclusive evidence that certain letters have been opened at the Branxton post-office. And further, it is clear that the conclusive evidence which he alleges he then possessed pointed to the postmaster at Branxton as the guilty party.

From Mr. Deasy's evidence, taken before me, it appears that no letter reached him in an apparently improper condition until after his stay at Branxton, with his cousin, Mr. Drinan. The first time his attention was drawn to the envelopes of certain letters received by him was at Adelaide, and he believed that they had been  
tampered

tampered with. The next letters which aroused his suspicions were some received either at Sydney or Melbourne.

He particularly speaks of three letters from Ireland, which he received in the month of May, two of them either at Sydney or in Melbourne, and the third he alleges he received at the General Post Office, Sydney.

It will also be seen, on reference to Mr. Deasy's evidence, that he cannot be certain that all the letters which appeared to have been tampered with were not either from his cousin at Branxton or from a member of his family in Ireland.

The letter of 10th May, 1889, evidently refers only to letters posted at Branxton, and not to letters which had arrived there from Ireland. This letter, Mr. Deasy says, he wrote after receiving the Irish letters in Sydney, and in consequence of his observation of the state they were then in. If Mr. Deasy's recollection be not defective upon this point, it is curious that in his letter of 10th May, 1889, he only made reference to letters posted at Branxton. Further, although in his letter Mr. Deasy only charges the postmaster, he now says that he does not suspect the postmaster at all, but some person in the office. The conclusive evidence referred to in his letter of 10th May is that certain letters, some of which were posted at Branxton, and some of which passed through that post-office reached him in a condition which, he says, showed that they had been tampered with. The envelopes of all the letters, the subject of the charge, were destroyed by Mr. Deasy, after an interview which he had with the Postmaster-General, upon the 17th May. At this interview and at a banquet on the preceding evening it appears that the Postmaster-General urged Mr. Deasy to prosecute his charge. On the 17th May, after the interview with the Postmaster-General, Mr. Deasy wrote declining to take further steps in the matter. [*Exhibit D.*]

The destruction of the envelopes, it is alleged by Mr. Lambton and Mr. Davis, both of the Post Office Department, was a complete denial of justice to the Department, because it prevented them from tracing the officers through whose hands those letters passed, and from determining the condition of the letters at any time. Further, Mr. Davis, who has had very large experience in the Post Office of New South Wales, and whose duty for many years has compelled him to deal with charges similar to the present, says, that broken seals and torn envelopes, especially where the letters are sealed, are matters of not uncommon occurrence, and that in every case the production of the envelope is absolutely necessary to determine whether the injuries to the stamps or envelopes are the result of accident or design.

Mr. O'Connor, the Postmaster-General, certainly corroborates Mr. Deasy as to the state of certain envelopes which were shown to him upon the 17th day of May. It must, however, be remembered that Mr. O'Connor would not be such a good authority upon the nature of the injuries as Mr. Davis; and further, if Mr. O'Connor at the time thought that the appearance of the envelopes indicated malpractice in his Department, he certainly would have taken steps to secure the envelopes for further inquiry. There can be no doubt that, although Mr. O'Connor did notice that at least one of the envelopes had apparently been interfered with, he did not think that it pointed to any malpractice in his Department. Further than this, when Mr. O'Connor saw the envelopes they had already been in Mr. Deasy's hands. This is important, because Sir Thomas Esmonde, who only speaks of two envelopes, says that when shown to him by Mr. Deasy they were closed, and his  
recollection

recollection of the condition of those two envelopes does not tally with Mr. Deasy's recollection. However this may be, the envelopes may, and probably did, present the appearance of having been injured, as described by both those gentlemen; but it is consistent with the evidence that the injuries were received in transit, and the destruction by Mr. Deasy of the envelopes prevented the determination of two most material questions—(1) What were the nature of the injuries to the stamps and envelopes? (2) How were such injuries caused?

Now look to the conduct of the person charged with this offence. Immediately upon receipt of Exhibit A by Mr. Tulloch he at once forwarded that letter to the Postmaster-General and asked for a full investigation. [See *Exhibit B.*] The Department at once communicate with Mr. Deasy. [See *Exhibit C.*]

Then follow the two interviews between Mr. Deasy and the Postmaster-General, on the 16th and 17th May; and Mr. Deasy then writes his letter of 17th May. [See *Exhibit D.*] On the 23rd May Mr. Deasy is again communicated with from the Post Office Department. [See *Exhibit E.*] To this he replied on 4th June. [See *Exhibit F.*] In this letter it will be seen that he confines his charge to the Branxton post-office, and in the same letter makes a charge against the British Government, which, if true, may account for any injuries which were apparent upon the envelopes of the Irish letters.

Up to this time it will be observed that Mr. Deasy persisted in his refusal to prosecute his charge. Between this date and the 19th of June certain important matters occurred. It appears that Mr. Tulloch saw Mr. Drinan in Branxton, and spoke to him with reference to Mr. Deasy's charge.

Both these gentlemen have given their account of the interview. Mr. Tulloch's is to be found in Exhibit K, and Mr. Drinan's in his own evidence. From these two statements it is clear at least that Mr. Drinan suspected, and certainly, in my opinion, must have believed, that his wife was the delinquent, otherwise I cannot understand Mr. Drinan introducing his wife's name at all. Upon this point there is also the evidence of Mr. Bercini, contained in his declaration. [*Exhibit R.*] (This declaration, I wish to say, was put in evidence with Mr. Deasy's and Mr. Drinan's consent, in order to expedite the inquiry. The telegram attached to Exhibit R explains why Mr. Bercini was not called as a witness.) This evidence with reference to Mr. Drinan and the relation existing between Mr. Deasy and his cousin at least creates very grave doubts whether, if the letters posted at Branxton were tampered with at all, they were tampered with in the Branxton post-office. In my opinion, no one would be justified in even suspecting the Branxton post-office in the face of such evidence.

It appears that on the 13th June the Post Office Department, in consequence of certain representations made to the Minister by two Members of Parliament, communicated with Mr. Deasy in terms of Exhibit L. Upon the 17th June, Mr. Drinan wrote to the Postmaster-General. [See *Exhibit H.*] A comparison of this letter with Mr. Drinan's evidence given before me does not induce me to rely upon Mr. Drinan's recollection when it is opposed to that of Mr. Tulloch. It does not appear that Mr. Drinan's letter of 17th June [*Exhibit H*] was communicated to Mr. Deasy, but doubtless he became aware somehow of Mr. Drinan's statement. On 19th June Mr. Deasy wrote to the Postmaster-General [see *Exhibit N*] in reply to a letter to him from the Post Office Department, dated 14th June. [*Exhibit P.*]

Mr. Tulloch again wrote to the Department upon the 21st May. [*Exhibit M.*]  
Mr.

Mr. Tulloch's account of the letters received at his post-office is, shortly, as follows :—Certain letters arrived at Branxton whilst Mr. Deasy was staying with his cousin, which were delivered to a member of Mr. Drinan's family. After Mr. Deasy's departure Mr. Tulloch says he continued to deliver the letters to the Drinan family until he received an order from the head office to retain the letters at his office. During the time covered by that order he delivered two letters to young Mr. Drinan. These letters were retained by Mr. Drinan for about five days, and then returned to Mr. Tulloch. This took place upon receipt of an order from the head office to forward Mr. Deasy's letters to the head office. This order was followed by a telegram from Mr. Deasy [*Exhibit G*] to similar effect.

Mr. Tulloch then forwarded the two letters received by him from young Mr. Drinan to the head office, and all other letters of Mr. Deasy's.

Mr. Tulloch and his son distinctly swear that no letters of Mr. Deasy's were ever interfered with in any way in the Branxton office. And further, they deny the charge made by Mr. Drinan in his letter. [*Exhibit H.*] I should add here that that charge is not persisted in by Mr. Drinan in his evidence before me.

After weighing the whole of the evidence carefully, I have come to the following conclusions :—

That Mr. Deasy has not substantiated his charge against the Branxton post-office.

That no conclusive evidence has been adduced in support of the charge.

That Mr. Deasy himself destroyed the only reliable means of determining the cause of the injuries to the envelopes, if they existed.

That the evidence (with reference to Mrs. Drinan), under the circumstances should relieve Mr. Tulloch even of a suspicion of improper conduct, so far as the letters posted at Branxton are concerned.

And that the evidence as to the Irish letters is, for the reasons I have already stated, highly unsatisfactory, and certainly not such as would justify even a suspicion of malpractice on the part of the Branxton post-office.

I have the honor, in conclusion, to report to your Excellency, that, in my opinion, the charges made by John Deasy, Esq., M.P., that letters addressed to him have been opened or tampered with in the post-office of this Colony cannot be sustained, and that I see nothing in the evidence adduced before me to throw the slightest discredit upon Mr. Tulloch, the postmaster at Branxton, or upon the office under his control.

Certified under my hand and seal this 4th day of July, 1889.

CHAS. E. PILCHER,  
Commissioner.

## ALLEGED TAMPERING WITH LETTERS OF JOHN DEASY, ESQ., M.P.

## MINUTES OF EVIDENCE.

TUESDAY, 2 JULY, 1889.

Present:—

C. E. PILCHER, Esq., Q.C., Commissioner.

John Deasy, Esq., M.P., called in, sworn, and examined:—

1. *The Commissioner.*] I believe you are a Member of the House of Commons? Yes.
2. What place do you represent? I now represent the western division of the county of Mayo. I did represent the city of Cork for some years.
3. I believe that you are now on a visit to the Australian Colonies, in connection with the Irish National League? Yes; and primarily in connection with the Evicted Tenants Fund.
4. When did you arrive in the Colonies? I think I arrived in Tasmania about the 8th of March last.
5. When did you arrive in this Colony? About six days afterwards.
6. Who accompanied you? Sir Thomas Esmonde, as far as Tasmania. I came alone to this Colony.
7. And then did Sir Thomas Esmonde join you in this Colony? I joined him subsequently in Melbourne, and we both went to Adelaide to meet Mr. Dillon when he reached there. I might mention the reason I came to this Colony and stayed quietly. Both Sir Thomas Esmonde and myself were under a pledge to Mr. Dillon that we would not address public meetings until he joined us. It was for this reason that I stayed quietly during the few weeks that I was here. During the few hours I was in Sydney I was besieged with applications to attend public meetings and banquets.
8. Then you, Sir Thomas Esmonde, and Mr. Dillon came to this Colony together? No; we did not come together. I came before them.
9. Then you returned from Victoria when? On Thursday, the 9th May.
10. And when did Sir Thomas Esmonde join you? Two days after.
11. On the 9th May you arrived? I could not say for certain.
12. Approximately? Yes.
13. Then you were joined by Sir Thomas Esmonde on the 11th? Yes.
14. What did you do afterwards? I came down to see about our demonstration here. I came straight from Sandhurst.
15. I understand that you have made a charge with reference to the Branxton Post Office? Yes.
16. I will not trouble you with your experience in the Colony prior to that, but I will ask you to carry yourself to the time that you went to Branxton, and to say what you have to complain of with regard to the post office? While at Branxton I had nothing to complain of.
17. Would you kindly tell me when you went there? About the 14th of March.
18. And when you left? I left about the 4th April.
19. That would be before Sir Thomas Esmonde arrived in the Colony? Yes.
20. Can you give the exact dates? I arrived on the 14th March, and stayed until about the 4th April.
21. Where did you stay while there? I stayed with my cousin, Mr. Drinan.
22. What is Mr. Drinan? Well, he is a large landowner, and he has some vineyards besides.
23. And whilst there you had nothing to complain of? No.
24. Did you receive any letters whilst you were there? Yes, a large number.
25. About how many should you think? I could not say.
26. You have not counted them, but could you give me an idea? I suppose about half-a-dozen a week. It got into the papers that I was at Branxton, and a large number of people wrote to me about political matters.
27. Then you received a good many letters? Yes.
28. I suppose that we may say you received at least a dozen? Oh, yes—over a dozen.
29. Did they come through the Branxton Post Office? Yes.
30. These letters, I understand, were from different parts of the Colony, with reference to political matters? Yes; with reference to political matters, and some of them were from home.
31. And what you say is that they arrived perfectly safe through the Branxton Post Office? No; I say that, so far as I can judge, they did.
32. You did not notice anything that led you to believe that they had been tampered with? No.
33. You stayed there, how long—until what day? Until Thursday, the 4th April, I believe.
34. Where did you go then? I came on to Sydney.
35. Did you remain here long? I stayed here for some days.
36. Where did you stay? At the "Royal Hotel."
37. Whilst there did you receive any letters from Branxton? Yes.

John Deasy,  
Esq., M.P.

2 July, 1889.

John Deasy,  
Esq., M.P.

2 July, 1889.

38. How many? I should say a couple.
39. Had they been through the Branxton Post Office? Yes.
40. Had they been posted there? Yes.
41. Where were these letters written? At Branxton.
42. Was there anything the matter with them when they were delivered to you? No, not that I remember.
43. That is to say, they had not been interfered with or tampered with so far as you know or believe? Not so far as I know or believe.
44. Where did you go after you left Sydney? To "Menzies' Hotel," Melbourne.
45. When did you arrive there? I arrived there on the following Tuesday.
46. That would be the 9th? Yes. I think I left Sydney on the Monday night, and reached "Menzie's Hotel," Melbourne, on Tuesday, the 9th April. I will not pledge myself to these exact dates.
47. How long did you stay there? I think I left on the same evening.
48. For where? For Adelaide.
49. When did you arrive in Adelaide? On the Wednesday, I think, but I am not sure.
50. That would be the 10th? Yes.
51. Whilst you were in Melbourne did you receive any letters from Branxton? Yes; I think so.
52. Was it letters or letter? I could not say.
53. That is on the 9th April? Yes.
54. Is there anything that would enable you to state definitely? No; I think I received some, but if I did they were probably all right.
55. How long did you remain in Adelaide? Until the following Thursday week.
56. That would be the 18th? Yes.
- 56½. Whilst you were at Adelaide did you receive any letters from Branxton? Yes.
57. How many? Well, I received a number of letters enclosed in an envelope. These letters were readdressed to me by one of my cousins.
58. Were these letters from different parts of the Colony and from Home? Yes.
59. Touching political matters? Personal and political matters.
60. Personal matters would be communications from Home, I suppose? Yes.
61. And political matters from different parts of the Colony? Yes.
62. How did they come? They were enclosed in a big envelope.
63. And posted to you? Yes; that is my recollection.
64. Were they posted at the Branxton Post Office? Yes.
65. Had you any reason to complain of them? No; I had no reason to complain of them.
66. When did you leave Adelaide? On Thursday the 18th. I got a letter in Adelaide which Mr. Kelly has written about. That was the first envelope that I noticed anything wrong about that I got.
67. What date was that? On Thursday, the 18th, I received that letter.
68. Where had that letter been written—at Branxton? At Branxton.
69. Where posted? At Branxton.
70. Have you got the letter? No, unfortunately I have not.
71. Have you got either the letter or the envelope? No; that is a matter which I wish to explain.
72. Do you remember the date upon which the letter appeared to have been written? No. I was up country for a day or two and was flooded there and unable to carry out my political programme, and when I returned Mr. Kelly handed me this letter at the "Botanic Hotel," in Adelaide.
73. Who is Mr. Kelly? He is the proprietor of the "Botanic Hotel." The moment he gave it to me I handed it back, and said, "Is it not a shame to have a letter opened like that?"
74. Will you describe the appearance of the letter? In addition to the ordinary gum, the back of the letter was doubly gummed and sealed also, and when I got it the seal was broken right across. The colour of the sealing-wax on the top was different from the bottom. The sealing-wax was broken right across the centre, and the upper part of the flap of the envelope was gummed with more gum than would naturally be on the envelope. The lower part of the envelope was open—that is, the corner flap that does not open was open, and the upper corner of it remained under the sealing-wax, and was, of course, torn.
75. When did you receive that letter? On the 18th April, at Adelaide.
76. And it struck you at once that the letter had been tampered with? Yes.
77. Immediately you saw it? Yes.
78. You say that letter was written in Branxton? Yes.
79. And posted in Branxton? Yes.
80. Would you mind telling me the writer's name? The writer was my cousin.
81. One of the Miss Drinan's? Yes.
82. Would you mind telling me her Christian name? Miss Kate Drinan.
83. How old is she? I really do not know.
84. I mean approximately? Twenty-two or twenty-three.
85. When did you destroy the letter and envelope? Well, I suppose I destroyed the letter almost at once. I rarely keep letters for any length of time except business letters. I might have kept it a week and then destroyed it after I replied to it when I was getting rid of the superfluous correspondence accumulating in my pockets.
86. So you did reply to it? Yes.
87. Where—do you remember? It must have been from "Menzie's Hotel"—probably some days afterwards.
88. Have you any distinct recollection of destroying the letter and envelope? I have a distinct recollection of destroying the envelope after my interview with the Postmaster-General. That was after—on the Monday following my interview with the Postmaster-General.
89. When at Adelaide did you receive any letters of which you made complaint? I think I received some letters which aroused my suspicions.
90. Have you a distinct recollection of receiving them, or is it merely an impression? I have no distinct recollection.
91. Would you undertake to say that prior to this letter which you received on the 18th April you received letters which had been tampered with? No, I would not undertake to swear that; my memory is not so very clear.

John Deasy,  
Esq., M.P.

2 July, 1889.

92. On the 18th of April you returned to Melbourne? Yes.
93. And you arrived there on the 19th? Yes.
94. How long did you remain? I remained in Melbourne until the arrival of Mr. Dillon and Sir Thomas Esmonde.
95. When did they arrive? They arrived on the Saturday week following the 18th.
96. That would be the 27th? Yes.
97. Then you remained in Victoria until the 27th? Yes.
98. When did you leave? I left on the 7th May. I was about three weeks there.
99. Where did you stay while you were in Melbourne? I was almost the whole time at "Menzie's Hotel." Was ill for several days, under medical treatment, and unable to address meetings there.
100. Did you receive letters during the time you were in Melbourne with reference to which you make complaint? Yes.
101. How many? Well, there was one letter in particular.
102. Is that the one you showed to Mr. Dowden? Yes.
103. Where did you receive it? The letter was handed to me at the table at "Menzie's Hotel" by one of the waiters. The envelope of that letter was one of those you showed the Postmaster-General?
104. What was the date? It was early in Easter week, but I cannot fix the date. I handed the letter at once across the table to Mr. Dowden, and asked him to look at it. The letter was open. The seal was broken.
105. The letter was sealed? Yes; most of my letters are sealed. The seal was broken, but the corner part of the flap adhered to the envelope, but the other part was torn. The gum evidently would not adhere again except near the point.
106. Was there any appearance of fresh gumming on that? No.
107. Where was that letter written? I have been trying to think, whether it was written at Branxton or elsewhere, but I have not been able to satisfy myself.
108. Can you undertake to swear that it was not written by your cousin, whom you have already mentioned? I do not think it was, but I would not undertake to swear that it was not. Mr. Dowden, I believe, came from Cork, and I believe I showed the Cork post-mark to him.
109. Still you will not undertake to swear that even that took place? No; I cannot say absolutely.
110. Or that you are not confounding that with another letter? No; I cannot say where the letter was written.
111. Although you believe it was written in Ireland, you will not undertake to swear that it was? No.
112. And you will not undertake to swear that it was not written by your cousin? No.
113. Did you show that letter to Mr. O'Connor? Yes.
114. Did you show him the letter and envelope? Not the letter; I showed him the envelope that contained the letter.
115. Did you receive any other letters while in Melbourne? I received a number of letters; many of them bore traces of having been tampered with.
116. In what way? In the same way as the others. The upper part of the envelope was torn up. In many instances they were practically open, and I had not to go to the trouble to force them open or to cut the envelope.
117. In all cases you say that the seal was broken of these other letters that you received in Melbourne? Well, they were tampered with.
118. Were they sealed, and, if so, were the seals broken? Most of them were sealed, and the seals were broken, but I could not say that all of them were. In nearly every case the envelopes were open. All the letters I showed the Postmaster-General had the seals broken, and the greater number of the other letters of which I complain had the seals broken, but I am not positive as to the whole.
119. Can you say whether all the letters that you believe to have been tampered with were sealed? No; they were not all sealed—that I am positive of.
120. You received a number of letters in Melbourne, and some of them you believe to have been tampered with;—was there any difference between their appearance and the appearance of the two you particularly describe? No; except that some of them may not have been so glaringly and so clumsily done.
121. What was there on the other envelopes leading you to believe that they had been tampered with? Nothing beyond what I have said.
122. You said that some of them you believe had been tampered with—that it did not require much force to open them, and that you had not to cut the envelopes? Yes; and although some of them seemed closed it appeared to have been imperfectly done. I took the envelope in my hand to open the flap and I found little pieces of paper adhering to the lower parts of the envelopes. It did not require any force to tear away the gum.
123. Were all these letters sealed? I do not think they were.
124. Have you any of those letters or envelopes now? No; I might have a few of the letters left in my bag, but I would not be able by any possibility to identify them.
125. Did you show all the letters to the Postmaster-General? No.
126. How many did you show him? Only six. When I explained some time ago that I showed him letters I merely meant envelopes.
127. Now you have none of the envelopes left? No, none.
128. Did all the letters of which you speak go through the Branxton Post Office? Yes.
129. Where were they written? I think the greater number of them were written in Branxton. I think one or two received at Menzies were letters redirected from Branxton.
130. In fresh envelopes? No.
131. You say most of the letters of which you complain were written in Branxton? Yes.
132. Were most of the letters of the six you showed the Postmaster-General written in Branxton? Most of them were written in Ireland.
133. The one you showed to Mr. Dowden, was that written at Branxton? Yes.
134. By your cousin? Yes.
135. Would you undertake to pledge your oath—I do not mean anything offensive, but I wish to know whether you are absolutely certain—whether you can swear positively that any one single letter that raised



John Deasy,  
Esq., M.P.  
2 July, 1889.

raised your suspicion of having been tampered with had not been written by your cousin;—can you swear that? Yes. Three of the envelopes I showed the Postmaster-General were the envelopes of letters from my sister in Ireland, and they had been redirected by the postmaster in Branxton.

136. Had they been interfered with? Yes.

137. Will you undertake to swear that with the exception of the letters from your sister there was one of the letters that had been tampered with that your cousin had not written;—will you swear positively? I am perfectly confident that two or three of the letters were colonial letters. I am as sure as I can be of anything that two or three of the letters were colonial letters. I cannot go beyond that. In my communication with the Postmaster-General, when the matter was much fresher on my mind than now, I did say that they were colonial letters, and I am all but positive that this letter I showed Mr. Dowden was not from my cousin, but I would not undertake to swear.

138. You have told me your impression, but I want to know whether your recollection is such as to enable you to swear absolutely? No; not at this length of time.

139. May I take it therefore that, with the exception of three of your sister's letters, you will not swear absolutely, although your impression is the other way, that the other letters were not written by your cousin at Branxton? I could not be positive.

140. With reference to the three letters from your sister in Ireland, what appearance did they present? With reference to them, I should like to say that I got two of the letters together, and I made a declaration to the effect that I got them in Sydney. Since then I have been thinking where I paid for them; and I am utterly unable to say whether I got them with a number of other letters on Friday, the 10th May, here or not, or whether I brought them with me with a number of letters out of the Melbourne General Post Office. This I will swear absolutely, that I got two of the letters together, and opened them at the Royal Hotel, Sydney, on Friday, the 10th May, when I had some time to spare to wipe off my correspondence; and it was in consequence of the condition in which I found them that I sat down there and then and wrote to the postmaster at Branxton. That is the only thing I desire to correct in connection with anything I have written or said from the commencement.

141. Is this the letter to which you refer? Yes. [*Document put in and marked exhibit A.*]

142. If I understand you right, these two letters were from your sister? Yes. How it occurred that so many letters accumulated is this: I was, as I have said, ill in Melbourne. I had to go on to Sandhurst with Mr. Dillon and Sir Thomas Edmonde, and I came right through from there to Sydney, with the exception of a break of about three quarters of an hour in Melbourne. On arrival here, I was busily engaged in the city, and I had not time to look over my correspondence. It was not until the Friday that I opened the letters, and I found that these two had been tampered with. I became extremely indignant, and I wrote to the postmaster at Branxton—the letter dated the 10th May.

143. What appearance did the letters present? They both had been sealed. They were, as I have said, from my sister, and she almost invariably seals her letters. The seal was broken, and although it evidently had been firmly gummed, a portion of the envelope did not adhere at all. One was perfectly open.

144. And the seal was broken? Yes, and the gum did not adhere at all—that is, the lower part of the flap.

145. But the seal was broken? Yes.

146. Did you show these envelopes to the Postmaster-General? Yes.

147. And destroyed them? Yes.

148. You say that these had been redirected by the postmaster at Branxton? I thought so—that is to say, I wired him that any letters going through the Branxton post-office to me should be redirected to the General Post Office in Sydney. There they had instructions to redirect them to the General Post Office in Melbourne.

149. Anybody would see that these letters had been written by a lady by the address? Yes.

150. They would see also that they came from Ireland? Yes.

151. Were they of a private nature? Yes.

152. They were altogether private? Yes.

153. Such as sisters and brothers would write to each other? Yes. They would refer to many things—to politics in England, perhaps.

154. Where did you receive the third letter? The third letter I received on Tuesday, the 14th. I received it at the General Post Office, Sydney. I remember that because I paid for it in stamps. I offered either a two-shilling piece or half-a-crown, and the clerk had no change, so I paid him in stamps for the extra postage.

155. What appearance did the letter present? Well, it deceived me when I got it.

156. Was the letter sealed? I am not sure whether that letter was sealed or not, but my sister seals almost every letter. It is quite a common occurrence in England to have the letters of Irish Members opened. The lower part of the flap of the envelope in this case adhered pretty firmly to the envelope, and it was evident that it had been regummed. I showed that envelope to the Postmaster-General.

157. Did you draw the attention of the Postmaster-General to the envelope so that he could see where they came from? Yes.

158. You showed him what you considered the evidence of their having been opened? Yes.

159. Can you say whether that letter had been redirected? Yes.

160. Can you say by whom? Well, it must have been by the postmaster at Branxton, for this reason—that I wired him from Menzies Hotel before that asking him to redirect my letters to the Sydney post office.

161. You do not know his handwriting? No.

162. And you do not know, apart from the surmise, that he redirected them? No; I looked at the handwriting on the envelope, but not for the purpose of identifying it.

163. All these letters were destroyed? Yes.

164. After you had written to the postmaster, I believe you brought the matter under the notice of the Postmaster-General? Yes; but before coming to that I should just like to say that I think I have only described five of the envelopes I showed to the Postmaster-General. The sixth I have no recollection of. I do not know where it came from. I only know that there were six.

John Deasy,  
Esq., M.P.

2 July, 1889.

165. Your attention has been drawn to a letter of the 13th May, in which the postmaster at Branxton communicates the nature of your complaint to the Postmaster-General? Well, I have never seen the letter until now.

166. You are aware of the fact that he did send the letter to the Postmaster-General? I am aware from short telegrams I saw in the Victorian press, but I never saw the letter or heard it read before. [*Letter from Mr. Tulloch to the Postmaster-General, dated 13th May, 1889, put in and marked Exhibit B.*]

167. Then, on the 15th May, 1889, there is a letter from the Postmaster-General to you? Yes. [*Letter put in and marked Exhibit C.*]

168. Then, I think, on the 17th May, 1889, you wrote a letter in reply, in which you stated that you did not intend to take any further steps in the matter? Yes.

169. That was in reply to the letter asking you for particulars of this serious charge? Yes. [*Letter put in and marked Exhibit D.*]

170. Can you tell me why you wrote that letter? It was in consequence of a conversation with the Postmaster-General. I met the Postmaster-General at a banquet, on the Thursday after he wrote me the first letter, on the 15th May. He said, "You received a letter from me." I said, "Yes. I have not replied to it yet, but I will do so to-morrow, probably." I also said that perhaps it would be as well that he should see what evidence I had in my possession, in order that he might be satisfied that I was not making a charge frivolously. It was arranged that I should meet him at a quarter past 9 o'clock on the following morning, at his room, at the General Post Office. I went there, and he said he would have an investigation made into the matter. I said I did not wish to have any row out here, as in all probability the Press would say I was advertising myself; and I did not wish to have any person punished. I added that I did not believe Mr. Tulloch knew anything whatever about the opening of the letters—that he was far too respectable a man for that, but that the office there was very open. People had easy access to it and to the letters, and in all probability it was done by persons who were curious to know something about my private affairs without his knowledge. Mr. O'Connor said that if I liked there would be an investigation on the spot. I did not want an investigation, and we agreed to let the matter drop.

171. That is the reason why you did not keep the envelopes? Yes; and why I did not press the charge at the time. I may add that our conversation was very brief, because the Postmaster-General told me he had to attend a meeting of the Executive Council, which was to be held with regard to a man under sentence of death.

172. When was it that you came to the conclusion that the postmaster was not personally to blame? I never suspected him. I was obliged to write to him as the head of the office, but I never suspected him.

173. The reason I ask you is that in your letter to him you threaten to institute criminal proceedings? That was because I could only institute proceedings against the man in charge.

174. You say you never suspected the postmaster—whom did you suspect? Some members of his family who had access to the post-office.

175. Have you any reason for saying that beyond a mere idea that they are the most likely people? No.

176. You have no reason for saying that? No. Possibly some people who came into the office may have done so. I remember having been there ten minutes before I could get an answer to my question one evening. The door was open from the shop, and any person from the outside might have reached the letter-basket.

177. What was the next communication from the Department to you? The next was a communication I received at Echuca, Victoria, on 23rd May. [*Document put in and marked Exhibit E.*]

178. Did you reply to it? Yes; I wired a reply the moment I received it, and I afterwards replied by letter.

179. On what date did you reply by letter? The 4th June.

180. Is this the letter? Yes. [*Letter put in and marked Exhibit F.*]

181. What reply did you send by telegraph—do you remember? Yes; I wired that I would furnish as soon as possible all the information in my possession. The letter from the Department did not reach me for a week after it was dated. I was travelling up the Sandhurst line, and it followed me from town to town. The moment I got it I sent a telegram to the Postmaster-General. There was some difficulty in replying to it, because I did not know the address of Sir Thomas Edmonde, who was speaking in a different part of the colony.

182. After writing the letter dated the 4th June, what did you do? I do not think I did anything after that letter—oh, yes; I had an interview with the Postmaster-General.

183. When was that? I think it was last Thursday week.

184. What took place at that interview? I was going to Melbourne, to take up a number of meetings which I believe were fixed for me. I knew that an inquiry would be going on, so I came back to Sydney, thinking that my evidence would be taken at once, and that I would be able to attend to my political work in the future. With that view I left the train, I think at Cootamundra, and came back to Mittagong. I was having breakfast, and I found from the newspapers that notice to move for a Select Committee had been given in the House for to inquire into the matter. I then telegraphed to the Postmaster-General that I would meet him at 12 o'clock. I felt that if a Select Committee were appointed it would be impossible for me to be present during the inquiry, as it would necessarily be protracted. Moreover, I knew it was a very clumsy way of arriving at a conclusion. On my arrival in Sydney I saw the Postmaster-General, and he said he would appoint a couple of gentlemen to inquire into the matter. These gentlemen, he said, would be able to take my evidence at any time.

185. You had never been in the Colony before your present visit, I suppose? No.

186. Did you ever receive any letters from the same cousin you have mentioned before you came to the Colony—that is, letters addressed to you in Ireland? Yes.

187. For how many years had you been corresponding? About three years now.

188. About how many letters had passed between you? I could not say.

189. A letter a week? I should say about a letter a fortnight, probably.

190. As often as that? Yes. Sometimes it might be once in three weeks.

191. You mean to say that on the average you had a letter once a fortnight? Yes.

192. That was from your cousin Kate? Yes.

193. When you came to the Colony you stayed with your cousin, Mr. Drinan? Yes.

- John Deasy, Esq., M.P.  
2 July, 1889.
194. We have got the date as the 4th April upon which you left Branxton? Yes.
195. And the last letter that you received that had been tampered with was on the 10th May? The 13th May, I think.
196. Now, between the 4th April and the 13th May, how many letters did you receive from your cousin Kate? I should say eight or ten.
197. Or, I suppose, it might be a few more? Yes. It might be a few more, or it might not be so many.
198. I will ask you this. I do not mean anything offensive. Were you on very friendly terms with your cousin? Yes, I was on very friendly terms.
199. Were you paying her marked attention, or anything of that sort? That is a question I cannot answer. I may say that I left Branxton on the very best terms with the father, mother, and family—with all my cousins.
200. You quite understand I was not putting this offensively? Yes.
201. You understand the reason probably of my asking the question? Oh, yes.
202. If you decline to answer the question I shall, of course, not press you to do so? I would not answer a question of that kind on any account.
203. When was it, do you remember, that you destroyed the envelopes and letters? I do remember. It was on the Monday after my return to Sydney—after my interview with the Postmaster-General.
204. Why did you destroy them? I will tell you the circumstances.
205. That would be after you returned to Melbourne from Sydney? Yes. I left here on Friday, the 17th May.
206. You got to Melbourne on the Saturday, and on Monday the 20th you destroyed them? Yes. The reason I remember it is this, I was busy here during the week. I went over on political business, and was busy in Melbourne on the Saturday and Sunday, seeing people and arranging matters. I was idle on the Monday, and then I got all the letters I had to reply to and any superfluous envelope or letter was destroyed.
207. How did you destroy them? By tearing them up and throwing them into the waste-paper basket, or throwing them into the fire. I cannot say which.
208. Did anyone see any of these letters that were opened except the Postmaster-General? Yes.
209. You mentioned Mr. Dowden? Yes; and I showed the envelopes to Mr. Clinch in Melbourne. I showed them to Mr. Dalton of Orange, and Mr. Dalton of Sydney, and a reverend gentleman from Dublin, whose name I do not recollect. I showed one of them to Mr. Solomon, barrister, Adelaide, and to Mr. Cohen, a Member of Parliament in South Australia.
210. Did you tell any of them where the envelopes came from, or was that in any way communicated to the post office? No.
211. Are none of these gentlemen here? No; I have not had any communication with them. I carefully refrained from saying that this had occurred at Branxton or elsewhere; because I did not wish to wrong anyone, and I was not sure at the time who was to blame for it.
212. Are there any other explanations you wish to make? There is one explanation I have given, and that is the reason I did not reply earlier to the Postmaster-General's letter to Victoria. I was travelling, and the letter got delayed. Another explanation I wish to make is that in my interview with the Postmaster-General I did not say that I suspected my letters had been tampered with in any other colony. The Postmaster-General was under a misapprehension as to what I did say. I would like to add that although some very extraordinary statements have appeared in the newspapers I have not replied to them, because I thought I would be acting discourteously towards the Postmaster-General if I did not confine my communications to him. For that reason I confined my letters to him.
213. Are you perfectly certain that these two letters from your sister were tampered with? Yes.
214. And the three letters from your sister are three of those you showed the Postmaster-General? Yes.
- 214½. That is those of the 10th and 13th May? Yes. I would like to explain as to my mode of dealing with my letters. Yesterday, for instance, I burned and destroyed a number of letters at the Royal Hotel. I had all day to myself, and I got rid of my correspondence. Almost all letters that are not absolutely necessary for me to keep I destroy.

Thomas Drinan called in, sworn, and examined:—

- T. Drinan.  
2 July, 1889.
215. *Commissioner.*] What are you, Mr. Drinan? I am a wine-grower and grazier.
216. You live, I believe, at Branxton? Yes; I have been living there more than thirty years.
217. I believe you have a family? Yes.
218. What number? Four sons and one daughter.
219. Your daughter's name is Miss Kate Drinan? Yes.
220. Are you any relation to Mr. Deasy? Yes—first cousins. His father and my mother were brother and sister.
221. How long have you been living in Branxton? We came to live there, to the best of my recollection, in the latter end of November, 1856.
222. How long have you known Mr. Tulloch, the postmaster? I could not say exactly; I should say about fifteen years.
223. He is a storekeeper there, is he not? Yes.
224. Is he a man that holds a good position in his way of life? His circumstances are very good, I think.
225. I do not mean financially—I mean by reputation? Well, yes, he does.
226. Have you known him intimately at all? Yes; I have been accustomed to meet him almost every day.
227. Have you been good friends with him? I have always been good friends until very lately. I do not know whether we are friends now or not.
228. Do you remember Mr. Deasy arriving at Branxton? Well, I do. He came and stayed with us for about ten days, I think.
229. When was that? I do not exactly remember the time, whether it is two months ago or not.
230. Did you know him before his visit to Branxton? Yes. I saw him in the old country. I met him in Ireland—in Dublin.
231. Did you go alone at the time to Dublin? No; I had my wife and daughter with me.
232. How long ago is that? It is two years last January since we came back.
233. Then it is somewhere about two years and a half ago.

234. And were you staying with the Deasys in Ireland? No; we visited them at different times. We stayed with them half-a-day, or a night or so. T. Drinan,  
2 July, 1869.
235. While you were there you saw a good deal of one another? Yes; he and one of his sisters travelled a good deal in Ireland with us.
236. How long were you travelling together? About eight or nine days, I think.
237. I suppose he was taking you round to show you, the best things that could be seen? Yes. We went to the Lake of Killarney, and many other places.
238. When he came out here he stayed at Branxton some time? Ten days, I think—nine or ten days.
239. How old is your daughter? Twenty-six, I think.
240. Had she been corresponding with Mr. Deasy prior to his coming out here? Yes. She told me she was doing so. She used to tell me the news about Mr. Deasy.
241. Did she correspond with Mr. Deasy or with his sister? With both, I think; but she told me with Mr. Deasy.
242. Did you ever notice at any time whether Mr. Deasy was paying his addresses to your daughter at all? Well, I did not know until after he came out.
243. You knew it then? I did. Of course he gave me to understand that it was made up between my daughter and him when they met in Ireland. It was there they became attached to one another, and then during the time he was staying at Branxton they arranged about the marriage.
244. That was the time the arrangement was made? Of course they had an arrangement made in writing before he came out—so they gave me to understand.
245. But the first you heard of was after he came out here? Yes.
246. Then he and your daughter gave you to understand that they had arranged to get married? Yes.
247. In other words, that they were engaged? Yes.
248. Can you call to mind whether the date of the marriage was fixed? No; I never heard that.
249. There is no doubt about the marriage having been arranged? No; there is no doubt about it.
250. I presume you understood from your daughter? Yes.
251. That was done by letter before he arrived, and evidently the result of your visit to Ireland? Most probably it was.
252. Your daughter, of course, is his second cousin? Yes, I suppose she would be.
253. Did your wife know about this? I think she heard it before me—that is, so far as my impression goes.
254. Was your wife favourable to the match? My wife objected, and he asked her why she objected then any more than at any other time.
255. How did you know your wife objected? I learned from him.
256. Mr. Deasy told you that your wife objected and then he found fault with her because he was under the impression that she had consented, and he did not see why she should object now;—was that it? Yes; that is what I mean.
257. As a matter of fact, I believe your wife did object and she objects still? Yes.
258. She did not assign any other reason than the one I have indicated? ———.
259. I won't ask you any reason, because the one reason—that of the relationship—would be sufficient.
260. When you say your wife objected to the marriage, did she communicate that to the daughter? I believe so.
261. Did it lead to any misunderstanding between the mother and daughter? No; there was no misunderstanding, but my wife objected, and she told Mr. Deasy so, and Mr. Deasy told me. She told me Mr. Deasy would have to leave the house, and that if he did not leave the house she would have to tell him to go.
262. I suppose in consequence of that he did leave? He did leave, and I suppose that was the cause of his leaving.
263. How about the corresponding afterwards;—did your daughter write to Mr. Deasy and Mr. Deasy to her? I don't understand the question.
264. When your wife said Mr. Deasy should leave the house, did she intimate in any way whether the young people were to be allowed to correspond? I believe she said she would not allow any letters to go from her to him.
265. She would not allow any correspondence one way or the other? No.
266. Then there is no doubt when Mr. Deasy left the house, at your wife's request, she had determined to put an end to the engagement between him and your daughter? Yes.
267. Was the engagement terminated? Yes; so far as my wife was concerned. I had no objection myself.
268. Do you remember Mr. Tulloch receiving a letter from Mr. Deasy complaining of letters being opened? Yes.
269. You remember Mr. Tulloch telling you that? Yes.
270. Do you remember one day his being at Mr. Russell's? I remember one night.
271. By the way, who is Mr. Russell? He is a storekeeper and wine grower in Branxton.
272. You remember one night Mr. Tulloch being at Mr. Russell's? I do.
273. Was it after Mr. Tulloch told you about the letter he had had with Mr. Deasy's complaint? Yes.
274. Did you send in word that you wanted to see him? I did.
275. And then he came out, I believe? Yes.
276. Where was it you saw him? Just in the street in front of the store.
277. Do you remember what night it was? I don't remember the day of the month. It was the same night that Mr. Tulloch told me that Mr. Deasy accused him of opening his letters.
278. When he came out, what passed between you? Previous to my calling him out that way, he had informed me that Mr. Deasy had written to him saying that he had good authority—or some words to that effect—for accusing him of having been the cause of two of his letters having been tampered with in Branxton Post Office. Mr. Tulloch had told me this prior to my calling him out. When Mr. Tulloch told me that same day about Mr. Deasy accusing him of the opening of his letters, I hesitated a bit, and I said, "Nonsense; he would not do such a thing." There are two Mr. Deasys. There is another cousin of mine of that name living in Branxton; and I hesitated for a bit, as I said, and then I remarked that it would come to nothing, and said, "Never mind about that." "But," he said, "it is Mr. Deasy, the  
the

T. Drinan.  
2 July, 1889.

the member." "Oh," I said, "if it is Mr. Deasy, the member, I cannot say anything about him." I had got the other Mr. Deasy in my mind. Well, then Mr. Tulloch and I parted. After running the matter through my mind the supposition occurred to me that as my wife had got a bit cross she might have opened the letters. I then called Mr. Tulloch out of Mr. Russell's, and said it might have happened in that way.

279. What did you tell him, do you remember? I told him I thought it might have happened in that way. I said my wife is not very friendly with Mr. Deasy, and perhaps she may have opened the letters. Of course I have no authority for saying so—it was merely my idea.

280. Did you tell Mr. Tulloch that your wife was strongly opposed to the proposed marriage of Mr. Deasy with your daughter? I did.

281. Did you also tell him that that had caused the disturbance which had put an end to the engagement? No, I did not tell him that; I do not know whether there is an end to it yet or not.

282. You did not tell him that? No. It was not my opinion that there was an end to it.

283. Did you tell him that he might say to anyone that there was no such engagement? No; I did not tell him anything of the sort.

284. You told him, as I understand, that your wife was very much opposed to the intended marriage between Mr. Deasy and your daughter, and that she might have opened them in her motherly anxiety? I thought so, because a great number of Mr. Deasy's letters came to my place. It was only just a supposition on my part.

285. As a matter of fact you believed that at the time? No, I did not believe it. I could not say I believed it.

286. I do not wish to infer that you believed your wife to be guilty of anything dishonorable, but that merely in her motherly anxiety you suspected one might have done it, and that that was probably the solution of the matter? Well there was a probability that it might be so; but I could not say.

287. Do you remember Mr. Tulloch asking if you would put that in writing? Yes. He came in and asked me. I did not see very well how I could, as it was only a supposition of mine.

288. Do you remember telling him that it was not worth while. There was no occasion for it, because it was all over? No; I don't remember.

289. Did you happen to know then that Mr. Deasy had declined to proceed further with the matter? No; I never heard that Mr. Deasy declined to proceed with the matter at all.

290. Did Mr. Tulloch not tell you? No.

291. Did you hear anything said in your family that made you think it was possible Mrs. Drinan might have opened these letters—did you hear anything in your own house to suggest that to your mind? No. Only that my wife and daughter did not agree very well on this matter, and the daughter probably would not let her mother see the letters she wrote.

292. Did you hear anything said? No; I did not hear anything said. Of course my daughter would have letters addressed to herself, and she would open them.

293. I gather from what you said that you personally had no objection to the engagement? No.

294. And of course your daughter had not? No.

295. It was only your wife? Yes.

296. She went so far as to say that he must leave the house, and that communications must drop? Yes, I think I heard her say that.

297. That there should be no more letters? Yes.

298. How are letters delivered at your house—by the postman? No; we go to the post office ourselves, or send the servant.

299. Did Mr. Tulloch speak to you often about this matter? No; only once or twice.

300. Do you remember him telling you that Mr. Deasy had declined to proceed with the matter against him? I do not.

301. But perhaps he might have done so, although you cannot tax your memory with it? No; I do not think he did. I imagine I would remember it had he done so.

302. Do you remember any letters coming to your house to Mr. Deasy after he left? No; I never got a letter from Mr. Deasy myself. I would not know his handwriting. My daughter or some member of the family would tell me all the news.

303. Do you remember your son ever receiving any letters? No; there was a communication went through the *Herald*. I said it was a slander, and that this was a terrible thing.

304. What I want to get at is: do you remember the circumstance of your son having letters for Mr. Deasy? Yes; he told me he had two.

305. Did he tell you how he came to have them? I did not know anything about them until I saw this article in the *Herald*. He then told me that he held them until he gave them back to Mr. Tulloch. He had not got them in his possession when he told me about them. He told me there were two letters from Ireland addressed to Mr. Deasy. He thought they were from Mr. Deasy's sisters.

306. And these two letters your son said he had had in his possession for some time, and then gave them back to Mr. Tulloch? Yes. Mr. Tulloch, I think, came up to my place for them.

307. Do you remember whether it was two or three? He told me two. I never saw them at all.

308. Do you remember writing a letter of the 17th June, 1889, after you saw something in the *Herald*? I do. I wrote that letter after consulting with my solicitor.

309. What is his name? Mr. Kennedy, of West Maitland.

310. And you signed the letter? I did.

311. Now, did it occur to you, Mr. Drinan, at the time you heard of this—a charge made against a person whom you had known for many years,—did it occur to you that your wife, in her motherly anxiety for her daughter, might have opened these letters? That suspicion struck me.

312. Just tell me this—have you not heard something passing in your own house leading you to believe this? Nothing, but that my wife and daughter did not agree about Mr. Deasy.

James Alexander Tulloch called in, sworn, and examined:—

J. A. Tulloch.  
2 July, 1880.

313. *The Commissioner.*] What are you, Mr. Tulloch? I am post and telegraph master at Branxton.
314. How many years have you been there? I think about eighteen years.
315. You are a large storekeeper there, are you not? No. When I went to Branxton first I had a store, but for some years my two sons have been engaged in it—one in the store at Branxton, and the other in a branch store at Greta, about 2 miles distant.
316. Then is the post and telegraph office a Government building? No; my residence forms a portion of it, and the store carried on by my sons is at one end.
317. What is the arrangement of the building? The store is carried on at one end, the post and telegraph office is in the middle, and my residence is at the other end.
- 317½. What family have you got? I have a family of two sons and three daughters.
318. How old are they? The eldest is about 24, the next 22, and they go down to one 2 years old.
319. What is the next? The next is 9, and the other is about 14.
320. Then the ages are 2, 9, 14, 22, and 24? Yes; the two sons are 24 and 22 respectively, and the others are little ones.
321. You know Mr. Drinan and his family? Yes.
322. Have you been intimate? Yes.
323. And are your families intimate? Yes. Well, we never visit each other, but we are perfectly friendly and neighbourly.
324. And the members of your family;—are they the same? Yes.
325. Do you remember Mr. Deasy when he was up there? Yes.
326. During the time that he was there did many letters pass through your hands for him? Yes; there was a good few.
327. And after he left did letters pass through your hands from him and for him? After he left I received a notification from the General Post Office, with a letter from Mr. Deasy attached to it, stating that I was to re-direct his letters to the General Post Office.
328. Was this a telegram? No; it was a written communication from the secretary to the General Post Office asking me to re-direct all his letters. I noted it and returned it to the General Post Office. After I had forwarded a few Mr. Deasy then intimated to the secretary of the General Post Office that all letters addressed to him at Branxton were to remain there. I had a note of that also.
329. What interval was there between the two notifications? I really could not tell; but some days had elapsed.
330. Did any letters come before you got your first instructions? I cannot remember—Yes, I think there were.
331. What did you do with them? I sent them to Mr. Drinan's. Whilst Mr. Deasy was in Branxton I sent his letters up there, and I did so afterwards.
332. After he left, you say there were some letters? Yes.
333. Did you ever forward a number of letters in an envelope to Mr. Deasy anywhere? No; I would not forward them in an envelope. I would stick them together with the outside bordering from postage stamps—either that or tie them with a string.
334. After a certain time you got instructions what to do with them? Yes.
335. And then further instructions? Yes.
336. Apart from your instructions, did you forward any letters to Mr. Deasy anywhere? No.
337. Then, if any letters were forwarded, they must have been letters which you sent to Mr. Drinan's? Yes. I noticed letters passing through the post office, very bulky, addressed in Miss Drinan's handwriting to Mr. Deasy. I came to the conclusion that this bulky envelope contained some of the letters I had delivered.
338. You noticed this particularly? Well, as a matter of fact, if a bulky letter comes we are supposed to weigh it, and thus it attracts attention.
339. After your first instructions, what did you do with the letters? I sent them to the General Post Office.
340. After the second instructions, what did you do with them? After I received instructions for the letters to remain, Frank Drinan came down to the post office for his letters. I said to him, "There are a couple of letters here for Mr. Deasy; you might take them, as your sister will hear from him perhaps before I will, and he will get the letters the sooner." I handed him the letters, and he took them with him.
341. Did you notice the letters? I did not notice them particularly.
342. Can you say whether they were Irish letters? Yes; they were letters from Ireland, I believe.
343. Were they addressed in a woman's handwriting? I think one of them was. Both might have been. I know that there have been a good many letters from Ireland in the family's handwriting.
344. These letters that you handed to Frank Drinan, were they two letters or three? Two.
345. You are positive? I am quite certain.
346. What did he do with them? He took them with him, and then some few days afterwards I received a telegram from Mr. Deasy from Melbourne, asking me to forward all his letters to the General Post Office, Sydney.
347. That is the telegram dated 3rd May, 1880? Yes. [*Telegram put in and marked Exhibit G.*]
348. What did you do next? Some short time after I received that telegram, I went to Mr. Drinan's, knocked at the door, but could not make anyone hear me. I went towards the wine-cellars and met Frank Drinan. I said "Have you sent those letters to Mr. Deasy?" He said, "No; I did not know where to address them to him." I said, "I have just received a telegram asking me to forward his letters to the General Post Office. If you give them to me, I will re-direct them and send them." He said, "My hands are too dirty to handle them now. I will get them and bring them up presently?" "There will be plenty of time, I said, if you bring them down before the mail closes." A short time afterwards he came down and handed me Mr. Deasy's letters. I re-directed them, and taxed them with the usual tax of two-pence each letter, and sent them to the General Post Office.
349. Did you notice whether the letters were sealed? I could not say.
350. What condition were they in when you got them back from Drinan's—did they appear to have been tampered with? I do not think so. If they had been torn, or anything of that kind, I should have

- J. A. Tulloch. have noticed it. In fact, I am almost sure I would have noticed it, and I would have written on them, "Received in this condition." There was one I placed a label on. If we have three letters we tie the three together, and tax them at a 6d., and one label does for the three. I fancy that if that letter had been torn a person could see it, and if it had been so, I would have been in duty bound to endorse it so before sending it to the General Post Office, Sydney.
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351. These two letters you sent to the General Post Office in Sydney? Yes. They were redirected to the General Post Office, Sydney.
352. Now, let me go back a bit. As I understand now, after Mr. Deasy left Branxton some letters came which were sent to Mr. Drinan's? Yes.
353. Then you got a notification from the General Post Office, enclosing a letter from Mr. Deasy, saying you were to forward his letters to the General Post Office, Sydney? Yes.
354. After that, you did send them to the General Post Office, Sydney? Yes.
355. Then you got an intimation through the General Post Office, Sydney, that you were to keep them at Branxton? Yes.
356. And I understand you did keep them at Branxton? Yes.
357. Then comes the story of the two letters? Yes.
358. After you got the intimation about keeping the letters at Branxton, were these the only two that came? These are the only two, so far as I can remember.
359. Then you got the telegram [*Exhibit G*], and after that you got the two letters back from Frank Drinan, and sent them to the General Post Office? Yes.
360. And those two letters were the last two ever sent? Yes.
361. And one or both might have been in a woman's handwriting? Yes.
362. Who had charge of the Branxton post office this year, during the time of the alleged opening? My son sometimes, myself principally, and sometimes my wife has been in the office.
363. Is your wife here? No. I do not think she was in the office during any of these times. I believe all Mr. Deasy's correspondence came under my own observation.
364. It passed through your hands? Yes, with the exception of some that my son might see in making up the mails.
365. Did you see any person, or did any person, with your knowledge, or any members of your family ever open or interfere with, in any way whatever, any of Mr. Deasy's letters? No. No person could possibly do it. We received the mails at nine o'clock in the morning. The mail was immediately made up, and Drinans people were there for the letters immediately. It would be impossible for a person to open a letter, read it, and close it up, and have it ready for delivery.
366. But apart from the possibility or impossibility, was it done? No.
367. Neither by yourself, nor any member of the family, nor any person in the employ of the office? No.
368. There was no interference in any shape or form with any of the letters? No; I am positive of that.
369. Can you give me an idea how many letters were forwarded to the General Post Office, Sydney, for Mr. Deasy, through your office, and through Drinan? I could not say.
370. As nearly as you can remember? As nearly as I can remember, I should not think there would be more than four or five—at the very outside, seven or eight.
371. You understand what I mean;—I want to know what letters, including the two you got back from young Drinan, you sent back to Sydney? There would be seven or eight.
372. That is the outside number? Yes.
373. I want you now to pledge your oath what the number is that you are certain was not exceeded? Not over seven, to the best of my recollection.
- 373½. For instance, you would remember whether you were accustomed to send bundles or handfuls? Oh, yes.
374. And you have no doubt in the world that you did not send more than a certain number and that that number was not more than seven? We have large numbers of letters redirected, and I could not recollect what the exact number of letters I sent would be.
375. I do not want the exact number—I want to know from you this: you sent certain letters to the General Post Office, to Mr. Deasy, and I want to know whether there is any number you can give me as the outside number that you sent? The outside number is seven.
376. In other words, you will swear you did not send more than seven? Yes; but I could not be certain to one letter for example. There is the difficulty. I want to speak the truth and the whole truth. There is nothing that would enable me to say the exact number.
377. I do not want the exact number; I want a number that you will say it did not exceed? Then, seven.
378. Amongst these letters that you sent down there were two from Ireland that you think were in a lady's handwriting; were there amongst the seven any other letters that were in a lady's handwriting? I could not say, but I think there were some in a lady's handwriting.
379. From Ireland? Yes.
380. Have you any recollection where the other letters were from? No.
381. What was done with them? They would remain in the office. They were simply sorted. They would be in the bundle of letters, and they were handed out when the Drinans came for them.
382. Do you remember receiving from Mr. Deasy the letter marked [*Exhibit A*] complaining of your office? Yes.
383. You replied to that by the letter marked [*Exhibit B*]? Yes.
384. After you received this letter [*Exhibit A*], did you see Mr. Drinan, and did you tell him of it? I told him I had received a letter from his friend Mr. Deasy, and told him the nature of the letter. I told him it contained a very serious charge against me—that of having letters opened at the Branxton Post Office, and that he had conclusive evidence that they had been opened there, and he added that whether he would prosecute me criminally or not was a matter for after consideration. Mr. Drinan asked what Mr. Deasy had done it—"Mr. Deasy of Rothbury?" I said, "No; Mr. Deasy, who has lately come out from Ireland." He said "That is strange." He said no more, and I passed on to one of the neighbours—Mr. Brayshaw's place and stayed there a few minutes and returned home. I then went across the street to Mr. Russell's place, which is just opposite to Mr. Drinan's. I had not been there more than a few minutes when some person rapped at the door. Miss Russell went to the door and opened it, and she came in and said that Mr. Drinan was outside

outside and wanted to see Mr. Tulloch. I went outside, and we walked a few paces from the door. He said, "Since I met you down the street this evening I have been considering about the opening of these letters of Mr. Deasy's. I have come to tell you that the letters were opened at my place." He said, "You know Mr. Deasy wanted to marry my daughter. Mrs. Drinan is strongly opposed to his marrying her, and it has caused great disturbance in the house, and that put an end to the marriage." He added, "You can tell anyone from me that there is no marriage to take place between Mr. Deasy and my daughter." He then said that Mrs. Drinan, seeing correspondence passing from her daughter to Mr. Deasy, wanted to know what was passing between them, and she had the letters opened and read, and then closed and posted them. He also said, "I won't see you blamed wrongfully. I will prove what I have said, and if required I will swear to it." I then thanked him and we parted. Then, on the night of the 13th June, he was at my house, and I said to him, "There is one thing I wish you to do, if you have no objection, and that is, to put in writing what you told me verbally outside Mr. Russell's place about the opening of Mr. Deasy's letters." He said, "Oh, I thought it was all over." I said, "No; Mr. Deasy has never withdrawn the charge." I also said, "If you give me this statement in writing I will forward it to the General Post Office, Sydney, and there will be an end to the whole thing." He said, "Well, if there is any more heard about the thing I will do so." I then said, "There is one thing that strikes me very forcibly, and that is, that some member of your family has communicated to Mr. Deasy the facts that you have told me about the letters having been opened in your place, and that is the reason why he declined to proceed any further with the charge he made against me." He said, "I won't say they did not." I asked him if he would say whether they did or did not. He said, "I won't say they did not."

J. A. Tulloch.  
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385. Do you remember anything being said as to whether he had seen his wife open them or not? He said, "You know I did not see Mrs. Drinan open the letters. It was from a conversation that was passing between members of my family that I got to know they were opened."

386. That is really what took place between you? I positively swear it.

387. Is it true what you have just said, or that he called you out of Russell's and told you about his wife—that he suspected it was his wife who had opened the letters;—was that the way he conveyed it—that his suspicion was that Mrs. Drinan had done it? Yes.

388. Then he subsequently told you that he had not seen Mrs. Drinan, but that it was from a conversation with his family that he had gathered it? Yes.

389. That was in June? Yes—a month afterwards.

390. Can you tell me this: You have seen that letter Mr. Drinan wrote to the Department after the publication of the paragraph in the *Herald*? Yes.

391. You know Mr. Drinan's signature? Yes. [*Letter of the 17th June, 1889, put in and marked H.*]

392. One of the paragraphs in that letter says, "I have reason to suspect that my own letters had been opened in the post office, and members of my family have complained to me of the same thing repeatedly";—is there any truth in that? None whatever. I distinctly deny it. I have never heard of anything of the kind. I have never heard it even rumoured or hinted at in any way.

393. What was the course of delivery there? People usually called for their letters.

394. Then there was no delivery from the post office at all? No. The letters were handed out from the window.

395. Is it true that letters are ever delivered away from the post office at all? No. Sometimes we might overlook a letter, but in the ordinary course everyone comes for his own letters.

396. Do neighbours call for each others' letters? Yes.

397. I will now ask you generally whether any letters of Mr. Deasy's, or of anybody else's, have been opened or tampered with by you or any person in your office in any way whatever? No. I will positively swear to that.

398. This is a statement which I believe you forwarded to the Department? Yes. [*Statement put in and marked Exhibit K.*]

399. Did you send that in after the conversation with Mr. Drinan? Yes.

400. When did you have the last conversation with Mr. Drinan? On the 12th June.

401. When did you have the first? On the night of the 13th May.

402. And on the 20th June you sent the report marked K down? Yes.

Sir Thomas Henry Grattan Esmonde called in, sworn, and examined:—

403. *The Commissioner.*] I believe you are a Member of the House of Commons? Yes.

404. For what constituency? South County, Dublin.

405. I believe you came to the colonies with Mr. Deasy and left him in Tasmania, and you and Mr. Deasy subsequently joined Mr. Deasy in Sydney? Yes.

406. On what date? I am not perfectly certain. It would be about the 11th May, but I am not quite certain about the exact date.

407. You know of course the nature of this inquiry—that Mr. Deasy charges that certain of his letters were opened;—of your own personal knowledge, do you know anything about that? I do not know much except so far as one letter is concerned—a letter that he received when we were here, which I saw for a minute or two. He received it at the Royal Hotel in Sydney.

408. Do you remember who handed it to him? It was one of the waiters, so far as I can recollect.

409. Do you remember what day that was? No; I do not remember.

410. Was it the day you arrived in Sydney, do you remember? No; it was a few days subsequently. I do not quite remember the date.

411. Did you attach any importance to it at the time? Not very much, because I had no idea that there was anything hanging on it.

412. You say you saw a letter for two or three minutes—how came you to see it at all? Well, the letter was handed to Mr. Deasy by a waiter, and then he handed it to me, and pointed out that it was tampered with. He handed me the letter, and drew my attention to it. On my looking at it, I saw that the seal had been broken, and it had been either resealed or sealed up again.

413. Do you remember whether the seal had been broken, or whether it was intact? I could not say whether it was the original seal or a new seal. It was intact then—that is to say, the letter was closed.

414.

Sir. T. H. G.  
Esmonde.  
2 July, 1889.



- Sir T. H. G. Esmonde.  
2 July, 1889.
414. That is the letter was closed and the sealing-wax was not broken? It was not broken then. It looked as if it had been sealed up again.
415. Was there anything else peculiar that you noticed about the appearance of the letter? The edges appeared to have been a little bit fingered, and sticking together;—that is the flap was a bit fingered and dirty.
416. Was there anything else that you noticed? Nothing else.
417. You say that the letter was closed? Yes.
418. There is no doubt about that? No.
419. So far as I can gather there were two things that you noticed;—the sealing-wax or the seal? Yes. I do not think there was any seal.
- 419½. And the edges of the flap of the envelope seemed to be smudged?
420. The envelope was firmly closed? The envelope was closed.
421. Can you recall to mind where the letter came from. Was it a Colonial letter or an Irish letter? I cannot say.
422. Have you any belief about it; any impression? I have a sort of impression it was a Colonial letter.
423. Can you recall to mind whether it was in a lady's or gentleman's handwriting? I would not be positively certain about that, but I think it was a lady's handwriting.
424. That is your impression? Yes. I could not be certain.
425. And you think it was a Colonial letter? Yes. That is my impression. I think it was a Colonial letter and I think it was in a lady's handwriting.
426. Was your attention ever drawn by Mr. Deasy to any other letters in a similar way? Yes; at Adelaide.
427. How many letters did he draw your attention to there? As well as I can recollect he drew my attention to one letter there. My recollection of the Adelaide thing is very hazy.
428. Can you recall to mind whether that was sealed; first of all was it opened or closed? It was closed I think.
- 428½. Was it sealed? I do not think it was sealed.
429. Was there anything remarkable about that letter so far as you can call to mind? As far as I can recollect it had a kind of frayed appearance about the flap.
430. Would such an appearance be produced by friction in a mail-bag if there was a heavy mail? I do not think so; the letter was dirty.
431. The whole letter was dirty? The back was dirty.
432. Was it dirty where the address would be? No; on the other side.
433. It was closed? Yes.
434. Do you think that was a Colonial letter? I think it was not.
435. Can you recollect whether it was in a lady's hand-writing or not? Well, as nearly as I can recollect it was not in the same handwriting as the other one. Of course I did not pay much attention to it.
436. Were there any other letters that Mr. Deasy drew your attention to? I do not recollect any other—only these two occasions.
437. Did you ever go with him to the General Post Office at Sydney to get a letter or anything of that sort? No.

John Yunie Tulloch called in, sworn, and examined:—

- J. Y. Tulloch.  
2 July, 1889.
438. *The Commissioner.*] You are the son of the postmaster at Branxton? Yes.
439. Are you the son who keeps the store there? Yes.
440. In the same building as the post office? Yes. Is that your business or your father's? It is mine and my brother's.
441. Do you assist in the post office. Yes.
442. Did you during the time Mr. Deasy was staying at Mr. Drinan's? Yes.
443. During that time do you remember letters coming through for Mr. Deasy? —
444. What became of them while he was there? Mr. Deasy called for some of them. They went up to Mr. Drinan's.
445. After Mr. Deasy left, what became of his letters? They still went to Mr. Drinan's.
446. Do you remember any orders coming from the General Post Office with reference to them? I remember that some orders did come.
447. You do not remember the directions given? No; I don't.
448. During the time that these letters were passing through the office in that way were they ever tampered with or interfered with to your knowledge by any person? No. Not by any person whatever.
449. Did you notice these letters particularly? I never took particular notice of them. I only remember a few of them going through. I generally attend to the telegraph, so I don't really see much of what goes through the postal department.
450. What I want to know is whether of your knowledge Mr. Deasy's letters were interfered or tampered with in any shape or form, in your office, either by you or anybody else? No.

John Fitzgerald Burns, Esq., M.P., called in, sworn, and examined:—

- J. F. Burns,  
Esq., M.P.  
2 July, 1889.
451. *The Commissioner.*] You are a member of the Legislative Assembly? Yes. One of the members for St. Leonards. I was formerly member for the Hunter, in which district is the town of Branxton, which will account for my having been communicated with by the postmaster at Branxton after a statement was made through the public prints that some letters passing through his office had been tampered with. Mr. Tulloch wrote to me on the subject, expressing a strong desire to have a local inquiry, and at the same time he wrote to Mr. Scobie, through whom also he sent me a message on the same subject, and through whom he made some statements as to the evidence he could give bearing upon the imputations upon his office. Mr. Scobie and I took steps to press upon the Postmaster-General the desirability of an inquiry upon the spot. We were delayed for a day or two before we could make an appointment with Mr. O'Connor. At last we did so, and met Mr. O'Connor at the Post Office. We explained to him what our business was, that as the character of Mr. Tulloch was in our opinion impugned by the statements made that the correspondence passing through his post office had

had been tampered with or opened, we thought it right to grant his request for an inquiry at Branxton; but as it appeared from his communication to us that Mr. Drinan, senior, had acted very straightforwardly towards him in stating that he would clear him of this charge, we made a request that nothing that we said then should be published by the Department. I suggested that before an inquiry was actually instituted it would be desirable to communicate by telegraph with Mr. Deasy, informing him of the statements we had made, believing it probable that he was then in possession of similar information himself, which might lead to his withdrawing the charge, and relieving Mr. Drinan's family of the unpleasantness that might arise from an inquiry on such a subject. Mr. O'Connor, in our presence, took down some statements we made, and said he would at once communicate with Mr. Deasy. We were quite satisfied then with his promise on the subject, and I think I might state that I had advised Mr. Tulloch, and requested Mr. Scobie, to give no information to the press on the subject. I was much surprised afterwards to see a paragraph in the newspaper about it. Both Mr. Scobie and myself observed very great reticence on the matter, but statements were made in the public press which must not only have annoyed Mr. Drinan and his family, but must prejudice the inquiry into the management of the post office at Branxton in connection with the charge.

J. F. Burns,  
Esq., M.P.  
2 July, 1889.

452. How long have you known Mr. Tulloch? I have known Mr. Tulloch for, I think, about twenty years, and Mr. Drinan still longer, and was friendly with them both, and my desire was to have the matter conducted in a way to excite as little ill-will between these residents of the same town as possible. At the same time I was desirous of seeing the charge withdrawn, both in the interest of Mr. Drinan and the postal service of this Colony, which I understood, from what appeared in the prints, had been attacked by the statements made by Mr. Deasy.

453. What was the communication that you and Mr. Scobie made to the Postmaster-General—is it in writing? No; it is not in writing, it was made verbally.

454. Are the statements fairly represented in that document marked Exhibit L? Yes, that fairly represents the statements Mr. Scobie and I made. It is not quite so full as it might have been on one point—that Mr. Deasy should withdraw the charge. I made a suggestion to the effect that at that time Mr. Deasy was perhaps well aware of the position of matters at Branxton in relation to the correspondence as we were, and he would see that it was his duty to withdraw the charge.

455. That is all you know about the matter? That is all I know.

Robert Scobie, Esq., M.P., called in, sworn, and examined:—

456. *The Commissioner.*] You are Member for The Hunter in the Legislative Assembly of New South Wales? Yes.

R. Scobie,  
Esq., M.P.

457. And as Member for the district you became aware of certain statements which were alleged to have been made by Mr. Drinan to Mr. Tulloch with reference to Mr. Deasy's letters? Yes. It occurred in this way: I was passing down High-street on the 17th of last month, and I met Mr. Tulloch, and had some conversation with him. We referred to the opening of Mr. Deasy's letters, and he told me that the matter was all right—that Mr. Drinan had waited upon him, and told him that some correspondence was being carried on between his daughter and Mr. Deasy, and that Mr. Drinan had waited upon him and told him this. Mrs. Drinan, he said, did not approve of the engagement, and had opened the letters. Mr. Drinan was prepared to substantiate that, and Mr. Tulloch asked me to tell this to three Members of the Legislative Assembly, and I told Mr. Burns and Mr. Gould. Mr. Burns and I conferred together, and from the nature of what was communicated to me, Mr. Burns thought it would be as well if the Postmaster-General communicated with Mr. Deasy, who might withdraw the charge, and clear the Post Office authorities. We laid the matter before Mr. O'Connor and Mr. Lambton, the Secretary to the Post Office. Mr. Lambton drew up a communication and sent it to Mr. Deasy, in our presence.

2 July, 1889.

Francis Augustus Drinan called in, sworn, and examined:—

458. *The Commissioner.*] You are the son of Mr. Drinan who was examined here this morning? Yes.

F. A. Drinan.

459. You live at Branxton, I believe, with your father? Yes.

460. I believe you are a second cousin of Mr. Deasy's? —

2 July, 1889.

461. You remember the occasion when Mr. Deasy stayed at your place about ten days this year? Yes.

462. During the time he was in your house, did he receive many letters? I could not say for certain. He received some, but I could not say how many.

463. Can you say whether after he left any letters came for him? Yes.

464. How many? I cannot tell you the number.

465. Do you remember after he left any letters being enclosed in an envelope to be sent to him? I do not.

466. That might have taken place and you would not have known it? Yes. I had some of his letters; he authorized me to keep them for him.

467. Had any other members of your family any? I cannot say.

468. That might or might not be? Yes.

469. There were some two letters given to you, I believe? Yes.

470. Do you know where they were from? They were letters from Cork, from his sister.

471. How did you come to get them? The postmaster gave them to me.

472. For what purpose did he give them to you? To keep. I was authorized to keep them for Mr. Deasy.

473. How long did you keep them? About five days.

474. What did you do with them? I kept them in my possession all the time.

475. What did you do with them afterwards? I gave them to Mr. Tulloch; he called for them. I was at work when he asked me, and I gave him the two.

476. Do you know why Mr. Deasy left your place? I could not say—I could not tell you that.

477. Did you know anything about his being engaged to your sister? Yes; I knew that.

478. When did you know that? I knew it before he came out.

479. How did you know it? —

480. I suppose you knew it from your sister? Oh, of course,

481.

Mr.  
F. A. Drinan,  
2 July, 1889.

481. By the way, is your mother well? She was ill when I left. She was confined to her room. She has been laid up for about three weeks.
482. Is she likely to remain unwell? I could not say. She was under medical treatment. I dare say she might probably be better in a day or two.
483. In what time do you think? I could not say.
484. Was she in bed? Well, she was not in bed. She was, on and off.
485. Moving about? Yes. Previous to that she had been laid up for more than a fortnight.
486. And she is in doctor's hands? Yes.
487. How old is she? I could not tell you.
488. I expect she must be about 60? No; I do not think so.
489. She is the mother of all of you, and your sister is about 26, your father says? That I could not tell you.
490. Is your sister the eldest? Oh, no.
491. How many are there older than your sister? Two.
492. At any rate that would bring her pretty well up to 50. Do you know whether your mother approved of the match or engagement? I could not tell you that for a certainty.
493. You don't know,—I mean from anything you heard in the house. Of course I hear little things now and again.
494. You do not know that she had any thorough objection to the engagement? I could not tell you.
495. You do not know how it was that Mr. Deasy came to leave your house? No; I could not tell you that. You see I am mostly away myself, and might not be two days in a week at home.
496. In point of fact the state of your mother's mind as to the engagement, and the reasons for Mr. Deasy's leaving the house you know nothing about? No; I know nothing about them.
497. You know nothing about Mr. Deasy's letters arriving at the house after he left? There was only those two that I knew about after he left.
498. You know nothing of any letters passing from a member of your family to Mr. Deasy? No.
499. Whether your sister or any member of your family wrote to Mr. Deasy from time to time; you could not tell me that? No.
500. You are in the wine making business are you not? I am more on the station.
501. I suppose you have got your hands pretty full? Yes.
502. And you have not got time to waste over things of the sort I have been asking you about? No.
503. The two letters which you received from Mr. Tulloch were letters from Mr. Deasy's sister? Yes.
504. Were they all right when you handed them back? Yes.
505. Were they sealed, do you remember? Yes; perfectly sealed.
506. Do you know of any third letter which Mr. Deasy received from his sister? No; I do not know of any other than I have mentioned. These were the only ones I had in my possession or that came under my notice at all.
507. You know personally nothing about how Mr. Deasy's letters were opened or who opened them? Nothing whatever.
508. If they were opened you know nothing in the world about it? No.
509. Nor how it could be accounted for? No.
510. Did you ever hear your mother say anything about them? No; I am perfectly certain she never received any of them.
511. I am referring more particularly, not to letters that were received, but to letters that were sent from Braxton? I know nothing whatever about any letters beyond these two.

WEDNESDAY, 3 JULY, 1889.

Present:—

C. E. PILCHER, Esq., Q.C., Commissioner.

Daniel O'Connor, Esq., M.P., called in, sworn, and examined:—

- D. O'Connor,  
Esq., M.P.  
3 July, 1889.
512. *The Commissioner.*] You are the Postmaster-General? Yes.
513. You know Mr. Deasy, I believe? Yes.
514. Do you remember Mr. Deasy having an interview with you respecting some letters that he alleges have been opened? Yes.
515. What date was that? I can fix the date in this way: There was a banquet held in West's room in the evening, and the next morning I had the interview with Mr. Deasy. I think it was on the 16th May.
516. What day of the week was the banquet? I think it was on Wednesday the 16th.
517. What banquet was it? It was a banquet given to the delegates—Mr. Dillon, Sir Thomas Esmonde, and Mr. Deasy.
518. That was on the 15th May? Yes.
519. On the following day he saw you;—where? At the post office. The interview was the result of a conversation I had with him on the night before.
520. What was said then? I said to him, "You got a letter from the post office to-day." He said, "Yes." I said, "Well, there are some very serious charges made by you, and I should like to have them inquired into." I should like to go back a little to explain. The first intimation I got of anything being wrong was the receipt of a letter from Mr. Tulloch.
521. That is the letter marked [*Exhibit A* and *Exhibit B*] from Mr. Tulloch? Yes.
522. That is dated the 13th May, and I presume you got it on the 14th May.
523. Upon receipt of *Exhibit B* you caused *Exhibit C* to be written? Yes. I told Mr. Lambton to write to Mr. Deasy, telling him that the fullest inquiry would be made. Then I met Mr. Deasy at the banquet on the evening of the 15th. I asked him if he had got that letter [*Exhibit C*]. He said, "Yes." I told him that as he had made these serious charges, every facility would be afforded him to prove the truth or otherwise of the charges. I regarded this, I told him, as little less than stealing letters, and if it were proved, the severest punishment would be meted out, no matter who the person concerned might be.
- Mr.

Mr. Deasy intimated that he did not intend to go any further in the matter. I pressed him very hard to go on with it, and besides the matter was being hinted at outside, and I desired to protect the men in the office. I pressed Mr. Deasy very hard to proceed with the prosecution, and he refused absolutely.

D. O'Connor,  
Esq., M.P.  
3 July, 1889.

524. What reason did he give? He said he would not like to leave any home in a worse condition than he found it when he came here. He would not like to bring misery to a family. He said, "I will come up to-morrow morning, and I will show you some of the envelopes."

525. Did he go to see you? He did come, and he brought eight or ten envelopes with him.

526. Are you sure it was eight, or ten, or six? I would not be sure at all. It might be six, or it might be eight or ten; but I think there were about eight.

527. Can you recall to mind anything about these envelopes—as to the handwriting? I never noticed the handwriting at all.

528. Did you notice whether they were colonial letters or foreign letters? Some of them, I think I am pretty safe in saying, came from Home.

529. Came from Ireland? They came from some part of the old world. Some of them, I think, were colonial.

530. By colonial do you mean New South Wales? I mean any of the Colonies.

531. Have you any distinct recollection about the matter? The only thing that I am positive about is that some of the letters came from Home.

532. Now, with respect to the letters that came from Home, did you notice anything particular about them? There were a couple of letters that were specially directed to my notice.

533. Were they letters from Home;—this is a particular thing that I am anxious to find out? What Mr. Deasy directed my attention to was the opening of the letters, and it was easily to be seen that they had been opened. There was evidence of the flap having been raised and turned down again; and then it was fixed again with some new stuff, but we could not tell—there was no evidence to prove whether the letter had been opened in New South Wales or Victoria.

534. Or it might have been opened by Mr. Deasy himself? The only thing I could tell was that the letter had been opened.

535. You said there were appearances of its having been fastened down again? Yes. In one case the opening was a clumsy affair, the letter having broken evidently over the seal, and when it had been closed again the sealing-wax seemed to have mixed. Whoever did it must have opened and closed that letter very clumsily, and there was a very wet kind of sealing-wax used. It was blended very clumsily with what had been used before.

536. That is one particular letter you speak of? Yes.

537. And do you think that letter was from Ireland? I think so, but I could not say for certain.

538. Were there any other letters that attracted your attention? There were several. All the letters shown me appeared to have been opened.

539. Were they colonial letters? They were letters he had got in this Colony—from various portions of the Colony, and from the Old Country. The only thing I was interested in was the opening of the letters—not as to the handwriting, or where they came from.

540. Your attention was not directed to the handwriting? Mr. Deasy never directed my attention, to the best of my belief, to the handwriting. He never showed me the handwriting at all. He showed me the gumming of the letters.

541. Could you undertake to say with reference to these letters—would you undertake to say absolutely that there were any from Ireland at all? I could not say that they were from Ireland, England, or Scotland, but one of them was from Home. Mr. Deasy was a man who must have been travelling about, but whether the letter was from Dublin, London, or Edinburgh, I could not tell you.

542. When you say "Home" you mean the United Kingdom? Yes; some portion of the United Kingdom.

543. That is the letter you have described? That is one of the letters. It took away a good deal of my interest in the letters when he said there was no intention of prosecuting, and there never would have been anything more about it—there is no doubt about that; but some people outside and the press went for Mr. Deasy. Mr. Deasy made a specific charge, and what was the good of me following it up when there was only the charge against the one man at Branxton. He made a specific charge against Mr. Tulloch and refused to go on with it, and I could not do more, as he would not go on. Mr. Lambton came in subsequently and said it would be utterly impossible to go on. Then I was asked a question in the Legislative Assembly with regard to the opening of the letters. There would have been a trial had Mr. Deasy proceeded with the matter, and then we would have seen whether the letters came from England, Ireland, or Scotland. If I had apprehended for one moment that there would have been any further investigation I would have adopted another course, but Mr. Deasy left the Colony, and I thought the matter had ended.

544. As a matter of fact, do you know what became of the envelopes? He took them away.

545. Did that particular letter present the appearance of the seal having been broken and re-waxed? It did.

546. Was any other letter sealed? There might have been one; I am not sure.

547. What I want to get at is, whether you have any recollection of there having been any others? My recollection is not good enough for me to say "yes," and it is not good enough for me to say "no." My interest in the letters was considerably lessened by the fact that Mr. Deasy positively refused to proceed with the matter any further.

548. Was that all that took place at that interview? Yes. He showed me the envelopes and withdrew.

549. You were under the impression then that this was a specific charge made against one postmaster, and that that specific charge Mr. Deasy declined to proceed with.

550. After this is *Exhibit D*, in which Mr. Deasy states that he does not intend to take further steps in the matter? Yes.

551. Following upon this, some question was asked in the House? Yes. By Mr. Dibbs.

552. What date was that, do you remember? I think it was on the evening of the day he wrote the letter—the 17th.

553. Are you certain? Well, it was that evening, to the best of my belief.

554. Was this letter written by him on the same day that he had the interview with you? Yes.

- D. O'Connor, Esq., M.P.  
3 July, 1889.
555. And that same day Mr. Dibbs put some question to you in the House? Yes. He asked me without notice as I was walking into the House.
556. Then I believe you received from Mr. Tulloch the letter of the 21st May? Yes. He wrote a letter in which he asked for leave to vindicate himself. [*Letter put in and marked Exhibit M.*]
557. What next? I wrote immediately, saying that I had no objection to comply with his request, nothing in the rules of the service preventing my granting it.
558. After the questions were put to you in the House by Mr. Dibbs, did you communicate with Mr. Deasy? After the questions were put in the House by Mr. Dibbs, there was an evident desire on the part of Parliament that there should be an investigation, and I think I instructed Mr. Lambton to write to Mr. Deasy.
559. That letter is not here, but it was written in accordance with the terms of your instructions? Yes.
560. And, in reply, you received the letter marked *Exhibit F* from Mr. Deasy? Yes.
561. After that I believe Mr. Burns and Mr. Scobie called upon you? Yes.
562. And made a statement which is substantially what appears in *Exhibit L*? Yes, that is my minute. I dictated and signed it, and then I instructed Mr. Lambton to write to Mr. Deasy, informing him that two Members of Parliament, one of them a very old member and ex-Minister of the Crown, had called at the office, and stated that they had information, which was beyond any power of contradiction, to the effect that the letters he complained of having been opened were opened by his own relatives; and also that this information had been communicated to Mr. Tulloch by Mr. Drinan. Then Mr. Burns and Mr. Scobie agreed with me—or rather I agreed—that the statements made by Mr. Burns should not be made public. As Mr. Drinan had made the statement so candidly, I was desirous of preserving the feelings of the family, and was anxious, in the interest of the family concerned, and in the interest of Mr. Tulloch, that Mr. Deasy should withdraw unconditionally his charge, and that things should be brought to an end. I therefore instructed Mr. Lambton to write a note to Mr. Deasy.
563. Before giving those instructions, did you cause the minute marked *Exhibit K* to be sent to Mr. Tulloch? Yes. A letter signed "Justice" had been published in one of the newspapers, and I caused a minute to be written to Mr. Tulloch, asking him that if he had any information to give which would elucidate the matter to furnish it to the Department.
564. Then Mr. Tulloch wrote, in reply, *Exhibit K*? Yes.
565. And it was upon receipt of that from Mr. Tulloch that you communicated with Mr. Deasy? Yes. It was really after Mr. Burns' interview that we wrote to Mr. Deasy.
566. Having written to Mr. Deasy, drawing his attention to the statements of Members of Parliament, in the terms you have mentioned, did you receive this letter from Mr. Deasy? Yes. [*Letter put in and marked Exhibit N.*]
567. Mr. Deasy declined to withdraw the charges? He said that in the face of the facts disclosed in the declarations of his friends he must decline to withdraw.
568. Before the appointment of the Royal Commission did *Exhibit H* come under your notice? Yes. It was on receipt of that letter and two statutory declarations that I appealed to the Cabinet, or rather to Sir Henry Parkes, to appoint a Royal Commission to investigate the matter. I said it was no good sending up an ordinary officer to Branxton in a matter of that kind. There was a plain statement on one side and a plain denial on the other, and I thought a gentleman like you ought to be appointed to investigate the matter as things had become so complicated.
- [At this stage of the inquiry Mr. Deasy was called in and the Commissioner drew his attention to a solemn declaration made by Joseph Percini, dated 1st July, 1889, and a telegram dated Branxton, 2nd July—documents marked *Exhibit R*—and in reply to the Commissioner Mr. Deasy said that he had no objection to the declaration being used, if necessary, to obviate the necessity for calling Mr. Percini, as a witness, to Sydney, as the issue of a summons to Mr. Percini would necessarily involve delay.]

Stephen Harbord Lambton, Esq., called in, sworn, and examined:—

- S. H. Lambton, Esq.  
3 July, 1889.
569. *The Commissioner.*] You are, I believe, secretary to the General Post Office? Yes.
570. When was your attention first drawn to the matter of the Deasy letters? On receipt of the letter from the postmaster at Branxton, marked *Exhibit B*, enclosing *Exhibit A*.
571. You have heard of three letters alleged to have come from Mr. Deasy's sisters in Ireland, and to have been received by him—one at the General Post Office, Sydney, and the other two either in Sydney or Melbourne? I am not quite sure about the number—I think it was two.
572. What makes you think it was two? Mr. Deasy's complaint was a general one, and I think the fact of its dwindling down to two letters appeared from one of the statutory declarations or from a report by the postmaster at Branxton upon an anonymous letter, signed "Justice," which appeared in a newspaper.
573. I have no recollection of the number of letters being specified in any document, and I think you must be mistaken. However, it is immaterial. There is no doubt there were more than two letters. Did you, on the 23rd May, send *Exhibit E* to Mr. Deasy? Yes.
574. And then, after two Members of Parliament had made representations to the Minister, you sent this letter to Mr. Deasy? Yes. [*Letter put in and marked Exhibit P.*]
575. And you received from Mr. Deasy this telegram? Yes. [*Telegram put in and marked Exhibit Q.*]
576. Is there any means of telling, or determining, or ascertaining who received those two letters that were sent down from Branxton to the General Post Office, re-addressed by the postmaster, or who delivered them to Mr. Deasy? Not without the covers or envelopes. We might, if we had the envelopes, be able to find out, but of that we could not be certain. If we saw the envelopes, we would know the clerk that would be on duty at the time.
577. Have you made any inquiry whether, as a matter of memory, any of the clerks have any recollection of these two letters? I have not, because I feel it would be useless to do so. There are nine or ten clerks in the room there, and letters pass through their hands from 9 in the morning until 9 in the evening. They come on in different shifts, and I suppose at that time they would not know even who Mr. Deasy was.
578. Upon application to Mr. Deasy for the envelopes, you did not receive them? I did not receive them.
579. As a matter of fact, can you carry out any inquiry with reference to the letters without the envelopes? We could not. 580.

580. Why is that? Because the envelopes have the post-office marks, and in the case of the marks in Sydney we could tell you who stamped the letters; and if we could not tell that, we could tell what hour they arrived, and so trace the person who delivered them.

581. And without the envelopes you could not do anything at all? Nothing whatever.

582. So that in the absence of the envelopes it would be absolutely impossible to trace these letters beyond Branxton for the purpose of getting any information? Quite impossible.

583. Do you know whether seals are apt to become mutilated in travelling-bags? In the case of letters coming from England they do. They do, and there is a circular warning people against using wax. I have known wax to get melted and to join letters together, and sometimes it is impossible to separate them without tearing them.

584. Is it a common or uncommon thing for seals to be broken while the letters are in transit in the bags? Well, since I have held my present position, I have not had much experience. In my old experience they were not often broken, but then letters were not often sealed.

585. How long ago are you speaking of? About twenty-five years ago.

586. If two letters were tied together would you think that what broke the seal of one of them would probably break the seals of both? Yes.

587. You remember that Mr. Deasy had an interview with Mr. O'Connor, on the 17th May? Yes.

588. If Mr. Deasy had handed the envelopes on that occasion over to the Department, would it have been easy to have ascertained whether these letters arrived in Sydney intact or not? Possibly we could not have ascertained if they had arrived in Sydney intact or not, but most likely we should. If they had been broken and tampered with they would have attracted the notice of the clerk, and it was the duty of the clerk to draw the attention of his superior if they had the appearance of being tampered with on arrival in Sydney.

589. They must have gone through Sydney first on the way to Branxton? Yes.

590. If you had got the envelopes on the 13th May, would there have been any difficulty in determining the condition in which they arrived at the Sydney Post Office? No, I do not think so; because had they arrived in Sydney in a mutilated condition the fact would have been endorsed there, and you could have arrived at a satisfactory conclusion upon it.

591. That is if the tampering had been such as to attract attention? Yes.

592. In the case of an attempt to break the flap of the envelope;—say, if it had been torn asunder, and pieces of it remained, would such evidence of tampering as that have been noticeable? I think so. The instructions are very stringent in matters of that kind.

593. And are they not only stringent, but carried out? Yes. I do not say but that an envelope of that kind might have been passed over once or twice.

594. But you would not expect all Mr. Deasy's letters, if they were in that condition, to escape observation? It would not be likely. Where we are not supplied with the envelopes we look upon an inquiry as hopeless; in fact, we have never undertaken one in cases of delay or of letters being tampered with. Where letters are reported wholly missing we could make inquiries for them. As a matter of experience we find that if an official intends to be dishonest, there is far less risk in taking a letter altogether than in tampering with it.

595. How long has the postmaster at Branxton been in the service of the Department? I could not say. I think about fifteen years.

596. How does he rank in the service? I have never heard of any complaints of anything like a serious character having been made against him.

597. May I take it that in the service he is a man of high character? Quite so. In fact, there is absolutely nothing against his character.

598. And that is after fifteen years' service? Yes.

599. At any rate you have been in the Department all that time, and if anything had been preferred against his character you would have known it? I certainly should.

Thomas Drinan called in and further examined:—

600. *The Commissioner.*] Do you know Mr. Bercini, at Branxton? I do—well.

601. What is he? He is a storekeeper and dealer.

602. Is he a man in a fair way of business at all? Yes; he is a man in good circumstances, and occupying a good position.

603. I mean is he a man of good character and reputation? Yes; that is my opinion of him.

604. Are you on friendly terms? On the most friendly terms.

605. There is no ill feeling between you, or anything of that kind? None whatever.

606. Do you remember getting the envelope containing subpoenas for you to attend the sittings of this Commission? Yes.

607. I think there was one for yourself, one for your son, one for your wife, and one for your daughter? Yes.

608. After this, do you remember seeing Mr. Bercini and having some conversation with him? I think I did.

609. About these subpoenas? Yes.

610. You told him that you received subpoenas for yourself and the members of your family in this matter? I believe I did.

611. Do you remember making use of the expression "There is a lot of bother about these letters"? I think I said so.

612. Do you remember Mr. Bercini saying "From what I have seen in the newspapers, I believe there is"? I think those words passed between us.

613. Do you remember saying then, "It was me who went to Mr. Tulloch, and told him that I believed that the letters were opened in my place on account of Mrs. Drinan and Mr. Deasy having a row"; and that Mrs. Drinan would do such a thing in a passion, or words to that effect? No. I will tell you what I did say. I said that I told Tulloch that I thought the letters were opened at my place, and my wife might have done it. I said that to Bercini, and several other people besides.

S. H.  
Lambton,  
Esq.  
8 July, 1889.

Mr.  
T. Drinan.  
8 July, 1889.

Mr.  
T. Drinan.  
3 July, 1889.

614. Do you remember saying to Bercini that you thought your wife would do such a thing in a passion, or words to that effect? I said I thought she might do it.
615. You mean in a passion? I said that she might do it in a passion.
616. Did he then say to you, "I have been informed you went to Mr. Tulloch two or three times, and made the statement to him that your wife had opened letters to Mr. Deasy," and you said, "No, I only went to his place once, and that was the occasion before referred to"? That is in substance what I said. I do not know whether I told him that I went once or twice.
617. You may have told him you went to Mr. Tulloch twice? Yes.
618. But you did mention it to several people? Yes. I mentioned it to Mr. Bercini and somebody else.
619. I asked you yesterday whether you had known Mr. Tulloch long, and whether you were on friendly terms? Yes.
620. I believe you also told me that he was a man of good repute? I thought so from all I had known of him.
621. Do you know anything yourself of the two letters that your son had? No. I never knew about those two letters at all until after the accusation made by Mr. Deasy. I was astonished when my son told me he had the letters. He kept it a secret. Nobody knew anything of it. I do not think any of the members of the family knew. [*Declaration of Joseph Bercini and telegram annexed put in, and marked Exhibit R.*]

Wyndham John Davies called in, sworn, and examined:—

Mr.  
W. J. Davis.  
3 July, 1889.

622. *The Commissioner.*] I believe you are an Inspector in the Post Office Department? Yes.
623. How many years have you been there? Twenty-seven.
624. As Inspector? No. Twelve years as Inspector.
625. Is it part of your business to inquire into charges against Post Office officials, the opening of letters, and so forth? Yes. I deal with all irregularities.
626. I suppose during that time you have had some experience in these matters? I have.
627. I want to ask you this. Where a charge of tampering with letters is made can you conduct an inquiry without the envelopes? We never attempt to do it, except, perhaps, we might refer to the Postmaster for a report, and that is unsatisfactory.
628. When you have not got the envelope you have to rely on the statement of the Postmaster? Yes. You see, a letter might pass through a dozen post offices, and it arrives at a post office where it has to be re-stamped, and there is something unusual about it—the seal broken or the envelope torn—and it is evident that it has been tampered with, it is the duty of the official to note the fact and to state upon the letter, "Received in this condition." In the Head Office, letters are sent in to the Dead Letter Office if they are badly tampered with to be enclosed in a fresh cover.
629. In your experience in the Head Office, have you found that that duty is always carried out? Not always.
630. There are omissions? Yes.
631. Do you think the omissions are so numerous that they would exceed six letters for the same gentleman received in the course of a few weeks; that is making allowance for mistakes of clerks and hurry of business and so forth;—do you think if that number of letters had been tampered with they would have passed through unnoticed, the tampering being so obvious that anybody could have noticed it? I do not think so. Somebody must notice it. The clerk making up the mail would notice it.
632. So that it comes to this, that in your experience of the General Post Office of Sydney such a thing as six letters addressed to the same gentleman—all manifestly tampered with passing through the office—such a thing could not happen without being noticed? It could not.
633. I want to ask you about another matter;—take the case of sealed letters;—is it a common occurrence for a seal to be broken in transit? Oh, yes, especially in the case of letters passing through the Red Sea. The wax gets melted and the letters adhere together. It frequently happens that the addresses get mutilated. I have seen that often myself.
634. Now, apart from the Red Sea, do sealed letters get frequently broken in travelling? Oh, yes. In our records we sometimes want to preserve the seals, and we have the greatest difficulty in preserving them. We have to wrap them up specially, and we find it is a most difficult thing to preserve them without injury.
635. Now, if two letters were tied together, both being sealed, and one seal was broken, would you expect to find the other broken? That would all depend upon the position; because one was broken, it need not, necessarily, affect the other.
636. Supposing they got a wrench in the bag? Yes.
637. In many cases of supposed tampering with letters, we find that clerks have dragged them out of the bundle to sort them up quickly, and the department gets blamed for tampering with them. Sometimes the whole edge of a letter would be torn, and nobody could account for it. Then there are other ways in which accidents of that kind might be accounted for. Letters are placed into a bag tied together, and if the letters were not tied up in wrappers they might be damaged. Letters would simply be placed in the bag with heavy newspapers and the bags might be trodden on.
638. Would that account for the seals being broken? In some instances. When, of course, letters at the Head Office being emptied on the floor might have the seals broken by being trodden on.
639. Do you think it is at all likely that a letter with a seal broken would pass through without notice, the letter being sealed up again with a different kind of wax? Yes; I think it might pass through.
640. I mean resealed, and the new wax could be seen? Yes; it might.
641. You have not seen these envelopes at all? No.
642. If you had had Mr. Deasy's envelopes on the 17th May, would it then have been an easy matter to have traced the letters from Branxton to Sydney? No.
643. Is it not a fact that the clerks, who have the stamping of the letters, do so in such a manner that you can tell who stamps them? No. Letters arriving by the early morning mails are not stamped at all.

644. Don't they get the Sydney stamp on them? No, not now, in the case of the first morning delivery. In order to get an 8 o'clock delivery it was abandoned; so that all letters coming in at 6 o'clock would not be stamped.

645. At any rate, if the envelopes had been produced, you would have been able to do something to find out how the opening was done, provided they were opened? Yes. We examine the envelopes with a microscope, and this assists us in detecting how it is done. In many cases we find that the opening is attributable to the flimsy material of the envelope.

Mr.  
W. J. Davis.  
3 July, 1889.

James Alexander Tulloch called in, and further examined:—

646. *The Commissioner.*] I understand that while Mr. Deasy was at Branxton letters that came to him were delivered to either himself, Mr. Drinan, or some member of the family? Yes.

647. And after he left for some time letters that came to him went to Drinan's? Yes; until I received the first notice from the Post Office, as to what I was to do with the letters.

648. First of all you got a notice to send them to the General Post Office. Did you send them to the General Post Office? Yes, whatever there were, and then I received intimation from the General Post Office that Mr. Deasy's letters were to remain at Branxton. Then I received *Exhibit G* from Mr. Deasy, asking me to redirect his letters to the General Post Office, Sydney.

649. Now, what I want to know is this, after the time of your first notice from the General Post Office, did you receive more than the two letters which you spoke of yesterday, and which you think came from Ireland? Yes, there were a number of letters.

650. The question is whether, after the first notice from the General Post Office, you received more than two letters for Mr. Deasy, which you think came from Ireland? Yes, I did.

651. How many more? Well, I daresay, as nearly as I can recollect, there might have been perhaps ten or eleven.

652. From Ireland? No.

653. I asked you this; after you got the first intimation from the General Post Office, did you receive more than two letters which you think came from Ireland? Well, there were several. There might have been perhaps three or four, to the best of my recollection, which came from Ireland.

654. Two of these letters you said you delivered to young Mr. Drinan and got back from him? Yes.

655. What did you do with the three or four, if there were three or four? They were sent with Mr. Drinan's post to his house.

656. I am talking of the letters that you received after you got that first notice; what did you do with all those letters, including the two that you gave to young Mr. Drinan and got back again? They were re-directed to the General Post Office.

657. Now, those letters that you thought came from Ireland, which you have said would number three or four, perhaps, were they in good order? I believe them to have been so.

658. You did not notice anything wrong with them? No. If I had done so, I would have written on them, "Received in this state."

659. Did you notice any of these letters going through the Post Office in the condition complained of? No.

660. If there had been anything the matter with them would they have attracted your attention? I think so.

661. Now, I ask you this question—do you swear most positively that you never, either by yourself, or anyone else interfered, in any shape or form, with Mr. Deasy's letters, except to transmit them in the way required? If I were on my deathbed at this moment I would swear positively, distinctly, and conscientiously, that neither I, nor anyone else, to my knowledge, interfered with the letters.

662. Is there anything else you wish to say? Well, respecting Mr. Deasy's letter of complaint to me, I went up to see young Drinan, and showed him the letter, and he read it. I asked him what he thought of that. "Why," he said, "the d——d fellow must be mad; who would open his letters." I said, "We will see about that." I also said I thought he might mean the letters that I had given him, the letters mentioned in Frank Drinan's statutory declaration.

Mr.  
J. A. Tulloch.  
3 July, 1889.



## APPENDICES.

## ALLEGED TAMPERING WITH LETTERS OF JOHN DEASY, ESQ., M.P.

A.

Sir, I beg to give you notice that I have *conclusive evidence* that letters addressed to me, and posted at Branxton, have been opened at the Branxton Post Office.

"Royal Hotel," George-street, Sydney, 10 May, 1889.  
Yours faithfully,  
JOHN DEASY,  
B.L., M.P., West Mayo.

Whether I shall institute criminal proceedings against you or not is a question I am now considering.

The Postmaster, Branxton, *via* Newcastle.

B.

Sir, Herewith I enclose you a letter, with envelope attached, from a John Deasy, charging me with a very grave offence.

Post Office, Branxton, 13 May, 1889.  
I have, &c.,  
JAMES A. TULLOCH,  
Postmaster.

I now ask you to make a thorough investigation into the matter, and also to preserve the above letter and envelope, as I shall require its production further on, and oblige.

The Secretary, G.P. Office, Sydney.

C.

Sir, I am directed to inform you that the Postmaster at Branxton has forwarded to this Department your letter dated the 10th instant, addressed to him, in which you state that you have *conclusive evidence* that letters addressed to you and posted at Branxton have been opened at the Post Office there.

General Post Office, Sydney, 15 May, 1889.

The Postmaster-General desires me to ask that you will be so good as to furnish him with the particulars of your serious charge, when the fullest investigation will at once be made.

I have, &c.,  
Secretary.

John Deasy, Esq., B.L., M.P. for West Mayo, "Royal Hotel," Sydney.

D.

Sir, In reply to your favour of 15th instant, I beg to say that I do not intend to take further steps in the matter to which it refers.

Asche's "Royal Hotel," Sydney, 17 May, 1889.  
I am, Sir,  
JOHN DEASY.

E.

Sir, With reference to your representation to the Postmaster General, that letters addressed to you had been opened in this Colony, I am directed to state that Mr. O'Connor is of opinion that, in the public interest, and in order to vindicate the honor of this Department, it is of the utmost importance that a thorough investigation should be made into the matter, and I am therefore to request that you will be so good as to furnish me, at the earliest moment possible, with the envelopes of the letters in question, together with all information you possess in regard thereto.

General Post Office, Sydney, 23 May, 1889.  
I have, &c.,  
S. H. LAMBTON,  
Secretary.

John Deasy, Esq., B.L., M.P. for West Mayo, Melbourne.

F.

Sir, On receipt of your invitation to furnish you with information regarding the opening of my letters, I communicated with three gentlemen, and with three only, whose replies I enclose.

The envelopes in question I regret very much not having preserved; I threw them into the waste paper basket under the impression that our interview closed the matter. I do not, however, suppose that this will make any important difference, as you examined them carefully, and formed your own opinion; but I may add I am prepared, if you so desire, to name a number of gentlemen whose attention I drew to them, and who unhesitatingly declared that they had been tampered with.

More than twelve envelopes from various parts of the Colonies, as well as a few from home bearing the Branxton post-mark, were beyond any possibility of doubt opened before coming into my possession.

No letter of mine which had not passed through the Branxton office was interfered with.

Mr. Kelly is in error in stating that I said anything about the suspicions of my colleagues as to the Australian postal service. If I alluded to the matter at all I did so in connection with the systematic Grahamising of Irish Nationalist Members of Parliament letters by the English Government.

I am, &c.,  
JOHN DEASY.

The Honorable the Postmaster-General.

G.

Telegram from Mr. John Deasy, "Menzie's Hotel," Melbourne, to The Postmaster, Branxton.

PLEASE re-direct letters to General Post Office, Sydney.

H.

Sir, I have the honor to direct your attention to the libellous and grossly false statements which appeared in the *Sydney Morning Herald* of the 15th instant, to the effect that my wife opened the letters of Mr. Deasy, respecting which you instituted inquiries some time ago, that I, upon becoming aware of the facts, communicated them to the local postmaster. Now, sir, I desire to give these statements a straight denial. My wife never received nor opened the letters referred to, and I never made such communications to the local postmaster or any other person.

Branxton, 17 June, 1889.

My son, Frank A. Drinan, received two sealed letters from Tulloch, postmaster, for Mr. Deasy, and kept them in his possession four or five days, as instructed by Mr. Deasy (no other person having access to them). At the end of that time Tulloch came to my son and demanded the letters from him, and he handed them over to him, the same as he got them, there not being the sign of a break upon them. Tulloch, after being accused by Mr. Deasy, came to my son again, and said the letters were all right when he got them from him.

I

I live about 60 yards from the post-office, and have known Tulloch from between twelve and fifteen years, and for many years past I have reason to suspect that my own letters had been opened in the post-office, and members of my family have complained to me of the same thing repeatedly.

Two or three months ago I received a letter from the post-office which seemed as if it had just been opened and closed again.

I may mention that letters have been delivered from the office in question by four different persons—the postmaster, his wife, son, and daughter.

I have, &c.,  
THOMAS DRINAN.

To the Honorable the Postmaster-General, Sydney.

K.

“Daily Telegraph,” 11/6/89.  
MR. DEASY’S LETTERS.

(To the Editor of the Daily Telegraph.)

Sir,—To the residents of Branxton the question of who opened Mr. Deasy’s letters is not such an enigma as most people imagine; but the question when Mr. Tulloch, a worthy postmaster, is to have the investigation he has applied for is a subject of far more importance to them.

In the first place, may I ask has Mr. Tulloch received (excepting the copy of the letter he sent to his Department) any official communication regarding his request for an inquiry? Has any inquiry ever been made in Branxton regarding the opening of the letters in question, or has Mr. Tulloch ever been asked officially to report on any circumstances bearing on the case which may have come to his knowledge? The Postal Department have shown a shameful neglect in not sending an officer to Branxton to fully investigate the serious charge—a neglect that is most unfair to Mr. Tulloch, whose efficiency and probity are too well known in this district to be injured even by such an important personage as Mr. John Deasy, M.P.

If information that is the common topic of conversation in Branxton were known to the postal authorities (as it well might be had they but the desire to inquire), the reason for the letters being opened might be explained, and also Mr. Deasy’s anxiety to withdraw his charge.

It is possible that letters may be closed and reopened before they reach the post-office. At any rate, the postmaster at Branxton is wise in being careful. He is a Civil Servant, but there is no reason why those who know him best and know how baseless the charge is should not express the indignation the Branxton people feel regarding the apathy of his superiors.

Yours, &c.,  
JUSTICE.

8 July.

I now furnish the Department with the following facts, viz.:—On Monday night, the 13th May, I met Mr. Thomas Drinan, senior, in the street, nearly opposite Mr. Bercini’s store. We bid each other good evening, shook hands, and in conversation I mentioned that I had that morning received a letter from his friend Mr. Deasy, stating that he had *conclusive evidence* that letters addressed to him and posted at Branxton had been opened at the Branxton post-office, and whether he would institute criminal proceedings against me or not was a question he was now considering. Mr. Drinan passed a remark something like this, “That’s strange.” Soon after we parted, and I went to a neighbour’s house. On my return I called in at Mr. Russell’s, who resides opposite Mr. Drinan’s residence. I had not been there more than a few minutes when someone rapped at the door, and I was told that Mr. Drinan wished to see me. I went out; we walked a few yards from the door, when Mr. Drinan said, “Since I met you down the street I have been considering what you told me about Mr. Deasy’s letters being opened, and have come to tell you that his letters were opened at my house. You know Mr. Deasy wanted to marry my daughter, but Mrs. Drinan strongly opposed it, and there was a great disturbance in the house, and that put an end to the marriage” (and that I was at liberty to say from him to anyone that there was no marriage to take place between his daughter and Mr. Deasy); and that Mrs. Drinan noticing letters going to Deasy from her daughter, and wishing to know what was in them, had the letters opened, read, closed, and then posted. “I won’t see you blamed wrongfully, and I am prepared to prove what I have said, and, if required, swear to it.” I thanked him, and we parted.

On the night of 12th instant (Wednesday) Mr. Drinan was in my house, and I said to him, “Mr. Drinan, if you have no objections, I would like you to give me in writing what you told me verbally at Mr. Russell’s about the opening of Mr. Deasy’s letters in your house, and I would forward it to the Secretary of the General Post Office, Sydney. The charge has been so long pending that I wish to draw it to a close.” Mr. Drinan said, “I thought it was all over.” I assured him it was not; that Deasy had not withdrawn the charge. He then said, “If there is anything more about it I will do so.” He added, “Of course, I did not see Mrs. Drinan open the letters; it was from a conversation I heard passing between members of my own family that I knew the letters had been opened in my house.” I said, “There is one thing which strikes me very forcibly, and that is, that some of your family has communicated to Mr. Deasy the fact that you had told me about his letters being opened at your house, and that was the reason why he declined to proceed with the charges he made against me; don’t you think so?” He answered, “I won’t say they did not.” I said, “Will you say they did or did not?” He repeated, “I won’t say they did not.” This ended our conversation.

Branxton, 20/6/89.

JAMES R. TULLOCH, Postmaster.

L.

Memo. by The Secretary, General Post Office, Sydney.

General Post Office, Sydney, 13 June, 1889.

Mr. J. F. Burns, M.P., and Mr. Scobie, M.P., called on me to-day and stated that proof is forthcoming that the letters alleged by Mr. Deasy to have been opened by the postmaster at Branxton were opened, before being posted, by a member of the family, with one of whom Mr. Deasy was corresponding.

As an inquiry is demanded by the postmaster, which inquiry would probably be a matter of unpleasantness to the family referred to, I think Mr. Deasy might avert the necessity for such inquiry by publicly withdrawing the charge against the postmaster and against the postal service of New South Wales. Let Mr. Deasy be written to accordingly.

D.O.C. Jno. Deasy, Esq., B.L., M.P., West Mayo.—J.C., 14/6/89.

Sir,

General Post Office, Sydney, 14 June, 1889.

With reference to your communication of the 4th instant, relative to your complaint that letters addressed to you at Branxton were opened at the post office at that place, I am directed to inform you that two Members of the Parliament of this Colony have called upon the Postmaster-General and stated that proof is forthcoming that the letters, alleged by you to have been opened by the postmaster at Branxton, were opened, before being posted, by a member of the family there, with one of whom you corresponded. As an inquiry is demanded by the postmaster at Branxton, which inquiry would probably be a matter of unpleasantness to the family referred to, it is thought that you might avert the necessity for such an inquiry by publicly withdrawing the charge against the postmaster and against the postal service of New South Wales.

I have, &c.,  
S. H. LAMTON,  
Secretary.

John Deasy, Esq., B.L., M.P., West Mayo,  
“Meuzie’s Hotel,” Melbourne.

M.

## M.

Sir,  
 With reference to my letter dated 13th May, 1889, with a letter enclosed therein from Mr. John Deasy, charging me with a very serious offence, I beg to state that I consider my position and character is damaged by such, and up to the present I have not had an opportunity of defending myself. It is my intention to have legal advice upon this matter, and ask if you would please give me a copy of Mr. Deasy's charge against me, or the letter itself. Your early reply will greatly oblige.

Post Office, Branxton, 21 May, 1889.

I have, &c.,  
 JAMES A. TULLOCH,  
 Postmaster.

The Secretary, General Post Office, Sydney.

## N.

Sir,  
 In face of the facts disclosed in the accompanying declarations made by Mr. Drinan, I must decline to withdraw the charge referred to in yours of 14th instant.

"Royal Hotel," 19 June, 1889.  
 I am, &c.,  
 JOHN DEASY.

The Hon. the Postmaster-General.

## P.

Sir,  
 With reference to your communication of the 4th instant, relative to your complaint that letters addressed to you at Branxton were opened at the post-office at that place, I am directed to inform you that two Members of the Parliament of this Colony have called upon the Postmaster-General and stated that proof is forthcoming that the letters alleged by you to have been opened by the Postmaster at Branxton were opened, before being posted, by a member of the family there, with one of whom you corresponded.

General Post Office, Sydney, 14 June, 1889.

As an inquiry is demanded by the postmaster at Branxton, which inquiry would probably be a matter of unpleasantness to the family referred to, it is thought you might avert the necessity for such an inquiry by publicly withdrawing the charge against the postmaster and against the Postal Service of New South Wales.

I have, &c.,  
 S. H. LAMBERTON,  
 Secretary.

John Deasy, Esq., B.L., M.P. for West Mayo, "Menzies' Hotel," Melbourne.

## Q.

Mr. J. Deasy to The Postmaster-General.

Going Sydney. Will see you twelve o'clock. Please do nothing till then.

Mittagong, 20 June, 1889.

JOHN DEASY.

## R.

The Acting Postmaster, Branxton, to The Secretary, General Post Office.

DELIVERED message to Joseph Bercini. He states, through accident to his son this morning, unable to leave Branxton to give evidence.

Branxton, 2 July, 1889.  
 C. POWELL,  
 Acting Postmaster

## R.

## STATUTORY DECLARATION.

New South Wales, to wit,—

I, JOSEPH BERGINI, of Branxton, in the Colony of New South Wales, storekeeper, do hereby solemnly and sincerely declare as follows:—

1. I am well acquainted with Thomas Drinan, of Branxton, whom I have known personally for upwards of twenty years.
2. On Wednesday, the 26th day of June now last past, the said Thomas Drinan called at my store, at Branxton, between 4 and 5 o'clock in the afternoon, and showed me an official envelope, and said four subpoenas for himself and family had been served upon them to go to Sydney about Deasy's letters. He further said, "There's a lot of bother about these letters." I said, "From what I have seen in the newspapers I believe there is." He said, "It was me who went to Mr. Tulloch and told him that I believed the letters were opened in my place on account of Mrs. Drinan and Deasy having a row." He further said, "Mrs. Drinan would do such a thing in a passion," or words to that effect. I then said, "I have been informed you went to Mr. Tulloch two or three times and made the statement to him that your wife had opened letters to Mr. Deasy." He said, "No; I only went to his place once, and that was the occasion before referred to."

And I make this solemn declaration conscientiously believing the same to be true, and by virtue of the provisions of an Act made and passed in the ninth year of the reign of Her present Majesty, intituled, "An Act for the more effectual abolition of Oaths and Affirmations taken and made in various Departments of the Government of New South Wales, and to substitute Declarations in lieu thereof, and for the suppression of voluntary and extra-judicial Oaths and Affidavits."

Subscribed and declared at West Maitland, }  
 this 1st day of July, A.D. 1889,— }  
 JAMES D. PRENTICE, J.P.

JOSEPH BERGINI.

1889.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## POSTAL.

(CORRESPONDENCE RESPECTING ALLEGED OPENING OF LETTERS ADDRESSED TO MR. JOHN DEASY, B.L., M.P., FOR WEST MAYO.)

*Ordered by the Legislative Assembly to be printed, 28 May, 1889.*

The Postmaster, Branxton, to The Secretary, General Post Office, Sydney.

Sir, Post office, Branxton, 13 May, 1889.

Herewith I enclose you a letter with envelope attached, from a John Deasy, charging me with a very grave offence.

I now ask you to make a thorough investigation into the matter, and also to preserve the above letter and envelope, as I shall require its production further on, and oblige.

I have, &amp;c.,

JAMES A. TULLOCH,

Postmaster.

[Enclosure.]

Sir,

I beg to give you notice that I have *conclusive* evidence that letters addressed to me, and posted at Branxton, have been opened at the Branxton Post Office.

Whether I shall institute criminal proceedings against you or not is a question I am now considering.

Yours, &amp;c.,

JOHN DEASY,

B.L., M.P., West Mayo.

*Minute by the Postmaster-General.*

I advise that Mr. Deasy be written to at once, asking him to formulate his charge—when every facility will be afforded him to prove the truth or otherwise of his serious complaint.—D.O.C.—15/5/89.

The Secretary, General Post Office, to J. Deasy, Esq., &amp;c.

Sir, General Post Office, Sydney, 15 May, 1889.

I am directed to inform you that the Postmaster at Branxton has forwarded to this Department your letter, dated the 10th instant, addressed to him, in which you state that you have conclusive evidence that letters addressed to you and posted at Branxton have been opened at the Post Office there.

The Postmaster-General desires me to ask that you will be so good as to furnish him with the particulars of your serious charge, when the fullest investigation will at once be made.

I have, &amp;c.,

S. H. LAMBTON,

Secretary.

J. Deasy, Esq., B.L., M.P., West Mayo, to The Secretary, General Post Office, Sydney.

Sir, Asche's "Royal Hotel," Sydney, 17 May, 1889.

In reply to your favour of 15th instant, I beg to say that I do not intend to take further steps in the matter to which it refers.

I am, &amp;c.

JOHN DEASY.

As Mr. Deasy declines to furnish the particulars of his serious charge against the Postmaster at Branxton, it is of course impossible to investigate the matter. I suppose the only thing to be done is to forward this letter for the perusal of the Postmaster, who, perhaps, may fairly consider it as a withdrawal of the charge.—S.H.L., 20/5/89.

The

The Postmaster, Branxton, to The Secretary, General Post Office, Sydney.

Sir,

Post Office, Branxton, 21 May, 1889.

With reference to my letter dated 13th May, 1889, with a letter enclosed therein from Mr. John Deasy, charging me with a very serious offence, I beg to state that I consider my position and character is damaged by such, and up to the present I have not had an opportunity of defending myself; it is my intention to have legal advice upon this matter, and ask if you would please give me a copy of Mr. Deasy's charge against me or the letter itself. Your early reply will greatly oblige.

I have, &c.,

JAMES A. TULLOCH,

Postmaster.

Submitted.—S.H.L., 22/5/89. I see no objection to comply with Mr. Tulloch's request, if not against the rules of the Service.—D.O'C., 23/5/89.

The Secretary, General Post Office, to The Postmaster at Branxton.

General Post Office, Sydney, 23 May, 1889.

In reply to your communication of the 21st instant, I am directed to forward herewith copy of Mr. John Deasy's letter to you, in which he states that he has conclusive evidence that letters for him have been opened at the Branxton Post Office.

S. H. LAMBTON.

Remarks of The Secretary, General Post Office, upon a Leading Article in the  
*Sydney Morning Herald* of 23rd May, 1889.

It will be utterly impossible to make any investigation until Mr. Deasy furnishes particulars. The only courses I can suggest are, first, to ask Mr. Deasy in fairness to the Department to submit any envelopes or other information he possesses in support of his allegation, and the next course I suggest is, to publish the correspondence between Mr. Deasy, the P.M., Branxton, and the Department, including the letter now proposed to be written.

S.H.L., 23/5/89.

This seems to me to be the only way of eliciting the truth in this matter. I advise that you immediately communicate with Mr. Deasy to furnish us with the necessary particulars to prosecute this inquiry in the interests of the public, and in order to vindicate the honor of this Department. I am, however, of opinion that it is not expedient to publish any correspondence at present.—D.O'C., 23/5/89.

The Secretary, General Post Office, to J. Deasy, Esq., B.L., M.P. for West Mayo,  
Melbourne.

Sir,

General Post Office, Sydney, 23 May, 1889.

With reference to your representation to the Postmaster-General, that letters addressed to you had been opened in this Colony, I am directed to state that Mr. O'Connor is of opinion that in the public interest, and in order to vindicate the honor of this Department, it is of the utmost importance that a thorough investigation should be made into the matter, and I am therefore to request that you will be so good as to furnish me, at the earliest moment possible, with the envelopes of the letters in question, together with all the information you possess in regard thereto.

I have, &c.,

S. H. LAMBTON,

Secretary.

1889.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

POSTAL.

(FURTHER CORRESPONDENCE RESPECTING ALLEGED OPENING OF LETTERS ADDRESSED TO  
MR. JOHN DEASY, B.L., M.P. FOR WEST MAYO.)

*Ordered by the Legislative Assembly to be printed, 7 June, 1889.*

John Deasy, Esq., to The Postmaster-General, Sydney.

Sir,

"Menzie's Hotel," Melbourne, 4 June, 1889.

On receipt of your invitation to furnish you with information regarding the opening of my letters, I communicated with three gentlemen, and with three only, whose replies I enclose.

The envelopes in question I regret very much not having preserved. I threw them into the waste-paper basket, under the impression that our interview closed the matter. I do not, however, suppose that this will make any important difference, as you examined them carefully, and formed your own opinion; but I may add I am prepared, if you so desire, to name a number of gentlemen whose attention I drew to them, and who unhesitatingly declared that they had been tampered with.

More than twelve envelopes from various parts of the Colonies, as well as a few from home, bearing the Branxton post-mark, were beyond any possibility of doubt opened before coming into my possession.

No letter of mine which had not passed through the Branxton office was interfered with.

Mr. Kelly is in error in stating that I said anything about the suspicions of my colleagues as to the Australian postal service. If I alluded to the matter at all I did so in connection with the systematic grahamising of Irish Nationalist Members of Parliament letters by the English Government.

I am, &c.,

JOHN DEASY.

[Enclosures.]

Dear Sir,

"Botanic Hotel," North Terrace, 30 May, 1889.

In reply to your telegram asking me if I recollect your remark on the occasion of your return from the North, when I told you there were some letters in the rack for yourself and Sir Thos. Esmond, on handling one letter (in particular) you remarked to me, "See this Mr. Kelly, this letter has been opened." We (meaning yourself and the other delegates) had a suspicion that our letters had been opened by Post Office officials (not mentioning any particular office or Colony). There was no doubt, whatever, that that letter had been opened, as where you handled it it required no force to open it. And one could see it had been tampered with, as the wax on the flap was of two different colors. You are at liberty to make whatever use you like with this statement.

I am, &c.,

C. KELLY.

J. Deasy, Esq., M.P., Melbourne.

Dear Mr. Deasy,

Malunna, Kew, 30 May, 1889.

In answer to your question as to whether I remembered your receiving, in my presence, a letter that had been opened, I can best reply by relating the circumstances as I remember them.

About the 24th of last month you called to see me at my office, and I returned with you to your hotel; soon after arriving at Menzie's a waiter handed you a letter which you at once passed over to me to look at; wondering why you did so I took it and immediately perceived that it had been opened before you received it, as, in addition to the sealing-wax being broken, the flap of the envelope showed evident signs of having been tampered with. I suggested that you should at once cut the envelope carefully and keep it, and have the matter inquired into. You replied that all your letters which came through a certain Post Office in New South Wales were tampered with, but that you would not mind if the contents were published in the *Argus*. You then cut the envelope open without further breaking the seal, and put it in your pocket. The letter had been sealed with red sealing-wax in addition to the ordinary gum on the envelope. Trusting you have quite recovered from your cold,

I remain, &c.,

WM. DOWDEN.

John Deasy, Esq., M.P.

My dear Deasy,

Colac, 31 May, 1889.

I have a distinct recollection of your showing me a letter at the "Royal Hotel," Sydney, forwarded to you from Branxton, which bore unmistakable marks of having been opened. You handed it to me before opening it yourself. One of the waiters was present at the time.

Yours truly,

THOS. H. GRATTAN ESMONDE.

Minute by The Secretary, General Post Office.

It seems to me to be unfortunate that having preferred a most serious charge against a public officer, Mr. Deasy should, under any circumstances, have destroyed what he believed to be the evidence in support of it, without either giving the official the opportunity of defending himself, or withdrawing the charge.

S.H.L., 5/6/89.

Minute by The Postmaster-General.

I ENTIRELY CONCUR with the minute of the Secretary *re* Mr. Deasy's oversight in destroying the envelopes whilst so grave a charge was preferred against an officer or officers of the Department.

It is a fact that envelopes were shown me by Mr. Deasy, and I believe, beyond doubt, such had been tampered with, but in what portion of the Colony or elsewhere it was impossible to decide.

My interview with Mr. Deasy upon the occasion stated in his letter would have closed the matter when there was no likelihood of discovering in what part of the Colony or Colonies the said letters had been opened, but for the action of some Members of Parliament who questioned me, and thus the matter was reopened, and I took the only course that seemed in the best interest of the public.

As it has been asserted, both in Parliament and out, that I induced Mr. Deasy to withdraw the charges, I desire to say this is wholly untrue—the contrary is the fact. I would also add that, as Mr. Deasy at his interview included the other Colonies, but has since withdrawn those charges, I think it would be only fair to treat this Colony in a similar manner—especially in the face of neither locality nor individual having been identified.

D.O'C., 7/6/89.

1889.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

POSTAL.

(CORRESPONDENCE, &c., RELATING TO SUSPENSION, AND SUBSEQUENT REAPPOINTMENT, OF MICHAEL M'NAMEE, LETTER-CARRIER.)

Ordered by the Legislative Assembly to be printed, 21 August, 1889.

[Laid upon the Table of the Legislative Assembly in compliance with promise of the Postmaster-General.]

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No. 1.

The Postmaster, Redfern, to The Secretary to the Post Office.

Redfern, 22 April, 1889.

I WAS informed yesterday by Police-sergeant Leadsman at 1:30 p.m. that Letter-carrier M'Namee had been arrested in consequence of having destroyed some letters that he should have delivered to their address. It appears he was seen by James Saul and Alf Dickson, on the Sewerage Road, Alexandria, to tear up and destroy certain letters. They informed Constable G. Harrison, who collected the torn letters and took them to the Police Station, Redfern. He then arrested Letter-carrier M'Namee.

I went to the Police Station at 1:35 p.m., and saw the torn letters. I requested the Police to put some of them together, if possible, to show that the persons to whom they were addressed resided in M'Namee's beat. M'Namee was there. I went there again at 5:30 p.m. I saw Sub-inspector Potter, who asked me to sign the charge against M'Namee, i.e., of destroying a quantity of letters, the property of the Postmaster-General, which I did, as the two young men, J. Saul and A. Dickson, who saw the letters destroyed, were not there. The Police think the case will come on at the Redfern Police Court to-morrow, the 23rd instant.

I have arranged with Thomas Madden, formerly a letter-carrier, to attend to M'Namee's beat until another carrier is appointed.

V. MOYSE,  
Postmaster.  
The



The attached is a list of a few of the letters destroyed by Letter-carrier M'Namee, and secured by Constable Harrison, and put together by the Redfern Police. That marked No. 1 should have been delivered by Letter-carrier Wood as the Alexandria Post-office is not in M'Namee's beat. Nos. 2 and 3 should have been delivered by Letter-carrier M'Namee, as Mr. H. Bailey and Mrs. Catherine Hassen reside in his beat.—V. MOYSE, Postmaster.

[Enclosure.]

No. 1.—O.H.M.S.—The Postmaster, Alexandria, from Money Order Office, acknowledging remittance of £60. 16th April.  
 No. 2.—O.H.M.S.—Mr. H. Bailey, Victoria-street, Alexandria, from Water Supply and Sewerage Department, enclosing receipt for 2s. 6d. 16th April.  
 No. 3.—Mrs. Catherine Hassen, oyster-shop, Botany Road, Alexandria, from G. W. Dunn, solicitor, 39, Castlereagh-street, stating what day her case will be heard. 13 April.  
 A receipt for £61 17s., from Savings' Bank Department, Sydney, dated 12th April. Not known to whom addressed.  
 A Tattersall's Sydney Cup consultation ticket, No. 3,985, in name of Mr. W. Dwyer.  
 Mr. Hogan—From Superintendent of Public School, Crown-street, a letter complaining of his boy not attending school. 16th April.  
 A letter from J. R. Justin, "Zetland Hotel," Waterloo. Not known to whom addressed.

Submitted for the Postmaster-General's information.—S.H.L., 23/4/89. I think you had better send some one to watch the case for this office.—D. O'C., 23/4/89. Read. I have already done so.—S.H.L., 23/4/89.

No. 2.

Memo. from Detective Abbott to The Secretary to the Post Office.

24 April, 1889.

WITH reference to the arrest of Letter-carrier M'Namee, of Redfern, Detective Abbott reports that he, yesterday, made inquiry into the matter, and finds the following to be the facts: On Wednesday, the 17th instant, between 11 a.m. and noon, M'Namee was seen by James Saul and a young man named Dickson, passing along what is known as the Sewer Road; Dickson and Saul were about 100 yards off the road at work. Saul first saw M'Namee walking and leading his horse and throwing some paper away; he called Dickson's attention to it; Dickson went on to the road and finding it was portions of a letter, watched M'Namee for some distance doing the same thing until he got upon his horse and rode out of sight. Later, they picked up pieces of about twenty letters, amongst them being part of one given to him, the letter-carrier, to post shortly before. The matter got talked about and reached the ears of Constable Harrison, who lives near, who then went to Saul's place and got the portions of letters, and arrested M'Namee. This was not until Sunday. There seems no possible chance of M'Namee clearing himself, as he has endeavoured to settle with the persons finding the letters and also with the constable at the time of arrest. He was by some means allowed bail before getting a hearing, and is now on bail (£300), to appear next Thursday; that being the case, detective thought it advisable to get the statements of the two principal witnesses in writing, which, in company with the arresting constable, was done yesterday. The letters are so far torn up that it would be useless to attempt to put them together for future delivery, but if the Secretary thinks it necessary, an effort might be made after Thursday's Court to trace out the addressees of some, with a view to steps being taken to inform senders or the addressees.

CHAS. J. ABBOTT.

Letter-carrier M'Namee, should, I presume, be suspended.—W.J.D., 26/4/89. Approved as regards the steps suggested by Detective Abbott. I think M'Namee has already been suspended by the Postmaster; if not of course he should be.—S.H.L., 26/4/89. M'Namee should be suspended, pending the result of trial.—D. O'C., 2/5/89.

No. 3.

Memo. from The Secretary to the Post Office, to The Postmaster, Redfern.

26 April, 1889.

BE good enough to hand to Letter-carrier M'Namee the enclosed letter, informing him of his suspension.  
 S. H. LAMBTON.

No. 4.

The Secretary to the Post Office, to Letter-carrier M. M'Namee, Redfern.

General Post Office, Sydney, 26 April, 1889.

LETTER-CARRIER M. M'Namee, Redfern, is hereby suspended from duty, pending inquiry into the charge preferred against him of destroying a quantity of letters, the property of the Postmaster-General.

S. H. LAMBTON,  
 Secretary.

No. 5.

Extract from the *Evening News* of the 2nd May, 1889.

LETTERS DESTROYED.

AT the Central Police Court on Wednesday morning a man named Michael M'Namee, 59, a letter-carrier, was charged, on remand, with destroying a quantity of letters, the property of the Postmaster-General. This case was commenced before Mr. O'Malley Clarke, S.M., in the Redfern Court, and the earlier portion of the evidence has already appeared in the *Evening News*.

James

*James Saul* deposed that he was employed in a dairy adjoining the Sewer-road, Alexandria. On the 17th ultimo he saw the accused on the Sewer-road; he took a number of letters from a bag he was carrying, and tore them up; he continued his route, and tore up letters as he went; witness proceeded along the road sometime afterwards, and picked up a number of pieces of paper; he recognised a number of pieces or scraps of letters produced as among those picked up by him.

*Alfred Dixon Chisholm*, employed by Mr. Saul, dairyman, at Alexandria, remembered the 17th ultimo; in consequence of something the last witness told him, his attention was drawn to the Sewer-road; he there saw the accused, who was walking along the road leading a horse; he (the accused) had his bag in front of him, and was tearing up some pieces of papers and dropping them along the road; witness went over to the road, and picked up a small piece of a letter with the words "Wynne Roberts" upon it; before leaving the road witness saw the accused get on his horse and ride away; witness next saw him the following morning, when he went to Mr. Saul's and inquired if that gentleman was in; witness replied, "no," and asked him why he tore up the letters; he did not answer; witness then told him if he did not answer he would inform on him; he (the accused) then said, "Don't for my son's sake."

*Joseph Saul*, dairyman at Alexandria, remembered the 17th ultimo; on the afternoon of that date, shortly after 3 o'clock, he and his son went out on a milk-cart, and upon arriving at the Sewer-road the son got down and picked up a number of fragments of paper which were lying on the side of the road; witness identified the exhibits produced as those picked up.

*Charles Dalgarno*, clerk in the Money-Order Office in the department of the Postmaster-General, recognised exhibit B, which document was filled in by him; it bears the post-office stamp, also the money-order stamp, dated April 16.

*John Justin*, proprietor of the "Zetland Hotel," corner of Bourke and Elizabeth Streets, Waterloo, recognised exhibit "K," which was part of a letter written by his wife and given to the accused by him to post; it was addressed to Mrs. Kummel, Cleveland-street, Ashfield; witness had noticed that a few mornings previous to this the accused had been drinking heavily.

*William Dyer*, fireman on the Government dredge, and residing at Queen-street, Alexandria, said that on April 15 he forwarded a registered letter containing £1, addressed as on the registration receipt produced; he had never received a consultation ticket on the Sydney Cup in return.

Further corroborative evidence having been given, the accused, who reserved his defence, was committed for trial, bail being allowed, self in £200 and two sureties of £100.

When is his trial to take place? It seems to me that this is a case in which, even if acquitted on the criminal charge, he should not be retained in the Service.—S.H.L., 3/5/89. May 23rd is the day the Sessions commence.—CHAS. J. ABBOTT, 6/5/89.

#### No. 6.

#### Memo. from Detective Abbott to The Secretary to the Post Office.

2 May, 1889.

I HAVE to report that the charge preferred against Letter-carrier M'Namee, of Redfern, was yesterday finished at the Central Police Court, M'Namee being committed for trial.

CHAS. J. ABBOTT.

#### No. 7.

#### Extract from *The Daily Telegraph*, 31st May, 1889.

METROPOLITAN QUARTER SESSIONS.

Thursday, 30 May.

(Before JUDGE WILKINSON.)

Mr. W. L. Merewether prosecuted on behalf of the Crown.

#### DESTROYING LETTERS.

MICHAEL M'NAMEE (letter-carrier) surrendered to his bail upon a charge of tampering with fifty letters, the property of the Postmaster-General, at Alexandria on April 17. There was a second count of opening the letters. Mr. J. H. Want, Q.C. (instructed by Mr. T. M. Williamson), defended. The accused, a man advanced in years, was a carrier attached to the Alexandria post-office, and on the day mentioned, when riding on his round in the public street, was seen to tear up letters from his bag as he rode along. The defence was that the accused had been on a "drinking bout" at the time and for some days previous. In support of that a very long list of witnesses was called. One stated that the accused was almost insane at the time. Mr. Vickers Moyses, postmaster at Alexandria, was recalled during Mr. Want's address to give rebutting evidence to the plea of intoxication. He stated that M'Namee was never drunk under his observation. Accused signed the attendance book on the morning of April 17. The Senior-sergeant of Police at Alexandria was then called and deposed that M'Namee was drunk at the post-office on several occasions about the time in question.

Mr. Want raised the point that the prosecution should fail on the ground that it was brought for tampering with the letters, thereby meaning that he had opened them with intent, whereas the evidence went to show that they were entirely destroyed by tearing them wholus bolus. A section of the Act provided for the destruction of the letters, but the Crown had not prosecuted under that clause.

Mr. Merewether, in replying, contended that the letters had been tampered with by the accused.

The Judge, in directing the jury, held that on the evidence it was his duty to direct them that tearing the letters up was a tampering with them. Dealing with the question of drunkenness from a common sense point of view, it was for them (the jury) to consider the accused responsible for what he did. But under the circumstances they could consider whether the man was capable of performing a specific intention. He quoted learned authority (Russell on Crime) on the point.

The

The jury returned a verdict of not guilty on the ground that the accused was not responsible for his actions at the time.

His Honor intimated to the jury that he could not accept such a verdict unless they altered it to a ground of insanity.

The foreman of the jury accepted the directions of the Judge in regard to the point of insanity.

The Judge then ordered the accused to be detained in custody awaiting the pleasure of the Governor.

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No. 8.

Memo. from Detective Abbott to The Secretary to the Post Office.

1 June, 1889.

WITH reference to the attached report of trial of Letter-carrier M'Namee, I have been requested by the Clerk of the Peace to bring under notice the extraordinary contradiction in the evidence given by M'Namee's friends and the P.M. at Redfern,—witnesses on one side swearing he (M'Namee) was continually drunk—helplessly drunk,—and that they had seen him drunk in the office; on the other hand, Mr. V. Moyses, the P.M., swears as distinctly that he never saw him in the office drunk, or anywhere, or he should have at once reported him; further, that he was most regular in attendance. The legal point raised by Mr. J. Want was that he should have been charged with destroying under the 69th section, instead of for tampering under the 70th section. However the Judge overruled it, and seemed displeased at the verdict, refusing to accept it unless altered, which was done, M'Namee being then remanded to gaol.

CHAS. J. ABBOTT,  
Detective.

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No. 9.

Extract from *The Suburban Times*, 1 June, 1889.

DESTRUCTION OF LETTERS.

MICHAEL M'NAMEE was charged at the Quarter Sessions on Thursday last with having on the 17th April, at Alexandria, he then being a letter-carrier, unlawfully tampered with 50 letters sent by post, the property of the Postmaster-General. Under a second count the accused was charged with opening the same 50 letters. Mr. Want appeared on behalf of the accused. For the defence several witnesses were called, who stated that for some time prior to the date of the offence the accused had been a teetotaler. On the 15th and 16th he commenced drinking excessively, and on the 17th, being almost insane, he was thoroughly unfitted to perform his duties. After this evidence had been taken the Redfern postmaster was recalled, and he stated in reply to the Crown Prosecutor that he had never seen the accused under the influence of liquor. A senior sergeant of the police, called by the defence, asserted that only two or three days before the date of the charge he called at the Redfern post-office on business. He then saw the accused drunk in the office, and in the presence of the postmaster, and the accused was so unfit to perform his duties that he (the witness) directed the attention of other letter-carriers to his condition.

Mr. Want, in his address to the jury, contended that the offence which the accused had really committed, namely, destroying the letters, did not come within the meaning of the section under which the indictment was laid, and which related to "opening and tampering" only. His Honor overruled the point. In summing up, his Honor impressed upon the jury that, unless the accused, through the agency of others, had become subject to insanity, as he would be if suffering from *delirium tremens*, he was, in the eye of the law, responsible for his actions; and he observed that there was no evidence to support the belief that the accused, while under the influence of liquor, had arrived at that stage.

The jury, after briefly deliberating, brought in the accused "not guilty, on the ground that he was not responsible for his actions" at the time he committed the offence.

His Honor, on hearing the decision, remarked that he was sorry the jury had given that verdict. Turning to the foreman, he said, "You find the accused not guilty on the grounds of insanity?"

The Foreman: No, your Honor, we find him not guilty on the ground that he was not responsible for his actions at the time.

His Honor: I cannot accept that verdict. You must find the accused not guilty on the ground of insanity, and unless you do I am afraid I must ask you to again retire.

The Foreman: On the ground of insanity, then.

His Honor: I don't see any evidence to justify such a verdict. I will read what the Act says. It says that the jury shall be required to find specially "that such person was insane at the time he committed such offence." I understand that is exactly what you find?

The Foreman: Yes, your Honor.

His Honor: You find that this person was insane at the time of the commission of the offence? You declare that he is acquitted on the ground of insanity?

The Foreman: Decidedly.

His Honor: All I have to say is that the prisoner must be kept in strict custody until the Governor has been communicated with.

Mr. T. M. Williamson (in the absence of Mr. Want) said the Governor would be communicated with on the morrow.

His Honor: I have nothing to do with that.

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The Secretary, G.P.O., for his information.—V. MOYSE, P.M., 1/6/89.

See statements of

assistant operator and letter-carriers in Redfern office.—W.J.D., 3/6/89.

Memo.

Memo. to Postal-assistant Clinch,—Have you at any time during the last two years seen Letter-carrier M'Namee intoxicated in the Redfern post-office? Did Senior-constable Bradwell ever call your attention to the fact that Letter-carrier M'Namee was drunk in the post-office?—V. MOYSE, P.M., 31/5/89.

No, I have never at any time during the last two years seen Letter-carrier M'Namee intoxicated in the Redfern post-office. Senior-constable Bradwell has never called my attention to the fact that Letter-carrier M'Namee was drunk in this office.—J. T. CLINCH, Postal Assistant, 31/5/89.

Memo. to Letter-carrier Madden,—Have you at any time during the last two years seen Letter-carrier M'Namee intoxicated in the Redfern post-office? Did Senior-constable Bradwell ever call your attention to the fact that Letter-carrier M'Namee was drunk in the post-office?—V. MOYSE, P.M., 31/5/89.

I beg to state that I have not seen Letter-carrier M'Namee intoxicated in the Redfern post-office during the last two years. Senior-constable Bradwell told me after M'Namee was arrested that he noticed M'Namee was under the influence of drink one day in the Redfern office. I have no recollection of the day the constable refers to.—D. MADDEN, L.C., Alexandria, 31/5/89.

Memo. to Letter-carrier Wood,—Have you at any time during the last two years seen Letter-carrier M'Namee intoxicated in the Redfern post-office? Did Senior-constable Bradwell ever call your attention to the fact that Letter-carrier M'Namee was drunk in the post-office?—V. MOYSE, P.M., 31/5/89.

I have not noticed Letter-carrier M'Namee under the influence of drink in the Redfern post-office. He has always assisted us in sorting the letters and papers when the mail arrived at our office for delivery, and always was capable to do his work while in the office, and I have not seen him intoxicated in the office. Senior-constable Bradwell has not called my attention to Letter-carrier M'Namee being drunk in the post-office, Redfern.—J. WOOD, L.C., Alexandria.

Memo. to Letter-carrier Root,—Have you at any time during the last two years seen Letter-carrier M'Namee intoxicated in the Redfern post-office? Did Senior-constable Bradwell ever call your attention to the fact that Letter-carrier M'Namee was drunk in the post-office?—V. MOYSE, P.M., 31/5/89.

I beg to state that I never saw Letter-carrier M'Namee intoxicated in the Redfern post-office. Senior-constable Bradwell never called my attention to the fact that Letter-carrier M'Namee was drunk in the Redfern post-office.—JAMES ROOT, Letter-carrier, Waterloo, 31/5/89.

Memo. to Mail-boy Wood,—Have you at any time during the last two years seen Letter-carrier M'Namee intoxicated in the Redfern post-office?—V. MOYSE, P.M., 31/5/89.

I have never seen Letter-carrier M'Namee intoxicated in the Redfern post-office this last two years.—THOMAS WOOD, Mail-boy, 31/5/89.

Memo. to Mail-boy M'Grath,—Have you at any time during the last two years seen Letter-carrier M'Namee intoxicated in the Redfern post-office?—V. MOYSE, P.M., 31/5/89.

I have never seen Letter-carrier M'Namee intoxicated in the Redfern post-office this last two years.—MICHAEL M'GRATH, mail-boy, 31/5/89.

Memo. to Operator M'Donald,—Have you at any time during the last two years seen Letter-carrier M'Namee intoxicated in the Redfern post-office?—V. MOYSE, P.M., 31/5/89.

No.—J. C. M'DONALD, 31/5/89.

Memo. to Operator Samuel,—Have you at any time during the last two years seen Letter-carrier M'Namee intoxicated in the Redfern post-office?

No.—J. SAMUELS, 31/5/89.

## No. 10.

### Minute of The Secretary to the Post Office.

I do not think it is possible to take any other course than at once dismiss M'Namee. It is not denied that he opened and destroyed these letters, and if, as the jury "found," he did the deed whilst in a state of insanity, it is clear that the Department cannot employ insane men as letter-carriers. If he did it, as some of his witnesses seem to have affirmed, either whilst drunk or whilst suffering from the effects of drink, this is perhaps a still stronger reason why he should not be retained, whilst if, when he destroyed the letters, he was neither insane nor drunk, the crime is even a still worse one. S.H.L., 4/6/89.

How long has M'Namee been in this Service, and what has been his general character up to the trial referred to?—D.O.C., 5/6/89. Schedule of irregularities herewith.—W.J.D., 7/6/89.

[Enclosure.]

[Enclosure.]

Letter-carrier Michael M'Namee appointed as Letter-carrier on 1st July, 1873.

No. of Paper.	Complainant.	Irregularity.	Result.
C 76-4310	M. A. Fitzhardinge, 117, King-street.	Failure to redirect a letter .....	Fined 2s. 6d.
C 77- 452	J. Ward, Sydney.....	Asking in an offensive way for a Christmas-box.	
C 77- 398	P. M., Paddington .....	Wrong delivery of two letters at residence of Mr. Long, Point Piper Road.	
C 81-6592	C. Jesson, Alexandria.....	Fined 40s. and costs at the Central Police Court for abusive language.	
C 81-7052	„ .....	Further complaints as to M'Namee's conduct towards him.	
C 83- 802	„ .....	M'Namee canvassing for votes in connection with Municipal election at Alexandria.	
C 86-5944	J. P. Dacey, Alexandria .....	(1) Using his position to canvass for votes at Alexandria election for Alderman.	M'Namee suspended and removed from the beat. Proved that he had been drunk while off duty. Report on C. 86-7,028.
		(2) Letting others do his work, in consequence of which a letter was wrongly delivered.	
		(3) Using obscene language .....	
		(4) Being drunk while on duty.....	
C 88-6818	Mrs. C. Tasker, Alexandria .....	Conduct of M'Namee .....	Suspended and fined 10s.
C 88-8322	W. Williamson, Waterloo (two complaints).	Wrong delivery of a letter .....	Fined 5s.
C 88-4530	P.M., Redfern .....	Tearing up letters given to him to deliver ...	Suspended. Matter under consideration.

This Schedule shows that M'Namee has been charged with serious irregularities, and that he has been three times suspended.

I think it will meet the justice of the case to call upon M'Namee to resign.—D. O'C., 7/6/89.

## No. 11.

The Secretary to the Post Office to Letter-carrier M. M'Namee.

(Registered.)

General Post Office, Sydney, 10 June, 1889.

With reference to the matter of your destroying letters on the 17th April last at Alexandria, and with reference to the fact of your having been cautioned, for irregularly delivering letters on the 17th October last, and warned that if your conduct was again brought under notice, you would be severely dealt with, I have to intimate that the Postmaster-General has decided that you be called upon to resign your position as letter-carrier within four days.

S. H. LAMBTON.

A week has now expired, but no word has been received from M'Namee.—G.F.R., 17/6/89. If M'Namee's resignation is not to hand, say by 20th inst., I think he should be dismissed.—S.H.L., 17/6/89. Write to M'Namee again, and if he fails to send in his resignation within one week from to-day let him be dismissed.—D. O'C., 18/6/89.

## No. 12.

The Secretary to the Post Office to Letter-carrier M. M'Namee.

General Post Office, Sydney, 18 June, 1889.

ADVERTING to my letter of the 10th instant, I am directed by the Postmaster-General to request you to send in your resignation without delay. If the same is not received within one week from this date you will be dismissed the Public Service.

S. H. LAMBTON.

## No. 13.

Messrs. Ellis and Makinson to The Postmaster-General.

Sir,

49 Elizabeth-street, Sydney, 21 June, 1889.

We have the honor to acknowledge receipt of memorandum of the 18th instant, sent to Letter-carrier M'Namee (and numbered C 89-6,643) calling upon him to send his resignation in within a week from that date, or he would be dismissed the Public Service. We wish to point out the fact, that M'Namee is at present detained in the Receiving-house at Darlinghurst, waiting the pleasure of His Excellency the Governor, and has not seen this memorandum, the same having been received by his wife, who instructs us to respectfully request that you will allow the matter to stand over till after the release of her husband.

We have, &amp;c.,

ELLIS &amp; MAKINSON.

I advise that no steps be taken to finally deal with M'Namee at present.—D. O'C., 27/6/89.

No. 14.

No. 14.

Letter-carrier M. M'Namee to The Secretary to the Post Office.

Sir,

3 July, 1889.

In reply to your letter, calling upon me to resign my position in the postal service, I would most respectfully ask that the Honorable the Postmaster-General should, in view of my long services without a shadow of reproach \* until the unfortunate occurrence of last April, reconsider his decision and give me an opportunity, however slight, of retrieving my character from the disgrace and actual want that my resignation or dismissal would now entail.

\* This is not correct.—S.H.L.

I would respectfully point out that I have been seventeen years in the service of the Post Office, after a previous service of ten years in the Railway Department; that I am now fifty-nine years of age, unfitted at my time of life to take up any fresh employment, even if I could get it now under the circumstances that would attend my leaving the Service, and with a wife and two children entirely dependent on me for support.

I have had only seven weeks leave of absence since I first entered into the Government Service, and would, at the expiration of another twelve months, be entitled to retire under the provisions of the Act.

Seeing that my fault, grievous as it was, has already been severely punished by my having had to stand my trial, and that the jury acquitted me on the ground, which I solemnly believe true, that I was not responsible for my actions at the time of the offence, I beg for a merciful consideration of my case.

I am willing gratefully to accept any punishment, short of dismissal or resignation, as either of these courses would result not so much in my own punishment as in that of my unfortunate and innocent family.

Asking therefore for a merciful dealing for their sakes,

I am, &c.,

MICHAEL M'NAMEE.

Submitted, but I can make no different recommendation from the previous one.—S.H.L., 4/7/89.

After carefully considering M'Namee's case I have come to the conclusion of reducing him to some position in the head office, at a lower salary. I am fully convinced of the heinous offence committed by M'Namee, but there was strong palliating evidence in his favor; moreover, it was the dying request of the late Honorable John Sutherland, who knew M'Namee for nearly thirty years, and thought highly of him, that he should get another chance to retrieve himself.—D.O.C., 6/7/89.

Salaries of stamper and sorter and letter-sorter, at £120, are the only ones available, or rather will be when the Estimates are passed. If reappointed he could in the meantime be paid from contingencies. His pay as letter-carrier was £148. I presume he will not be paid salary during his suspension.—S.H.L., 8/7/89.

Appoint M'Namee to one of the vacancies named, his salary to commence from this day.—D.O.C., 8/7/89.

Memo.

THE following testimonials in M'Namee's favor were handed to the Postmaster-General.—S.H.L.

THIS is to certify that I have known Michael M'Namee for nearly twenty years, and during that time I had many opportunities of forming an opinion of his qualification as a public official and as a citizen. I can say without hesitation that I never knew or heard of a wrong action having been committed by him; but on the contrary he bears an excellent reputation in this district for honesty, punctuality, and a faithful discharge of his duty as a public servant.

Waterloo, 23 May, 1889.

J. P. HOWE, M.P.

THIS is to certify that I have known Mr. Michael M'Namee for a number of years, during which time I have found him a steady and industrious man, and to the best of my knowledge he has borne an excellent character.

Redfern, 23 May, 1889.

JOHN CROWE,  
Mayor of Redfern.

THIS is to certify that I have known Mr. M'Namee for these last thirty years—twenty-seven years in the Government Service, ten years as colleague of mine in the Alexandria Council—and during all that time he was always very well regarded by all in the Council, and I have never known him to do a dishonourable act. He is a most enterprising, respectable man. It gives me great pleasure in bearing testimony to his excellent character.

Boundary House, Boundary-street, Alexandria, 21 May, 1889.

JOHN OSBORNE,  
Ex-Alderman.

I HAVE known Mr. M'Namee for the last thirty years—twenty-seven years in the Government Service, and several years as alderman in the Alexandria Council. I have always found him straightforward and honest in all his dealings, a good citizen, and a worthy master of society in every manner.

Boundary-street, Redfern, 21 May, 1889.

CORNELIUS HANNAN,  
Alderman.

THIS is to certify that I have known Michael M'Namee for over twenty years, and have always known him to act fair and honest in all his dealings, and never heard any complaints. For several years he was a colleague of mine in the Alexandria Council, and always found him strictly honest and attentive in his various duties; and believe him to be a kind husband and father, and a good citizen.

Henderson Road, Alexandria, 15 May, 1889.

STEPHEN JOHN FOSKETT,  
Alderman.

THIS is to state that I have known Mr. M'Namee for twenty-five years, and always found him an honest and an obliging, industrious man.

Perbeck House, 108, Botany Road, Alexandria, 21 May, 1889.

JOHN HARDEN,  
Alderman.

I HAVE known Mr. M'Namee for the last twelve years. He has delivered all my private and business letters. I am agent for the Beaconsfield Estate, and received letters daily. I have never missed one. He has been civil, obliging, and has given universal satisfaction to all the residents of the estate in the performance of his duties.

Beaconsfield Estate, Botany Road, Alexandria, 22 May, 1889.

WILLIAM ALLEN,  
Alderman.

Victoria-

Victoria-street, Beaconsfield Estate, 22 May, 1889.

I HAVE known Mr. M'Namee for many years. I have resided in Melbourne for a considerable time, and sent several letters to my family containing money. I never missed one. I have found him always punctual in delivery, sober, honest, civil, and obliging, and in every way good and respectable, and he has given general satisfaction in the discharge of his duties.

F. MOLYNEUX.

Botany Road, Alexandria, 16 May, 1889.

LETTER-CARRIER M'Namee has delivered my business and private letters for the last fifteen years at my sugar-works and private residence, and many thousands have passed through his hands, and I have never missed one. He was sober, civil, and obliging, and attentive to his duties.

ISAAC PECK.

Dear Sir,

This is to certify, that I have known you as postman, and that you have delivered my letters since I have resided in Waterloo over 10 years; during that period I have received a great number of business correspondence, especially this last 5 years, during which time I have been Secretary of the Eureka Lodge, Oddfellows. I often receive money in orders, cheques, and bank-notes, by post, from the members of my lodge and others. I have never known any correspondence to be delayed by you in the delivery, neither have I lost any, to my knowledge. You are at liberty to make what use you like of this.

MATTHEW PRIDEAUX,  
Waterloo.

Epsom Road, Waterloo, 15 May, 1889.

This is to certify, that I have known you as postman, and that you have delivered my letters since I have resided in Waterloo over 10 years; during that period I have received a great number of business correspondence, especially this last 5 years, during which time I have been Secretary of the Eureka Lodge, Oddfellows. I often receive money in orders, cheques, and bank-notes, by post, from the members of my lodge and others. I have never known any correspondence to be delayed by you in the delivery, neither have I lost any, to my knowledge. You are at liberty to make what use you like of this.

MATTHEW PRIDEAUX,  
Waterloo.

Sir,

I have known Mr. M'Namee for about 12 years, and have always found him to be a honest man; he was an Alderman of our Borough for a long time, and therefore I had a very good opportunity of seeing what manner of man he was. It is now about 7 years since he retired; he has always been living in the Borough, and has been a very good citizen.

C. JESSON,  
Alderman.

Buckland-street, 14 May, 1889.

I have known Mr. M'Namee for about 12 years, and have always found him to be a honest man; he was an Alderman of our Borough for a long time, and therefore I had a very good opportunity of seeing what manner of man he was. It is now about 7 years since he retired; he has always been living in the Borough, and has been a very good citizen.

C. JESSON,  
Alderman.

Fairview House, Botany Road, 14 May, 1889.

I HAVE known Michael M'Namee for about 14 years as letter-carrier, during which time as ranger for Sir Daniel and Mr. William C. Cooper, on the Waterloo and Alexandria Estates. I have received letters almost every day and he has delivered them in every way correct.

PATRICK HAYES.

Waterloo Pottery Works, 10 May, 1889.

I HERE certify that I have known Mr. M'Namee as letter-carrier here for the last 7 years, during which time I have received many thousands of letters, &c., from his hands. I have pleasure in being able to testify to his uniform punctuality and courtesy. I never had occasion to complain of him in any way whatever, and I never, during all that time, knew of any of our letters to be missing.

WILLIAM TOSH,  
Manager.

Reeves-street, Waterloo, 20 May, 1889.

I HAVE been a resident of the Redfern district upwards of fourteen years, and during the major portions of that period I have been intimately acquainted with Mr. M'Namee. I have always found him an honest, upright man; one who has given a great deal of his time in endeavouring to ameliorate the conditions of his fellowmen, and wherever good was to be done he was ever foremost in it. It is with pleasure that I am able to subscribe the foregoing testimony.

JAMES W. SPIGER,  
Alderman, Waterloo.

Alexandria, 21 May, 1889.

I HAVE known Mr. M'Namee, letter-carrier, eleven years, during which time I have had business transactions with him weekly. I have always found him honorable in his dealings and *strictly honest*. He has always to my knowledge taken a lively interest in the welfare of his fellow-man, and I have always found him a good citizen.

ALDERMAN J. RALPH,  
Alexandria.

Bourke Road, Alexandria, 21 May, 1889.

I HAVE known Mr. M'Namee for a period of ten years, during which time he has delivered my letters, and I have no reason to complain. I have always found him civil, sober, and obliging, &c.

D. MUNRO,  
Tannery, Alexandria.

Zetland Estate, Bourke-street, Waterloo, 21 May, 1889.

I HAVE been living in this district this last fourteen years and M'Namee has been letter-carrier during that time. We have always found him very careful and sober, and he bore an excellent character by every one that I have spoken to, and I have made inquiries as to character, &c.

I am, &c.,  
THOMAS LAMOND,  
Alderman and Horse-trainer.

38 Botany-street, Waterloo, 22 May, 1889.

THIS is to certify that I have known Mr. M'Namee for a period of ten years, and always considered him to be a straight-forward honest man. I never heard anything detractive to his character up to the present unfortunate occurrence, which I believe drink to be the cause, and not for dishonest motives.

I am, &c.,  
ALD. M. SMITH.

Public School, Botany Road, Waterloo, 21 May, 1889.

I HAVE known Mr. M'Namee for a period of two years, during which time he, as letter-carrier, has delivered both my private and official correspondence daily. On no occasion did I have any reason to complain, and the whole of the teachers in this school (thirteen) speak in the highest of his civility, sobriety, and unquestionable kindness.

My letters were always promptly delivered; and during the whole time he has been letter-carrier here I never missed a letter or had occasion to inquire about late delivery or expected correspondence. I cannot but speak in the highest terms of Mr. M'Namee.

M. CORNISH,  
Head Master.

Public School, Gardener's Road, South Waterloo, 21 May, 1889.

I HAVE read what Mr. Cornish has stated in this letter respecting Mr. M'Namee, and on behalf of my assistants and myself fully endorse his statement.

J. MOLONEY,  
Teacher.

Sir

Sir and Gentlemen,

I have much pleasure in writing this note on behalf of Mr. M'Namee. I have known him for the last eight years, and I have had dealings with him in contracts and other business, and I have always found him to be a honest and just man in all my dealings, and I must say that I am very sorry to hear of his misfortune.

Lawrence-street, Alexandria, 12 May, 1889.

ALDERMAN W. MARR,  
Alexandria.

HAVING frequently seen Mr. M'Namee during the last seven years, I desire to state that I have not at any time seen anything in his conduct other than would be becoming in a honest and respectable man.

51, Botany Road, Waterloo, 22 July, 1889.

I am, &c.,  
L. L. P. WILLIAMS,  
Alderman of Waterloo.

MR. M'NAMEE has delivered letters at our works here during the past three years; we have never missed a letter; on the contrary we have always found him careful and punctual in the performance of his duty as letter-carrier.

50, Clarence-street, Sydney, 11 May, 1889.

EDWIN GODFREY,  
(For the Sydney Soap Company, Limited.)

I HEREBY certify that letter-carrier Mr. M'Namee has always observed him, and paid strict attention to the discharge of his duties.

Zetland Joinery Works, Elizabeth-street, Zetland Estate, 14 May, 1889.

JOHN JAGGER.

THIS is to certify that I have known Mr. M'Namee, letter-carrier, for the past 18 (eighteen) months, during which time I have always received my letters punctually and have had no cause to complain.

Botany Road, Waterloo, 15 May, 1889.

FREDERICK C. LOVERIDGE,  
Wood and coal merchant, Botany Road, Alexandria.

THIS is to certify that I have known the said Mr. M'Namee for the period of five years. During that time I have found him to be a honest, sober, and punctual letter-carrier.

Botany Road Produce Stores, Alexandria, 13 May, 1889.

J. PARK.

WE have always for many years received our letters regular and have not missed any correspondence, or had we any cause to complain. Letter-carrier M'Namee, we found him always sober, civil, and obliging.

Boiling-down and Bone Merchant, Epsom Road, Waterloo, 15 May, 1889.

J. TESTER.

I HEREBY certify that I have known Mr. M'Namee as letter-carrier for the past two years, during which time I have received my letters regularly from him.

Post Office Store, Zetland Estate, 12 June, 1889.

W. L. MATTHEWS.

I HAVE known Letter-carrier M'Namee for many years as sober, civil, honest man, and he has always delivered my letters punctual, and I have never missed any or had I cause to complain in any way.

Salisbury Estate Tea Mart, Botany Road, Waterloo.

THOMAS ASH,  
Grocer, Botany Road, Waterloo.

I HAVE known Mr. M'Namee for a period of four years. During that time he has delivered both my private and business correspondence correctly. I have no occasion to make any complaints whatever; always found him sober and civil; never had occasion to inquire about any delivery.

Rainbow Cottage, Elizabeth-street, Zetland Estate, 22 May, 1889.

JOSEPH COOK,  
Horse-trainer, Zetland Estate.

THIS is to certify that I have known Mr. M'Namee for twelve months or more, and always found him straightforward and punctual in the delivery of my letters, not having missed any, to my knowledge, during that time.

14 May, 1889.

Yours, &c.,  
B. CLARK,  
Manager of Butterine Company, Alexandria.

THIS is to certify that I have known Mr. Michael M'Namee for several years. Transaction with him I found him thoroughly upright and honest in all his dealings with me.

Sydney, 20 May, 1889.

I am, &c.,  
J. RUBIE,  
Manager of St. Joseph's Investment and Building Society.

Sir,

I regret to hear of you having committed a most foolish act, viz.:—Destroying letters the property of the Government; an act of a lunatic, or one made from the effects of intoxicating liquor, which last you must have been, otherwise from what I and several others I have been speaking to know of your general good character, and the attention you always paid to your responsible duties, you would never have committed, only under the influence of drink. The three years you have been delivering my letters I did not find the slightest cause for complaint or else I would have been the first to have communicated with the Postmaster-General on the matter. The only cause I and others can assign for this act is that you were mad drunk. I, and others that have known you longer than me, unhesitatingly believe that what you did was done without the slightest fraudulent intent whatever. I am extremely sorry for the position you have placed yourself in, and if this is any service to you you are at liberty to make what use of it you think proper.

3, Victoria-street, Alexandria, 25 June, 1889.

I am, &c.,  
W. R. SHEPARD,  
(Late "Shepard & Co.," Land and Estate Agents.)



10

No. 15.

The Hon. Sir Henry Parkes to The Postmaster-General.

My Dear Mr. O'Connor,

6 July, 1889.

This note is from Mrs. Chapman, daughter of our dear departed friend, John Sutherland. For his sake will you see if you can serve the person alluded to.

I do not quite understand the memo. or the relation of the subject to Mrs. Chapman; but it would appear thus: I acting for P.M.-G. (Samuel) in 1872, appointed this person letter-carrier on the recommendation of Mr. Sutherland, who was then my colleague.

Kindly look into his case.

Yours, &amp;c.,

HENRY PARKES.

[Enclosure.]

Sir H. Parkes, K.C.M.G.,—

Pine Cottage, 4 July, 1889.

Dear Sir,

Will you give the enclosed your favourable consideration by speaking to Mr. O'Connor.

My poor father had he been spared intended trying to get him if possible spared from dismissal. I feel sure for my father's sake you will forgive me for troubling you.

Believe me, yours sincerely,

S. CHAPMAN.

[Enclosure referred to.]

HON. Sir Henry Parkes appointed Letter-carrier McNamee. (Acting Postmaster-General, 1872.) Recommended by the late Hon. John Sutherland; 17 years in the G.P.O.; 10 years Railways—27 years.

Suspended for tearing letters. Suffering from temporary insanity. Jury found him not guilty. Favour to reinstate him. Age, 59 years.

No. 16.

Telegram from the Secretary to the Post Office to The Postmaster, Redfern.

9 July, 1889.

SEE M'Namee, and tell him that Postmaster-General has given him employment as stamper and sorter at one hundred and twenty pounds (£120) a year, and to report himself at once to Superintendent mail branch.

S. H. LAMBTON,

Secretary.

Noted. M'Namee commenced work at the General Post Office this day.—A.D., 10/7/89.

No. 17.

F. Abigail, Esq., M.P., to The Secretary to the Post Office.

Dear Sir,

589, George-street, 11 July, 1889.

May I ask if the following statements be true? It is alleged that a man named M'Namee, a letter-carrier, was put on his trial for opening and destroying letters entrusted to him for delivery as letter-carrier. I am informed the evidence was very clear, but the jury took a merciful view of his case and acquitted him on the grounds that they thought he was wrong in his mind. On this the Judge said he thought it was a miscarriage of justice, and I understand you recommended his dismissal. It is said that this same man has been appointed a stamper over the heads of others against whom there is not the least suspicion. May I ask is this true? I seek the information thus in preference to asking for it in Parliament.

I am, &amp;c.,

F. ABIGAIL.

Submitted for the Postmaster-General's instructions as to what reply should be sent to Mr. Abigail. The Judge did not say there was a miscarriage of justice. What he did say, as reported in the Press, was that he did "not see any evidence to justify the verdict." It is not correct to say that M'Namee was reappointed over the heads of others; he was appointed to the lowest staff salary (£120), and only takes precedence of three temporary or probationary stampers and sorters. In other respects the statements in his letter are correct.—S.H.L., 11/7/89.

Inform Mr. Abigail in the spirit of the minute.—D.O'C., 13/7/89.

No. 18.

The Secretary to the Post Office to F. Abigail, Esq., M.P.

Sir,

General Post Office, Sydney, 16 July, 1889.

In reply to your communication of the 11th instant, on the subject of late Letter-carrier M'Namee, I am directed by the Postmaster-General to inform you that the Judge did not say there was a "miscarriage of justice," although he is reported in the press to have said that he did "not see any evidence to justify the verdict." It is not correct to say that M'Namee was reappointed over the heads of others. He was appointed to the lowest staff salary (£120 a year), and only takes precedence of three temporary or probationary stampers and sorters. In other respects the statements in your communication are correct.

I have, &amp;c.,

S. H. LAMBTON,

Secretary.

No. 19.

## No. 19.

F. Abigail, Esq., M.P., to The Postmaster-General.

Sir,

589, George-street, 20 July, 1889.

I desire to inform you that I wrote a letter to the Secretary of the Postal Department about ten days ago, asking certain questions about an employee of the Department named M'Namee, and up to the present I have not received any reply. I see the hon. Member for Bourke, Mr. Willis, has questions to be asked in Parliament next Wednesday, and I beg to inform you that if I do not receive a reply by that date I shall submit questions to you on the matters. I say with all respect that if the facts of the case be one half as bad as I am informed, I cannot conceive how promoting such a man can be justified, and I ask that the papers in connection with the case might be laid upon the Table of the House.

Awaiting the favour of your reply,

I am, &amp;c.,

F. ABIGAIL.

Mr. Abigail was replied to on the 16th instant; copy of letter herewith.—S.H.L., 22/7/89.  
Call his attention to the fact.—D.O'C., 22/7/89.

## No. 20.

The Secretary to the Post Office to F. Abigail, Esq., M.P.

Sir,

General Post Office, Sydney, 22 July, 1889.

With reference to your letter of the 20th instant, I am directed by the Postmaster-General to intimate that a communication relative to the reappointment of late Letter-carrier M'Namee, as stamper and sorter in this Department, a copy of which is herewith enclosed, was addressed to you on the 16th idem.

I have, &amp;c.,

S. H. LAMBTON,

Secretary.

[For enclosure see letter of 16th July, No. 18 of these papers.]



1889.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

POSTAL.

(MAIL CONTRACT BETWEEN SYDNEY AND SAN FRANCISCO, VIA AUCKLAND AND HONOLULU.)

Ordered by the Legislative Assembly to be printed, 19 July, 1889.

SCHEDULE.

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No. 1.

Minute by The Secretary to the Post Office.

THE present contract with the Union Steamship Company for a four-weekly mail service between Sydney, Auckland, and San Francisco—to which New Zealand contributes a subsidy of £24,666 13s. 4d., and New South Wales one of £12,333 6s. 8d.—will expire in November next, or in nine months' time.

It will scarcely be possible to secure a new contract by tender in the usual way during this short period, and even if it were otherwise, there are difficulties in the way. In the first place, the New Zealand Parliament some time since passed a resolution against renewing the mail service to San Francisco; and in the next place, there have been proposals made to make Vancouver the terminus on the American side.

It would, however, be unfortunate if the service were allowed to fall through, and I suggest that the Postmaster-General, New Zealand—or the New Zealand Government—be asked if they would be willing to join us in asking the contractors to renew the present contract for another twelve months on same terms as at present.

S.H.L., 18/2/89.

Approved.—H.C., 19/2/89. Cabinet approve of opening negotiations with Government of New Zealand for an extension of present arrangements.—G.R.D., 9/3/89. Wire New Zealand Government accordingly, and stipulating for the non-employment of Chinese in the boats.—G.R.D.

## No. 2.

Cablegram from The Colonial Secretary, Sydney, to The Hon. Sir H. A. Atkinson, K.C.M.G., M.H.R., Premier, Wellington, New Zealand.

12 March, 1889.

Would you be willing to join us in asking Union Steamship Company to renew contract for a four-weekly mail service between Sydney, Auckland, and San Francisco, for another twelve (12) months on same terms as at present with the stipulation that no Chinese are to be employed on the steamers.

COLONIAL SECRETARY.

The above telegram was prepared in the Colonial Secretary's office, submitted to the Postmaster-General, who minuted on it:—"I concur in this telegram.—D.O.C., 12/3/89," and sent from the Colonial Secretary's office on the 12th March, 1889.

## No. 3.

Cablegram from Sir H. A. Atkinson, Premier, Wellington, New Zealand, to The Hon. the Premier, Sydney.

15 March, 1889.

REGRET that owing to action of Parliament last year we can do nothing towards renewal of Frisco Service without first consulting Parliament which will not meet until June.

H. A. ATKINSON.

The Postmaster-General.—H.P., 15/3/89. The Secretary to the Post Office.—B.C., 15 March, 1889. C.W., P.U.S.

## No. 4.

## Minute by The Secretary to the Post Office.

THIS telegram creates a difficulty. If we must wait until June before it can be determined whether or not the contractors are to be asked if they are willing to renew the present contract for a year, the probability is they will either decline to renew at all, or ask an increased subsidy.

It seems to me to be worth considering whether this Colony might not safely undertake the risk for the one year, single handed.

I attach an estimate, prepared as carefully as the materials at our command will permit, showing that as a set-off against the subsidy, we should receive about £20,000 in contributions from America and other colonies—irrespective of any payment which might be demanded from New Zealand.

I take it that the latter colony would make some use of the service, if only for American correspondence, and we might fairly ask it to pay a sum equal to that demanded by New Zealand from us when we retired in 1884 from the then existing contract, namely, £7,000.

This payment would reduce our net cost to about £12,000, but I am inclined to think that, if approached without much further delay, the Company, on being told that we contemplate renewing for the year on our own responsibility, might make some concession, if only to the extent of foregoing the premiums for early arrivals—amounting to about £2,000. This would further reduce our net cost for the year to about £10,000 (or about £8,500 in excess of the present net cost), and, I take it, that this net cost, or loss, to the Post Office would be more than recouped commercially.

Should the Government consider the suggestion now made a desirable one, it might be thought right—so as to avoid any appearance of discourtesy or sharp practice towards New Zealand—to tell them plainly that a delay until June would probably jeopardise the chance of obtaining a renewal on present terms, that this Government therefore contemplates asking for a renewal for the year on its own account, and to express a hope that the New Zealand Government will be able, in June, to notify its willingness either to join us, or to pay us a fair amount for the carriage of their correspondence for the ensuing year.

S. H. LAMBTON.

## [Enclosure.]

ESTIMATE alluded to in above Minute.

ESTIMATED cost of San Francisco mail service (proposed arrangement).

<i>Dr.</i>	£
To subsidy payable under present contract .....	37,000
To estimated amount of (full) premiums and demurrage, &c., less penalties .....	2,500
	£39,503
<i>Cr.</i>	£
By estimated postages collected in and retained by the Colony .....	5,400
By estimated amount that would be received from non-contracting colonies (excepting New Zealand) on basis of present payments .....	10,500
By share of contribution from the United States .....	4,000
By estimated amount that would be received from London .....	100
	£20,000
Estimated net cost .....	£19,503

Memo.

The estimated cost, above shown, would of course be reduced by any contribution which might be made by New Zealand, but this branch is not in possession of any information upon which to base an estimate thereof.

19/3/89.

W. L. C., Accountant.

No. 5.

3.

## No. 5.

Cablegram from The Premier of New South Wales, to The Premier of New Zealand.  
29 March, 1889.

RE your telegram of 15th March. As delay in negotiating for year's renewal Frisco contract might be prejudicial to colonies interests we propose arranging for such renewal on our own responsibility, but hope after your Parliament has met in June, that you will see your way to rejoin us.

HENRY PARKES.

## No. 6.

Cablegram from The Premier of New Zealand, to The Premier of New South Wales.  
3 April, 1889.

AM glad to learn that you will arrange Frisco Service on your own responsibility can make no promise to rejoin but any proposal that may be received by Government will be submitted to Parliament.

H. A. ATKINSON.

The Postmaster-General, H.P. 3/4/89. The Secretary to the Post Office, E.W.McK.  
(pro P.U.S.) B.C., 3rd April, 1889.

## No. 7.

The Secretary to the Chamber of Commerce, Sydney, to The Postmaster-General.

Sir,

Sydney, 10 April, 1889.

By direction of my Committee, I have the honor to forward you copy of a resolution passed at their meeting, held on the 6th ultimo, in respect to the mail service *via* San Francisco, and to subscribe myself.

Yours, &amp;c.,

H. C. MITCHELL,

Secretary.

[Enclosure.]

RESOLUTION.

THAT in view of the expiry of the present San Francisco mail contract in November next, this Chamber is of opinion that immediate steps should be taken to keep the service from lapsing.

Submitted.—S.H.L., 11/4/89. Seen.—D.O'C., 13/4/89.

## No. 8.

The Secretary to the Post Office to The Secretary to the Chamber of Commerce, Sydney.

Sir,

General Post Office, Sydney, 16 April, 1889.

I am directed by the Postmaster-General to acknowledge the receipt of your letter of the 10th instant, forwarding the following copy of a resolution passed at a meeting of the Chamber of Commerce, held on the 6th March last, namely:—

“That in view of the expiry of the present San Francisco mail contract, in November next, this Chamber is of opinion that immediate steps should be taken to keep the service from lapsing.”

I have, &amp;c.,

S. H. LAMBTON,

Secretary.

## No. 9.

Cablegram from The Postmaster-General of New South Wales to The Postmaster-General of New Zealand.

9 April, 1889.

SHOULD we decide on renewing 'Frisco contract for another year, and should your Government be unable to rejoin, what sum do you think your postages would amount to at usual rates of twenty-five shillings and fourpence per pound, &c., supposing my Government agreed to carry your mails for such postages?

D. O'CONNOR.

## No. 10.

Cablegram from The Postmaster-General of New Zealand to The Postmaster-General of New South Wales.

12 April, 1889.

'FRISCO service. Should fortnightly service be established by direct steamers, and if decided, we shall not join you in renewal, our postages by 'Frisco at the rates you name are estimated at six or seven thousand pounds a year. Although vote of Parliament prevents us making an offer shall be glad to receive and submit to Parliament any proposal your Government may be disposed to make.

H. A. ATKINSON.

## No. 11.

Cablegram from The Postmaster-General of New South Wales to The Postmaster-General of New Zealand.

13 April, 1889.

MY telegram apparently misapprehended. What we asked was, should this Government decide upon renewing present contract for another year, what sum you thought your postages would amount to at the rates mentioned?

D. O'CONNOR.

No. 12.

## No. 12.

Cablegram from The Postmaster-General, Wellington, New Zealand, to The Postmaster-General, Sydney.

16 April, 1889.

SOBRY misapprehended your meaning. If services remain as at present our homeward postages about fourteen thousand, and on mails from London, about fifteen thousand, but if fortnightly direct service established and this must be dealt with by Parliament next session, as contract expired, December, postages would be as stated in my telegram of 12th.

H. A. ATKINSON

## No. 13.

Cablegram from The Secretary to the Post Office, Sydney, to The Secretary to the Post Office, Wellington, New Zealand.

17 April, 1889.

OUR telegrams still misunderstood. We want to know should we renew present contract one year, what amount may expect from your postages if unable rejoin, and if Government agree carry your mails for postages. Information important in negotiating.

S. H. LAMBTON.

## No. 14.

Cablegram from The Secretary, General Post Office, Wellington, New Zealand, to The Secretary to the Post Office, Sydney.

17 April, 1889.

Do not expect more than seven thousand pounds, amount stated in Postmaster General's first telegram approximately correct.

W. GRAY.

## No. 15.

Statement of Accountant of General Post Office, showing the estimated cost to this Colony of the proposed arrangement respecting the San Francisco Mail Service.

<i>Dr.</i>	£	s.	d.	£	s.	d.
To proposed subsidy to Union Company ... ..	33,500	0	0			
To estimated amount of (full) demurrage ... ..	600	0	0			
				34,100	0	0
<i>Cr.</i>						
By estimated amount of postages that would be collected in, and retained by, the Colony ... ..	5,600	0	0			
By estimated amount that would be received from non-contracting colonies (excepting New Zealand) on the basis of present payments ... ..	10,500	0	0			
By estimated amount that would be received from New Zealand, to be retained by this Colony ... ..	6,000	0	0			
By share of contribution from the United States, should present rate of payment be continued ... ..	4,000	0	0			
By estimated amount that would be received from London ... ..	100	0	0			
				26,200	0	0
Estimated net cost to the Colony ... ..				£7,900	0	0
*	*	*	*	*	*	*

## No. 16.

## Minute by The Postmaster-General.

THE contract with the Union Steamship Company, for a four-weekly service between Sydney and San Francisco, *via* Auckland and Honolulu, entered into jointly by this and the New Zealand Governments in 1885 (New Zealand paying two-thirds and New South Wales one-third of the annual subsidy of £37,000) expired in November last, and was renewed for another year, mainly to afford time for the colonies to consider whether the service across the Pacific should be to San Francisco, as heretofore, or to Vancouver in Canada—also whether the service should be a faster one—and whether it should be four-weekly, as at present, or fortnightly.

From various causes, none of these questions have yet been determined, and the New Zealand Parliament last year passed a resolution affirming the desirableness of abandoning the American route, in favour of what is termed the "direct" service (*via* Cape of Good Hope and *via* Cape Horn).

It is said that the New Zealand Parliament may possibly reconsider the matter during the session about to begin, but as it seemed necessary to ascertain whether the contractors were willing to renew for another year, I have had several interviews with the general manager (Mr. Mills of New Zealand) and the local manager (Mr. F. W. Jackson).

The

The result of these interviews is an offer to continue the service for another year from November next on the following terms:—

Subsidy to be £33,500 in lieu of £37,000. No premiums to be paid—and no penalties enforced, provided voyage does not exceed 648 hours each way—present time allowed being 600 hours.

United States contribution to be divided on same principle as at present.

If New Zealand joins, or contributes, either by postages or by direct subsidy, any sum in excess of £6,000, such excess to be allowed contractors to the extent of the £3,500 abated from the subsidy.

The contractors further stipulate that only European crews are to be employed on the steamers.

If this offer be accepted by New South Wales on its own responsibility, the net cost of, or loss on the service, for the ensuing year, will of course be greatly increased. Such net cost last year was but £2,050, but by taking the full responsibility of the service for another year, our net cost (or loss) would I estimate, be not less than £8,000—even if we continued to receive contributions from the United States at present rates. It is understood, however, that unless the American steamers owned by Mr. Spreckels, or other American vessels are employed, these United States contributions might not be paid, and if not paid, our loss would be increased by about £4,000, or about £12,000 in all.

I recommend, however, that we undertake, the service on the terms offered, for the one year, as it is most important, both postally and commercially, that direct mail communication between Australasia and the great Continent of America should be continued, and New South Wales, as the parent Colony, and the head of the Australian Group, may, in my opinion, fairly undertake the risk (even in the event of New Zealand determining to stand aloof) and so prevent the service from lapsing.

DANIEL O'CONNOR,

5/6/89.

Submission to Parliament. Limit of cost £8,000. Approved by Cabinet.—H. P., 20/6/89.

#### No. 17.

The Secretary to the Post Office, to The Manager of the Union Steamship Company of New Zealand (Limited).

Sir,

General Post Office, Sydney, 21 June, 1889.

With reference to our recent interviews on the matter, I am directed to inform you that—subject to the approval of Parliament—it has been decided to continue the service between Sydney and San Francisco for a further period of twelve months on the terms arranged, namely—the subsidy to be £33,500 for the period of the extension. The duration of the voyage to be 600 hours, but no penalties to be enforced provided the voyage does not exceed 648 hours. No premiums for early arrival to be paid. The contribution received from the United States Government to be divided on the same principle as at present. If the New Zealand Government should hereafter join in this extension of contract, or should contribute either in the shape of postages or by direct subsidy any sum in excess of £6,000, such excess to the extent of £3,500 shall be allowed to your Company as the contractors in consideration of the abatement of £3,500 you have agreed to make in the amount of the subsidy which you now receive for the San Francisco Service, namely—£37,000.

It is also distinctly understood that you agree to employ only European crews on the steamers, and that the spirit of the present contract in regard to the size of vessels, and in all other respects, shall be adhered to in the extended contract.

I have &c.,

S. H. LAMBTON,

Secretary.

#### No. 18.

The Manager of the Union Steamship Company of New Zealand (Limited) to The Secretary to the Post Office, Sydney.

Sir,

Sydney, 21 June, 1889.

I have the honor to acknowledge receipt of your letter of even date, accepting the proposal of this Company for the extension of the San Francisco mail service for a period of twelve months, subject to the approval of Parliament.

I have &c.,

F. W. JACKSON,

Manager.

#### No. 19.

Cablegram from The Postmaster-General, Sydney, to The Postmaster-General, Wellington, New Zealand.

22 June, 1889.

UNDER all circumstances this Colony has—subject approval Parliament—agreed to extend the San Francisco Service contract of The Union Steamship Company for twelve months. Subsidy thirty three thousand five hundred pounds with proviso for increase to thirty seven thousand pounds should postages or subsidy received from New Zealand justify increase. Am relying on your efforts to induce your Parliament to sanction your rejoining this contract on same terms as at present, failing which on your making such use of the service as will secure substantial contribution from New Zealand in shape of postages.

D. O'CONNOR,

Postmaster-General.



## No. 20.

The General Secretary to the Trades and Labour Council of New South Wales to  
The Postmaster-General, Sydney.

Sir,

Trades and Labour Council of New South Wales, Sydney, 15 July, 1889.

I am instructed by resolution to protest, on behalf of the above Council, against the proposal of the Government of this Colony to renew the San Francisco Mail Contract without the insertion of a clause prohibiting the employment of Asiatic labour on the steamers engaged in the service, and receiving a subsidy from the State.

At the same time I am to inform you that the Council is heartily in favour of the proposed new Canadian Pacific Mail Service, which has been promulgated by Messrs. Anderson.

Trusting you will bring this information under the notice of the Government,

I have, &c.,

THOS. J. HOUGHTON,  
General Secretary.

Might perhaps be informed that, in accepting the offer of the Union Steamship Company to continue the service for another year, subject to the approval of Parliament, it was expressly stipulated that only European crews are to be employed on the steamers.—S.H.L., 16/7/89.

I concur; and call attention to the deputation that waited upon me some time ago from the Seamen's Union, when the matter was discussed, and I gave them my assurance to this effect.—D. O'C., 16/7/89.

## No. 21.

The Secretary to the Post Office, Sydney, to The General Secretary to the Trades and  
Labour Council, Sydney.

Sir,

General Post Office, Sydney, 17 July, 1889.

With reference to your letter of the 15th instant, protesting, on behalf of the Trades and Labour Council, against the proposed renewal of the contract for the San Francisco Mail Service, without the insertion of a clause prohibiting the employment of Asiatic labour on the steamers, I am directed by the Postmaster-General to intimate that, in accepting the offer of the Union Steamship Company of New Zealand (Limited) to continue the service for another year, subject to the approval of Parliament, it was expressly stipulated that only European or American crews are to be employed on the steamers, in accordance with the assurance given to the deputation from the Seamen's Union which waited upon Mr. O'Connor some short time ago.

I have, &c.,

S. H. LAMBTON,  
Secretary.

1889.

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LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

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POSTAL.

(MAIL SERVICE BETWEEN SYDNEY AND SAN FRANCISCO, VIA AUCKLAND AND HONOLULU.—  
MESSAGE No. 43.)

---

*Ordered by the Legislative Assembly to be printed, 31 July, 1889.*

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CARRINGTON,  
*Governor.*

*Message No. 43.*

In accordance with the provisions contained in the 54th section of the Constitution Act, the Governor recommends for the consideration of the Legislative Assembly the expediency of making provision to meet the requisite expenses in connection with the extension, for a further period of twelve months, from November next, of the Contract for the Mail Service between Sydney and San Francisco, *via* Auckland and Honolulu.

*Government House,*  
*Sydney, 30th July, 1889.*



1889.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

ADVERTISING ON POSTAGE AND DUTY STAMPS.

(CORRESPONDENCE, &c., IN REFERENCE TO.)

Ordered by the Legislative Assembly to be printed, 17 September, 1889.

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No. 1.

Messrs. Hunter and Trude, Melbourne, to The Postmaster-General, Sydney.

Sir,

Masonic Club, Melbourne, 31 December, 1888.

We herewith beg to apply for the sole right, for the term of three years, to advertise on the back (gum side) of all adhesive postage and duty stamps issued by the New South Wales Government, for which we offer to pay the following consideration, namely:—For the first year, £8,000; for the second year, £10,000; for the third year, £12,000, payable quarterly in advance.

The first payment to be made and the first advertisements to be issued within three months of the granting of our application.

Trusting you will give the above your favourable consideration.

We have, &c.,

HUNTER AND TRUDE.

## [Enclosure.]

In view of the large increase in the revenues our application, if granted, would bring to your Government, we feel perfectly justified in making the application, and in support of which we would earnestly draw your attention to the following statements:—

It will be seen, by the acceptance of our proposals, the revenue will be increased during the first three years by £30,000 sterling, after which term it is more than probable that a much larger annual sum will be derived from the same source.

Such a scheme might not at first sight meet with your approval; but, after due consideration, it must present itself as a very feasible method of collecting a large and yearly increasing revenue from those able to pay it.

To prevent the Government incurring any expense or inconvenience, we would suggest the following course, namely:—The Government Printer to hand us the paper before the stamps are printed, on the back of which we would lithograph the advertisement, in such a way as to meet with the Government Printer's approval, or any other person appointed by you for that purpose, which inspection would be a safeguard against the impression or colour of our advertisement showing through or in any way damaging the face of the paper.

Our work would be lithographed in very light shade, in such a way as to meet our requirements without interfering with the beauty of the stamp.

Being the promoters of this original idea, we trust that ours will be the only application entertained for the first term.

HUNTER AND TRUDE.

Submitted.—S.H.L., 4/1/89.

Forward to the Colonial Treasurer, who, perhaps, will obtain a report upon the whole question from the Inspector of Stamps and any other officer he may think desirable. I should also be glad to know Mr. Burns' own views upon the matter.—C.J.R., 7/1/89.

The Under Secretary for Finance and Trade.—S.H.L., B.C., 8/1/89. For my successor.—J.F.B., 11/1/89.

## No. 2.

The Secretary to the Post Office, Sydney, to Messrs. Hunter and Trude, Masonic Club, Melbourne.

Gentlemen,

General Post Office, Sydney, 8 January, 1889.

I am directed by the Postmaster-General to acknowledge the receipt of your letter of the 31st ultimo, applying for the sole right to advertise on the back of postage and duty stamps for three years, and to state in reply that the matter has been referred to the Treasury Department for the report of the Inspector of Stamps.

I have, &c.,

S. H. LAMBTON,

Secretary.

## No. 3.

Messrs. Hunter and Trude, Melbourne, to The Postmaster-General, Sydney.

Sir,

Masonic Club, Melbourne, 25 January, 1889.

Referring to our application of the 1st instant, for the sole right for the term of three years to advertise on the back of stamps, as we find the Department might have a possible objection to allowing the water-marked paper leaving their premises, we beg to suggest the following amendment to our application:—Instead of the paper being handed to us, on which to print our advertisements, we are prepared to deliver to the Government Printer the lithographic stones, with instructions as to how many sheets to be struck off in each case, thus getting over the possible difficulty at a cost to the Department of not more than £200 per annum.

We enclose herewith a rough sample of the way in which we propose to do our work, and trust the same will meet with your approval.

We have, &c.,

HUNTER AND TRUDE.

Referred to the Under Secretary for Finance and Trade, with reference to previous papers forwarded on the 9th instant.—S.H.L., B.C., 28/1/89. Might be referred to the Government Printer for report.—G.E., 2/2/89. Forward for report.—J.P.G., 2/2/89. The Government Printer.—G.E., 4/2/89.

## No. 4.

The Secretary to the Post Office, Sydney, to Messrs. Hunter and Trude, Masonic Club, Melbourne.

Gentlemen,

General Post Office, Sydney, 29 January, 1889.

I have the honor to acknowledge the receipt of your letter of the 25th instant, further respecting your application to advertise on the back of postage stamps, and to state that it has also been referred to the Treasury Department. So soon as a decision has been arrived at, you will be duly informed.

I have, &c.,

S. H. LAMBTON,

Secretary.

## No. 5.

## Report of The Inspector of Stamps.

I HAVE seen the postage stamps issued by almost all the civilized countries of the world, and in no case that I am aware of are they made the medium for tradesmen's advertisements.

Apart from sentimental considerations, I am averse to acceding to Messrs. Hunter and Trude's request. Principally, because the advertisements would tend to obscure the water-mark in the paper, which is the chief security against forgery.

In addition to this risk the present admirable arrangement for the printing and security of the stamps would in a great measure be upset. There is no room in the Stamp Branch for a litho. machine such as would be required, and the advertisements would therefore have to be printed in another part of the building. This course would be open to the gravest objections. On

On no account would it be advisable to allow a private firm to have the handling or manipulation of the paper.

However, should the revenue to be derived be thought to outweigh the risk and inconvenience, I will cheerfully acquiesce in any arrangement it may be thought proper to make.  
The Under Secretary for Finance and Trade.

C.P., 7/2/89.

The Postmaster-General.—J.P.G., 11/2/89. The Secretary, General Post Office.—G.E., 12/2/89.

#### No. 6.

EXTRACT from the Joint Report of the Deputy Postmaster-General of Victoria, the Postmaster-General of South Australia, and the Secretary to the Post Office of New South Wales, who met at Melbourne on the 26th January, 1889.

#### No. 11—Hunter and Trude's offer.

SHOULD the Governments be disposed to entertain Messrs. Hunter and Trude's offer, we suggest that it should, tentatively, be accepted, with certain modifications, for a period of one year, and be restricted to stamps of the various denominations up to, but not exceeding, 1s. in value. The advertisements to be printed by the Government Printer of Stamps, the blocks being supplied by Messrs. Hunter and Trude, so as to avoid the necessity for the unprinted stamp-paper going out of the possession of the Government. The contract, if found unobjectionable in practice, might be renewed if thought desirable, say for another year, on the same or increased payments; but after that period, it should be open to competition, tenders being invited in the usual way. Payment to be made quarterly, in advance, as proposed.

Submitted, with former papers returned from the Treasury yesterday.—S.H.L., 28/2/89.  
Approved.—Should Cabinet agree to accept offer.—H.C., 28/2/89.

#### No. 7.

Telegram from The Postmaster-General, Adelaide, to The Secretary to the Post Office, Sydney.

2nd March, 1889.

GOVERNMENT have decided to accept Hunter and Trude's offer for three years, subject to the termination at end of year if found objectionable, the recommendations of recent Departmental Conference in respect to printing and conditions being approved. Nothing was said in our report as to whether Hunter and Trude should pay anything for printing, but in accepting offer it is understood that department pays for printing. Hunter and Trude, however, provide stones or blocks and other appliances. What do you think?

C. TODD.

#### No. 8.

The Deputy Postmaster-General, Melbourne, to The Secretary to the Post Office, Sydney.

Post and Telegraph Department, General Post Office,

Sir,

Melbourne, 30 April, 1889.

I have the honor, by direction, to request that you will be so good as to inform me whether your Administration has concluded an agreement with Messrs. Hunter and Trude as to printing advertisements on the blank side of postage stamps, and if so, upon what terms?

I have, &c.,

W. GALBRAITH

(For Deputy Postmaster-General).

Submitted, with papers.—S.H.L., 3/5/89.

Approved by Cabinet.—D.O'C., 6/5/89.

#### No. 9.

The Secretary to the Post Office, Sydney, to The Under Secretary for Finance and Trade, Sydney.

Sir,

General Post Office, Sydney, 10 May, 1889.

I am directed to enclose papers concerning an offer made by Messrs. Hunter and Trude, for the right of advertising on the back—gummed side—of all adhesive postage and duty stamps issued by the New South Wales Government for three years; they paying the following consideration, namely, for the first year £8,000, for the second year, £10,000; for the third year, £12,000; payable quarterly in advance; which offer has been submitted by the Postmaster-General to the Cabinet, and was approved by it on the 6th instant.

I am to request that you will be so good as to move the Colonial Treasurer to cause the necessary instructions to be given in this matter to the Government Printer, and I am to state that so far as the postage stamps are concerned the offer is to be accepted, on the distinct understanding that the advertising blocks are to be supplied by Messrs. Hunter and Trude, so as to avoid the necessity for unprinted stamp-paper going out of the possession of the Government.

If you will kindly return the papers to me when the action indicated has been taken by your Department, as regards the Government Printer, the formal acceptance of Messrs. Hunter and Trude's offer, which is addressed to the Postmaster-General, will be sent out by this Department.

I have, &c.,

S. H. LAMBTON.

For the present this only to apply to postage stamps.—W.McM., 13/5/89. The Government Printer to make the necessary preparation for printing the postage stamps.—G.E., 13/5/89. Noted. Arrangements will be made accordingly.—C.P., 31/5/89. The Under Secretary for Finance and Trade. The Secretary, General Post Office.—G.E., 31/5/89.

No. 10.

## No. 10.

The Secretary to the Post Office, Sydney, to The Deputy Postmaster-General,  
Melbourne.

Sir, General Post Office, Sydney, 10 May, 1889.

In reply to your letter, dated the 30th ultimo, inquiring what has been done in regard to the offer made by Messrs. Hunter and Trude as to the printing advertisements on the back—gummed side—of postage stamps, I have the honor to inform you that the Colonial Treasurer of this Colony has been requested by the Postmaster-General, with the approval of the Cabinet, to take steps for the acceptance of the offer made by that firm, as follows:—They being granted the right to print advertisements on the back of all adhesive postage and duty stamps issued by the New South Wales Government for three years, and paying therefor the sum of £8,000 for the first year; £10,000 for the second year; and £12,000 for the third year; such payments to be made quarterly in advance.

I am to add that the offer is to be accepted on the distinct understanding that the advertising blocks are to be supplied by Messrs. Hunter and Trude, so as to avoid the necessity for unprinted stamp-paper going out of the hands of the Government.

Messrs. Hunter and Trude have not yet been communicated with by this Department, but this will be done so soon as the necessary preliminary steps have been completed.

I have, &c.,  
S. H. LAMBTON,  
Secretary.

## No. 11.

The Under Secretary for Finance and Trade, Sydney, to The Secretary to the Post  
Office, Sydney.

Sir, The Treasury, New South Wales, Sydney, 14 May, 1889.

I have the honor, by direction of the Colonial Treasurer, to acknowledge the receipt of your letter of the 10th instant, and to inform you in reply that the Government Printer has been instructed to make the necessary preparation for the printing of the postage stamps only.

I have, &c.,  
G. EAGAR.

The Treasury should, I think, be requested to at once countermand the instructions to prepare for the printing on the postage stamps only. Messrs. Hunter and Trude's offer—accepted by Cabinet—was for duty stamps also, and, of course, does not hold good as regards postage stamps only, and it would seem that nothing can be done until the instructions be given with regard to duty stamps also.—S.H.L., 15/5/89.

I concur.—D. O'C., 16/5/89.

## No. 12.

The Secretary to the Post Office, Sydney, to The Under Secretary for Finance and  
Trade, Sydney.

Sir, General Post Office, Sydney, 16 May, 1889.

With reference to your letter, dated the 14th instant, intimating that the Government Printer has been instructed to make the necessary preparation for the printing of postage stamps only in connection with Messrs. Hunter and Trude's offer to pay for the privilege of advertising on the backs of stamps, I am directed to invite your attention to the fact that my letter of the 10th instant mentioned both postage and duty stamps, and to request, therefore, that you will be so good as to move the Colonial Treasurer to at once countermand the instructions to prepare for the printing on postage stamps only. Messrs. Hunter and Trude's offer—accepted by the Cabinet—was for printing on duty stamps also, and the offer, of course, does not hold good as regards postage stamps only, and it would seem that nothing can be done until the instructions be given with regard to duty stamps also.

I have, &c.,  
S. H. LAMBTON.

## No. 13.

The Under Secretary for Finance and Trade, Sydney, to The Secretary to the Post  
Office, Sydney.

Sir, The Treasury, New South Wales, Sydney, 17 May, 1889.

Referring to your letter of yesterday's date, I have the honor, by direction of the Colonial Treasurer, to inform you that instructions have now been given to the Government Printer to make the necessary preparations for printing on both postage and duty stamps.

I have, &c.,  
G. EAGAR.

## No. 14.

The Secretary to the Post Office, Sydney, to The Under Secretary for Finance and  
Trade, Sydney.

Sir, General Post Office, Sydney, 21 May, 1889.

Adverting to previous correspondence, and to papers referred to your Department on the 10th instant, relative to the offer of Messrs. Hunter and Trude to pay certain sums for the privilege of printing advertisements on the back of postage and duty stamps, I am directed to request that you will be so good as to favour me by returning the papers in the matter as early as possible.

I have, &c.,  
S. H. LAMBTON.

No. 15.

## No. 15.

## Minute of The Secretary to the Post Office.

The arrangement approved of by the Colonial Treasurer since the 13th May (see Treasury letter of the 17th May herewith) goes beyond that noted by the Government Printer on the 31st May. Perhaps the papers should go on to Mr. Potter again, who will also perhaps suggest any minor conditions he thinks necessary before I send the letter (draft herewith) to Messrs. Hunter and Trude.  
The Under Secretary for Finance and Trade, B.C., 4/6/89. S.H.L.

[Enclosure.]

Draft of letter to Messrs. Hunter and Trude, Melbourne.

Gentlemen,

Referring to your letters of the 31st December and 25th January last, applying for the sole right, for the term of three years, to advertise on the back—gummed side—of all the adhesive postage and duty stamps issued by the Government of this Colony, and agreeing to pay for this concession the sum of £8,000 for the first, £10,000 for the second, and £12,000 for the third year, such payments to be made quarterly in advance, I am directed by the Postmaster-General to inform you that on the understanding that the advertisements are restricted to stamps of the various denominations up to, but not exceeding, 1s. in value, and that the blocks and lithographic stones are supplied by yourselves—the printing being done by the Government Printer—the Government is willing to grant your application for a period of one year, and if the contract be found unobjectionable in practice, to renew it for another year, after which it should, it is thought, be open to competition, tenders being invited in the usual way.

Should you agree to these terms, I am to request that you will advise me as soon as possible of the date upon which you will be prepared to make the first quarterly payment.

I have, &amp;c.,

The Government Printer.—F.K. (*pro* U.S.), B.C.

In addition to what is made conditional in the draft letter, I should like it to be part of the agreement:—1. That the printing and issue of any postage or duty stamps shall not be delayed in consequence of the lithographic stones bearing the advertisements not being in readiness through the neglect of the contractors to supply them. 2. That the repetition of advertisements shall not be confined to any one of the denominations of stamps named in the agreement, if found inconvenient to do so by the Inspector of Stamps, but may be continued from one denomination to another until the number of sheets on which any block of advertisements is to appear has been completed. 3. That it be at the option of the Inspector of Stamps to decide that movable type or stereotype plates or blocks be substituted for litho. stones for the printing of the advertisements. This is in view of the possibility of printing the stamps and advertisements at the one time, and in the same machine. A machine that may render this possible has already been ordered from England. 4. Contractors to supply litho. stones or stereotypes, as the case may be, to suit the various sizes of stamps.—C.P., B.C., 7/6/89. The Under Secretary for Finance and Trade.

The Secretary, General Post Office.—G.E., B.C., 13/6/89. I think, in accepting Messrs. Hunter and Trude's offer, the conditions proposed above by the Government Printer should be stipulated.—S.H.L., 17/6/89. I see no objection.—D.O'C., 18/6/89.

## No. 16.

## The Deputy Postmaster-General, Melbourne, to The Secretary to the Post Office, Sydney.

Post Office and Telegraph Department, General Post Office,

Sir,

Melbourne, 4 June, 1889.

Adverting to your letter of the 10th ultimo, in reply to mine of the 30th April, respecting the offer of Messrs. Hunter and Trude for printing advertisements on the back of adhesive stamps, I have the honor, by direction of the Postmaster-General, to inform you that Messrs. Hunter and Trude have now withdrawn their offer and substituted a proposal—which Mr. Derham has declined—that the Government should call for tenders, making provision for Mr. Hunter's patent in the way of a royalty of 1s. per one thousand stamps tendered for.

I have, &amp;c.,

JAMES SMIBERT,

Deputy Postmaster-General.

Submitted.—S.H.L., 6/6/89.

Seen.—D.O'C., 7/6/89.

## No. 17.

## The Postmaster-General, Adelaide, to The Secretary to the Post Office, Sydney.

Post Office and Telegraph Department, General Post Office,

Sir,

Adelaide, 7 June, 1889.

I have the honor to ask whether Messrs. Hunter and Trude have commenced the printing of advertisements upon your postage stamps, or if not what is the state of your negotiations.

I have, &amp;c.,

CHARLES TODD,

Postmaster-General and Superintendent of Telegraphs.

## No. 18.

## The Secretary to the Post Office, Sydney, to The Postmaster-General, Adelaide.

Sir,

General Post Office, Sydney, 14 June, 1889.

With reference to your inquiry of the 7th instant, as to whether Messrs. Hunter and Trude have commenced the printing of advertisements on our postage stamps, I have the honor to state that we were disposed to accept the offer of the firm named, and the papers have been sent to the Government Printer with regard to the proposed printing of the advertisements, but no communication, accepting the offer in question, has been addressed to the firm.

I



I may mention that a communication has been received from the Melbourne Post Office to the effect that Messrs. Hunter and Trude have lately withdrawn the offer made to that office and have substituted another, which Mr. Derham has declined.

I have, &c.,  
S. H. LAMBTON,  
Secretary.

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No. 19.

The Secretary to the Post Office, Sydney, to Messrs. Hunter and Trude, Masonic Club, Melbourne.

Gentlemen,

General Post Office, Sydney, 19 June, 1889.

Referring to your letters of the 31st December and 25th January last, applying for the sole right, for the term of three years, to advertise on the back—gummed side—of all adhesive postage and duty stamps issued by the Government of this Colony, and agreeing to pay for this concession the sum of £8,000 for the first, £10,000 for the second, and £12,000 for the third year, such payments to be made quarterly in advance, I am directed by the Postmaster-General to inform you that on the understanding that the advertisements are restricted to stamps of the various denominations up to, but not exceeding, 1s. in value, and that the blocks and lithographic stones are supplied by yourselves, the printing being done by the Government Printer, the Government is willing to grant your application for a period of one year, subject to the conditions hereinafter specified, and if the contract be found unobjectionable in practice, to renew it for another year, after which it should, it is thought, be open to competition, tenders being invited in the usual way.

The following are the conditions before referred to:—

1. That the printing and issue of any postage or duty stamps shall not be delayed in consequence of the lithographic stones bearing the advertisements not being in readiness, through the neglect of the contractors to supply them.
2. That the repetition of advertisements shall not be confined to any one of the denominations of stamps named in this agreement, if found inconvenient to do so by the Inspector of Stamps, but may be continued from one denomination to another until the number of sheets on which any block of advertisements is to appear has been completed.
3. That it be at the option of the Inspector of Stamps to decide that movable type or stereotype plates or blocks be substituted for litho. stones for the printing of the advertisements. (This is in view of the possibility of printing the stamps and advertisements at the one time, and on the same machine. A machine that may render this possible has already been ordered from England.)
4. That contractors shall supply litho. stones or stereotypes, as the case may be, to suit the various sizes of stamps.

Should you agree to these terms, I am to request that you will advise me, as soon as possible, of the date on which you will be prepared to make the first quarterly payment.

I have, &c.,  
S. H. LAMBTON,  
Secretary.

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No. 20.

Messrs. Hunter and Trude to The Secretary to the Post Office, Sydney.

Dear Sir,

Parliament of Queensland, Library, 3 July, 1889.

Kindly allow the bearer, Mr. John Hurley, to see the correspondence between our firm and your Department, with reference to advertising on the back of stamps, and oblige,

Yours, &c.,  
E. HUNTER  
(Pro HUNTER AND TRUDE).

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No. 21.

The Secretary to the Post Office, Sydney, to John Hurley, Esq., M.P.

Sir,

General Post Office, Sydney, 8 July, 1889.

With reference to the interview you had at this Department to-day, respecting the proposals made by Messrs. Hunter and Trude for advertising on the backs of stamps, I am directed to forward herewith copies of the correspondence addressed to the Department by Messrs. Hunter and Trude on the subject.

I have, &c.,  
S. H. LAMBTON,  
Secretary.

[Enclosures.]

[Copies of Nos. 1 and 3 of these papers.]

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No. 22.

The Postmaster-General, Adelaide, to The Secretary to the Post Office, Sydney.

Adelaide, 19 July, 1889.

Re Hunter and Trude. Have you decided to call for tenders for advertising on backs of postage stamps? I am disposed to let matter drop for the present.

C. TODD.

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No. 23.

## No. 23.

The Secretary to the Post Office, Sydney, to The Postmaster-General, Adelaide.

Sydney, 22 July, 1889.

We informed Hunter and Trude, 19th ultimo, that we were willing to accept their application for advertising on stamps of various denominations up to, but not exceeding, 1s. in value for one year, subject to certain specified conditions, but have not yet received a reply to our letter.

S. H. LAMBTON,  
Secretary.

Reply, dated  
16th July (No.  
24), was received  
after the  
despatch of this  
message.

## No. 24.

Messrs. Hunter and Trude to The Postmaster-General.

Sir,

Brisbane, 19 July, 1889.

We have the honor to acknowledge your letter of the 19th June, *re* advertising on the back of postage stamps, and offering us the right for one year.

We were very sorry to learn that you did not see your way clear within reasonable time to grant our application.

The terms offered in the letter referred to above do not meet with our approval, and we beg, therefore, so much time having elapsed, to withdraw our application, surrendering any moral rights we may have for the introduction of this valuable scheme to Messrs. Tate and party of your city.

I have, &c.,

HUNTER AND TRUDE.

Submitted.—S.H.L., 22/7/89.

## No. 25.

Messrs. G. W. Tate & Co. to The Postmaster-General.

Sir,

72, Castlereagh-street, Sydney, 22 July, 1889.

We herewith beg to apply for the sole right, for the term of three years, to advertise on the back (gum) side of all adhesive postage and duty stamps issued by the New South Wales Government, for which we offer to pay the following consideration, namely:—For the first year, £2,500; for the second year, £3,000; for the third year, £3,500; payable as may be arranged. The first payment to be made and the first advertisements issued within three months of the granting of our application.

Trusting you will give the above your favourable consideration,

We have, &c.,

G. W. TATE & COMPANY.

Refer to Mr. Lambton.—D.O'C., 23/7/89.

The amounts offered by Messrs. Hunter and Trude were £8,000 for the first year, £10,000 for the second year, £12,000 for the third year, and this offer was only accepted subject to certain conditions mentioned in letter of 19th June last.\* Messrs. Tate & Co. offer less than one-third of the above amounts, and nothing is said about accepting the conditions imposed on Hunter and Trude, although they are aware of the nature of them. As the arrangement would involve considerable labour and expense, including, I believe, the purchase of a new machine by the Government Printer, I do not think it would be worth while accepting the proposal now made.—S.H.L., 25/7/89.

\* See No. 19 of  
these papers.

Write to Messrs. Tate & Co. to reconsider and submit a better offer. I do not feel disposed to refuse any means of income that will enable this Department to meet the large outlay that is inevitable in the construction of new post and telegraph offices which are required, and to purchase the land to put them on.—D.O'C., 6/8/89.

## No. 26.

The Secretary to the Post Office to Messrs. G. W. Tate & Co., Sydney.

Gentlemen,

General Post Office, Sydney, 8 August, 1889.

With reference to your application of the 22nd ultimo, for the sole right, for a term of three years, to advertise on the gum side of adhesive postage and duty stamps, for which you offer to pay £2,500 for the first year, £3,000 for the second year, and £3,500 for the third year, I am directed to point out that Messrs. Hunter and Trude, who also made application in this matter, and who have since intimated that they have "surrendered any moral rights" they may have, to you, offered for this privilege £8,000, £10,000, and £12,000 for the first, second, and third years, respectively, which offer the Postmaster-General was disposed to accept under certain specified conditions already known to you; but, as the arrangement would involve considerable labour and expense, he is of opinion that your offer—which is less than one-third of the original one referred to—is altogether unreasonable.

If, however, you are willing to submit a more liberal offer, Mr. O'Connor desires me to inform you that he will further consider the matter.

The favour of an early reply is requested.

I have, &c.,

S. H. LAMBTON,  
Secretary.

## No. 27.

Messrs. G. W. Tate & Co. to The Secretary to the Post Office.

Sir,

72, Castlereagh-street, Sydney, 9 August, 1889.

We beg to acknowledge receipt of your communication of the 8th instant, in reply to our application for the sole right to advertise on postage and duty stamps.

Referring to your remarks about the offer made by Messrs. Hunter and Trude, we beg to say that the reason of these gentlemen withdrawing was that they found the amount offered was greatly in excess of the anticipated returns from the advertisements when tendering.

After:

After further consideration, and in order to meet the views of the Postmaster-General, we beg to submit an increased offer of £500 (five hundred pounds per annum) upon the amount stated by us in our application of the 22nd ultimo.

We have, &c.,

G. W. TATE & CO.

This is still very far short of the offer of Messrs. Hunter and Trude. Perhaps the Government Printer might be asked to give an estimate of the actual cost to the Government that the acceptance of Messrs. Tate & Co.'s offer would entail.—S.H.L., 10/8/89.

I concur in the opinion that it would be prudent to communicate with the Government Printer. Let it be done without delay.—D.O'C., 10/8/89.

#### No. 28.

#### The Secretary to the Post Office to The Under Secretary for Finance and Trade.

Sir,

General Post Office, Sydney, 12 August, 1889.

With reference to correspondence on the subject of Messrs. Hunter and Trude's offer for the right of advertising on the gummed side of postage and duty stamps, I am directed to inform you that that firm has withdrawn their offer and intimated that they have "surrendered any moral rights they may have" to Messrs. G. W. Tate & Co., of Sydney, who have made an amended offer in the matter, namely, £3,000, £3,500, and £4,000, for the first, second, and third years respectively, as against Messrs. Hunter and Trude's offer of £8,000, £10,000, and £12,000.

Before considering this latter offer, the Postmaster-General would be glad if you would kindly cause the Government Printer and Inspector of Stamps to give an estimate of the actual cost to the Government that Messrs. Tate & Co.'s offer would entail, it being understood that the advertisements would be restricted to stamps of the denominations up to, but not exceeding, 1s. in value, and that the blocks and lithographic stones would be supplied by that firm.

Mr. O'Connor will be glad of an early reply.

I have, &c.,

S. H. LAMBTON.

The Government Printer.—G.E., 12/8/89.

The cost of printing would not exceed £250 per annum, except for the first year, which would be £450, as £200 would be required for the purchase and fixing of a lithographic printing machine.—C.P., B.C., 13/8/89. The Under Secretary, Finance and Trade.

The Secretary, General Post Office.—G.E., B.C., 15/8/89.

#### No. 29.

#### Minute by the Secretary to the Post Office.

THE amount now offered, namely, £3,000 for first year, £3,500 for second year, £4,000 for third year, though much less than offered by Hunter and Trude, might perhaps be accepted under the conditions laid down in my letter of 19th June last, with the additional stipulation that until the first quarter's instalment (£750) be actually paid. The Department incurs no expense whatever in connection with the matter.

It will of course be understood that no advertisements of a libellous or obscene tendency will be allowed. It is not likely that any such would be issued, but it would perhaps be as well to secure the Department from any risk of being made the medium of disseminating objectionable matter.

S.H.L., 19/8/89.

I concur.—D.O'C., 20/8/89.

#### No. 30.

#### The Secretary to the Post Office to Messrs. G. W. Tate & Co.

Gentlemen,

General Post Office, Sydney, 22 August, 1889.

With reference to your letters, dated the 22nd July and 9th August respectively, applying for the sole right for a term of three years, to advertise on the back (gummed side) of all adhesive postage and duty stamps issued by the Government of this Colony, on payment of, as stated in the last-mentioned letter, for the first year, £3,000; for the second year, £3,500; and for the third year, £4,000; payable as may be arranged; I am directed by the Postmaster-General to inform you that on the understanding that the advertisements are restricted to stamps of the various denominations up to, but not exceeding, 1s. in value, and that the blocks and lithographic stones are supplied by yourselves—the printing being done by the Government Printer—the Government is willing to grant your application for a period of one year, subject to the conditions hereinafter specified; and if the contract be found unobjectionable in practice, to renew it for another year, after which, it should, it is thought, be open to competition, tenders being invited in the usual way. The following are the conditions referred to:—

1. That the printing and issue of any postage or duty stamps shall not be delayed in consequence of the lithographic stones bearing the advertisements not being in readiness through the neglect of the contractors to supply them.

2. That the repetition of advertisements shall not be confined to any one of the denominations of stamps named in this agreement, if found inconvenient to do so by the Inspector of Stamps, but may be continued from one denomination to another, until the number of sheets on which any block of advertisements is to appear has been completed.

3. That it be at the option of the Inspector of Stamps to decide that movable type, or stereotype plates, or blocks, be substituted for litho. stones for the printing of the advertisements. (This is in view of the possibility of printing the stamps and advertisements at the same time, and on the same machine. A machine that may render this possible has already been ordered from England).

4. That the contractors shall supply litho. stones or stereotypes, as the case may be, to suit the various sizes of stamps.

5. That the payments to the Government be made quarterly in advance, and that until the first quarter's instalment (£750) be actually paid, the Department incurs no expense whatever in connection with the matter.

It

It will be understood that no advertisements of a libellous or obscene tendency will be allowed. It is, of course, not anticipated that any such would be issued, but it is thought right to secure the Department from any possible risk of being made the medium of disseminating objectionable matter.

You will perceive that the conditions contained in this letter are precisely the same as those in my letter of the 19th June last, addressed to Messrs. Hunter and Trude—of which you have a copy—with the addition of No. 5, and the stipulation as to the character of the advertisements.

Should you agree to these terms, I am directed by the Postmaster-General to request that you will be so good as to advise him as soon as practicable of the date upon which you will be prepared to make the first quarterly payment.

I have, &c.,  
S. H. LAMBTON,  
Secretary.

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No. 31.

Messrs. G. W. Tate & Co. to The Postmaster-General.

Sir, 50, Victoria Arcade, Castlereagh-street, Sydney, 29 August, 1889.

We have the honor to acknowledge receipt of your letter of 22nd August, 1889, in reply to ours of 22nd ult. and 9th inst., and note contents thereof, and we beg to accept the terms contained therein, making the first quarterly payment, £750, on or before the 1st day of December, 1889.

*Re* clause 3 of the conditions (3)—“That it be at the option of the Inspector of Stamps to decide that movable type or stereotype plates or blocks be substituted for litho. stones for the printing of the advertisements”—we desire to call your attention to this clause, which we consider impracticable, as any printing other than by the litho. process on the back of the stamps is likely to be injurious to the face of the stamps, and would also incur much more expense on us, and impede our progress with the scheme. In view of which we trust you will see your way clear to omit this clause.

We have, &c.,  
G. W. TATE & CO.

Perhaps Mr. Potter will report on the proposed modification of our conditions.—S.H.L., 29/8/89.

The adoption of the modification proposed will not make a great deal of difference, as the end of the new machine it was contemplated to use for printing on the backs of stamps can be utilized for printing another denomination,—that is, it will be possible to print two denominations of stamps at the same time. It is assumed that Messrs. Tate & Co. will have to find sureties for the due performance of their part of the contract.—C.P., 2/9/89.

The modification proposed by Messrs. Tate & Co. might be agreed to. As regards security, I think that if the stipulation already imposed as regards payments being made quarterly in advance is insisted on the Department will be amply protected.—S.H.L., 3/9/89.

I concur.—D. O’C., 7/9/89.

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No. 32.

The Secretary to the Post Office to Messrs. G. W. Tate & Co.

Gentlemen, General Post Office, Sydney, 10 September, 1889.

I am directed by the Postmaster-General to acknowledge the receipt of your letter of the 29th ultimo, agreeing to the terms, with the exception hereinafter alluded to, on which the Government is willing to grant you the sole right for a term of one year, and to grant an extension for another year should the contract be found unobjectionable in practice, to advertise on the back (gummed side) of postage and duty stamps, and intimating that the first quarterly payment of £750 will be made on or before the 1st December next.

In reply, I am to inform you that the condition to which you take exception, namely, that giving the Inspector of Stamps the option of requiring movable type or stereotype plates or blocks to be substituted for litho. stones for the printing of the advertisements, will not be insisted on.

I have, &c.,  
S. H. LAMBTON,  
Secretary.

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No. 33.

Telegram from The Secretary to the Post Office, Sydney, to The Deputy Postmaster-General, Melbourne, and The Postmaster-General, Adelaide.

Sydney, 11 September, 1889.

*Re* advertising on postage and duty stamps: We have just concluded following experimental arrangement with Messrs. G. W. Tate & Co., of Sydney, to whom Messrs. Hunter and Trude have “surrendered any moral rights” they may have had in the matter, namely, for right to advertise on all adhesive stamps, not exceeding 1s. in value, issued by the Government, three thousand pounds (£3,000) for the first year, and, if arrangement continued, three thousand five hundred pounds (£3,500) for second year, payable quarterly in advance, and subject to Postmaster-General having power to prevent publication of advertisements of libellous or obscene tendency, and to his having power to control certain mechanical and other details connected with the printing.

S. H. LAMBTON.

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No. 34.

The Deputy Postmaster-General, Melbourne, to The Secretary to the Post Office, Sydney.

Melbourne, 11 September, 1889.

THANKS for telegram in *re* printing on stamps. As Hunter and Trude withdrew their first proposals, the matter has been held over here.

JAS. SMIBERT.



1889.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## FORMATION OF STREET NORTH OF THE GENERAL POST OFFICE.

(FURTHER CORRESPONDENCE.)

*Ordered by the Legislative Assembly to be printed, 21 June, 1889.*

J. Thompson, Esq., to The Postmaster-General.

*Re Post Office street.*

Sir,

Vickery's Chambers, Pitt-street, Sydney, 1 June, 1888.

I have the honor to state that my attention has been called to the report of the Parliamentary proceedings in the *Sydney Morning Herald* of this morning, in which the Hon. Sir Henry Parkes is reported to have said that Mr. W. H. Jennings had been in communication with the Government as the selected agent of all the parties concerned, and I am instructed to write you that if Mr. Jennings ever was the agent of Messrs. Thompson and Giles that agency was determined and put an end to on the 10th May last. There was an agreement, dated 2nd March, 1888, between my clients—Messrs. Thompson and Giles—and Mr. Jennings which was dependent and conditional upon certain things being done by the 1st May, 1888. The things mentioned were not done, and in pursuance of the 9th clause of the agreement referred to, my clients exercised the right they undoubtedly had of cancelling the agreement of 2nd March, and declaring their obligations thereunder void. The letter announcing this cancellation was sent addressed to Mr. Jennings and to Messrs. Want, Johnson, & Company, his solicitors, and a copy of the same will be again sent to Mr. Jennings to-day.

Messrs. Thompson and Giles are not now prepared to deal with the Government except they do so themselves, and without the mediation of Mr. Jennings or any one else, and will repudiate anything that may be arranged with or through him on their behalf.

My clients are further considering the advisability of publishing for general information such of the correspondence as they may think fit, and this letter.

I have, &c.,

JOSEPH THOMPSON.

W. H. Jennings, Esq., to The Postmaster-General.

Sir,

Sydney, 5 June, 1888.

Adverting to my letter addressed to you, bearing date the 11th of April, 1888, in reference to the Post Office street, and adverting to a letter which, I am informed, Messrs. Thompson and Giles, through their solicitor, have sent in to you denying my authority to bind them to accept the terms embodied in the first-mentioned letter, I have the honor to inform you that the authority which gave me the right to send you the letter embodying the terms upon which this resumption was to be settled and compensation allowed is in writing, and forms the subject of a special agreement between Messrs. Thompson and Giles and myself; furthermore, that the authority so given is irrevocable, and that I had then, as I have now, in terms of that document, a full and indisputable right to close with the Government upon the terms which I have already proposed.

Although I, personally, have no doubt whatever with regard to my position, I have taken the precaution to procure the best legal advice, which confirms the views I have above expressed.

As to the owners of the freehold, namely, Mr. Perkins and the Honorable Thomas Holt, so far from repudiating my authority they have in every way assisted me to consummate the present negotiations, and are prepared now, as they have been all through, to perform and carry out to the letter the propositions which I have formulated. Messrs. Thompson and Giles, through their solicitor, are acting in strict defiance of their solemn engagement, and the agreement above referred to, in notifying to you that I have no longer a right to close this matter.

I have, &c.,

W. H. JENNINGS.

The Crown Solicitor to The Secretary to the Post Office.

Subject:—*In re* Mr. Jennings' authority to deal with the Government as to Post Office street.

Sir,

Crown Solicitor's Office, Sydney, 11 June, 1888.

I have the honor to return herewith the papers relating to the above matter which were forwarded to me from your Department on the 8th day of June, 1888, and to state that I have submitted them to Mr. Attorney-General Simpson, a copy of whose advising thereon will be found upon the other side\* of this letter.

I have, &c.,

JOHN WILLIAMS,  
Crown Solicitor.

[Enclosure.]

COPY OPINION.

I CERTAINLY don't think it would be safe for the Postmaster-General to complete the negotiation with Mr. Jennings whilst the dispute between him and Messrs. Thompson and Giles remains unsettled.

I have looked at the letter of Mr. Jennings of the 11th April—set out in *Hansard* 5167—and I see that he writes as representing Messrs. Thompson and Giles. They now repudiate his authority to negotiate for them, and contend that if he ever was their agent for the purpose that agency was determined and put an end to on the 10th May last. [See Joseph Thompson's letter, 1st June.]

Mr. Jennings states that the authority which gave him the right to send the letter of the 11th April is in writing, and forms the subject of a special agreement between Thompson and Giles and himself, and contends that the authority is irrevocable.

If Mr. Jennings refers to the agreement of the 2nd March, 1888,—as I presume he does—I entertain considerable doubt as to whether he had authority to write the letter of the 11th April. I am inclined to think he had not; but I have not very carefully considered this point, as I could not advise my colleague to complete a contract which would almost certainly plunge the Government into litigation. Even if Mr. Jennings had authority, the allegation is that it was withdrawn on the 2nd May, and the contention on the part of Mr. Jennings that the authority could not be revoked raises a very important and debatable question between the parties, in the settlement of which I don't think it would be wise for the Government to become entangled.

G. B. SIMPSON, A.-G.,  
9/6/88.

Submitted.—S.H.L., 11/6/88.

Minute by The Postmaster-General.

Post Office street.

SINCE the adjournment of the debate in Parliament on the morning of the 1st instant I have received the attached letter, dated the 1st June, 1888, from Mr. Joseph Thompson, solicitor for Messrs. Thompson and Giles, in which it is stated that if Mr. Jennings ever were agent for his clients that agency was determined and put an end to on the 10th May last; that there was an agreement dated the 2nd March, 1888, between Messrs. Thompson and Giles and Mr. Jennings, which was dependent and conditional upon certain things being done by the 1st May, 1888. Mr. Thompson goes on to say that the things mentioned were not done, and, in pursuance of the 9th clause of the agreement referred to, his clients exercised the right they (in the opinion of Mr. Thompson) undoubtedly had of cancelling the agreement of the 2nd March, and declaring their obligations thereunder void.

Mr. Thompson further stated that Messrs. Thompson and Giles were not now prepared to deal with the Government except they do so themselves, and without the mediation of Mr. Jennings or anyone else, and that they will repudiate anything that may be arranged with or through him on their behalf.

A day or two later Mr. Jennings called upon me and assured me that under clause 9 of the agreement referred to between himself and Messrs. Thompson and Giles he could compel Messrs. Thompson and Giles to carry out the terms of the said agreement, and that, if the resolution before the House were carried, he would be prepared to give up that portion of land in order to make the street of a uniform width of 70 feet. I told Mr. Jennings that I would have to be convinced beyond all doubt that he would be able to give effect to the matters mentioned in his letter of the 11th April last, or it would be my duty to consult my colleagues as to the desirableness of proceeding further with the resolution before Parliament. Subsequently I received from Mr. Jennings the attached letter, dated 5th June, 1888, which, together with previous papers, I discussed with the Crown Solicitor on Wednesday, the 6th instant—the day upon which it had been arranged that the debate in the House should be resumed; but the decision arrived at was that it would be better to seek the opinion of the Attorney-General, and the Crown Solicitor promised to obtain the same with as little delay as possible. This opinion reached me yesterday, and having carefully considered the same, I think that it would be unwise for the Government to proceed with the resolution now before Parliament for the present.

C.J.R., 12/6/88.

Messrs. Thompson and Giles to The Postmaster-General.

Re Post Office street.

Sir,

358-362, George-street, Sydney, 13 July, 1888.

We have the honor to inform you in reference to the letter to you from our solicitor, Mr. Joseph Thompson, of 1st June, that we have renewed our agreement with Mr. W. H. Jennings therein referred to, and he is now authorized by us to treat with the Government in this matter in terms of the proposition lately made to the Government.

We have, &c.,

THOMPSON AND GILES.

Minute by The Postmaster-General.

My honorable colleagues, Messrs. McMillan and Bruce Smith, and myself, have carefully considered the question of the Post Office street.

It seemed to us that the first point for determination was whether the street should be one for pedestrian traffic only, as on this would greatly depend the question of width.

Bearing

Bearing in mind that no connection of George and Pitt Streets exists between King and Hunter streets, and the great necessity for an intermediate connection; also recognizing the desirableness of vehicles being enabled to approach the main entrance of the building, as well as the posting boxes, inquiry and stamp sales office, and delivery room, and what is perhaps more important than all, the fact that enhanced value would accrue to the frontages on the north side, we unhesitatingly advise that the new street be one for vehicular as well as pedestrian traffic. Such being our opinion, we consider that a width of 70 feet would be insufficient, and we recommend that it be not less than 100 feet.

After mature consideration, we advise that the Government take steps to resume a sufficient depth of land to make the street a uniform width of 100 feet, and a further depth of *about* 100 feet, the frontages to the new street, by the proposed depth of about 100 feet, to be sold by the Government after the opening of the street, subject to the approval by the Government of the buildings intended to be erected by the purchasers.

The total distance between George and Pitt Streets is      feet, but this includes the Tank Stream, and we advise that a lane of about      feet in width be reserved for the present, so as to enable the question of opening a connection between the new street and Hunter-street to be considered.

In proposing the resumption of land to a depth of *about* 100 feet, in addition to the 100 feet for the street, we use the word "about," as it may be that by taking *exactly* 100 feet, small portions of perhaps some large and costly buildings might need removal, in which case a few feet short of the 100 might suffice, whilst on the other hand, taking a few feet more than the 100 might give us up to, or possibly include, some already existing right-of-way, or complete the area of some particular property.

The first step would probably be to obtain a survey of the land, showing how a depth of 200 feet would divide the various properties, with a view to determining the precise quantity of land to be taken. We think that in the meantime the opinion of the Attorney-General should be obtained on the question of whether the Government has power, under the existing law, to resume land not wholly required for public purposes, and to sell the portion not so required, or whether it would be necessary to bring in a Bill to enable the Government to deal with this special matter in the manner proposed.

As the resumption of 200 feet of land will necessarily occupy some time, I advise that steps be taken to pull down the old Railway Inquiry Office and open the street, an iron fence being erected along our present boundary, or rather, perhaps, some foot or two within it.

DANIEL O'CONNOR, 24/4/89.

#### The Postmaster-General to The Secretary to the Post Office.

Dear Mr. Lambton,

24 April, 1889.

Write at once to the Attorney-General and obtain his opinion in terms of my minute to the Cabinet, *re* Post Office street. Also have a survey of the place and different buildings connected in the locality. My colleagues have decided that instead of calling for tenders and letting the hoarding, that we put up an iron fence of our own, and afterwards decide as to whether we shall allow the use of the fence for advertising purposes. Give the necessary instructions to Mr. Barnet to proceed at once with erection of temporary fence to within a few feet of our boundary. I will see you early to-morrow morning.

I am, &c.,

DANIEL O'CONNOR.

#### The Secretary to the Post Office to The Crown Solicitor.

[Urgent.]

Sir,

General Post Office, Sydney, 24 April, 1889.

The question of opening the new street on the north side of the General Post Office having again been under consideration, it is now proposed that the Government should resume a sufficient depth of land to make the street a uniform width of 100 feet, and a further depth of *about* 100 feet, the frontages to the new street, by the proposed depth of about 100 feet, to be sold by the Government after the opening of the street, with the understanding that the buildings intended to be erected thereon are to be approved by the Government, and the street to be for vehicular as well as pedestrian traffic.

In these circumstances, the Postmaster-General will be glad of the opinion of the Attorney-General, at the earliest date, as to whether the Government has power, under the existing law, to resume land not wholly required for public purposes, and to sell the portion not so required, or whether it would be necessary to bring in a Bill to enable the Government to deal with the matter in the manner proposed.

I have, &c.,

S. H. LAMBTON.

#### The Secretary to the Post Office to The Under Secretary for Lands.

[Urgent.]

Sir,

General Post Office, Sydney, 24 April, 1889.

I am directed by the Postmaster-General to state that the question of opening the street on the north side of the General Post Office having again been under consideration, it is now proposed to make the street one for vehicular as well as pedestrian traffic, and that the Government should take steps to resume a sufficient depth of land to make the street a uniform width of 100 feet, with a further depth of about 100 feet, the frontages to the new street, by the proposed depth of about 100 feet, to be sold after the opening of the street by the Government.

In proposing the resumption of land to the depth of *about* 100 feet, in addition to the 100 feet for the street, the word "about" is specially used, as it may be that by taking *exactly* 100 feet small portions of perhaps large and costly buildings might need removal, in which case a few feet short of the 100 might suffice, whilst on the other hand, taking a few feet more than the 100 might give up to, or possibly include, some already existing right-of-way, or complete the area of some particular property.

In



In the circumstances, Mr. O'Connor desires me to request that you will be so good as to move the Surveyor-General, *at the earliest possible moment*, to obtain a survey of the land, showing how a depth of 200 feet would divide the various properties, with a view to the question of the precise quantity of land to be resumed being determined by the Government.

I have, &c.,  
S. H. LAMBTON.

P.S.—If the Surveyor-General will instruct the officer entrusted with the desired survey to call on me, I will be happy to show him a plan prepared by the Works Department of the portion of the land it was some time ago proposed to take, which may be of some service to him.—S.H.L.

Submitted on the request contained in last par.—R.H.D., 17/5/89. May be approved.—S.F., 17/5/89. Approved.—J.N.B., 20/5/89. Mr. Dist. Met. Dist.-Surveyor Deering (*pro R.D.L.*), 21/5/89. Report No. 1,320 of this date.—J. W. DEERING, 22 May, 1889.

Send reminder to Crown Solicitor *re* question of whether fresh legislation is needed before resuming the property on north side of G.P.O.—S.H.L., 30/4/89.

### The Secretary to the Post Office to The Crown Solicitor.

[Urgent.]  
Sir,

General Post Office, Sydney, 30 April, 1889.

Adverting to my letter dated the 24th instant, on the subject of the proposed opening of the new street on the north side of the General Post Office, and requesting that the opinion of the Attorney-General might be obtained as to the powers of the Government in regard to resuming land not wholly required for public purposes, and selling the portion not so required, I am directed to state that as the matter is specially urgent, Mr. O'Connor would be glad to receive a reply at the earliest possible moment.

I have, &c.,  
S. H. LAMBTON.

### J. Thompson, Esq., to The Postmaster-General.

*Re* Post Office street.

Sir,

Vickery's Chambers, Pitt-street, Sydney, 7 May, 1889.

With reference to the matter of the proposed new street in front of the General Post Office, you may possibly be aware that a letter was written by me on 16th May, 1888, to the Honorable the Colonial Secretary, and another on 1st June, 1888, to the Honorable C. J. Roberts, C.M.G., the then Postmaster-General, on this subject. Following these letters—an arrangement having been come to by the parties—some intimation was sent to the Government that Mr. William Henry Jennings was authorized to act on behalf of my clients, Messrs. Thompson and Giles, in making terms with the Government; whether the time for which such authority was limited was mentioned or not I do not know, but as a matter of fact it was limited by agreement between the parties to the 30th April, 1889:—I have now therefore to inform you that Mr. William Henry Jennings is not now authorized to act for or to bind Messrs. Thompson and Giles in any way, his authority to do so having expired on 30th April last.

At same time I am able to intimate that Messrs. Thompson and Giles will be quite willing to treat with the Government on their own behalf.

I have, &c.,  
JOSEPH THOMPSON,  
Solicitor for Messrs. Thompson and Giles.

Write to Mr. Thompson, and let him know that we are not in a position now for renewing Mr. Jennings' proposals in any shape or form.—D.O'C., 8/5/89.

### The Secretary to the Post Office to J. Thompson, Esq.

Sir,

General Post Office, Sydney, 10 May, 1889.

I am directed to acknowledge the receipt of your letter of the 7th instant, stating that Mr. William Henry Jennings is not now authorized to act for, or to bind Messrs. Thompson and Giles in any way, his authority to do so having expired on the 30th April last, and intimating that Messrs. Thompson and Giles will be quite willing to treat with the Government on their own behalf, and in reply I am to inform you that the Postmaster-General is not in a position to consider the renewal of any proposals of the character of those made by Mr. Jennings to which you refer.

I have, &c.,  
S. H. LAMBTON,

Secretary.

Referring to letters of 24th and 30th ultimo, write to Crown Solicitor, and say that as Mr. O'Connor learns with regret that the illness of the Honorable the Attorney-General is likely to be a prolonged one, he will be glad if the Crown Solicitor will be good enough to employ eminent counsel to advise on the question submitted.—S.H.L., 14/5/89. Urgent.

### The Secretary to the Post Office to The Crown Solicitor.

Sir,

General Post Office, Sydney, 14 May, 1889.

Adverting to my letter dated the 24th ultimo, and my subsequent communication of the 30th idem, relative to the proposed opening of the new street on the north side of the General Post Office, and requesting that the opinion of the Attorney-General might be obtained as regards the power possessed by the Government to resume land, &c., I am directed to state that as Mr. O'Connor learns with regret that the illness of the Honorable the Attorney-General is likely to be a prolonged one, he will be glad if you will be good enough to employ eminent counsel to advise on the question submitted.

I have, &c.,  
S. H. LAMBTON.

The

The Crown Solicitor to The Secretary to the Post Office.

Subject:—Street on north side of the General Post Office, and whether the Government has power under the existing law to resume, &c.

Sir,

Crown Solicitor's Office, Sydney, 16 May, 1889.  
I have the honor to return herewith the papers relating to the above matter which were forwarded to me from your Department on the 24th day of April, 1889, and to state that I have submitted them to Mr. Attorney-General Simpson, a copy of whose advising thereon will be found upon the other side\* of this letter. I have, &c.,

JOHN WILLIAMS,  
Crown Solicitor.

[Enclosure.]

COPY OPINION.

I AM of opinion that it will be necessary to pass an Act to enable the Government to deal with the matter in the manner proposed in the case submitted. It may be that there is power under the existing law (See *Galloway v. Mayor and Commonalty of London*, reported in Vol. 1 of English and Irish Appeals, page 34), but I don't think there is, and it is certainly wiser to introduce a Bill than run any risk of doing that which may be illegal. The Parliamentary Draftsman will prepare the necessary measure upon being instructed by the Postmaster-General to do so.

G. B. SIMPSON, 16/5/89.

J. Thompson, Esq., to The Postmaster-General.

Re Post Office street.

Sir,

Vickery's Chambers, Pitt-street, Sydney, 16 May, 1889.

You will, of course, be aware that Messrs. Thompson and Giles have for many years past been the lessees of the property owned by the late Mr. Thos. Perkins, and now by the devisees under his will. They have had renewals of their lease from time to time, as the old leases have expired, or new arrangements have been made. And they now hold a lease of the land for thirty years (granted in pursuance of an order of the Supreme Court made under the Settled Estates Act), which lease contains a building covenant, a copy of which I enclose for your perusal.

You will probably be aware further that for some years past Messrs. Thompson and Giles have at various times been threatened that the land leased by them, or some portion of it, would be resumed. In consequence of these repeated threats they have been put to excessive inconvenience, and have been hampered in their business in many ways, and have been unable to carry out the improvements which they desire to make, and which are absolutely necessary to enable them to carry on their business to advantage; indeed, to such an extent have they been hampered and inconvenienced that they have suffered to the extent of many thousands of pounds. It cannot be that the Government can by continual threats of resumption, to which they evince no desire to give effect, tie up this land, and prevent its being put to the uses for which it is required.

In view therefore of the former correspondence in this matter, on behalf of Messrs. Thompson and Giles, I have to give you notice that unless the Government resume the land before the 1st day of July, 1889, they will consider themselves fully at liberty to proceed with their intended buildings, in terms of the covenant contained in their lease, and must necessarily hold the Government responsible for any damage or loss they may incur by reason of any resumption after that date.

In order that you may be satisfied as to the position of my clients in this matter, and as to the nature of the correspondence on this subject, I would ask you to be good enough to let same have your careful consideration, especially the letters mentioned at foot hereof.

I have, &c.,

JOSEPH THOMPSON,

Solicitor for Messrs. Thompson and Giles.

- 25th Sept., 1883.—Letter written on behalf of Thompson and Giles to the Hon. the Colonial Secretary.
- 20th Oct., 1883.—No. 83-8,521. Letter to Joseph Thompson in reply.
- 19th Dec., 1883.—Letter from Messrs. Thompson and Giles to the Hon. the Colonial Secretary.
- 10th Jan., 1884.—Reply to same.
- 30th Nov., 1885.—Letter on behalf of Messrs. Thompson and Giles to the Hon. the Colonial Secretary, to which no reply has ever been received.

[Enclosure.]

Copy of Covenant contained in lease of premises in George-street, Sydney, to Messrs. Thompson and Giles.

AND also will at their own expense, within five years from the said first day of August last, erect buildings of brick or stone, or partly of one and partly of the other, upon the said parcel of land, according to the plans, drawings, elevations, and specifications to be approved of in writing by the said lessor, or architect appointed by the said lessor, before the same shall be commenced, such buildings, exclusive of fixtures, to be of the value of fourteen thousand pounds at the least, but of which sum of fourteen thousand pounds the lessees have already expended the sum of four thousand five hundred pounds in commencing the erection of the said buildings.

To accompany letter of 16th May, 1889, to the Hon. D. O'Connor, M.L.A., Postmaster-General.

Minute by The Secretary to the Post Office.

I AM afraid that the deep personal interest of Messrs. Thompson and Giles in the question prevents them from seeing the matter in a fair and impartial light.

Assuming, for argument's sake (although I do not admit the fact), that they have been threatened with the resumption by the Government of part of their land, it is by no means clear why these threats should have prevented them from carrying out their contemplated improvements, as they would expect, and would of course be entitled to, full compensation in the event of any resumption necessitating the demolition of these improvements, and the more costly the improvements the greater would be the compensation.

The

The documents quoted at the end of Mr. Thompson's letter are not recorded in this Department, nor have they ever been referred here; but three of them, namely, those of 25th September, 1883, 20th October, 1883, and 10th January, 1884, have been printed, and are with papers attached.

The notice as to resumption by 1st July may require some action, but it seems to me that the Government may safely leave it to Messrs. Thompson and Giles to carry out what improvements they desire on their leasehold; although it would, of course, be very desirable, and would greatly reduce the claims for compensation, if an early decision could be come to as to what quantity of land is to be resumed, and the necessary steps taken for the resumption with as little delay as possible.

S.H.L., 17/5/89.

Approved.—D.O'C., 17/5/89.

### The Secretary to the Post Office to The Under Secretary for Lands.

Sir,

General Post Office, Sydney, 21 May, 1889.

Adverting to my letter, dated the 24th ultimo, relative to the matter of resuming land for the new street on the north side of the General Post Office, and requesting that the Surveyor-General might be moved at the earliest possible moment to obtain a survey of the land, showing how the various properties would be divided, I am now directed by the Postmaster-General to inquire whether the survey asked for has yet been made.

I am to add that the matter is very urgent.

I have, &c.,

S. H. LAMBTON.

### Minute by Mr. Metropolitan District Surveyor Deering to The Under Secretary for Lands.

Department of Lands, Sydney, 22 May, 1889.

*Subject* :—Proposed resumption of land at north side of General Post Office for the purpose of opening a new street and obtaining frontages abutting thereupon.

\*Vide Appendix.

1. Enclosed is a plan\* showing a proposed resumption of land as above described.
2. A distance of 200 feet from the portico of the Post Office cannot be obtained without causing severance to substantial buildings; but, at a distance of 172 feet 8 inches along Pitt-street from the portico, and 178 feet 2 inches along George-street, a line of resumption can be adopted to include certain buildings entirely, and none other. Such a resumption, whilst providing for a street 100 feet in width, would give an average depth of 75 feet to the adjoining building sites.
3. Assuming that the present iron fencing erected by the Government is in a correct position, then the frontage to be resumed along Pitt-street is 126 ft. 2 in., and along George-street is 131 ft. 1 in. (E. & O. E.).

JOHN W. DEERING,  
Metropolitan and Coast District Surveyor.

The Secretary, Postal Department.—S.F., B.C., 22/5/89. I advise to instruct Attorney-General to prepare a Bill to submit to Parliament embodying Mr. Deering's recommendation.—D.O'C., 25/5/89.

Before these papers can be sent on to the Attorney-General it will be necessary for the Survey Department to state precisely the quantity of land to be resumed—that is to say, the number of feet frontage to George-street and to Pitt-street from our present boundary. The fence just erected is not, as is assumed, on such boundary, but the latter can, of course, be ascertained from the title deeds or from the published plans.—S.H.L., 27/5/89.

I concur in this minute. What we want is a technical description of what is necessary to be resumed under Mr. Deering's suggestion, and I hope this matter will be done immediately.—D.O'C., 28/5/89.

Very urgent. The Under Secretary for Lands.—S.H.L., 28/5/89. Referred to Mr. District-Surveyor Deering.—S.F., B.C., 29/5/89.

### Memorandum from Mr. District-Surveyor John W. Deering to Mr. Government-Surveyor S. E. Perdriau.

[Very Urgent.]

30 May, 1889.

Misc. 89-6,616—D.S. Report 89-1,320.

Proposed resumption of land at north side of General Post Office, for the purpose of opening a new street, and obtaining frontages abutting thereupon.

MR. SURVEYOR PERDRIAU is requested to be good enough to see the Secretary to the Postal Department at once, and obtain a plan or description of the land now the property of Government adjoining the General Post Office. The present galvanized-iron fence does not include the whole of the Government land.

Respecting the northern boundary of the land to be resumed by the Government (which has already been under the consideration of the Hon. the Postmaster-General, Mr. Lambton, and myself, upon the ground, and accompanied by Mr. Perdriau), it is necessary to first determine the boundary of the private property at the south side of the vacant land formerly known as Mort's Passage. That passage appears now to afford access to a range of offices or warehouses, and it is most undesirable to resume any part of it. In Pitt-street the resumption will extend to the south boundary of the building now occupied by Messrs. Hardie and Gorman. A plan will be required, and also a description for the Schedule of the proposed Bill to be presented to Parliament.

JOHN W. DEERING.

I will again visit the ground with Mr. Perdriau when he is prepared with the necessary information.—J.W.D., 30/5/89.

The

The Under Secretary for Lands to The Secretary to the Post Office.

Sir,

Department of Lands, Sydney, 1 June, 1889.

In reply to your letter of the 21st ultimo, relative to the matter of resuming land for the new street on the north side of the General Post Office, I have the honor to inform you that the Metropolitan District Surveyor has been requested to have the survey made but his report has not yet been received.

I have, &c.,

H. CURRY

(For the Under Secretary).

Read.—S.H.L., 3/6/89.

Mr. Government-Surveyor Stephen E. Perdriau, Sydney, to The Metropolitan District Surveyor.

Interim Report No. 1.—Proposed resumption of land adjoining Government land at the north side of the General Post Office, for a new street, and allotments fronting thereto.

Sir,

72, Bridge-street, 4 June, 1889.

Adverting to your instructions No. 89-1,371, dated 30th ultimo, on memo. covering Misc. 89-6,616, in compliance therewith I have to report as follows:—

2. The Postmaster-General being anxious to obtain leave to-morrow evening to introduce a Bill into the Legislative Assembly to authorize the resumption herein referred to, and it being necessary that descriptions of the areas proposed to be resumed should, on account of the enormous value of the land—undoubtedly the most valuable in New South Wales—be absolutely accurate, I have deemed it prudent to make this interim report, to mention some of the difficulties I have to contend with in carrying out such an important survey, and to forward the accompanying diagram, which shows approximately the land recommended by the Metropolitan District Surveyor, and approved by the Postmaster-General to be resumed, and which will, I submit, be sufficient information for the purposes of the introduction of the Bill.

3. No time will be lost in effecting the survey, and accurate descriptions will be prepared and forwarded at the very earliest opportunity, and if possible before the Bill goes into Committee. But I wish to point out that on account of the great traffic in George and Pitt Streets at this part, it is impossible to survey during any portion of the day except between 6 and 9 o'clock a.m., and also that the buildings on the land proposed to be resumed prevent direct survey and measurement of the boundaries, of which there are about twenty (20), and which must therefore be computed.

4. No less than three (3) full days were occupied by me in collecting necessary plans, papers, descriptions and information, from various Government Departments, in connection with this important work.

5. The value of the frontages to the proposed new street might be very greatly increased by connecting Chisholm Lane and Angel Place by a lane (about 15 feet wide) as shown on diagram, whereby a back entrance would be secured to all the allotments.

6. The right-of-way, 10 feet wide, leading from Pitt-street to the back of Thompson and Giles' premises, and owned by Mr. Perkins, is shown on diagram.

7. The frontage to Post Office available for sale, exclusive of the Tank Stream, will be about three hundred and forty six feet (346 feet).

I have, &c.,

STEPHEN E. PERDRIAU,

Government Surveyor. See Appendix.

Diagram enclosed.

It is recommended that this report be transmitted to the Secretary to the Postal Department, as the Postmaster-General desires it at once.—JOHN W. DREKING, 5/6/89. The Under Secretary for Lands. The Secretary to the Postal Department.—S.F., B.C., 5/6/89.

Perhaps, for the purposes of the proposed Bill, it will suffice to take power to resume land not exceeding the area which would be included in a line drawn from George to Pitt-street at a distance of 130 feet from our present boundary at the corner of each of those streets.—S.H.L., 5/6/89.

Approved.—D.O'C., 6/6/89. Forwarded to the Crown Solicitor with reference to former papers, by direction of the Postmaster-General.—S.H.L., B.C., 6/6/89. Urgent.

The previous papers were returned to your Department on the 16th ultimo, and have not since been received by me. I am informed by the Secretary to the Attorney-General that the Parliamentary Draftsman is preparing a Bill for the resumption under instructions from the Postmaster-General.—JOHN WILLIAMS, Crown Solicitor, B.C., 6/6/89. The Secretary to the Post Office.

The attached are the only papers I have, and probably they are all which the Parliamentary Draftsman will require. They are as follows:—Letter to Crown Solicitor of 24th April; letter to Lands Department of same date; three memoranda, with minutes thereon, from Lands Department. The only paper missing seems to be the Crown Solicitor's reply to ours of 24th April, advising the preparation of a new Bill.—S. H. LAMBTON, 6/6/89. The Parliamentary Draftsman.

The instructions in the Attorney-General's letter are "to prepare the necessary measure upon being instructed by the Postmaster-General to do so." So far I have no instructions in writing, and I would like to know in the first place whether the system of resumption prescribed by the Lands for Public Purposes Acquisition Act, as adopted by the Public Works Acts passed last Session, will be followed in this case. If so, a Bill on the same lines as that introduced by Sir A. Stuart several years back—and of which Mr. Perdriau has a copy—would, perhaps, be what is needed.—A.O., 7/6/89. The Secretary to the Post Office.

Approved as to Parliamentary Draftsman preparing a Bill for the resumption. With regard to the system, Mr. Oliver ought to be best qualified to know how we are to attain the object in view.—D.O'C., 7/6/89. The Parliamentary Draftsman, S.H.L., 7/6/89.

The

### The Parliamentary Draftsman to The Secretary to the Post Office.

*Re* resumption of land for Post Office approaches, and subsequent disposition of the frontages.

Parliamentary Draftsman Office, Sydney, 8 June, 1889.

It will be necessary that the descriptions of the various portions resumed be so prepared as to include such portions respectively as are the subject of separate ownership. As far as I can gather, there will be four such portions. I assume that the whole will be taken under the provisions of the Lands for Public Purposes Acquisition Act, as embodied in the Public Works Act, but without reference to the Public Works Committee. Will the Under Secretary be good enough to acquaint me with the general nature of the building conditions (if any) to be imposed on the builders of houses in the new frontage.

A.O.

Perhaps it would expedite matters if Mr. Deering could make it convenient to confer with Mr. Oliver on all but the last paragraph of this letter, as I am unable to afford the information asked for. I have copied the last paragraph, and will at once submit it to the Postmaster-General.—S. H. LAMBTON, 9/6/89.

Mr. District-Surveyor Deering.—S.F., B.C., 10/6/89. Mr. Surveyor Perdriau is requested to be good enough to see the Parliamentary Draftsman upon this matter.—J.W.D., B.C., 10/6/89.

I have seen the Parliamentary Draftsman, as requested, and have noted the fact that descriptions of the various portions to be resumed will be required separately. The matter is proceeding as rapidly as possible.—STEPHEN E. PERDRIAU, Gov. Sur., 13/6/89. The Metropolitan Dist. Surveyor. Observed. Place with previous papers.—J.W.D., 15/6/89. Mr. Sur. Perdriau.

### The Secretary to the Post Office to The Parliamentary Draftsman.

Dear Sir,

General Post Office, Sydney, 12 June, 1889.

With reference to your request of the 8th instant to be furnished with the general nature of the building conditions (if any) to be enforced on the builders of houses in the new frontage to the street on the north side of the General Post Office, Mr. O'Connor thinks that it would be better to settle what the building conditions shall be hereafter, *i.e.*, when the land has been resumed.

Yours, &c.,  
S. H. LAMBTON.

### Mr. Government-Surveyor E. Perdriau to Mr. Metropolitan District Surveyor Deering.

Forwarding descriptions of the four areas proposed to be resumed.

Interim Report No. 2.—Land to be resumed adjoining Government land north of the General Post Office.

Sir,

72, Bridge-street, 18 June, 1889.

In compliance with your instructions, No. 89-1,371, dated 30th May, on Misc. 89-6,616, I have the honor to report as follows:—

2. The descriptions of the areas proposed to be resumed are urgently required, to be attached as schedules to the special Bill proposed to be introduced into the Legislative Assembly to authorize the resumption, and are therefore forwarded herewith at the earliest possible date.

3. The plan is already partly drawn, and will be completed and forwarded without any delay.

4. It is my duty to report here two very serious discrepancies between my chainage and that given by Mr. Surveyor W. M. Cooper in descriptions prepared by him in connection with this matter in the year 1883 for the resumptions, then contemplated, which were almost identical with those at present proposed.

5. The most important discrepancy is in the frontage to George-street of Mrs. Perkins' property, occupied by Thompson and Giles. Mr. Cooper gives this length as 100.19 links, = 66 feet 1½ inches, and described it so for the purpose of resumption (*Vide* Schedule B of former Bill herewith), whereas, my chainage of the same distance is 99 links only, = 65 feet 4.08 inches, a difference of 9½ inches less. This distance is described in the Crown grant of the allotment No. 4, section 37, city of Sydney, as 63 feet. With regard to this increased frontage, I beg to point out that in the correspondence *re* purchase of Paling's property, ordered by the Legislative Assembly to be printed, 20th March, 1884, on page 5, Mr. Cooper, in a memo. to the Principal Under Secretary, forwards a letter from Messrs. Stephen, Lawrence, and Jaques, Mrs. Perkins' solicitors, stating that the proprietors could prove undisturbed occupation of a frontage of 66 feet 1½ inches to George-street for more than forty years.

There is nothing on the ground to show that their (the Perkins family's) occupation ever embraced any more than their present frontage, *viz.*, 99 links, = 65 feet 4.08 inches. I have conferred with Mr. Giles on the matter, and he says that their occupation since 1860 (the date of their first lease of the premises) has been the same as the present.

6. I can account for Mr. Cooper's falling into this error, for it is evident that he adopted Mr. Surveyor Wansbrough's survey. *Vide* Mr. Cooper's letter of 20/11/83, on page 4 in printed papers above referred to, in which he states, "I have obtained from the Trigonometrical Branch of the Surveyor-General's Department an exact plan of the two blocks of land held by the Perkins family and the Hon. Thomas Holt respectively." Mr. Wansbrough's plan of the property, Cat. S. 392,858, is the only one to which this could have referred as regards the Perkins' property, and on that plan the property is shown inaccurately by just the amount of the discrepancy (9½ inches), the width of the "old wall" at its extreme south-west corner. This "old wall" is the wall of a building which adjoined Perkins' building, standing on land already resumed by the Crown. Instead of the "old wall" terminating, as shown by Mr. Wansbrough, at about 20 links from the building-line of George-street, it really extends to where the other and wider "old wall" commences. Mr. Wansbrough has erroneously shown as part of Perkins' building a strip about 40 links long of what is really an old wall of an adjoining building.

7. From the above, and comparisons (which I have made by calculation) of my own work with the former surveys of the land under report, it is clear to me that Mr. Cooper did not make a survey himself, but trusted to those already made, and calculated from them the lines forming the boundaries.

8. The plan S 336-858 showing the area resumed adjoining Perkins' on the south, would lead to the inference that part of Perkins' own wall formed part of that resumption. See note, "Apparently centre line of party wall on plan."—S.E.P., 18/6/89.

Moreover, said plan, survey made in 1868, shows the distance of Perkins' south-west corner from "buildings in course of erection" (which, no doubt, means the General Post Office, the foundations thereof having been started in 1866) to be 43 feet 8 inches, 16 feet, and 3 feet 7 inches, = 63 feet 3 inches = 95.83 links, whereas my chainage of this distance is 95.09 links, which again goes to show that at least Government has already resumed up to Perkins' building on the George-street frontage, and did not at that time (1868) recognize their occupation of any land to the south thereof.—S.E.P., 18/6/89.

9. The second error, which is not quite so serious as the first, is in the length of the frontage of the more northerly allotment fronting Pitt-street proposed to be resumed. Mr. Cooper gives its frontage as 93.9 links, whereas, by chainage I make it only 93.34 links, a difference of .56 of a link (= 4½ inches) less.

\*The plan will illustrate these matters clearly.

\* See par. 8.

I have, &c.,

STEPHEN E. PERDRIAU,

Government Surveyor.

Four descriptions enclosed herewith; also, printed copies of four descriptions, schedules of former Bill.—S.E.P., 18/6/89. Papers, Misc. 89-7,255, enclosing diagram, enclosed herewith.—S.E.P., 18/6/89.

[Enclosures.]

SCHEDULES TO FORMER BILL.

SCHEDULE A.

WILLIAM HENRY PALING.

COUNTY of Cumberland, parish of Saint James; area, 30.2 perches: Commencing at a point in the eastern building-line of George-street, one hundred and ninety-four and ten-hundredths links north of the north-west corner of the base-course of the present structure of the General Post Office; and bounded thence on part of the west by that eastern building-line of George-street bearing north five degrees fourteen minutes, east seventy-five and ninety-seven-hundredths links to a right-of-way; thence on part of the north by that right-of-way bearing south eighty degrees fifty-four minutes, east one hundred and ninety-seven and sixty-eight-hundredths links; thence on the remainder of the west by that right-of-way bearing north eight degrees nine minutes, west eleven and fifty-nine-hundredths links; thence on the remainder of the north by a line bearing south seventy-nine degrees nine minutes, east forty-two and forty-nine-hundredths links to the Tank Stream; thence on the east by that Tank Stream bearing south one degree twenty-four minutes, east sixteen and forty-six-hundredths links, and south eleven degrees fifty-seven minutes, east seventy and thirty-two-hundredths links; and thence on the south by a line bearing north eighty-one degrees forty-three minutes, west two hundred and sixty and ten-hundredths links, to the point of commencement.

[NOTE.—All the bearings are taken from true north. Four descriptions—schedules A, B, C, D of former Bill transmitted to the Metropolitan District Surveyor, with four descriptions—schedules 1, 2, 3, and 4—for new Bill, and my letter, No. 89-40, of 18th June.]

STEPHEN E. PERDRIAU,  
Government Surveyor.

SCHEDULE B.

MRS. PERKINS' TRUSTEES.

(Thompson and Giles, occupiers.)

COUNTY of Cumberland, parish of St. James, area 1 rood 1.3 perches: Commencing at a point in the eastern building line of George-street, ninety-three and ninety-one-hundredths links north of the north-west corner of the base-course of the present structure of the General Post Office; and bounded thence on part of the west by that eastern building-line of George-street, bearing north five degrees nine minutes, east one hundred and nineteen-hundredths links; thence on the north by a line bearing south eighty-one degrees forty-three minutes, east two hundred and sixty and nineteen-hundredths links to the Tank Stream; thence on the east by that Tank Stream, bearing south eleven degrees thirty minutes, west fifty-two and seventy-eight-hundredths links, south twelve degrees forty-two minutes, west thirteen and seventy-seven-hundredths links, south twenty-two degrees fifty-three minutes, west twenty-three and fifty-seven-hundredths links, and south twenty-eight degrees forty-three minutes, west sixteen and sixty-hundredths links to the north side of Post Office Place; thence on part of the south by that north side of Post Office Place, bearing north eighty degrees forty-nine and a-half minutes, west one hundred and seventy-nine and twenty-five-hundredths links; thence on the remainder of the west by a line bearing north five degrees twenty-nine minutes, east five and seventy-five-hundredths links; and thence on the remainder of the south by the

SCHEDULE C.

THOMAS HOLT.

(W. P. Woolcott, occupier.)

COUNTY of Cumberland, parish of St. James, area, 35.7 perches: Commencing at a point in the western building line of Pitt-street, eighty-four and four-hundredths links north of the north-east corner of the base-course of the present structure of the General Post Office; and bounded thence on the east by that western building-line of Pitt-street, bearing north five degrees fourteen and a-half minutes, east eighty-four and thirty-two-hundredths links; thence on the north by a line bearing north eighty-five degrees forty-one minutes, west two hundred and sixty-seven and seventy-seven-hundredths links to the Tank Stream; thence on the west by that Tank Stream bearing south thirteen degrees one minute west, seventy-nine and fifty-eight-hundredths links to the north side of Post Office Place; and thence on the south by that north side of Post Office Place bearing south eighty-four degrees thirty-one and a-half minutes, east two hundred and seventy-eight and fifty-hundredths links, to the point of commencement.

NOTE.—All the bearings are taken from true north.

## SCHEDULE D.

THOMAS HOLT.

(Prince, Ogg, &amp; Co., occupiers.)

COUNTY of Cumberland, parish of St. James, area, 1 rood 6·3 perches : Commencing at a point in the western building-line of Pitt-street one hundred and sixty-eight and thirty-six-hundredths links north of the north-east corner of the base-course of the present structure of the General Post Office ; and bounded thence on the east by that western building-line of Pitt-street bearing north five degrees eighteen and a-half minutes, east ninety-three and ninety-hundredths links ; thence on the north by a line bearing north seventy-nine degrees, west one hundred and sixty-three-hundredths links, and north eighty-four degrees seven and a-half minutes, west one hundred and ninety-one and eighty-eight-hundredths links to the Tank Stream ; thence on the west by that Tank Stream bearing south eleven degrees three minutes, east eighty-five and fifty-hundredths links, and south five degrees four minutes, west twenty-seven and eighty-hundredths links ; and thence on the south by a line bearing south eighty-five degrees forty-one minutes, east two hundred and sixty-seven and seventy-six hundredths links, to the point of commencement.

NOTE.—All the bearings are taken from true north.

Minute by Mr. Metropolitan District Surveyor Deering to The Under Secretary for  
Lands.

19 June, 1889.

THIS matter is very urgent, as the Bill now awaits these descriptions. The Postmaster-General and the Secretary to the Postal Department will feel obliged if the Under Secretary for Lands will send these papers direct, and at once, to the Parliamentary Draftsman.

JOHN W. DEERING.

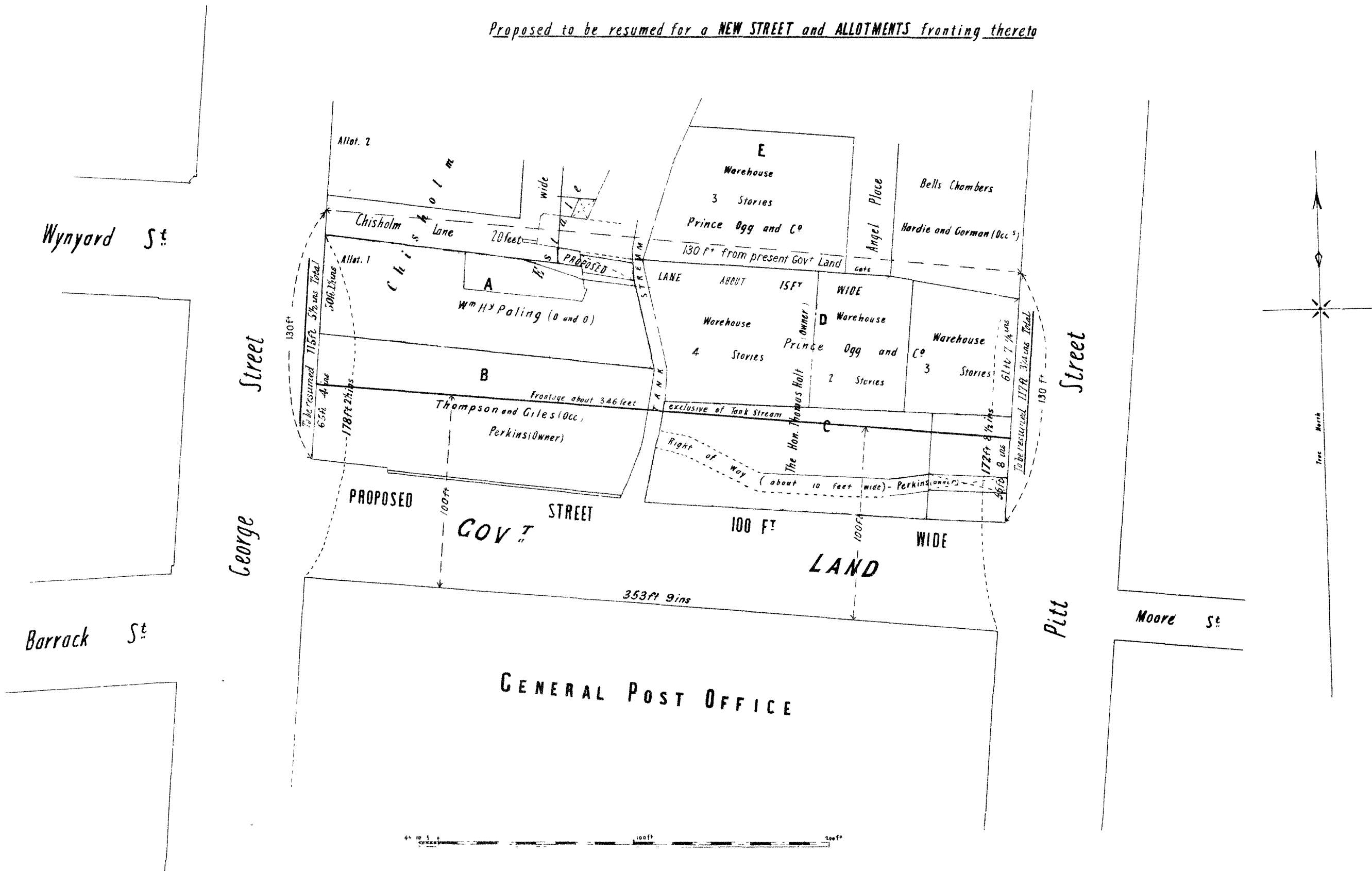
[NOTE.—The descriptions were seen by the Parliamentary Draftsman, and forwarded by him direct to Government Printer to be attached to the Bill—marked urgent.—S.E.P., 19/6/89.]  
The Secretary to the Postal Department.—S.F., B.C., 19/6/89.

[One plan.]

# DIAGRAM

Showing land (adjoining Government land to the north of the GENERAL POST OFFICE)

Proposed to be resumed for a NEW STREET and ALLOTMENTS fronting thereto



Transmitted to the Metropolitan District Surveyor with my letter of the 4<sup>th</sup> June 89/39

*Stephen E. Perdrion*  
Gov. Surveyor



1889.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

GENERAL POST OFFICE (APPROACHES  
IMPROVEMENT) BILL.

(PETITION FROM F. S. E. HOLT AND A. W. HOLT IN OPPOSITION TO.)

*Received by the Legislative Assembly, 25 June, 1889.*

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

The humble Petition of Frederick Samuel Ellis Holt, of Sutherland House, Sylvania, and Alfred William Holt, of Clifton, Saint Leonards,—

SHOWETH AS FOLLOWS:—

1. Amongst the business to be brought before your Honorable House on Tuesday, the 25th instant, is the following:—

“GOVERNMENT BUSINESS—ORDERS OF THE DAY:—

“1. General Post Office (Approaches Improvement) Bill; consideration in Committee of the Whole of the expediency of bringing in a Bill to authorize the resumption of certain portions of land, situate between George and Pitt streets, in the city of Sydney, for the purpose of improving the approaches to the General Post Office, for the disposal of portion of the land so to be resumed, and for other purposes in connection therewith.”

2. It is matter of notoriety that the land which the Government propose to resume for the above-mentioned purposes consists in great part of land in which your Petitioners and other members of their family are largely interested.

3. It is necessarily to be inferred from the language of the notice above set forth that the Government seek authority to resume more land than they have reasonable ground for believing will be actually and physically requisite for the approaches to the General Post Office; and, further, that they seek authority to dispose, presumably by selling or letting the same, of such portion of the land resumed as is not actually and physically requisite for the said approaches.

4. The principles which should govern the acquisition by the Government of the land of private owners for public purposes were thoroughly discussed when the Lands for Public Purposes Acquisition Act (44 Victoria, number 16) was before Parliament, and were considered to be finally settled by and embodied in that measure. One leading principle was that the Government should resume no more private land than they had reasonable ground for believing would be actually and physically requisite for the public work for the purposes for which it was resumed.

5. The Bill for the introduction of which authority is sought departs widely from the leading principle of the said Act, by proposing to enable the Government to resume not merely the land physically requisite for the formation of the intended approaches, but also a considerable area of the land in which your Petitioners are interested, which is not so requisite, but by trafficking in, which it is hoped that the Government will be enabled to defray, in whole or in part, the cost of their improvement scheme.

6. Your Petitioners have not raised, and do not seek to raise, any opposition to the resumption of so much of the property in which they are interested as may be actually and physically required for legitimate public purposes.

7. Your Petitioners submit that the principle involved in the proposed Bill is vicious, (1) as legalising an unnecessary invasion of the rights of private property, (2) as subjecting your Petitioners, and the other persons interested in the land now sought to be resumed, to an interference and to disabilities to which the other subjects of Her Majesty in this Colony are not exposed.

8. Your Petitioners further submit that the principle involved in the proposed Bill is dangerous, for if such Bill were to become law, and were to be followed as a precedent on the occasions of future special resumption Acts of a like character, the Government would be in a position to make themselves the largest holders of city property, and to traffic therein for all time.

Your Petitioners, therefore, most humbly pray that your Honorable House will be pleased not to affirm the expediency of bringing in the proposed Bill, unless the same be limited to the resumption of only so much land as the Government have reasonable ground for believing will be actually and physically requisite for the approaches contemplated by the said proposed Bill; or that your Honorable House will be pleased to grant your Petitioners such further or other relief in the premises as to your Honorable House shall seem meet.

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

Dated this twenty-fourth day of June, in the year of our Lord one thousand eight hundred and eighty-nine.

F. S. ELLIS HOLT,  
ALFRED WM. HOLT.

1889.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

**GENERAL POST OFFICE (APPROACHES IMPROVEMENT) BILL.**  
(PETITION FROM F. S. E. HOLT AND A. W. HOLT, PRAYING TO BE HEARD BY COUNSEL.)

*Received by the Legislative Assembly, 2 July, 1889.*

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

The humble Petition of Frederick Samuel Ellis Holt, of Sutherland House, Sylvania, and Alfred William Holt, of Clifton, St. Leonards,—

SHOWETH AS FOLLOWS:—

1. A Bill to authorize the resumption of "Certain portions of land situate between George and Pitt streets, in the city of Sydney, for the purpose of improving the approaches to the General Post Office, for the disposal of portion of the land so to be resumed, and for other purposes in connection therewith," has been introduced into and is now under the consideration of your Honorable House.

2. The preamble to the Bill recites that the present approaches to the General Post Office are insufficient and inconvenient, and it is expedient to authorize the resumption of certain portions of land lying between George and Pitt streets northward of the said Post Office, for the purpose of forming between the said streets and Post Office a street to be known as . . . . . And it is also expedient to provide for the disposal of such portion of the lands resumed as may not be required for the formation of the said street, subject to the conditions hereinafter mentioned, and to make such further provision in connection with the said purposes as is hereinafter contained. The second section of the Bill resumes the lands described in Schedules 1, 2, 3, and 4, and the fifth section provides (so far as it is material to state the same) as follows:—"The lands resumed by this Act shall be used for and applied to the purposes following, that is to say—(a) The formation and making of a public street in enlargement of the present thoroughfare between George and Pitt streets, of such width and with such approaches, and of such design as may be determined by the Governor. (b) The residue of the said lands remaining after the formation of the said street shall be sold or leased by public auction at such times, for such prices, and subject to such terms, conditions, covenants, and provisions for buildings (temporary or perpetual) and for the occupation thereof, as the Governor, with the advice aforesaid, may determine." Schedules 3 and 4 of the Bill comprise very valuable property, being the freehold of your Petitioners and other members of their family, as tenants in common, and having together a total frontage to Pitt-street of one hundred and seventeen feet six inches or thereabouts.

3. The principles which should govern the acquisition by the Government of the land of private owners for public purposes were thoroughly discussed when the Lands for Public Purposes Acquisition Act (44 Vic. No. 16), was before Parliament and were considered to be finally settled by and embodied in that measure. One leading principle was that the Government should resume no more private land than they had reasonable ground for believing would be actually and physically requisite for the public work for the purposes for which it was resumed.

4. The Bill now before your Honorable House departs widely from the leading principle of the said Act by proposing to enable the Government to resume not merely the land physically requisite for the formation of the intended approaches, but also a considerable area of the land in which your Petitioners are interested, which is not so requisite but by trafficking, in which it is hoped that the Government will be enabled to defray in whole or in part the cost of their improvement scheme.

5. Your Petitioners have not raised, and do not seek to raise, any opposition to the resumption of so much of the property in which they are interested as may be actually and physically required for legitimate public purposes.

6. Your Petitioners submit that the principle involved in the said Bill is vicious (1) as legalizing an unnecessary invasion of the rights of private property; and (2), as subjecting your Petitioners and the other persons interested in the land now sought to be resumed to an interference, and to disabilities to which the other subjects of Her Majesty in this Colony are not exposed. Your Petitioners further submit that the principle involved is dangerous, for if such Bill were to become law, and were to be followed as a precedent on the occasions of future special resumption Acts of a like character, the Government would be in a position to make themselves the largest holders of city property, and to traffic therein for all time.

Your Petitioners therefore most humbly pray that the Bill may not pass into law as it now stands, and that your Petitioners may be heard by counsel against such of the clauses and provisions of the Bill as affect their rights, interests, or property, by the application of the principle hereinbefore lastly referred to, and in support of the insertion in the Bill in case the same shall pass into law of such other clauses and provisions as may be requisite for the protection of your Petitioners; or that your Honorable House will be pleased to grant your Petitioners such further or other relief in the premises as to your Honorable House shall seem meet.

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

Dated at Sydney, this second day of July, one thousand eight hundred and eighty-nine.

F. S. ELLIS HOLT.  
ALFRED WM. HOLT.



1889.

LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

GENERAL POST OFFICE (APPROACHES  
IMPROVEMENT) BILL.

(PETITION FROM J. G. THOMPSON, E. H. JOHNSON, AND JAMES GILES.)

*Received by the Legislative Assembly, 9 July, 1889.*

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

The humble Petition of John Gilbert Thompson, Edward Henry Johnson, and James Giles, carrying on business in George-street, Sydney, in New South Wales, as Thompson and Giles,—

RESPECTFULLY SHOWETH:—

1. That a Bill has been introduced, in pursuance of leave in that behalf given to and is now before your Honorable House, entitled, "A Bill to authorize the resumption of certain portions of land situated between George and Pitt streets, in the city of Sydney, for the disposal of portion of the land so to be resumed, and for other purposes in connection therewith."

2. That your Petitioners are tenants under a lease for thirty years, from 1st August, 1888, of the property adjacent to Post Office-street, and fronting George-street, and are tenants under a lease having six and a half years to run of the property also adjacent to Post Office-street, and fronting Pitt-street.

3. That your Petitioners have occupied the present position in George-street, and there carried on business for upwards of twenty-eight years past.

4. That the aforesaid Bill does not appear to your Petitioners to contain either in itself or by reference to other Acts—(1) Any provision for compensation to the tenants in case of the resumption by the Government thereunder of the whole of the land comprised in the tenants' leases. (2) Nor any provision for any compensation to tenants in respect of business arrangements.

5. That under the circumstances your Petitioners respectfully draw the attention of your Honorable House to the apparent omission aforesaid.

And pray that the interests of your Petitioners may be duly conserved.

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

Dated this ninth day of July, 1889.

JOHN G. THOMPSON.  
E. H. JOHNSON.  
JAMES GILES.



1889.

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LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

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**GENERAL POST OFFICE (APPROACHES  
IMPROVEMENT) BILL.**

(MESSAGE No. 36.)

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*Ordered by the Legislative Assembly to be printed, 25 June, 1889.*

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CARRINGTON,  
*Governor.*

*Message No. 36.*

In accordance with the provisions contained in the 54th section of the Constitution Act, the Governor recommends, for the consideration of the Legislative Assembly, the expediency of making provision to meet the requisite expenses in connection with a Bill to authorize the resumption of certain portions of land, situate between George and Pitt Streets, in the City of Sydney, for the purpose of improving the approaches to the General Post Office, for the disposal of portion of the land so to be resumed, and for other purposes in connection therewith.

*Government House,*  
*Sydney, 21st June, 1889.*





1889.

## NEW SOUTH WALES.

**ELECTRIC TELEGRAPHS.**

(REGULATIONS FOR THE TRANSMISSION AND DELIVERY OF TELEGRAMS.)

Presented to Parliament, pursuant to Act 20 Vic. No. 41, sec. 6.

General Post Office,  
Sydney, 27th March, 1889.

In accordance with the provisions of the 6th section of the Electric Telegraph Act, His Excellency the Governor, with the advice of the Executive Council, has approved of the following amended Regulations for the transmission and delivery of telegrams being adopted in lieu of those hitherto in force.

DANIEL O'CONNOR.

**ELECTRIC TELEGRAPHS.**

## REGULATIONS.—NEW SOUTH WALES DEPARTMENT.

1. Messages must be written with ink, in a clear and legible manner, on the forms provided for that purpose, and must bear a proper date and address, the signature and address of the sender in each case being required in authentication of the Message, and as subscribing to the conditions imposed. All figures must be written in words.

2. Payment of charges in advance will be required, except for replies to interrogatory messages on which the sender has written "Reply paid here." In cases of emergency or distress, however, persons may be allowed to send messages to be paid for by the receiver. The senders of "Collect" telegrams will be required to deposit the cost of the message prior to the despatch thereof, such cost to be refunded to the sender upon payment by the addressee. In the event of non-payment by the latter from any cause the deposit will be retained by the Department. No charge will be made for the date, address, or signature of any telegram lodged for transmission within the Colonies.

3. Messages will be delivered free within one mile of the office; over that distance portage or cab-hire will be charged, and boat-hire on messages to be delivered on ship board. Telegrams requiring to be delivered beyond the limits by special messenger will only be accepted subject to the Department being able to procure such messenger; and in all cases telegrams will be forwarded at the sender's risk. If the address is more than three miles from the terminal office, portage is calculated at whatever rate is charged by the special messenger intrusted with the delivery. The sender is responsible for the portage; and when the address is not within the free delivery he must, if practicable, state the distance and pay the portage in advance. When the exact distance is not known a deposit must be paid. Should the sender undercalculate the charge, the deficiency is charged on delivery. If the sender pays too much, the excess is refunded. A deposit of five shillings for boat-hire is required on every telegram addressed to a ship, unless the ship be alongside a wharf, jetty, or pier. Any surplus is refunded.

4. Where an immediate reply to a message is required, the sender of such message is requested to append the words "Reply by Telegraph." The messenger charged with the delivery of the message will then be directed to wait five minutes for the reply, in order to facilitate its transmission to the sender of the message.

5. Every message in secret language, or consisting of words in any admitted language (English, French, German, Italian, Dutch, Portuguese, Spanish, and Latin) having no connective meaning, groups of letters or figures, shall be regarded as a cypher message, and be subject to an additional charge of 50 per cent.; and in a message containing one or more words in cypher, every such word shall be counted as two words, and the extra charge be added to the minimum rate for a message, provided that such extra charge shall not exceed 50 per cent. on the ordinary rate which would be payable on account of the said telegram. Groups of five letters or five figures shall count as one cypher word.

6. In order to provide against mistakes in the transmission of messages, every message of consequence ought to be REPEATED by being signalled back from office to office. No copy is, in such case, given to the sender. The charge for repetition is one half the ordinary tariff. The Government will not be responsible for mistakes in the transmission of unrepeated messages, from whatever cause they may arise; nor will the Government be responsible for mistakes in the transmission of a repeated message, nor for any delay in the transmission or delivery, nor for non-transmission or non-delivery of any message, whether repeated or unrepeated, to any extent above £5. Telegrams containing mercantile quotations or figures, and telegrams written in cypher, or according to a preconceived code, should always be repeated.

7. Except in cases of emergency, illness, &c., or messages on the service of the State, messages will be transmitted in the order in which they are received; and all messages will be held strictly confidential.

8. If from any circumstances a message is not sent within a reasonable time, sufficient to destroy the value of the despatch, the clerk is instructed to give the person sending the message information of the fact, with the reason of the delay; it will then be optional with the person to withdraw such message, and receive back the amount paid.

9. Telegrams will be available for inspection by the sender or receiver, or a copy thereof made, during a period of two years from the date of transmission, on payment of a search fee of 2s. 6d.

10. Messages will be kept in the strict charge of the Superintendent for the space of TWO YEARS, after which they will be burned in the presence of the Superintendent or authorized officer.

11. Offices are open for the transaction of business from 9 a.m. until 8 p.m., except those stations marked †, which close at 6 p.m.; those marked ‡, which close at 10 p.m.; and those marked §, which close at 8 p.m. on Saturdays, and 6 p.m. on other days of the week. (*Vide* Postal Guide.)

12. Inquiries respecting messages cannot be entertained unless copies are produced.

13. Telegrams redirected to a second address are liable, if any additional service is performed, to an additional charge of sixpence if the two addresses are within the same town; but if the addresses are in different towns the full inland rate is charged for the redirection. Removals and instructions for the redirection of telegrams at hours when the place of business is closed, are registered free on application by letter addressed to Superintendent of Telegraphs.

14. Copies of a telegram, other than Press, directed to more than one person in the same free delivery, are delivered at a charge of sixpence per copy.

15. Telegrams are, as a rule, delivered personally, but when attention cannot be gained, they are dropped into the letter-box, if there is one. If it is proposed that a house be shut up for some days, instructions should be given to the Department as to the disposal of telegrams. Under no circumstances will the Department accept any responsibility with regard to telegrams after they have been delivered at the address given.

16. Should a sender, upon being informed that his message cannot be delivered because the address is unknown, furnish a corrected address, or require the telegram to be presented the second time, he must pay the cost of a fresh telegram. Should it appear that the failure in the first instance was the fault of the Department, the extra charge will be refunded.

17. The sender may have his telegram cancelled, and if it be cancelled before the commencement of transmission the sum will be returned on application at the time; but if transmission has commenced the sum will not be returned. If transmission has been completed an official telegram, prepaid by the sender, will be sent to the clerk at the terminal office. If the official telegram should arrive too late, the sender will be informed that the attempt to cancel his telegram has failed; but the sums paid will not be refunded.

18. When telegrams are addressed to a Telegraph Office to be called for, they are kept for two clear days, and if no application be made for them within that time, the clerk is instructed to inform the sending office to this effect, of which the sender will be apprised.

19. Telegrams indecently or obscenely worded, or appearing to contain libellous or grossly offensive matter, will not be transmitted.

20. Offices on Public Holidays are OPEN from 9 a.m. to 10 a.m., and between the hours of 6 p.m. and 8 p.m., except offices marked thus †, which are only open from 9 a.m. to 10 a.m. (*Vide* Postal Guide.)

21. Messages for stations described as "Railway Telegraph Stations" (R.T.S.) can only be accepted subject to possible delay consequent upon the absence of officers on other duties, or other causes, and no responsibility can be accepted as regards delivery at any such stations.

22. Telegrams posted at any Post Office (which is not also a Telegraph Station) in the Colony will be forwarded by first mail to the nearest Telegraph Office, and be transmitted thence by wire to destination, provided unobliterated postage stamps are affixed to the form on which the message is written, sufficient in value to defray the cost of the message, and that the message be enclosed in an envelope prepaid with the requisite amount of postage, and directed to the Telegraph Stationmaster at—(give the name of the nearest Telegraph Station, which can be obtained from the Postmaster on inquiry). All telegrams for post must be written in a clear and legible manner on the form specially provided, and in accordance with the printed instructions on such form. Telegrams addressed to Post Towns to which there is no telegraphic communication will be transmitted by wire to the nearest Telegraph Station and forwarded thence to destination by first post without additional charge.

23. No person shall be entitled to send, or any proprietor, publisher, or agent of a newspaper to receive, at press rates, a telegraphic message or messages, in any one day, containing more than five hundred (500) words in the aggregate. This restriction shall not apply to Intercolonial or Foreign telegrams, or to messages transmitted between the hours of 6 p.m. and 9 a.m. If, during any other hours, the line on which a Press telegram is desired to be sent is clear and unoccupied, such telegram, of whatever length, may be sent at Press rates; provided that if, during the transmission of such telegram, any private or business telegram or telegrams is or are required to be sent on such line, the Press message so being sent shall be, from time to time, stopped to allow of the transmission of such private or business telegram or telegrams. No Press message, Intercolonial, Foreign, or otherwise, shall at any time be sent to a greater extent than 500 words, if there be any other Press message or messages required to be sent on the same line; but Press messages shall be sent in rotation as they come in to the extent of 500 words at a time.

1889.

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NEW SOUTH WALES.

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## ELECTRIC TELEGRAPHS.

(REDUCTION IN RATES BETWEEN THACKARINGA AND SOUTH AUSTRALIA.)

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Presented to Parliament, pursuant to Act 20 Vic. No. 41, Sec. 6.

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General Post Office, 11 April, 1889.

IN accordance with the provisions of the 6th section of the Electric Telegraph Act, His Excellency the Governor, with the advice of the Executive Council, has approved of the rates for the transmission of telegrams from Thackaringa to any station in South Australia, being assimilated to those now charged for telegrams from Broken Hill and Silverton to that Colony, viz. :—1s. for the first ten words, and 2d. for every additional word.

DANIEL O'CONNOR.

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1889.

## NEW SOUTH WALES.

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**ELECTRIC TELEGRAPHS.**  
 (REDUCTION IN PRESS RATES TO WESTERN AUSTRALIA.)
 

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 Presented to Parliament pursuant to Act 20 Vic. No. 41, sec. 6.
 

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General Post Office, Sydney, 9 May, 1889.

IN accordance with the provisions of the 6th section of the Electric Telegraph Act, His Excellency the Governor, with the advice of the Executive Council, has approved of the rates for the transmission of Press Telegrams between this Colony and Western Australia being reduced to the following scale, viz. :—

	s.	d.
For 10 words and under ... ..	3	0
Each additional word up to 16 words ... ..	0	3
Over 16 and up to 100 words ... ..	4	6
Each additional 50 words or portion thereof ... ..	2	3

To date from the 1st instant.

DANIEL O'CONNOR.



1889.

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NEW SOUTH WALES.

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## ELECTRIC TELEGRAPHS.

(REDUCTION IN RATES BETWEEN EURIOWIE AND PURNAMOOTA AND SOUTH AUSTRALIA.)

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Presented to Parliament, pursuant to Act 20 Vic. No. 41, sec. 6.

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General Post Office, Sydney, 6th June, 1889.

IN accordance with the provisions of the 6th section of the Electric Telegraph Act, His Excellency the Governor, with the advice of the Executive Council, has approved of the rates for the transmission of telegrams from Euriowie and Purnamoota to any station in South Australia being assimilated to those now charged for telegrams from Silverton, Broken Hill, and Thackaringa to that Colony, viz.:—1s. for the first ten words, and 2d. for every additional word.

DANIEL O'CONNOR.





1889.

NEW SOUTH WALES.

POLICE DEPARTMENT.

(REPORT FOR 1888.)

Presented to Parliament by Command.

The Inspector-General of Police to The Principal Under Secretary.

Sir, Police Department, Inspector-General's Office, Sydney, 9 January, 1889.

As requested by the Colonial Secretary's instructions, I have the honor to furnish, for his information, my usual Report respecting the Department under my control for the year 1888, which, however, is confined to the customary annual statistics, as I have been absent on leave during the greater part of the year.

Some small additions have been made to the strength of the police performing duty in the Suburbs of Sydney, and new stations have been formed at the undermentioned places, the total increase on the establishment being thirty constables.

District.	Station.
Metropolitan	{ Auburn. Gordon. Hillgrove. Harwood.
Northern...	{ Nerrigundah (reformed).
Southern...	{ Hornsby. Potts' Hill.
Eastern ...	{ Mullet Creek.
North-eastern	{ Thackaringa.
South-western	

The following stations have been broken up:—

District.	Station.
Northern...	Chatsworth.
Southern ...	Wheeo.
North-eastern	Woy Woy.
North-western	Wallabadah.

Appointments were made during the year to provide for the above increase, and to fill vacancies occasioned as under:—

Resignations	83
Discharges	17
Dismissals	20
Superannuations	12
Deaths	7

Three police pensioners died in 1888 who had been in receipt of pensions of £54 15s., £69 19s. 2d., and £70 per annum respectively.

Twelve members of the force were superannuated during the year, seven receiving pensions of from £101 17s. 11d. to £168 16s. 3d. per annum, amounting in all to £927 14s. 2d. per annum, and five members gratuities upon their discharge, which formed a charge of £377 5s. upon the fund. Five widows of members of the force were awarded gratuities from the Police Reward Fund, amounting in all to £958 10s.

The Police Reward and Superannuation Funds combined, exhibit for the first time for many years an excess of expenditure over revenue of some hundred pounds, a deficiency likely to be largely increased by the unavoidable expansion of the pension list. This is nothing more than was anticipated and mentioned in previous reports on the subject. Legislation will be necessary, unless the future excess in expenditure over receipts is to be defrayed from the public revenue.

Many of the officers have now reached an age when it must be expected that they will avail themselves of the liberal superannuation provided, and make way for younger and more energetic men.

The criminal statistics for the year are not yet available for reference, but I am in a position to state that there has been a decrease in the number of offences reported during the year. Incendiarism is, however, I regret to say, still on the increase.

The figures for the Metropolitan District for the year show a marked decrease upon those for 1887, but this must be to a considerable extent attributed to the diminution of the number of police employed in the city, caused by the protracted absence of a large force during the strike at the collieries.



DISTRICT.	STATION.	MOUNTED.							FOOT.			
		Super-intendents.	Inspectors.	Sub-Inspectors.	Senior Sergeants.	Sergeants.	Senior Constables.	Ordinary Constables.	Senior Sergeants.	Sergeants.	Senior Constables.	Ordinary Constables.
Metropolitan— <i>continued.</i>	Homebush .....	...	...	...	...	...	...	...	...	...	...	1
	Sirathfield .....	...	...	...	...	...	...	...	...	...	...	1
	Hurstville .....	...	...	...	...	...	...	...	...	...	...	1
	Belmore .....	...	...	...	...	...	...	...	...	...	...	1
	Croydon .....	...	...	...	...	...	...	...	...	...	...	1
	Mortlake .....	...	...	...	...	...	...	...	...	...	...	1
	Annandale .....	...	...	...	...	...	...	...	...	...	...	2
	Birkenhead .....	...	...	...	...	...	...	...	...	...	...	1
	St. Peter's .....	...	...	...	...	...	...	...	...	...	...	2
	Helsarmel .....	...	...	...	...	...	...	...	...	...	...	1
	Rockdale .....	...	...	...	...	...	...	...	...	...	...	1
	Peakhurst .....	...	...	...	...	...	...	...	...	...	...	1
	North Shore .....	...	...	1	...	...	...	...	1	...	5	12
	North Willoughby..	...	...	...	...	...	...	...	...	1	...	1
	Neutral Bay .....	...	...	...	...	...	...	...	...	...	...	1
	Lane Cove .....	...	...	...	...	...	...	...	...	...	1	2
	Mossman's Bay .....	...	...	...	...	...	...	...	...	...	...	1
Water Police .....	...	1	...	...	...	...	...	...	1	6	19	
Northern .....	Armidale .....	...	1	...	...	...	4	1	...	1	5	
	Do West .....	...	...	...	...	...	...	...	...	...	1	
	Hillgrove .....	...	...	...	...	...	...	...	...	...	1	
	Uralla .....	...	...	...	...	...	1	1	...	...	...	
	Walcha Road .....	...	...	...	...	...	1	1	...	...	...	
	Walcha .....	...	...	...	...	1	...	1	...	...	1	
	Bendemeer .....	...	...	...	...	...	...	1	...	...	...	
	Bundarra .....	...	...	...	...	...	1	1	...	...	...	
	Tingha .....	...	...	...	...	...	2	2	...	...	...	
	Inverell .....	...	...	...	1	...	2	2	...	...	3	
	Ashford .....	...	...	...	...	...	1	1	...	...	...	
	Guyra .....	...	...	...	...	...	1	2	...	...	3	
	Glen Innes .....	...	...	...	...	1	...	1	...	...	3	
	Deepwater .....	...	...	...	...	...	1	1	...	...	...	
	Emmaville .....	...	...	...	...	...	1	1	...	...	1	
	Tenterfield .....	...	...	...	...	1	...	1	...	...	2	
	Drake .....	...	...	...	...	...	1	1	...	...	...	
	Wilson's Downfall..	...	...	...	...	...	1	1	...	...	...	
	Woodenbong .....	...	...	...	...	...	...	1	...	...	...	
	Grafton, North .....	...	1	...	...	...	...	2	1	...	6	
	Do South .....	...	...	...	...	...	1	...	...	...	1	
	Ulmarra .....	...	...	...	...	...	...	1	...	...	...	
	Brushgrove .....	...	...	...	...	...	...	1	...	...	...	
	Lawrence .....	...	...	...	...	...	1	...	...	...	...	
	Macleay .....	...	...	...	...	...	...	...	1	...	1	
	Harwood Island .....	...	...	...	...	...	...	...	...	...	1	
	Palmer's Island .....	...	...	...	...	...	...	...	...	...	1	
	Yamba .....	...	...	...	...	...	...	...	...	...	1	
	Copmanhurst .....	...	...	...	...	...	...	1	...	...	...	
	Dalmorton .....	...	...	...	...	...	...	1	...	...	...	
	Blick's River .....	...	...	...	...	...	...	1	...	...	...	
	Casino .....	...	...	...	...	1	...	1	...	...	1	
	Lismore .....	...	...	...	1	...	...	1	...	...	3	
Coraki .....	...	...	...	...	...	...	1	...	...	...		
Woodburn .....	...	...	...	...	...	1	...	...	...	...		
Broadwater .....	...	...	...	...	...	...	1	...	...	1		
Wardell .....	...	...	...	...	...	1	...	...	...	...		
Ballina .....	...	...	...	...	1	...	1	...	...	...		
Murwillumbah .....	...	...	...	...	...	1	1	...	...	...		
Tumbulgum .....	...	...	...	...	...	...	1	...	...	...		
Cudgen .....	...	...	...	...	...	...	1	...	...	...		
Brunswick .....	...	...	...	...	...	...	1	...	...	...		
Southern .....	Goulburn .....	1	...	1	1	...	2	1	1	1	13	
	Goulburn North .....	...	...	...	...	1	1	...	...	...	...	
	Collector .....	...	...	...	...	...	1	...	...	...	...	
	Bungonia .....	...	...	...	...	...	1	...	...	...	...	
	Tarago .....	...	...	...	...	...	1	...	...	...	...	
	Marulan .....	...	...	...	...	...	1	...	...	...	...	
	Crookwell .....	...	...	...	...	1	...	...	...	...	...	
	Taralga .....	...	...	...	...	...	2	...	...	...	...	
	Yass .....	...	1	...	...	...	2	...	...	1	2	
	Gunning .....	...	...	...	...	...	1	...	...	...	1	
	Dalton .....	...	...	...	...	...	1	...	...	...	...	
	Gundaroo .....	...	...	...	...	...	1	...	...	...	...	
	Burrowa .....	...	...	...	1	...	1	...	...	...	1	
	Binalong .....	...	...	...	...	...	1	...	...	...	...	
	Frogmore .....	...	...	...	...	...	1	...	...	...	...	
	Reid's Flat .....	...	...	...	...	...	1	...	...	...	...	
	Padman's Creek .....	...	...	...	...	...	1	...	...	...	...	
	Wee Jasper .....	...	...	...	...	...	1	...	...	...	1	
	Bowning .....	...	...	...	...	...	...	...	...	...	1	
	Young .....	...	...	1	...	...	1	1	...	1	2	
	Cootamundra .....	...	...	...	1	...	2	1	...	1	3	
	Temora .....	...	...	...	...	1	1	...	...	...	2	
	Murrumburrah .....	...	...	...	...	1	1	...	...	...	1	
Marengo .....	...	...	...	...	...	1	1	...	...	...		
Wombat .....	...	...	...	...	...	1	...	...	...	...		
Wallendbeen .....	...	...	...	...	...	1	...	...	...	...		
Morangareil .....	...	...	...	...	...	1	...	...	...	...		

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Southern— <i>continued.</i>	Barmedman .....	...	...	...	...	...	...	1	...	...	...	...	
	Harden .....	...	...	...	...	...	...	...	...	...	...	1	
	Braidwood .....	...	...	1	...	...	1	2	...	...	...	2	
	Queanbeyan .....	...	...	...	1	...	...	1	...	...	...	3	
	Moruya .....	...	...	...	...	1	...	1	...	...	...	...	
	Araluen .....	...	...	...	...	...	1	...	...	...	...	1	
	Bungendore .....	...	...	...	...	...	1	1	...	...	...	...	
	Bateman's Bay .....	...	...	...	...	...	1	...	...	...	...	...	
	Nelligen .....	...	...	...	...	...	1	...	...	...	...	...	
	Major's Creek .....	...	...	...	...	...	...	1	...	...	...	...	
	Enrobodalla .....	...	...	...	...	...	...	1	...	...	...	...	
	Emu Flat .....	...	...	...	...	...	...	1	...	...	...	...	
	Mongarlowe .....	...	...	...	...	...	...	...	1	...	...	...	
	Ginninderra .....	...	...	...	...	...	...	1	...	...	...	...	
	Captain's Flat .....	...	...	...	...	...	...	...	1	...	...	...	
	Nerrigundah .....	...	...	...	...	...	...	...	...	...	...	1	
	Cooma .....	...	...	1	...	...	...	...	2	...	...	3	
	Bega .....	...	...	...	...	...	1	...	1	...	...	3	
	Bombala .....	...	...	...	...	...	1	...	1	...	...	1	
	Panbula .....	...	...	...	...	...	...	1	...	...	...	...	
	Eden .....	...	...	...	...	...	1	...	1	...	...	...	
	Candelo .....	...	...	...	...	...	...	1	1	...	...	...	
	Cobargo .....	...	...	...	...	...	...	...	1	...	...	...	
	Buckley's Crossing .....	...	...	...	...	...	...	...	2	...	...	...	
	Michelago .....	...	...	...	...	...	...	1	...	...	...	...	
	Adaminaby .....	...	...	...	...	...	...	1	1	...	...	...	
	Kiandra .....	...	...	...	...	...	...	...	1	...	...	...	
	Delegate .....	...	...	...	...	...	...	...	2	...	...	...	
	Nimtybelle .....	...	...	...	...	...	...	...	2	...	...	...	
	Jindabyne .....	...	...	...	...	...	...	...	1	...	...	...	
	Wolumla .....	...	...	...	...	...	...	...	1	...	...	...	
	Wyndham .....	...	...	...	...	...	...	...	2	...	...	...	
	Amimbo .....	...	...	...	...	...	...	...	1	...	...	...	
	Colombo .....	...	...	...	...	...	...	...	1	...	...	...	
	Merimbula .....	...	...	...	...	...	...	...	...	...	...	1	
	Eastern.....	Depôt .....	1	...	...	...	...	...	...	...	...	...	...
		Parramatta .....	...	...	1	...	...	1	1	...	1	...	12
		Granville .....	...	...	...	...	...	1	...	...	...	...	2
		Rookwood .....	...	...	...	...	...	...	...	...	...	...	1
		Auburn .....	...	...	...	...	...	...	...	...	...	...	1
Potts' Hill .....		...	...	...	...	...	...	...	...	...	...	1	
Prospect .....		...	...	...	...	...	...	...	...	...	...	1	
Ryde .....		...	...	...	...	1	...	1	...	...	...	1	
Gladesville .....		...	...	...	...	...	...	...	...	...	...	1	
Hornsby .....		...	...	...	...	...	...	...	...	...	...	1	
Hunter's Hill .....		...	...	...	...	...	...	...	...	...	...	1	
Peat's Ferry .....		...	...	...	...	...	...	...	...	...	...	1	
Penrith .....		...	...	...	...	1	...	1	...	...	...	1	
Emu Plains .....		...	...	...	...	...	...	...	...	...	...	1	
St. Mary's .....		...	...	...	...	...	...	...	...	...	...	1	
Springwood .....		...	...	...	...	...	...	...	...	...	...	1	
Katoomba .....		...	...	...	...	...	...	...	...	...	...	1	
Windsor .....		...	...	...	1	...	...	1	...	...	...	2	
Wilberforce .....		...	...	...	...	...	...	1	...	...	...	...	
St. Alban's .....		...	...	...	...	...	...	1	1	...	...	...	
Richmond .....		...	...	...	...	...	...	1	1	...	...	...	
Rouse Hill .....		...	...	...	...	...	...	...	...	...	...	1	
Riverstone .....		...	...	...	...	...	...	...	...	...	...	1	
Liverpool .....		...	...	...	...	...	...	1	1	...	...	1	
Smithfield .....		...	...	...	...	...	...	...	1	...	...	...	
Campbelltown .....		...	...	...	...	1	...	...	...	...	...	2	
Appin .....		...	...	...	...	...	...	1	...	...	...	...	
Camden .....		...	...	...	...	1	...	1	...	...	...	1	
Picton .....		...	...	...	...	...	1	1	...	...	...	...	
Berrima .....		...	...	...	1	...	...	...	...	...	...	1	
Moss Vale .....		...	...	...	...	...	...	1	...	...	...	1	
Bowral .....		...	...	...	...	...	...	...	1	...	...	1	
Mittagong .....		...	...	...	...	...	...	...	1	...	...	1	
Robertson .....		...	...	...	...	...	...	...	1	...	...	...	
Wollongong .....		...	...	...	1	...	...	...	1	...	...	3	
Dapto .....		...	...	...	...	...	...	...	1	...	...	...	
Fig-tree .....		...	...	...	...	...	...	...	...	...	...	1	
Bulli .....		...	...	...	...	...	...	1	...	...	...	1	
Clifton .....		...	...	...	...	...	...	...	1	...	...	...	
Otford .....		...	...	...	...	...	...	...	...	...	...	1	
Cawleys Creek .....	...	...	...	...	...	...	...	1	...	...	...		
Kiama .....	...	...	...	...	1	...	...	...	...	...	1		
Shellharbour .....	...	...	...	...	...	...	...	...	...	...	1		
Jamberoo .....	...	...	...	...	...	...	...	1	...	...	...		
Albion Park .....	...	...	...	...	...	...	...	...	...	...	1		
Gerringong .....	...	...	...	...	...	...	...	1	...	...	...		
Nowra .....	...	...	...	...	1	...	...	...	...	...	...		
Terrara .....	...	...	...	...	...	...	...	1	...	...	...		
Broughton Creek .....	...	...	...	...	...	...	...	1	...	...	...		
Kangaroo Valley .....	...	...	...	...	...	...	...	1	...	...	...		
Milton .....	...	...	...	...	...	...	...	1	...	...	...		

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		Super-intendents.	Inspectors.	Sub-Inspectors.	Senior Sergeants.	Sergeants.	Senior Constables.	Ordinary Constables.	Senior Sergeants.	Sergeants.	Senior Constables.	Ordinary Constables.
Western	Bathurst	1	...	...	1	...	2	3	2	...	1	10
	Kelso	...	...	...	...	...	...	...	...	...	...	1
	Milltown	...	...	...	...	...	...	...	...	...	...	1
	Oberon	...	...	...	...	...	1	1	...	...	...	1
	Sunny Corner	...	...	...	...	...	1	1	...	...	...	1
	Wallerawang	...	...	...	...	...	1	...	...	...	...	...
	Rydal	...	...	...	...	...	...	1	...	...	...	...
	Lithgow	...	...	...	1	...	...	1	...	...	...	2
	Hartley Vale	...	...	...	...	...	...	1	...	...	...	1
	Hartley	...	...	...	...	...	...	...	...	...	...	1
	Mount Victoria	...	...	...	...	...	...	1	...	...	...	...
	Hill End	...	...	...	...	...	1	1	...	...	...	1
	Sofala	...	...	...	...	...	1	1	...	...	...	1
	Wyagdon	...	...	...	...	...	...	1	...	...	...	...
	Rockley	...	...	...	...	1	...	1	...	...	...	...
	Burruga	...	...	...	...	...	1	...	...	...	...	...
	O'Connell	...	...	...	...	...	...	1	...	...	...	...
	Mudgee	...	1	...	...	...	1	2	...	...	1	3
	Gulgong	...	...	...	...	1	...	1	...	...	...	1
	Coolah	...	...	...	...	...	1	1	...	...	...	...
	Mundooran	...	...	...	...	...	...	1	...	...	...	...
	Denison Town	...	...	...	...	...	...	1	...	...	...	...
	Rylstone	...	...	...	1	...	...	1	...	...	...	1
	Bford	...	...	...	...	...	1	...	...	...	...	...
	Hargraves	...	...	...	...	...	1	1	...	...	...	...
	Windeyer	...	...	...	...	...	...	...	...	...	...	1
	Wollar	...	...	...	...	...	1	1	...	...	...	...
	Cobborah	...	...	...	...	...	1	...	...	...	...	...
	Forbes	...	...	1	...	1	...	2	...	...	1	3
	Condobolin	...	...	...	...	1	...	1	...	...	...	1
	Eugowra	...	...	...	...	...	...	1	...	...	...	...
	Parkes	...	...	...	...	...	1	1	...	...	...	2
	Grenfell	...	...	...	...	1	...	1	...	...	...	2
	Marsden	...	...	...	...	...	...	1	...	...	...	...
	Wollongough	...	...	...	...	...	...	1	...	...	...	...
	Orange	...	...	1	...	...	1	2	...	1	...	5
	Stuart Town	...	...	...	...	...	1	...	...	...	...	...
	Molong	...	...	...	...	1	...	1	...	...	...	1
	Cowra	...	...	...	1	...	...	1	...	...	...	2
	Blayney	...	...	...	...	1	...	1	...	...	...	1
	Carcoar	...	...	...	...	1	...	...	...	...	...	1
	Canowindra	...	...	...	...	...	...	1	...	...	...	...
	Cudal	...	...	...	...	...	...	1	...	...	...	...
	Toogong	...	...	...	...	...	...	1	...	...	...	...
	Mount McDonald	...	...	...	...	...	1	1	...	...	...	...
Goolagong	...	...	...	...	...	...	1	...	...	...	...	
Trunkey	...	...	...	...	...	...	1	...	...	...	...	
Meranburn	...	...	...	...	...	...	1	...	...	...	...	
Cargo	...	...	...	...	...	...	1	...	...	...	...	
Mandurama	...	...	...	...	...	...	1	...	...	...	...	
Tuena	...	...	...	...	...	1	1	...	...	...	...	
Cordillera	...	...	...	...	...	...	...	...	...	...	2	
Dubbo	...	...	1	1	...	...	2	...	...	1	5	
Wellington	...	...	...	1	...	...	1	...	...	...	2	
Coonamble	...	...	...	...	1	...	1	...	...	...	3	
Obley	...	...	...	...	...	1	1	...	...	...	...	
Warren	...	...	...	...	...	1	1	...	...	...	1	
Tomingley	...	...	...	...	...	...	1	...	...	...	...	
Dandaloo	...	...	...	...	...	1	...	...	...	...	...	
Nevertire	...	...	...	...	...	...	1	...	...	...	...	
Timbregongie	...	...	...	...	...	...	1	...	...	...	...	
Collie	...	...	...	...	...	1	...	...	...	...	...	
Gilgandra	...	...	...	...	...	1	1	...	...	...	...	
Quambone	...	...	...	...	...	...	1	...	...	...	...	
North-eastern	West Maitland	1	...	1	1	...	...	2	...	1	3	9
	Branxton	...	...	...	...	...	...	1	...	...	...	1
	Lochinvar	...	...	...	...	...	...	1	...	...	...	2
	Greta	...	...	...	...	...	...	...	...	...	...	...
	Cessnock	...	...	...	...	...	1	...	...	...	...	3
	East Maitland	...	...	...	...	...	1	2	...	...	...	3
	Mulbring	...	...	...	...	...	...	1	...	...	...	...
	Cooranbong	...	...	...	...	...	...	1	...	...	...	...
	Swansea	...	...	...	...	...	...	1	...	...	...	...
	Largs	...	...	...	...	...	...	...	...	...	...	1
	Morpeth	...	...	...	...	...	...	...	1	...	...	2
	Hinton	...	...	...	...	...	...	...	...	...	...	1
	Paterson	...	...	...	...	1	...	1	...	...	...	...
	Gresford	...	...	...	...	...	...	1	...	...	...	...
	Raymond Terrace	...	...	...	1	...	...	...	...	...	...	1
	Clarence Town	...	...	...	...	...	1	...	...	...	...	...
	Dungog	...	...	...	...	...	1	...	...	...	...	1
	Stroud	...	...	...	...	...	1	1	...	...	...	...
	Gloucester	...	...	...	...	...	...	1	...	...	...	...
	Copeland	...	...	...	...	...	1	...	...	...	...	...
	Bullahdellah	...	...	...	...	...	...	1	...	...	...	...
	Bungwall Flat	...	...	...	...	...	...	1	...	...	...	...
Tea Gardens	...	...	...	...	...	...	1	...	...	...	...	
Forster	...	...	...	...	...	...	1	1	...	...	...	
Gosford	...	...	...	...	...	1	1	...	...	...	1	

DISTRICT.	STATION.	MOUNTED.							FOOT.			
		Super-intendents.	Inspectors.	Sub-Inspectors.	Senior Ser-geants.	Ser-geants.	Senior Con-stables.	Ordinary Con-stables.	Senior Ser-geants.	Ser-geants.	Senior Con-stables.	Ordinary Con-stables.
North-eastern <i>—continued.</i>	Mullet Creek .....	...	...	...	...	...	...	...	...	...	...	1
	Newcastle .....	...	1	1	...	...	...	1	1	2	2	22
	Point Road .....	...	...	...	...	...	...	...	...	...	...	1
	Lake Road .....	...	...	...	...	...	...	...	...	...	...	1
	The Glebe .....	...	...	...	...	...	...	...	...	...	1	...
	Charlestown .....	...	...	...	...	...	...	...	...	...	...	1
	Teralba .....	...	...	...	...	...	...	...	...	...	...	1
	Hamilton .....	...	...	...	...	...	...	...	...	...	...	1
	Adamstown .....	...	...	...	...	...	...	...	...	...	...	1
	Waratah .....	...	...	...	...	...	...	...	...	...	...	1
	Carrington .....	...	...	...	...	...	...	...	...	...	...	2
	Lambton .....	...	...	...	...	1	...	...	...	...	...	2
	New Lambton .....	...	...	...	...	...	...	...	...	...	...	1
	Wallsend .....	...	...	...	...	...	...	...	1	...	...	2
	Stockton .....	...	...	...	...	...	...	...	...	...	...	1
	Wickham .....	...	...	...	...	...	...	...	...	...	...	1
	Islington .....	...	...	...	...	...	...	...	...	...	...	1
	Tighe's Hill .....	...	...	...	...	...	...	...	...	...	...	1
	Minmi .....	...	...	...	...	...	...	...	...	...	...	1
	Wollombi .....	...	...	...	...	...	1	1	...	...	...	1
	Ellalong .....	...	...	...	...	...	...	...	...	...	...	1
	Howe's Valley .....	...	...	...	...	...	...	1	...	...	...	1
	Singleton .....	...	...	...	1	...	...	1	...	...	1	3
	Goorangoola .....	...	...	...	...	...	...	1	...	...	...	...
	Broke .....	...	...	...	...	...	...	1	...	...	...	...
	Jerry's Plains .....	...	...	...	...	...	1	...	...	...	...	1
	Muswellbrook .....	...	...	...	1	...	...	1	...	...	...	1
	Denman .....	...	...	...	...	...	1	...	...	...	...	1
	Merriwa .....	...	...	...	...	...	1	...	...	...	...	1
	Kerrabee .....	...	...	...	...	...	...	1	...	...	...	...
	Cassilis .....	...	...	...	...	...	1	1	...	...	...	1
	Scone .....	...	...	...	1	...	...	1	...	...	...	1
	Kempsey .....	...	...	1	...	1	...	1	...	...	...	2
	Gladstone .....	...	...	...	...	...	...	1	...	...	...	...
	Frederickton .....	...	...	...	...	...	...	1	...	...	...	...
Arakoon .....	...	...	...	...	...	...	1	...	...	...	...	
Nambuccra .....	...	...	...	...	...	...	1	...	...	...	...	
Bowraville .....	...	...	...	...	...	...	1	...	...	...	...	
Taree .....	...	...	...	...	...	...	1	...	...	...	2	
Cundletown .....	...	...	...	...	...	...	1	...	...	...	...	
Wingham .....	...	...	...	...	...	...	1	...	...	...	...	
Tinonee .....	...	...	...	...	...	...	1	...	...	...	...	
Cooperook .....	...	...	...	...	...	...	1	...	...	...	...	
Port Macquarie .....	...	...	...	...	...	...	1	1	...	...	1	
Camden Haven .....	...	...	...	...	...	...	1	1	...	...	...	
Boat Harbour .....	...	...	...	...	...	...	1	...	...	...	...	
Fernmount .....	...	...	...	...	...	...	1	...	...	...	1	
Smithtown .....	...	...	...	...	...	...	...	...	...	...	1	
North-western	Tamworth .....	...	1	...	...	...	...	3	1	1	...	6
	Do West .....	...	...	...	...	...	...	...	...	...	...	1
	Murrurundi .....	...	...	...	...	1	...	1	...	...	...	1
	Blackville .....	...	...	...	...	1	...	1	...	...	...	...
	Gunnedah .....	...	...	...	1	...	...	1	...	...	...	2
	Barraba .....	...	...	...	...	...	1	1	...	...	...	...
	Manilla .....	...	...	...	...	...	1	1	...	...	...	...
	Nundle .....	...	...	...	...	...	1	1	...	...	...	...
	Quirindi .....	...	...	...	...	1	1	1	...	...	...	1
	Somerton .....	...	...	...	...	...	...	1	...	...	...	...
	Moonbi .....	...	...	...	...	...	...	1	...	...	...	...
	Carroll .....	...	...	...	...	...	...	1	...	...	...	...
	Werris Creek .....	...	...	...	...	...	...	1	...	...	...	...
	Boggabri .....	...	...	...	...	...	...	1	1	...	...	...
	Tambar Springs .....	...	...	...	...	...	...	1	...	...	...	...
	Baradine .....	...	...	...	...	...	...	1	...	...	...	...
	Coonabarabran .....	...	...	...	...	1	...	1	...	...	...	1
	Narrabri .....	...	...	1	...	1	...	1	...	...	...	3
	Do West .....	...	...	...	...	...	...	...	...	...	...	1
	Wee Waa .....	...	...	...	...	...	...	1	...	...	...	...
	Keramingby .....	...	...	...	...	...	...	1	...	...	...	...
	Meroe .....	...	...	...	...	...	1	...	...	...	...	2
	Moree .....	...	...	...	1	...	...	2	...	...	...	2
Eulowie .....	...	...	...	...	...	...	1	...	...	...	1	
Bingera .....	...	...	...	...	1	...	1	...	...	...	1	
Warialda .....	...	...	...	...	...	1	1	...	...	...	1	
Yetman .....	...	...	...	...	...	...	1	...	...	...	...	
Boggabilla .....	...	...	...	...	...	...	1	...	...	...	...	
Bourke .....	Bourke .....	...	1	...	1	...	...	4	...	...	1	4
	Brewarrina .....	...	...	...	...	1	...	1	...	...	...	1
	Cobar .....	...	...	...	...	1	...	2	...	...	...	3
	Byerock .....	...	...	...	...	...	1	...	...	...	...	...
	Gongolgon .....	...	...	...	...	...	...	1	...	...	...	...
	Louth .....	...	...	...	...	...	...	2	...	...	...	...
Barrington .....	...	...	...	...	...	1	...	...	...	...	...	

DISTRICT.	STATION.	MOUNTED.						FOOT.				
		Super-intendents.	Inspectors.	Sub-Inspectors.	Senior Sergeants.	Sergeants.	Senior Constables.	Ordinary Constables.	Senior Sergeants.	Sergeants.	Senior Constables.	Ordinary Constables.
Bourke— <i>continued.</i>	Wanaaring .....	...	...	...	...	...	1	1	...	...	...	...
	Curranyalpa .....	...	...	...	...	...	...	1	...	...	...	...
	Emgonia .....	...	...	...	...	...	...	1	...	...	...	1
	Nymagee .....	...	...	...	...	...	1	1	...	...	...	2
	Nyngan .....	...	...	...	...	1	...	1	...	...	...	2
	Cannonbar .....	...	...	...	...	...	...	1	...	...	...	2
	Yantabulla .....	...	...	...	...	...	...	1	...	...	...	2
	Walgett .....	...	...	...	...	1	...	2	...	...	...	2
	Collarendabri .....	...	...	...	...	...	...	1	...	...	...	...
	Mogil Mogil .....	...	...	...	...	...	...	1	...	...	...	...
	Mungindi .....	...	...	...	...	...	...	1	...	...	...	...
	Angledool .....	...	...	...	...	...	...	1	...	...	...	...
	Goodeoga .....	...	...	...	...	...	...	1	...	...	...	...
	Grawin .....	...	...	...	...	...	...	1	...	...	...	...
	Tatalla .....	...	...	...	...	...	...	1	...	...	...	...
Pilliga .....	...	...	...	...	...	...	1	...	...	...	...	
Carinda .....	...	...	...	...	...	...	1	...	...	...	...	
South-western	Deniliquin .....	1	...	...	...	1	...	2	1	...	1	4
	Mathoura .....	...	...	...	...	...	1	...	...	...	...	1
	Moama .....	...	...	...	...	...	1	...	...	...	...	1
	Jerilderie .....	...	...	...	...	...	1	...	...	...	...	1
	Tocumwal .....	...	...	...	...	...	1	...	...	...	...	1
	Hay .....	...	...	1	...	1	...	1	...	...	...	4
	Maude .....	...	...	...	...	...	...	1	...	...	...	1
	Oxley .....	...	...	...	...	...	...	1	...	...	...	2
	Carathool .....	...	...	...	...	...	...	1	...	...	...	1
	Darlington Point .....	...	...	...	...	...	...	1	...	...	...	1
	Whitton .....	...	...	...	...	...	...	1	...	...	...	1
	Booligal .....	...	...	...	...	...	...	1	...	...	...	1
	Mossgiel .....	...	...	...	...	...	...	1	...	...	...	1
	Ivanhoe .....	...	...	...	...	...	...	1	...	...	...	1
	Hillston .....	...	...	...	...	1	...	1	...	...	...	1
	Eubalong .....	...	...	...	...	...	...	1	...	...	...	1
	Gilgunnia .....	...	...	...	...	...	...	1	...	...	...	1
	Mount Hope .....	...	...	...	...	...	...	1	...	...	...	1
	Cudgellico .....	...	...	...	...	...	...	1	...	...	...	1
	Moulamein .....	...	...	...	...	...	...	1	...	...	...	1
	Bairanald .....	...	...	...	...	1	...	1	...	...	...	1
	Euston .....	...	...	...	...	...	...	1	...	...	...	1
	Clare .....	...	...	...	...	...	...	1	...	...	...	1
	Hatfield .....	...	...	...	...	...	...	1	...	...	...	1
	Wentworth .....	...	...	...	1	...	...	1	...	...	...	2
	Salt Creek .....	...	...	...	...	...	...	1	...	...	...	2
	Pooncarie .....	...	...	...	...	...	...	1	...	...	...	2
	Menindie .....	...	...	...	...	...	...	1	...	...	...	1
Silverton .....	...	...	...	...	1	...	1	...	...	...	3	
Thackaringa .....	...	...	...	...	...	...	1	...	...	...	1	
Eurourie .....	...	...	...	...	...	...	1	...	...	...	1	
Purnamoota .....	...	...	...	...	...	...	1	...	...	...	1	
Broken Hill .....	...	...	...	...	1	...	1	...	...	...	7	
Broken Hill South .....	...	...	...	...	...	...	1	...	...	...	1	
Wilcannia .....	...	...	1	...	...	...	2	...	...	...	2	
Milparinka .....	...	...	...	...	...	...	1	...	...	...	1	
Tibooburra .....	...	...	...	...	...	...	1	...	...	...	1	
Murray .....	Albury .....	1	...	...	1	...	...	4	1	1	1	6
	Bowna .....	...	...	...	...	...	...	1	...	...	...	1
	Germanton .....	...	...	...	...	...	1	...	...	...	...	1
	Walbundrie .....	...	...	...	...	...	1	...	...	...	...	1
	Corowa .....	...	...	...	...	1	...	1	...	...	...	1
	Howlong .....	...	...	...	...	...	1	...	...	...	...	1
	Mulwala .....	...	...	...	...	...	1	...	...	...	1	1
	Tumbarumba .....	...	...	...	...	...	1	...	...	...	1	1
	Ournie .....	...	...	...	...	...	...	1	...	...	...	1
	Gerogery .....	...	...	...	...	...	...	1	...	...	...	1
	Gundagai .....	...	...	*1	...	1	...	2	...	...	1	3
	Tumut .....	...	...	...	...	1	...	1	...	...	...	1
	Yarrangobilly .....	...	...	...	...	...	...	1	...	...	...	1
	Adelong .....	...	...	...	1	...	...	1	...	...	...	1
	Shepherdstown .....	...	...	...	...	...	...	1	...	...	...	1
	Reedy Flat .....	...	...	...	...	...	...	1	...	...	...	1
	Jugiong .....	...	...	...	...	...	...	1	...	...	...	1
	Coolac .....	...	...	...	...	...	...	1	...	...	...	1
	Wagga Wagga .....	...	1	...	...	...	...	1	3	1	2	6
	Junee .....	...	...	...	...	...	...	1	...	...	...	1
Urana .....	...	...	...	...	1	...	1	...	...	...	1	
Narrandera .....	...	...	...	1	...	...	2	...	...	...	2	
Tarcutta .....	...	...	...	...	...	...	1	...	...	...	1	
Kyamba .....	...	...	...	...	...	...	1	...	...	...	1	
Hanging Rock .....	...	...	...	...	...	...	1	...	...	...	1	
Coolaman .....	...	...	...	...	...	...	1	...	...	...	1	

\* Acting Sub-Inspector

District.	Station.	Mounted.							Foot.				
		Super-intendents.	Inspectors.	Sub-Inspectors.	Senior Sergeants.	Sergeants.	Senior Constables.	Ordinary Constables.	Senior Sergeants.	Sergeants.	Senior Constables.	Ordinary Constables.	
<b>BELMORE BARRACKS.</b>													
	Constables in course of instruction, under order for transfer, &c. ....	...	...	1	...	2	...	20	...	...	1	15	
	Orderlies to His Excellency the Governor .....	...	...	...	1	...	1	2	...	...	...	...	
	Armourer.....	...	...	...	...	...	...	...	...	1	...	...	
<b>DETECTIVES.</b>													
	Inspector in charge.....	...	1	...	...	...	...	...	...	...	...	...	
	Acting Sub-Inspector .....	...	...	*1	...	...	...	...	...	...	...	...	
	First-class Detectives.....	4	...	...	...	...	...	...	...	...	...	...	
	Second-class do. ....	3	...	...	...	...	...	...	...	...	...	...	
	Third-class do. ....	7	...	...	...	...	...	...	...	...	...	...	
	<b>TOTAL.....</b>	<b>14</b>	<b>7</b>	<b>14</b>	<b>26</b>	<b>28</b>	<b>54</b>	<b>121</b>	<b>351</b>	<b>26</b>	<b>38</b>	<b>116</b>	<b>718</b>
								Total of all grades..... 1,513.					

\* Acting Sub-Inspector.

Police Department, Inspector-General's Office,  
Sydney, 9th January, 1889.



1889.

NEW SOUTH WALES.

POLICE ESTABLISHMENTS IN UNITED KINGDOM AND  
CONTINENT OF EUROPE.

(REPORT OF INSPECTOR-GENERAL OF POLICE UPON ORGANIZATION AND WORKING OF)

Presented to Parliament by Command.

The Inspector-General of Police to The Principal Under Secretary.

Police Department, Inspector-General's Office,  
Sydney, 26 December, 1888.

Sir,

In accordance with the Colonial Secretary's instructions conveyed to me in your letter dated the 16th February last, No. 88-1,021, I do myself the honor to report, for his information, that during my recent visit to Europe I made careful inquiries respecting the organization and working of various police establishments, for which purpose I was in communication with the following authorities:—

The Commissioner of the London Metropolitan Police.  
The Commissioner of the City of London Police Force.  
The Inspector-General of the Royal Irish Constabulary at Dublin.  
The Chief Constable, Glasgow.  
The Chief Constable, Edinburgh.  
The Chief Constable, Manchester.  
The Inspector of Police, Belfast.  
The Préfet of Police in Paris.

These officials, and many others with whom I communicated, received me with the utmost courtesy, and readily afforded all the information I sought.

As a matter of course, most of the arrangements coming under my observation were matters of detail, of interest in a departmental point of view, which will I trust prove of advantage in the administration of the Department under my control, but it is unnecessary that I should refer to them at length in this report.

My observations regarding the working of the police were not confined to the places I have mentioned, and I further informed myself respecting—

The constitution of the Fire Brigade Service in London and in several other cities.  
The system of Reformatories.  
The construction of places of public amusement.  
Street traffic.

And other matters of public interest more or less connected with the service.

As in the present day constant communication takes place between the police services all over the world, officers being appointed to one force after experience in another, improvements become speedily known and generally adopted, I was not surprised, therefore, to discover that there was but little in the modern arrangements and management of a novel character, indeed changes even of admittedly beneficial character are very gradually and guardedly adopted.

The most important and effective means of ensuring a thoroughly efficient police force are alike in all places and under all conditions. They are simply the selection of men for appointment of good character, possessing qualifications fitting them for an intelligent performance of their duties, and by unremitting watchfulness and care in the selection of superior officers of all grades, to ensure due instruction and supervision, in order that not only efficiency may be maintained but that there may be progressive improvement.

One difficulty invariably presents itself. Subordinate officers who have during a lengthened service performed their duties in a satisfactory manner have claims on that account, and by seniority, for higher rank, but having given the best part of their lives to arduous duty they are not in their advancing years possessed of the energy which is requisite to keep pace with requirements of the service. If to avoid the apparent injustice in passing over such deserving officers by promoting juniors over their heads the former are advanced to positions of greater responsibility, the result is commonly a deterioration in efficiency.

Such officials, whilst receiving every consideration to which their good behaviour and services entitle them, must, it seems to me, look forward to the liberal pensions to which they will become entitled as the ultimate recognition of their services.

Officers in the Royal Irish Constabulary are appointed after trial and instruction at the depôt as cadets, in the following manner:—Out of every five vacancies for junior officers, one is given to a head constable, two are nominated by the Government, and the remaining two are nominated by the Inspector-General by selection from the sons of officers in the constabulary.

As I have had occasion to represent when reporting upon the Police Reward and Superannuation Funds, the scale of retiring pensions in New South Wales is far more liberal than that authorized in any other country in the world, and apart from the consideration of the difficulties which must necessarily hereafter arise in meeting the rapidly-growing charges for this purpose, there are other reasons why the scale fixed by the Act of Parliament should be modified to assimilate more closely with that adopted in other places.

The rate of pay in this country is very liberal, certainly adequate to procure the services of a good class of men. It is about double that paid in London, where there is no difficulty in procuring the services of any number of eligible candidates.

The members of the London Metropolitan Police are allowed one day's leave each fortnight, which, considering the trying nature of their duties (without Sunday rest), is, in my opinion, only a reasonable concession—one I should be pleased to have it in my power to grant in Sydney, but before it could be arranged an increase to the establishment would be necessary.

The foot police here compare very favourably in physique and intelligence with the men in any other service, but as a matter of course the bush duty performed by the mounted police is of a nature wholly different to that undertaken by any mounted police out of Australia.

The police in England and Scotland are not armed, nor drilled to the use of arms, though many intelligent people think it would be a judicious measure. The Royal Irish Constabulary, however, partake more of a military organization than any other police service.

In this regard the custom in various places is widely dissimilar. The police in Paris on street duty are armed by day with a short sword, and by night with a revolver as well, but no baton. In London they have a baton only, now of an improved make, but not equal to the American leather "club" in use in Sydney. In Edinburgh, where street fights are not uncommon, and the police are frequently assaulted and illused in the execution of their duty, they are not permitted to use their batons, or even to carry them, and if disabled there is no assured provision for any compensation. In Greenock the police are supplied with canes, to be used on occasion upon the unruly and disorderly.

There is no improvement in the uniform worn by the Home police which could be advantageously adopted here. The helmet hitherto worn by the London Metropolitan Police has been changed to one precisely similar to that in use in New South Wales for some years. I was at considerable pains to inquire of various manufacturers if a more suitable and less expensive waterproof cape could be procured for our men, but I regretted to find that a moderately cheap stitched cape of one material sufficiently rain-proof could not be manufactured.

Though the modern stations built in Australia are better as a rule than those in London in some respects, the metropolitan watch-houses in Sydney are far behind the requirements. My opinion has always been that persons apprehended are entitled to decent places for confinement, as far as practicable, in separate cells. They are sometimes innocent, youthful, and even respectable citizens, and should therefore never be placed in ill-ventilated cells, or with persons of a criminal or otherwise objectionable type. To allow of this more cell accommodation should be provided, and of a better description. This matter will, however, be specially brought under notice in a separate communication.

Bricks, white, glazed or enamelled on one face, the use of which I have advocated, should invariably be used for lining cells, being readily kept clean, and in every way desirable in a sanitary point of view. Such bricks are always used in modern watch-houses in the United Kingdom.

In June last I wrote from Glasgow to the officer acting for me in Sydney to bring before the Colonial Secretary a strong recommendation that the larger lockups should be provided with an observation cell for the accommodation of prisoners who are in an insensible condition, possibly insane, or suffering from illness, or in other respects in a state to require that they should be watched until they regain consciousness, or are seen by a medical man. The plan of the cell I described is simple, and humanity demands some such means of observation should be provided.

Had such been available in Sydney a terrible catastrophe which subsequently happened would not have occurred.

It would also be in my opinion advisable to provide better sanitary arrangements, in some of the cells at least, similar to those now generally adopted in the United Kingdom, specifications of which, cost, &c., I also transmitted for reference to the Colonial Architect.

The accompanying article from *The Times* newspaper of the 28th July last will afford information regarding the condition of the accommodation of prisoners before trial in England.

The mode of dealing with drunkards varies in different places. In the City of London, for instance, an inebriate is only detained until sober, when he is discharged without being brought before a Magistrate. It is not difficult therefore to find a reason for our returns of apprehensions being apparently higher than those of other cities.

Although there are certain conditions which affect the comparison in a minor degree, it is important to notice the proportion which the police in various cities bears to the population.

The tabulated statement below affords information on this head, but it must be borne in mind that the very extensive area covered by the Metropolitan Police District of Sydney weakens the effective force of the police, rendering a larger number of men necessary than the percentage according to population; instead of this, however, the strength is considerably less.

City.	Population.	Strength of Police, all ranks.	One Police Constable to proportion of population as below.
Metropolitan Police, London .....	5,476,447	14,081	1 to 389
Glasgow .....	550,000	1,093	1 to 503
Edinburgh .....	250,000	500	1 to 500
Manchester .....	377,529	940	1 to 401
Belfast .....	230,000	800	1 to 287
Sydney .....	357,856	517	1 to 692

In London and most other cities barracks are provided for a certain number of single policemen, and it would be an advantage if my recommendation in this regard were to be approved in Sydney, as in case of fire, disturbance, or other emergency, the means of calling out men at a moment's notice might be of the utmost importance. On the other hand, I think the counter advantage of the police living amongst the citizens, and thereby acquiring a knowledge of localities and residents, renders it advisable that the majority of the police should live in private dwellings.

In the metropolis of London between two and three thousand police are exclusively employed controlling the street traffic, which is indispensably necessary to prevent congestion in the extremely thronged and narrow thoroughfares.

The licensed vehicles (omnibuses and cabs) being under the sole control of the police, obedience to instructions from the latter is unquestioningly and promptly rendered. It is at the same time clearly apparent that the good order and system which is maintained in the vehicular traffic is to a very large extent the result of extremely skilful and careful driving, regard for the rules of the road, and respect on the part of drivers, both of public and private vehicles, to the safety and convenience of others.

It is observable, however, that horses are not required to proceed at a slow place at street intersections; that the drivers of licensed cabs are permitted to wander about the streets almost at will looking out for fares, and that in many of the busiest and narrowest thoroughfares, Cheapside and Fleet-street for example, the roadways are greatly impeded by the numerous hawkers who stand their barrows in the streets; also that large vans discharge goods in crowded streets in the most leisurely way, even stopping to feed their horses, whereby the locomotion of other vehicles is made far more difficult than it need be.

With regard to public-houses and the drink traffic, I must confess that I am not assured that my information and observations have been sufficiently comprehensive to warrant the conclusions I have drawn. The question of the control and licensing of public-houses does not appear to be a matter occasioning any serious difficulty in the United Kingdom. I do not think intemperance is on the increase, the signs of it in the streets and at public gatherings are, to my mind, certainly less obvious than in former years. The public-houses are apparently fairly conducted. I visited some in low quarters late at night, and there was less exhibition of degraded persons of both sexes drinking and quarrelling than I remember in former years. I attribute this to the improved police supervision to a great extent, but also to the desire of the licensees to maintain respectable houses. The chief difficulty in Sydney, and that which brings the police into constant conflict with the licensed publicans and the public, is the Sunday-closing clauses of the Act. This is not experienced in London, where public-houses are allowed to be opened on Sundays from 1 to 3 and from 6 to 11 p.m., and in other cities for certain fixed hours. I am disposed to think that this has not the effect of increasing drunkenness, as persons purchasing drink do it openly under police observation, instead of doing so in a clandestine manner, and in contravention of the law, which it is almost a matter of impossibility to enforce.

The French system for ensuring the certain identification of criminals by photography and measurements of head, length of bones, &c., is very ingenious and perfect. Having about 70,000 of such records, it is by other means very tedious, if not impracticable, to identify any particular individual, but by a simple plan of recording and arranging the descriptions this is readily accomplished. This subject I have dealt with in a separate communication to you of even date.

Both in England and France I made inquiries regarding the working of the Contagious Diseases Acts, and acquired certain information which it would not be convenient to embody in this report, but which is, of course, at the disposal of the Government should the question be again brought under consideration.

The foregoing report contains merely an outline of the matters to which I devoted my attention, in obedience to the Colonial Secretary's instructions, but I have taken copious notes of all details of police administration, which I shall not fail to make use of in so far as they can be beneficially applied in the management of the service of this country.

I have, &c.,

EDMUND FOSBERY,

Inspector-General of Police.

[Enclosure.]

[Extract from the *Times*, Saturday, July 28th, 1888.]

THE ACCOMMODATION FOR PRISONERS BEFORE TRIAL.

In the course of last year a report was presented to Parliament of a Committee appointed by the Home Secretary to consider the accommodation at courts of assize and quarter sessions for prisoners whose misfortunes or misdeeds had led to their being brought up for trial or indictment. This report showed that the local authorities, whose business it is to make provision for this accommodation, had in a great number of cases utterly neglected their duty, and that extreme hardship, amounting sometimes to cruelty, was inflicted on these prisoners. The absence of proper provision for order and decency among them contrasted all the more strongly with the care which the same local authorities (under pressure of the law and the Government) had bestowed on the condition of prisoners in the prisons, because the unconvicted prisoner is clearly entitled to be relieved from any unnecessary hardship, and more especially at the moment when the issues before him demand that he should be free from every influence which might distract or incapacitate him.

These revelations, no doubt, suggested that a similar inquiry was necessary in the case of the minor courts of justice, and accordingly the present Home Secretary, continuing the work of his predecessors, appointed a committee in September last to inquire into the nature of the accommodation provided for prisoners in the police courts of the metropolis, and all buildings in England and Wales in which courts of summary jurisdiction are held, and to report what conditions such accommodation should satisfy, and what alterations are desirable in existing arrangements. The committee consisted of Mr. Justice Wills, Sir Robert Fowler, Sir Thomas Evans, Sir Edmund Du Cane, and Mr. Bushby, and their report has now been presented to Parliament.

The condition of things revealed with unsparing freedom in this report comes up to anything which the most sensational writer could desire if he were commissioned to produce something to throw the greatest amount of discredit and disparagement on "the authorities," and they make it abundantly clear that, with all our boasted progress in humanity, and all our discussion as to the principles which should regulate the treatment of prisoners, the "authorities" concerned in these matters are either very ignorant or very apt to neglect their duty, unless they are subjected to the stimulant provided by the being whom Sir William Harcourt, in the days of his more particular ignorance, before he had been Home Secretary, disparaged as a noxious reptile under the name of "Inspector Vastator."

For the facts relating to the present condition of these minor Courts and their requirements, so far as concerns the number of prisoners daily tried in them, the Committee were furnished with reports by the inspectors of prisons, giving, with full but dry precision, the number and sizes of the cells and rooms assigned to prisoners while awaiting their turn to be called up before the Justice who is to determine whether they are to be discharged as innocent, to suffer imprisonment for such period as he can order, or to stand the chance of trial by a higher Court, together with a statement of the necessary subsidiary accommodation,

accommodation, and the sanitary provision in each place. In the case of the Metropolitan and City police courts full tabular information was furnished to show the number of prisoners tried on various days, the time they were detained at the Court-house, and other necessary particulars; but Mr. Justice Wills seems to have undertaken to clothe their dry bones with life for the benefit of his colleagues, and to that end to have personally visited most of the Metropolitan police courts while the ordinary business was going on in them, so that he might thoroughly realize the condition of affairs, and be the better able to make such a graphic description as his practical pen could produce.

The report of the Committee is divided into three parts, which treat respectively of—

1. The Metropolitan and City Police Courts.
2. The Stipendiary Courts in the country.
3. Other Petty Sessional Courts.

The effect produced on the judgment of the Committee, by an examination of their material, so far as relates to the first division, is thus described in their report:—

“They appear to us to show that the present accommodation is extremely defective in almost every respect; that it is unworthy of a civilised country, and especially discredit to the metropolis of this country; and that a large measure of improvement is immediately and urgently called for. The results of the present arrangements may be shortly summarized as follows:—A great number of persons are habitually congregated in one cell, both before and after their cases are heard by the Magistrate. Classification of offenders is possible only to the smallest and most uncertain extent, and the attempt to carry it out must constantly break down in spite of any amount of goodwill. The offices of nature must be performed, if at all, under circumstances of disgusting publicity. The cells are, with few exceptions, most imperfectly lighted; many are quite dark. Communication from cell to cell is, in a very great number of instances, perfectly easy; in some as unrestricted as must be the intercourse between prisoners in the same cell. In some cases there is a mischievous facility of communication with the outside world, which can be, and sometimes is, made use of to defeat the ends of justice. In nearly all, respectable and innocent people, if they should be unfortunate enough to get there, must listen to the foulest language, and be exposed to contact with people of disgusting habits. Many cells, besides being dark, are most imperfectly warmed and ventilated. In short, preliminary detention carries with it punishment which, to persons of respectability or of decent habit, must be intolerable, and which is of a character that, if made part of a sentence, would raise an outcry throughout the land. To the young, to persons of weak morals, to people not wholly blameless or respectable, but still not belonging to the criminal classes, to those on the border-line between decency and depravity, this kind of association is calculated to do infinite harm; while to the really criminal, to the degraded and obscene, the opportunities of unchecked indulgence in licentious and mischievous conversation is not unlikely to afford positive enjoyment, and to afford some compensation for the loss of liberty. We are assured that many people of this class, and many others not sunk so low, and capable of being much damaged by intercourse of this kind, dread or dislike nothing so much as solitude, and beg to be locked up in company with others. To us it seems that solitude, however much it may be disliked, is a good thing for the guilty; and that for the innocent it is far better than liability to the degrading associations we have alluded to, and that it is desirable to aim at securing it rather than at avoiding it.”

Mr. Justice Wills then refers to the darkness in which these unfortunate prisoners are condemned to pass the day of trial:—

“The worst defect about the cells, however, is their almost universal darkness; usually speaking, they have no light except what is admitted through the door. The door has one little trap-door in its upper part, about 12 in. by 5 in. or thereabouts, not always open, and besides this, about 18 in. of the upper part of the door, and very often a space of a foot or so above that, is occupied by plates of iron perforated with circular holes from  $\frac{1}{4}$  in. to  $\frac{3}{8}$  in. in diameter. In nine out of ten of the cells this is the only light admitted. Sometimes in the part above the door a piece of glass about 6 in. wide is inserted in the middle between two bits of perforated iron plate. With very rare exceptions these are the only means of getting any light into the cell. If the cell-door happens to be opposite a window in the passage in front of it, a little light steals in, and if the trap-door were open a man could see to read a watch in many parts of the cell if the day were not dark. But if it be opposite another cell or a wall, the cell is to all intents and purposes effectually dark. I entered many in which, when the door was closed, I could not see the opposite wall. I should think the cells at Westminster, which are lighted by glass panes let into the wall on the side of Vincent Square, are very nearly, if not quite, the only ones throughout the metropolis in which a man could see to read if he had the chance. When the day wanes, or is overcast or foggy, most of the cells must be practically quite dark. The police cells are all efficiently lighted after dark by a gas-burner with a reflector behind it in front of a pane of glass above the door. Very few indeed of the court-house cells have anything of this kind, and commonly there are only two or three burners on the opposite side of the passage outside the cells. Even at Bow-street, where the court is of very recent construction, some of the cells are as nearly as possible absolutely dark, and those which are not so are yet lighted only by a trap-door and the perforated iron plates already described. Here it seems almost a wanton piece of hardship, for the small skylight which lights the passage in front of the cells might perfectly well be extended over the greater part of its length. At Westminster the upper plates of perforated iron above the door are absent, and only such iron bars are there as are necessary for security, and the difference in the amount of light inside is very great indeed.”

As to space, it appears that in the waiting-rooms the crowding is often so great that fifty or sixty prisoners are placed in a room or two with a space of about 5½ ft. to 6½ ft. each, less any space occupied by the police in charge. As regards the stipendiary courts in the country, twenty-one in number, the Committee enumerate several in which no alterations, or such as are of only a minor character, are needed, and they refer with particular praise to the magnificent courts in course of erection at Birmingham, where the humane treatment of prisoners under detention appears to have been thoroughly kept in view in the designs for the building. But they single out West Ham, Pontypridd, Liverpool, and Manchester county police courts for condemnation, saying with regard to the two last-named:—“At Liverpool and Manchester (county) the accommodation is bad. At Liverpool, before the hearing, the prisoners are placed in two corridors and two waiting-rooms; after the hearing they are placed in five cells, and generally about six in a cell. The cell has the inevitable water-closet, which can only be used under the disgusting conditions so often referred to. Under the circumstances described, any effectual classification is, of course, quite out of the question. At Manchester (county) there are but two cells, about 13 feet by 10 feet—one for men, into which sometimes twelve people are put; one for women, into which five or six are sometimes put. The only water-closets are one in each cell, to be used in public, if at all.”

They then proceed to say:—“The two places, however, distinguished by the greatest disregard of humanity and decency are the petty sessional courts of Hull and Manchester (city). At Hull the same cells which are used for quarter sessions do duty also for the petty sessional courts. There are four cells—two containing 965 cubic feet each, one containing 426 cubic feet, and one 400 only. Into each of these, when quarter sessions are not sitting, ‘three or four prisoners or more’ are reported as being commonly placed. They are all underground; they have no access to daylight whatever, and, although lighted and heated, are ‘infamously ventilated,’ and soon become noisome and offensive. At Hull sessions from twenty to forty prisoners are tried, and, as there is no other accommodation for them, it may be imagined to what a pitch overcrowding and promiscuous aggregation must be carried. It is difficult to think with complete calmness of the fact that such a state of things satisfies those responsible for its continuance, and that it fails to rouse any sense of the unfairness and cruelty of putting a man upon his trial who comes, after many hours of confinement in such a noisome den, to struggle in court for his liberty or his character.”

“At the Manchester City Court there are two rooms for men, about 21 ft. by 15 ft., and two for women, about 15 ft. by 14 ft. These are used for prisoners awaiting hearing. As many as thirty men are said to have been placed at once in each of the larger, and twenty women in each of the smaller rooms. After the hearing is over, prisoners sentenced or under remand are conducted to five rooms in the basement. There is a sixth, but it is so dark that it is never used. Three of these are used for men, two smaller ones for women. Those used for men are about 18 ft. by 15 ft., those for women about 18 ft. by 8 ft. They are faced with open bars. ‘In one of these’ says the Inspector, ‘I saw thirty-seven men huddled together, some sitting, others standing or leaning against the iron bars, looking out, talking and muttering words to one another that sounded very like oaths. In the middle of this crowd was a soldier in uniform, standing as far apart from the others as he could. In the women’s room there were eighteen associated. The whole scene reminded me of the barred cages at the Zoological Gardens, occupied by the lions and tigers, with this difference, that the wild animals were far better off. As many as forty to fifty men and from twenty to thirty women occupy these rooms at times. The three other rooms close by were not occupied at all.’”

The Committee’s report as regards the other petty sessional courts is not so detailed as in the other divisions, for, as they say:—

“In

"In the large majority of petty sessional courts the business is so small and the time occupied by a sitting so short that very limited accommodation for prisoners is needed. The reports now under consideration point to what might naturally be expected—that it is in the great centres of population that the worst abuses are to be found. They contain also abundant proofs that here also great improvements are in some places urgently called for. At Blackburn, for instance, 'there are two rooms or boxes at the top of the stairs leading from the cells and close to the dock, one for males, the other for females. They face one another, and are separated by a few steps (and a space) leading to the dock. Petty sessions occur daily, and the average number of prisoners tried does not exceed six. The room for males is 5 ft. by 4 ft. 7 in., and 6 ft. 11 in. high; cubical contents, a little over 160 ft. The room for females is 4 ft. long, 4 ft. 8 in. wide, and 6 ft. 3 in. high; cubical contents, a little over 118 ft.' A water-closet at the foot of the stairs answers for both sexes. 'Eight have been known to occupy the room or box for males, and as many as six women have been packed into the one set apart for females. There is no limit. These boxes are lighted and ventilated by keeping the doors open. There are also small square ventilated holes covered with wire netting—one at the top of each room or box.'

The Committee refer to another important defect in the arrangements which probably characterize almost all police courts and police cells. They say:—

"In our opinions also, it is utterly wrong that women prisoners should have no women about them at the places of detention, and should be obliged to appeal to a man when they want to make use of water-closet accommodation. There ought to be at each court a female officer to take charge, under the gaoler or constables, of the women—a provision which by law has to be made for women in custody in a prison."

Mr. Justice Wills says:—

"In no case and in no place is there a female warder or gaoler. People often have to wait several hours in the waiting-room, and any woman wanting to perform any of the offices of nature must ask a policeman's help. He will take her across the yard, and generally she must go for the purpose to one of the cells, which may or may not be tenanted by other women. If it be so, she must relieve herself in their presence, if at all."

It seems almost incredible that it should be necessary at this present time to enforce the desirability of having female officers to take charge of female prisoners in police cells; and if this security against obvious abuses cannot be obtained without legislation it is absolutely necessary that the provision required by law with regard to women in a prison should be extended to women in police custody. It may naturally be asked how it comes about that the condition of affairs which has been described can have existed for so long a time in the midst of this great metropolis and in buildings the management and construction of which are entirely in the hands of the Government. The answer is to be found in the divided control and responsibility under which the police courts are managed. The magistrate, sitting in the court, has, of course, full control therein, but has apparently nothing to do with that part of the building in which the prisoners are detained before appearing in the dock. During their detention they are in charge of the police, but the police have nothing to do with the building. The police-stations in which the prisoners are detained until they are brought up to court belong to the police, and are managed entirely by them; their condition met with the entire approbation of the Committee, but the police-court cells and rooms are provided by Her Majesty's Commissioners of Works. They are thus a kind of nobody's child; there is no competent inspection of them, the officers of the Department of Works are not charged with, or responsible for, the duty of guarding the interests of the unfortunate prisoners, nor have they, of course, any intimate knowledge of the technicalities of this duty. The natural result of this condition of affairs is therefore what is developed in the report.

The recommendations of the Committee seem to be such as would obviously commend themselves to any person who considers the subject by the light of the accepted maxims which regulate the treatment of prisoners, and which are throughout the United Kingdom applied to the treatment of convicted prisoners. The Committee require suitable accommodation for a full average of the number of prisoners likely to be in custody at the same time; that this accommodation should consist partly of small separate cells and partly of separate compartments in a room or rooms; that it should be properly warmed, lighted, ventilated, and cleansed; that women should be kept separate from men; and that suitable provision should be made for the wants of nature. These remedies are such as to present no difficulty in application, and the cost involved is not of an amount to shock the most strenuous advocate of economy. We cannot but believe that Her Majesty's Government will at once take such steps as will remove this foul blot from among us, and, having thus set an example to the local authorities, will enforce among them the adoption of a standard of treatment of their untried prisoners in conformity with modern ideas of decency and humanity.

#### SANITARY CONDITION OF POLICE CELLS.

Mr. C. GRAHAM asked the Secretary of State for the Home Department whether it was the intention of Her Majesty's Government to do anything to remedy the insanitary state of the cells at many London and provincial police stations.

Mr. MATTHEWS: Yes, Sir, it is the intention of the Government to do everything in their power to remedy the insanitary state of the cells in London and the provinces. Active communication is now proceeding with the various local authorities, and there is every prospect that it will be found possible to carry out the recommendations of the Committee.



1889.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

## CONSTABLE MURDOCK, MURRUMBURRAH.

(CORRESPONDENCE, &amp;c., IN REFERENCE TO COMPLAINTS AGAINST.)

*Ordered by the Legislative Assembly to be printed, 18 September, 1889.*

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 11th September, 1889, That there be laid upon the Table of this House,—

“Copies of all papers and correspondence, in *re* inquiry held at Murrumburrah, in April last, by Sub-Inspector Walker, with reference to complaints made by Hung Foot, storekeeper, against Constable Murdock.”

(Mr. Mackinnon.)

### Police Reports.

Police Station, Murrumburrah, 29 March, 1889.

SERGEANT M'GEE begs leave to report that a Chinese storekeeper here named Hung Foot has circulated a report in town that Constable Murdock has been stealing things out of his store, and has made the following statement to the Sergeant and Constables Doerffer and Ottoway, viz.:—“One morning I was in the yard and the little boy Willie came and told me that Murdock was behind my counter putting things in his pocket; I came in and he was gone; after a short time I missed a new wooden pipe and a pocket-knife; I seen the pipe on the shelf sometime before the boy told me Murdock was there; I said nothing to him about it for a couple of days; I asked him for the knife; he said I have a knife, but do not know who it belongs to; he did not give me the knife; I sent the boy to his house for it; he did not give it then, but has since gave me another knife; I asked him then if he took a pipe, he said, I took no pipe; a few days after I went to the yard, and when I returned I caught him taking lozenges out of tin behind the counter; I made him put them back, and told him never to do that again; he put them back, and went away; I afterwards told him that I told Sergeant M'Gee about him; I have been losing money and goods out of my store”; the sergeant has seen the boy “Willie” on the 27th instant and asked him if it was true what he told Hung Foot about Constable Murdock; he replied “yes,” and pointed out the place where he seen him, and also pointed out where he had been watching him through a knot-hole in the partition; this statement has been talked over in the presence of Hung Foot, Constables Doerffer and Murdock; the latter admitted to having taken the knife in mistake, and to Hung Foot seeing him take the lozenges and making him put them back, but denies the statement of the boy Willie Sutton.

JAMES M'GEE,  
Sergeant.

Sub-Inspector Walker, Young.

Police Station, Murrumburrah, 30 March, 1889.

CONSTABLE J. G. MURDOCK, No. 4,651, begs respectfully to report for Mr. Sub-Inspector Walker's information in reference to Sergeant M'Gee's report, attached.

That the constable emphatically denies stealing anything from the store of Hung Foot, or any other person, and has not the slightest fear but that on inquiry being made into the circumstances of the alleged complaint contained in the sergeant's report, will be found to be an exaggeration of fact construed to suit the evil designs of the parties from whom it has emanated, and the constable cheerfully courts such inquiry, and trusts his superiors will be pleased to grant same, and that evidence on oath may be given, so as the constable may have the opportunity to redeem his good name, and with a view to prosecution of the party or parties who are so wilfully and maliciously slandering the constable, whose character is well known to public and police alike, and that he will leave it to his superiors to say, in justice to himself, whether such a stigma should be allowed to remain on the constable's name, and prays his superiors will take into their consideration the serious importance of the complaint, and respectfully requests an immediate investigation be made.

JAMES G. MURDOCK,  
Constable.

Mr. Sub-Inspector Walker, Young.

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[870 copies—Approximate Cost of Printing (labour and material), £4 8s. 0d.]

In forwarding these reports, I would respectfully ask Mr. Superintendent Orridge to hold an investigation in this matter himself, as Sergeant M'Gee insinuated some short time since that I would not give him fair play, and as I am aware that he and Constable Murdock have not been on good terms for some time, I am very much afraid that this charge is made more through vindictiveness than for the good of the service.—ALEX. B. WALKER, Sub-Inspector, 31/3/89. The Superintendent of Police, Goulburn.

I think this is a matter that should be dealt with by the Bench of Magistrates, Murrumburrah; the Police Magistrate at Young being requisitioned to attend, and the storekeeper Hung Foot requested to lay an information and obtain a summons for Constable Murdock, whose defaulter's sheet I attach.—J. W. ORRIDGE, Superintendent, 1/4/89. The Inspector-General of Police.

Certainly, that is the proper course to follow.—E.F., 2/4/89. Superintendent Orridge. For Mr. Walker's information and guidance, who will be good enough to attend the Court when the case is heard.—J. W. ORRIDGE, Superintendent, 3/4/89. Sub-Inspector Walker, Young.

With reference to Hung Foot's charge against Constable Murdock, the Inspector-General has ordered that Hung Foot lay an information and obtain a summons for Constable Murdock. Have the summons made returnable for the 18th instant.—ALEX. B. WALKER, Sub-Inspector. Police Station, Young, 4/4/89. Sergeant M'Gee, Murrumburrah.

Sergeant M'Gee respectfully reports, in reference to attached memo., that he has seen Hung Foot, who positively refuses to lay an information against Constable Murdock, at the same time saying, "Murdock tells me he will leave the police in two months and keep a public-house."—JAMES M'GEE, Sergeant, Police Station, Murrumburrah, 7/4/89. Sub-Inspector Walker, Young.

Forwarded for Mr. Superintendent Orridge's information.—ALEX. B. WALKER, Sub-Inspector, Young, 9/4/89. J. W. Orridge, Esq., Superintendent of Police, Goulburn.

Under these circumstances I can only direct Mr. Walker to hold an inquiry, as I cannot go to Murrumburrah at present. If I did, I could not hold an inquiry on oath.—J. W. ORRIDGE, Superintendent, 10/4/89. Sub-Inspector Walker, Young.

### Evidence taken at Inquiry.

*Hung Foot* states:—I am a storekeeper, living at Murrumburrah; I never said Constable Murdock stole things out of my store, but I told Sergeant M'Gee and a man named Bill, who is groom for Mr. Marsden, that a boy told me he saw Constable Murdock putting things in his pocket behind the counter; I saw the pipe on the shelf before the boy told me Murdock was in the store, but I do not know how long after Murdock was in the store that I missed it; I told Sergeant M'Gee that I saw Murdock take some lollies and I made him put them back; people are in the habit of taking lollies when they come into the store; I missed a knife, and I asked Mr. Murdock if he had a knife, and he said "Yes, I have a knife, but I do not know who it belongs to"; he afterwards gave me a knife, but it was not the one I missed; I never said Constable Murdock took any lollies, but I gave Constable Doerffer a small piece of toffy and told him some person had taken a small box out of my store; I never told Constable Ottoway that Murdock stole things out of my store; I told "Bill," at Marsden's, to tell Murdock not to come inside my counter; I also told Constable Doerffer that the boy told me he saw Murdock behind the counter; the reason I told "Bill" to tell Murdock was that I intended to summons any person I caught taking anything from behind the counter; after I saw Murdock taking the lollies I said to "Bill," "You never told Murdock about going behind the counter"; I then said I caught Murdock taking lollies; Constable Murdock said he was going to leave the police and go into business; he said, "I think I will go and keep a public-house."

*By Constable Murdock*: I remember the day that Sergeant M'Gee and Constables Murdock and Doerffer came to my store; I then said that you did not steal knife, pipe, and tobacco; I showed the pipe-case to Constable Murdock and told him that some person had stolen the pipe; Murdock asked me who stole the pipe, and I said that I did not know; the first day of the races (20th February) I lost out of my store pipes, tobacco, boots, and one tin of lollies; my store was closed that day; I was away at the races; Mr. Cutcliffe asked me if Murdock had stolen things out of my store, and I said, "No; Constable Murdock is a customer, and all the police are in the habit of going to my store for goods"; I am in the habit of giving my customers lollies; it was lollies the boy said Constable Murdock put into his pocket, not store goods.

HUNG FOOT.

Taken by me, at Murrumburrah, this }  
18th day of April, 1889,— }

ALEX. B. WALKER, Sub-Inspector.

*Willie Sutton* states: I am 8 years of age; I was in Hung Foot's store one day, and was in a back room, behind the store, when Constable Murdock came in; I saw him take some toffy; he ate some and put some into his pocket; he went to the end of the counter and took the toffy off the shelf; I saw him through a hole in the wall; I did not tell Hung Foot, for he saw him too; Hung Foot told me next day that some person had taken some pipes, tobacco, and some toffy; Hung Foot told me to go up and ask Mr. Murdock for the pocket-knife, if he found it; he could not find it, and told me to tell Hung Foot that he would get him a new one; I often seen Constable Murdock at Hung Foot's, and I have often seen Hung Foot give Constable Murdock lollies; the day I saw Murdock take the toffy he came through the store into the room where Hung Foot and I were, and he was then eating the toffy.

WILLIE SUTTON.

Taken by me, at Murrumburrah, this }  
18th day of April, 1889,— }

ALEX. B. WALKER, Sub-Inspector.

*Vivian Roberts* states: I am 7 years of age; I go to the same school as Willie Sutton; I saw Sutton take two cigars out of the box at Hung Foot's and put them into his pocket; I have seen him with half a pocket full of lollies; he never told me where he got the lollies from.

VIVIAN ROBERTS.

Taken by me, at Murrumburrah, this }  
18th day of April, 1889,— }

ALEX. B. WALKER, Sub-Inspector.

Frederick



*Frederick William Ottoway* states:—I am a constable, stationed at Harden; I have heard Sergeant M'Gee's report read; I was not at Hung Foot's store with Sergeant M'Gee and Constable Doerffer; on the 21st March ultimo I was at Hung Foot's store, ordering some goods, when he told me that Constable Murdock had taken a pocket-knife from his place, and that he had sent two boys after it, and that he had given him a new one in place of it, that Murdock could not find it; I asked him did he take the knife or did he steal it; Hung Foot replied, "Him no steal em, that he was cutting tobacco there, and put the knife into his pocket, and went away with it in mistake"; he also told me that he had lost several other articles—a tin of lollies, some boots, tobacco, cigars, and other things; he in no way inferred that Constable Murdock had taken any or either of them; I left his store then and came over to the Court; the next time I had a conversation with Hung Foot with reference to this matter was on the night of the 10th instant, when I saw him on the platform at the Harden Railway Station; he came there to see a friend off by train; he gave me a bill for 12s., which I was indebted to him; I told him to come up to the station and I would pay him; he came up and I paid him; he asked me how is that getting on about Murdock, and, knowing whatever was said about the matter prompted me to get a witness, which I did; he said, "I wanted to see you this morning when you were in Murrumburrah, when I asked you to bring Murdock with you to the store, but when you came I could not talk, because there was another man there; I never told M'Gee that Murdock stole anything"; I then told him that I did not want him to shield Murdock in any way if he was guilty and had taken anything from him, to show him no mercy, but tell the truth; he said, "The little boy came into the store, and M'Gee came in shortly after and asked him some questions; the boy said he saw Murdock take some lollies"; Hung Foot said, "I looked at the boy then, and the boy looked frightened and would not say any more"; Hung Foot said "I told M'Gee Murdock took the knife, and I missed it that day"; I asked Murdock if he saw the knife, and he said, "Yes, it is yours"; he said, "I never told anyone in Murrumburrah that Murdock stole from me"; he then said that M'Gee came to him with a statement and asked him to sign it, and he told M'Gee he would not sign it, and said, "I could not read and did not know what was in the statement"; M'Gee then said that Murdock would summons him for spoiling his character, and he had better sign it, but he still refused; he said, some days after, M'Gee came again and asked him to summons Murdock; he refused, and said Murdock never stole anything from him, and said another time M'Gee and Doerffer came and asked him to summons Murdock; he replied to them, "Suppose you no like Murdock, I cannot help that; you want to summons him, you summons him yourself"; they wanted me to go to Mr. Cutcliffe and get a summons, but I would not go; I told them to go away, and I said I would not have anything to do with them; he said, "Constable Doerffer came one day and told me that Murdock had sent a heap of letters to the Inspector at Young about the old sergeant, and said, 'Now you summons him Hung—if you do not, Murdock will have you for defamation of character'"; Hung Foot said, "I thought that Sergeant M'Gee wanted the boy to say that Murdock stole the things"; the boy looked frightened; M'Gee asked the boy if Murdock took anything else; the boy did not say; Hung Foot then said, "That sometime back a girl stole something from my store, and my countryman caught her and got them back; Murdock saw her, but would not lock her up; I do not like him for letting her go; he said 'I was going over to Young to see Mr. Walker, but M'Gee told him not to go'"; after Hung Foot had finished, he said, "do not tell anybody anything about what I have said," and said that he would go over to Young and tell Mr. Walker the same as he had told me; I asked him if he would mind me communicating with Mr. Walker on the subject, or if I would let him know that he was coming; he replied, "No, better not, I will tell him myself"; I have since heard that Hung Foot did not go to Young; I have been in Hung Foot's store with Constable Murdock, and I have seen him point to the lolly-tin and invite us to take some; I have seen Constable Murdock making purchases at Hung Foot's store; I have noticed before this case arose that an ill-feeling has existed between Sergeant M'Gee and Constable Murdock, and I have no hesitation in saying that it still exists; I was not in Hung Foot's store for a quarter of an hour with Constable Murdock last Thursday; we had no conversation about the case.

Taken by me at Murrumburrah, this }  
 18th day of April, 1889,— }

F. W. OTTOWAY.

ALEX. B. WALKER, Sub-Inspector.

*Frederick Doerffer* states:—I am a constable, stationed at Murrumburrah; about the 12th March last Hung Foot told me that Constable Murdock took a knife belonging to him and some lollies, and he took me in behind the counter and showed me an empty pipe-case, and said that he had lost a pipe out of it that day; he also showed me an empty cigar-box and a cigarette-box, and said that he had lost the cigarettes and cigars out of them; I asked him if he thought Constable Murdock had taken them, and he said "I do not know, but I think so"; he then said, "Do not say anything about it"; I am aware that Hung Foot lost some goods during the races, and a search-warrant was issued to search a cart belonging to a man named Cooper who was suspected; I remember the day that Sergeant M'Gee, Constable Murdock, and myself were at Hung Foot's store; I heard Constable Murdock ask Hung Foot if he accused him of stealing a pipe, tobacco, and knife, and he replied that he did not excuse him, from which I thought he meant that he did not accuse Constable Murdock of stealing these things; I was in Hung Foot's place when Constable Murdock came in; Hung Foot said, "You got em my knife"; Murdock replied, "I picked up your knife in mistake, I will bring you a new one in place of it"; this took place on the night of the 21st March last, and was before Sergeant M'Gee had spoken to Constable Murdock about Hung Foot circulating the report about the constable stealing from his store; Hung Foot stated at that time that he had told the sergeant about it; Hung Foot told me that he caught Murdock behind the counter taking lollies, and he told him to put them back, and if he wanted anything to ask for it; I heard Constable Murdock say in the presence of the sergeant and Hung Foot that he took two or three lollies, and you told me to put them back and I put them back; I know where the lollies are kept on the shelf near the end of the counter; it is not behind the counter; to get at the lollies you would have to get to the end of the counter; I was present when Hung Foot made a statement to the sergeant, who took it down in writing, and asked Hung Foot to sign it, and he refused, saying that he did not want to have any more about it; I was not with Sergeant M'Gee when he asked Hung Foot to summons Constable Murdock; I never told any person that Constables Ottoway, and Murdock were in Hung Foot's for two hours

hours last Thursday; after I first heard about this matter the sergeant came and asked me if I knew anything about it; it was about a week after; I said "Yes, Hung Foot told me a week ago," and he then said to me to say nothing about it; on the second occasion I had a conversation with Hung Foot he offered me a piece of toffy, and I said I did not eat sweets, and he said, "You take em, and see if you can find any like it with the children up at the lock-up"; I told Sergeant M'Gee about Hung Foot giving me the toffy, and he told me to keep it; I heard Hung Foot tell the sergeant that he told "Bill," the groom at Marsden's, about Murdock; I also heard him say that he told Constable Ottoway all about it; I heard the sergeant inform Constable Murdock that Hung Foot had circulated in the town that he (Murdock) had been taking things from his store, and that Hung Foot had told Constable Ottoway the same as he had told the sergeant, or more; I have heard the statement read contained in Sergeant M'Gee's report, and it is correct in substance, but not in words; I did not say to Hung Foot that Murdock had been writing letters to the Inspector at Young about the old sergeant; Sergeant M'Gee never told me that Murdock sent letters about him; I am in the habit of saying the old sergeant when I am speaking about Sergeant M'Gee; it is an expression that is generally used when people are speaking about the sergeant; I did not hear Sergeant M'Gee say to Hung Foot that if he did not summons Murdock that Murdock would take an action against him for spoiling his name.

FRED. DOERFFER.

Taken by me, at Murrumburrah, this }  
18th day of April, 1889,— }

ALEX. B. WALKER, Sub-Inspector.

*William Ernest Cooke* states:—I am a groom at "Marsden's Hotel" at Murrumburrah; about the 14th March last Hung Foot informed me that a boy saw Murdock take some things from behind his counter, and from what he said I should say he suspected Murdock of taking the pipe; he said Murdock was in the habit of going behind his counter; a couple of days after I again saw Hung Foot, and he said, "you did not tell Murdock what I asked you"; I told him I did not know what he meant; he then said, "I told you the other day to tell Murdock not to come behind my counter, I do not like it, Murdock came again behind my counter, and I wonder you did not tell"; he said, "I saw Murdock with lollies, and I spoke to him about it, when he put them back in the box again"; I was under the impression from Hung Foot's conversation that he was accusing Constable Murdock of stealing the lollies; people make free in Hung Foot's shop; after Hung Foot told me about Murdock I did not tell any person until Sergeant M'Gee came and asked me, and I then told him what Hung Foot had told me.

W. E. COOKE.

Taken by me, at Murrumburrah, this }  
18th day of April, 1889,— }

ALEX. B. WALKER, Sub-Inspector.

*James G. Murdock* states:—I am lock-up keeper at Murrumburrah; I have heard the statement in Sergeant M'Gee's report read; I deny the truth of that statement; I never stole anything out of Hung Foot's store at any time; with reference to the lollies he has stated I took from a tin on the shelf at the end of the counter; on the morning of the 13th March last, I entered Hung Foot's store; I went towards his bedroom, and I heard him coming through the room at the back of the shop; I met him at the door; I said, "Good morning, Hung"; at the same time I took a pace towards a lolly tin that was opened, and picked up three or four lollies in my hand; Hung Foot said, "Don't take em lolly, Mr. Murdock" I threw them back into the tin; I said to him, "What is vexing you this morning"; he said, "My word, me lose em pipe this morning"; he then went behind the counter and showed me an empty case; I asked him if he knew who took it, and he said, "me do not know"; a couple of days previous to this taking place Hung Foot asked me to write an address on an envelope for him, which I did; I remember cutting up some tobacco there, and then left; that evening, when at home, I found that I had two knives in my pocket; I showed them to my wife and another party that was there, and said, "I have found a knife"; my wife said, "Put it in the knife-box, you might find an owner for it"; on the following day I was at Hung Foot's, he said to me, "You see em my knife"? I said that I found one, and showed him my own knife, and said the one I found was similar to it, and he said, "All the same as mine"; I said, "When did you lose it"? and he said, "Yesterday"; I said, "I found this knife that I have at home yesterday, and if it is yours I must have taken it yesterday when cutting tobacco in mistake"; I said "I will bring it over to-morrow when I am coming"; that evening two boys came over to my place, and asked for Hung Foot's knife; I looked for the knife, and could not find it anywhere; I told the boy I could not find it; that I would give him another instead; I went to another store and purchased a new knife, and gave it to Hung Foot that evening; he took it, and said, "All right"; on the 28th of March last was the first I heard of this complaint; it was from Sergeant M'Gee, on the railway platform at Murrumburrah; he told me that Hung Foot was circulating a report about the town that I had stolen several articles from his store; he said that he would have to report it to the Department; I said, "That is the proper thing to do"; I was surprised at having such a serious charge made against me, and that I would ask for an inquiry into the matter, as it was the first time in my life I was ever accused of such a thing; I said to the sergeant that in the morning we would interview Hung Foot, which we did; I asked Hung Foot if he accused me of taking any pipes, tobacco, or anything else from his shop; he said, "me no excuse you"; meaning that he did not accuse you, excepting the lollies, when he said, "Me say you take em lolly"; I said, "Yes, you were looking at me taking them"; in reference to the boy's statement, I do not remember any such thing taking place; I have never been behind Hung Foot's counter; I have been a customer of his ever since I have been in Murrumburrah; he has frequently given me lollies, and has also pointed to tins, and told me to help myself; sometimes I have taken a few, and other times did not; Hung Foot has never accused me of taking anything from his shop to my face; the day after the sergeant, Doerffer, and myself were at the store I had occasion to go there, and Hung Foot said, "What about that affair"? and I said, "You will have to tell the truth about it, Hung, as there will be an inquiry into it"; he replied, "My God, me no accuse you of taking anything"; I said, "What did you tell people in the town about it for"? he replied, "Me only tell the sergeant and Bill and other police"; I said, "The sergeant has reported it, and you are the first man that ever brought my name up for the public to scandalise

scandalise"; I said, "I joined the police with a good character; when I leave I intend to leave it with the same"; he said, "What are you going to do?" I said, in a joke, "Going to keep the new public-house opposite," and he said, "When?" I replied, "In three or four months"; I have since recovered Hung Foot's knife, which is worth about a shilling; it was taken out of the box by my wife's brother, who is staying with her, and lost in the yard; he is 7 years of age.

JAMES G. MURDOCK.

Taken by me at Murrumburrah, this }  
18th day of April, 1889. }  
ALEX. B. WALKER, Sub-Inspector.

### Police Report.

Police Station, Young, 22 April, 1889.

I beg to report, for the information of Mr. Superintendent Orridge, that, in accordance with his instructions, I held an inquiry into the charge of stealing a knife, pipe, and lollies against Constable Murdock, of Murrumburrah, and alleged to have been circulated by Hung Foot, a Chinese storekeeper of that town. I am of the opinion that Constable Murdock did not steal these articles from Hung Foot's store, and that a wrong construction has been put on what the Chinaman said by Sergeant M'Gee for the purpose of injuring Constable Murdock. It will be seen from Sergeant M'Gee's report that he states that Hung Foot circulated a report in town that Constable Murdock has been stealing things out of his store, and would make it appear that the statement was made in the presence of Sergeant M'Gee and Constables Ottoway and Doerffer, which is not correct, as Constable Ottoway was not at the Chinaman's store with Sergeant M'Gee and Constable Doerffer.

\* Hung Foot has positively stated he never said Constable Murdock had stolen anything from him, and that the only persons he spoke to on the matter were Constable Doerffer and an ex-constable named William E. Cooke, until Sergeant M'Gee asked him. He stated that he told Cooke to tell Murdoch not to go behind his counter, that he did not like it, and that he was going to summons any person he caught behind the counter, as he was losing things out of his store. Hung Foot speaks and understands English very imperfectly, and if a person was so disposed he could frame questions that Hung Foot would say yes to, giving a different meaning altogether to what he intended, and I am afraid that has been done in this case by Sergeant M'Gee.

This matter was known to Sergeant M'Gee on the 21st March last, when I was at Murrumburrah prosecuting in the personation cases; yet he did not mention it to me. Mr. Orridge was also at Murrumburrah on the 26th March, and I presume the matter was not mentioned to him. I think that it will be seen from this that Sergeant M'Gee was waiting until the rumour received a wide circulation, for the purpose of shooting it home to Constable Murdock. There is no doubt Constable Murdock is very much to blame for making so free in the Chinaman's store—cutting up his tobacco, and helping himself to lollies. It appears this is a favourite place for the police to deal at, and in all probability go there for a quiet smoke and yarn, when they should be on duty elsewhere.

I attach the statements I took for Mr. Orridge's information.

ALEX. B. WALKER,

J. W. Orridge, Esq., Superintendent of Police, Goulburn.

Sub-Inspector.

I presume Sergeant M'Gee was present at the inquiry. He should now have the opportunity of reporting on the whole of the evidence, which should have been done at the same time.—J. W. ORRIDGE, Superintendent, 24/4/89. Sub-Inspector Walker, Young.

*Re charges of stealing against Constable Murdock from Hung Foot's store at Murrumburrah.* The Superintendent writes:—"I presume Sergeant M'Gee was present at the inquiry. He should now have the opportunity of reporting on the whole of the evidence, which should have been done at the same time." The evidence is now forwarded to Sergeant M'Gee for his report accordingly.—ALEX. B. WALKER, Sub-Inspector, Police Station, Young, 25/4/89. Sergeant M'Gee, Murrumburrah.

### Police Report.

Police Station, Murrumburrah, 27 April, 1889.

SERGEANT M'GEE respectfully reports, with reference to attached papers, that he was present at the inquiry, and has read the depositions, and he now states that Sub-Inspector Walker is entirely wrong in attributing the action taken by him to any personal feeling whatever, and he trusts his long service will exonerate him from such a puerile motive, and he relies on the following statement of facts to bear out his statement:—On the 19th March Hung Foot voluntarily made the complaint to him as reported, at the same time informed him that he had told the facts to Marsden's groom. The sergeant took no further notice until it was mentioned to him by a business man in town (Mr. Thos. Allsopp). When he found that it was common town talk he interviewed the groom (W. E. Cooke) and the boy Willie Sutton, and Cooke stated Hung Foot had accused Murdock of stealing from his store, and the boy Sutton stated as the sergeant reported. The sergeant then thought it his duty to interview Hung Foot in company with Constable Doerffer, when Hung Foot repeated his statement whilst the sergeant took it down in writing, and which Hung Foot refused to sign, saying, "Oh do not mind, do not do anything"; notwithstanding that, at the same time he remarked that "it was not right to put policeman to catch people steal and he steal himself." The foregoing can be verified on oath. Under the circumstances, the sergeant was of opinion that, to save a police scandal, he could not do otherwise than report the matter to his superior officers, and in doing so he was actuated solely by a desire to maintain the credit of the service. He further points out that had he withheld such a report he would have rendered himself liable to punishment.

With reference to the depositions of Hung Foot and the boy William Sutton, the sergeant can only say that the statements made to him and Constable Doerffer varied so much to the statements made at the inquiry by those parties that he can only be of opinion that Hung Foot felt sorry at the last moment

moment, and without making any charge he will leave any inference that may suggest itself to his superior officers, bearing in mind the statement and observation made by Hung Foot at the interview with the sergeant and Constable Doerffer.

As regards Constable Ottoway's evidence, there can be no doubt on the sergeant's mind that he was actuated by a desire to favour Constable Murdock, and to bring the sergeant into disrepute, as there are many statements that the sergeant has no doubt could be rebutted or contradicted had Hung Foot been present to be re-examined.

With regard to Constable Murdock's statement that he only said in a joke he was going to keep a new public-house, he told Hung Foot on the 28th March (the day after the sergeant told him of the report that was circulated) that he was going to leave the police and keep a public-house, and when the sergeant asked him if he did not tell Hung Foot he was going to leave the police he replied "Yes, why should I tell you what I am going to do, everyone up the town knows it." Constable Doerffer was present at the time the sergeant told Hung Foot that the Inspector-General of Police had directed that he should lay an information and obtain a summons for Constable Murdock. Hung Foot said he would not summons Murdock, and then said that Murdock told him two times that he was going to leave the police. It is the sergeant's opinion that the statement was made with a view to enlist the sympathy of Hung Foot.

The sergeant further states that when he said that Hung Foot made the statement to him, Constables Doerffer and Ottoway, he did not mean to have it inferred that all was present; but Hung Foot had told him that he told the Harden policeman, and Constable Murdock also stated that Constable Ottoway had told him the same as the sergeant told him.

Sub-Inspector Walker, Young.

JAMES M'GEE,  
Sergeant.

Sergeant M'Gee's statement forwarded to Mr. Superintendent Orridge before Constable Ottoway commenced his statement; he asked for Hung Foot to be kept so that he would hear what the constable had to say; but Hung Foot would not remain. In fact I had some trouble in keeping him to take his statement.—ALEX. B. WALKER, Sub-Inspector, 28/4/89.

These papers show a very unsatisfactory state of things at Murrumburrah. Sergeant M'Gee has before attributed unfairness to Sub-Inspector Walker, and now ill-feeling to Constable Ottoway, whilst it is shown that bad feeling exists between him and Constable Murdock. I think that both Sergeant M'Gee and Constable Murdock should be moved, but I do not know where to send the former. Senior-constable Goodhew has applied for a transfer from Frogmore, and would suit Murrumburrah; but Frogmore is only a constable's station, though Sergeant M'Gee might be allowed to retain his rank, receiving senior-constable's pay and the emoluments of Acting C.P.S.; or he might be succeeded by Senior-constable Moss, who is a smart man, being made acting-gaoler at Cootamundra, his wife matron, and receiving senior-constable's pay. I forward other papers having reference to Sergeant M'Gee, with his and Constable Murdock's defaulter's sheets. I doubt if a lock-up keeper, in addition to two mounted men, is required at Murrumburrah, and am inquiring.—J. W. ORRIDGE, Superintendent, 29/4/89. The Inspector-General of Police.

#### Memo. by The Inspector-General of Police.

Police Department, Inspector-General's Office, Sydney, 30 April, 1889.

THIS business is not only unsatisfactory but has now become complicated, as Mr. Orridge points out, by Sergeant M'Gee's animus against his Sub-Inspector and two of the constables serving under him. It will, therefore, be necessary to move him to some other station.

The best arrangement, undoubtedly, is that Mr. Orridge suggests: Senior-constable Moss to go to Murrumburrah; and M'Gee, with the rank of sergeant and pay of a senior-constable, to take charge of the gaol at Cootamundra; this, with allowances, will be better than his present position, and he would revert to his pay as sergeant when superannuated. If he will not accept that position, it might be desirable to place him, instead of a mounted constable, at Yass under another officer. I consider, apart from Mr. Walker's unfavourable report, that M'Gee's conduct has been extremely unsatisfactory, especially with regard to the charges against Constable Murdock—the latter, in my opinion, frivolous. But for the sergeant's service and good conduct I should have reduced him.

E. F.

Superintendent Orridge.

Sergeant M'Gee to see the Inspector-General's and my minutes. If he accepts the acting-gaoler-ship at Cootamundra I shall require to know his wife's Christian name, to have her appointed matron.—J. W. ORRIDGE, Superintendent, 1/5/89. Sub-Inspector Walker.

Constable Murdock to be informed that he is quite exonerated from the charges brought against him, but he must give up loafing about stores.—J. W. O., 1/5/89.

1889.

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LEGISLATIVE ASSEMBLY.  
NEW SOUTH WALES.

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**SYDNEY CENTRAL POLICE COURT BILL.**  
(MESSAGE No. 6)

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*Ordered by the Legislative Assembly to be printed, 4 April, 1889.*

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CARRINGTON,

*Message No. 6.*

*Governor.*

In accordance with the provisions contained in the 54th section of the Constitution Act, the Governor recommends, for the consideration of the Legislative Assembly, the expediency of making provision to meet the requisite expenses in connection with a Bill to sanction the construction of a new Central Police Court in the City of Sydney.

*Government House,*

*Sydney, 4th April, 1889.*

1889.

## NEW SOUTH WALES.

## PRISONS.

(REPORT FOR 1888.)

Presented to Parliament by Command.

The Comptroller-General of Prisons to The Minister of Justice.

Department of Prisons, N.S.W., Comptroller-General's Office,  
Sydney, 30 April, 1889.

Sir,

I have the honor to present my Report for the year 1888.

From the statistical information to be derived from the attached tables, the following comparison with the previous year is adduced.

The total number of persons in prison on the last day of the year was 2,353 as against 2,382 for 1887, while the population had advanced from 1,042,919 to 1,085,356, thus showing a material marginal decrease in support of the report of the Inspector-General of Police of general diminution of crime.

The entries and discharges number respectively, 18,060 and 18,089, and 18,858 and 18,976.

The number of distinct persons received in the prisons amounted to 10,890 as against 10,559, which seems to point to the non-return of many who have served sentences.

The reconvictions stand:—For 1st class offenders, being under sentences of 5 years and upwards; 2nd, 3rd, and more frequent—16, 17, 35, as against 18, 6, and 28. For 2nd class, under 5 years—136, 66, 113, as against 113, 52, 74. For the 3rd class, under sentences to imprisonment only, not penal servitude, and without hard labour—76, 40, 40, as against 79, 13, 20. Drunkards and petty offenders—1,071, 412, 528, as against 1,018, 443, 577.

The deduction from this return indicates that while the general balance, apart from the advance of population, affords no distinct advantage, the recurrence of the more serious crime by offenders who have undergone long courses of prison treatment has materially diminished.

The labour returns show for results of prison labour, inclusive of extensions and improvements to prison buildings and needful internal purposes, £38,242 19s. 6d. as against £42,016 13s. 9d.

It is difficult to explain the diminution; but in my opinion it is mostly to be attributed to two causes—one is that on the whole there have been fewer prisoners available for employment in the industrial branches, the other is that many offenders who have acquired the knowledge of trades in the prisons have found a means of self-support, formerly wanting, by which their relapse into crime has been obviated. There is further the loss in labour from the necessity of transferring from the organised labour prisons, for the objects of accommodation, prisoners to Biloela and other lesser prisons where no such organisation is practicable.

The means of bringing to the desired standard the working of our prison system (the objects to be attained being understood and carefully kept in view) are dependent upon cellular and other accommodation for workshops and the like; and the breaking up of the association of prisoners, which of necessity has hitherto prevailed, but is now rapidly diminishing.

The completion of the large new prison at Bathurst, containing 308 cells and commodious workshops, has largely conduced to the improved future position. This prison is not yet fully occupied by reason of the proper sewage arrangements, urgently sought by myself, not having been carried out.

The most noticeable and important departmental change in the past year was the passing of the Regulations for granting licenses for public works, a restricted ticket of leave, by which the conclusions of long sentences are served in a condition of semi-freedom at a small wage at Trial Bay for the construction of the breakwater, in preparation for final liberation. There are 111 men now so employed. They are located in huts in messes of 6. They are not dressed or treated as prisoners, but are kept under strict rule. The plan is an entirely new departure in prison administration, and is working admirably. I annex an extract from a report received from the officer in charge at Trial Bay.

A second change of less experiment, but perhaps more far-reaching in the arrest of criminal careers, has been introduced by the regulation for the entirely separate treatment of first offenders under sentences not exceeding 6 months—of ages from 16 to 25, under conditions both punitive and reformatory. This obviates the evil of young offenders being thrown into the influence of confirmed criminals. The isolation, and other rigorous conditions of the treatment for this class, could not well be extended beyond 6 months. There are now serving under this regulation 56 young men. I have found myself in a position as regards room to submit a further regulation providing for bringing under the same conditions all young offenders, irrespectively of previous convictions, which will remove the anomaly of a more rigorous treatment—certainly devised for their own sakes—of the lesser or first offenders.

230—

[1,178 copies—Approximate Cost of Printing (labour and material), £8 4s. 2d.]

There

There has been a general idea that prisoners have been too well treated—that is to say over-fed, for there is no other ground for the idea. At my instance the late Minister for Justice appointed a committee, consisting of Drs. MacLaurin, Manning, and O'Connor, and myself, to revise the dietary scale. This we did to the full approval of the Government, and the new scale came into operation on the 1st of the present month. There is in it a rearrangement, but no material difference to that formerly existing, save that the rations for short sentenced prisoners had to be increased in order to maintain strength, and support them for such labour as can be assigned to them.

I do not think it desirable to repeat the views expressed in my former reports on the general question of penal administration, or the exceptional expenditure to which the Colony is subjected by having to maintain small and expensive establishments in connection with the wide extension of Circuit and Quarter Sessions Courts throughout the vast extent of this Colony.

I can as before speak highly of the general discipline and efficiency of the officers, and also of the general conduct of the prisoners.

The Shaftesbury Reformatory for girls needs no renewal of my former notices of the admirable success of the Institution.

No definite steps have yet been taken towards the establishing of a Reformatory for Boys, but you have yourself taken up the subject upon which I have submitted a report.

I have, &c.,

HAROLD MACLEAN,  
Comptroller-General.

Extract of a report from the officer in charge at Trial Bay:—

"Sir,

I beg to report for the information of the Comptroller-General of Prisons that there are 111 license holders and 23 ordinary prisoners here at present.

The license men are all employed on the new breakwater, except a few who are finishing the new road.

The foreman of works here informs me that about three-fourths of the license holders work as well as the average free men, and all are willing to do what they can. I think this is very satisfactory when taking into consideration that a number of them are clerks, &c., who have never done any manual labour before.

And up to the present time their conduct has been everything that could be desired; only one man has been punished for insolence to his warder. I have granted passes to four license holders, and they have all returned to prison in good time."

(A.)

Gaol.	Accommodation.		Distribution on 31st December, 1888.			Entries and Discharges.				Classification on 31st December, 1888.					
	Separate.	Asso-ciated.	Male.	Female.	Total.	1887.		1888.		Distinct.	Trial.	Transit.	Sentence.	Lanates.	Civil Process.
						E.	D.	E.	D.						
Sydney	346	754	506	138	644	10,597	10,581	9,220	9,310	4,967	41	21	575	...	7
Parramatta	285	427	342	...	342	1,314	1,316	1,208	1,278	771	5	...	337	...	...
Berrima	80	100	87	...	87	160	156	146	163	23	...	...	87	...	...
Maitland	110	183	144	10	154	799	816	864	848	698	7	...	147	...	...
Bathurst	308	884	78	15	93	474	532	413	403	188	9	...	84	...	...
Goulburn	182	546	245	12	257	522	593	465	463	157	2	...	255	...	...
Mudgee	24	72	12	5	17	126	104	56	84	24	2	2	13	...	...
Armidale	24	68	34	2	36	131	122	152	145	89	2	...	34	...	...
Young	12	42	27	6	33	145	145	140	146	61	...	...	33	...	...
Grafton	14	42	16	...	16	209	205	185	193	81	...	...	16	...	...
Albury	24	72	30	6	36	236	215	230	243	111	4	...	32	...	...
Deniliquin	16	80	26	1	27	144	133	144	143	75	6	...	21	...	...
Hay	12	58	35	...	35	251	256	233	236	116	...	...	35	...	...
Wagga Wagga	11	33	16	2	18	259	274	263	262	165	3	...	15	...	...
Yass	16	48	12	...	12	129	139	152	153	130	2	...	10	...	...
Tamworth	12	64	35	4	39	188	177	164	167	130	3	...	33	...	...
Bega	4	7	4	2	6	41	44	29	27	29	...	...	6	...	...
Bourke	12	36	16	1	17	236	234	205	202	153	4	...	13	...	...
Barranald	2	6	2	...	2	16	14	21	21	21	1	...	1	...	...
Bingera	4	20	2	...	2	44	46	22	21	18	2	...	...	...	...
Braidwood	12	36	4	1	5	73	88	36	37	27	...	...	5	...	...
Cowra	4	12	3	1	4	35	29	62	64	42	...	...	4	...	...
Campbelltown	4	12	7	...	7	85	85	141	137	141	3	...	4	...	...
Cootamundra	2	30	6	1	7	114	100	139	149	132	...	...	7	...	...
Casino	6	27	9	...	9	77	83	63	65	56	1	...	8	...	...
Coona	3	15	1	...	1	67	70	60	64	41	...	...	...	...	1
Cobar	3	9	5	...	5	39	32	81	83	69	...	...	5	...	...
Coonabarabran	5	20	2	...	2	45	45	23	29	26	1	...	1	...	...
Coonamble	5	20	2	...	2	91	88	100	104	79	...	...	2	...	...
Dubbo	15	70	48	9	57	259	257	347	333	204	15	...	41	...	1
Forbes	4	12	10	1	11	118	122	78	75	53	1	...	10	...	...
Glen Innes	5	20	4	...	4	77	83	63	61	61	1	...	3	...	...
Grenfell	4	12	...	...	...	26	27	16	17	16	...	...	...	...	...
Gunnedah	4	16	6	...	6	67	69	74	71	74	1	...	5	...	...
Gundagai	6	30	4	1	5	62	65	57	55	53	...	...	5	...	...
Hillston	4	10	3	...	3	48	50	22	19	22	...	...	3	...	...
Inverell	6	18	5	...	5	51	51	59	57	50	1	...	4	...	...
West Kempsey	4	8	...	...	...	57	59	39	39	37	...	...	...	...	...
Murrumbidgee	4	12	2	...	2	38	37	39	38	31	...	...	2	...	...
Muswellbrook	4	10	...	...	...	31	31	26	26	21	...	...	...	...	...
Narrabri	6	36	7	2	9	86	87	83	82	42	4	...	5	...	...

(A.)—continued.

Gaol.	Accommodation.		Distribution on 31st December, 1888.			Entries and Discharges.				Classification on 31st December, 1888.					
	Separate.	Asso- ciated.	Male.	Female.	Total.	1887.		1888.		Distinct.	Trial.	Transit.	Sentence.	Lemmas.	Civil P.
						E.	D.	E.	D.						
Moree.....	2	10	5	...	5	51	51	40	37	18	2	...	3	...	...
Orange.....	3	33	16	3	19	216	221	185	182	170	...	3	14	...	2
Port Macquarie.....	10	30	7	3	10	57	56	56	59	54	1	...	8	...	1
Queanbeyan.....	6	20	1	...	1	70	65	42	49	40	...	...	1	...	...
Singleton.....	4	20	2	...	2	28	30	38	36	34	...	...	2	...	...
Silverton.....	...	6	7	1	8	...	...	121	113	83	1	...	7	...	...
Tenterfield.....	6	18	2	...	2	64	76	59	58	46	...	...	2	...	...
Taree.....	4	12	2	...	2	18	19	23	26	28	...	...	2	...	...
Wellington.....	5	20	9	...	9	116	110	124	128	79	2	...	7	...	...
Walgett.....	6	30	15	1	16	103	104	106	98	106	4	...	12	...	...
Wentworth.....	12	42	14	1	15	40	50	53	42	49	...	...	15	...	...
Wilcannia.....	5	21	12	...	12	129	132	143	151	97	...	1	11	...	...
Warialda.....	...	...	...	...	...	2	5	...	...	...	...	...	...	...	...
Windsor.....	12	36	3	...	3	112	117	106	111	92	...	...	3	...	...
Wollongong.....	11	33	19	1	20	251	251	216	225	168	1	...	19	...	...
Biloela.....	7	240	68	79	147	...	...	777	630	542	...	...	147	...	...
Trial Bay Prison.....	64	(a)	65	...	65	25	29	41	31	...	...	...	65	...	...
Total.....	1,770	4,548	2,044	309	2,353	18,858	18,976	18,060	18,089	10,890	132	27	2,182	...	12

Gaol.	Employed.															Not Employed.																									
	Carpenters and Assistants.	Painters.	Blacksmiths and Assistants.	Tinsmiths.	Masons.	Stone Cutters and Assistants.	Labourers.	Working outside.	Brushmakers.	Matmakers.	Shoemakers.	Tailors.	Upholsters.	Bookbinders.	Writers.	Water Gang.	Barman.	Sweepers and Cleaners.	Cooks Assistants.	Washing.	School Assistants.	Hospital Attendants.	Barbers.	Lunatic Keepers.	Messengers.	Picking Oakum.	Needlework.	Servants.	Otherwise employed.	Total employed.	In Hospital.	In Cells.	Under separate treatment.	Medical treatment.	Exempt from work.	Delegates.	Keeping themselves.	Incapables.	Received too late to be set to work.	Total not employed.	
Sydney.....	2	4	13	6	1	4	32	...	72	24	16	1	...	...	...	...	54	14	35	...	9	3	...	...	...	59	10	17	453	24	2	6	10	10	1	12	13	44	122		
Parramatta.....	4	11	2	4	15	39	28	...	21	15	16	1	...	...	...	51	14	14	...	2	...	...	...	...	...	...	...	17	4	4	276	...	...	...	...	...	...	...	...	61	
Berrima.....	1	1	1	1	1	1	1	...	1	1	1	1	...	...	...	1	1	1	...	1	...	...	...	...	...	...	...	1	1	1	18	133	...	...	...	...	...	...	...	16	
Maitland.....	1	1	1	1	1	1	1	...	1	1	1	1	...	...	...	1	1	1	...	1	...	...	...	...	...	...	...	1	1	1	18	133	...	...	...	...	...	...	...	16	
Bathurst.....	1	1	1	1	1	1	1	...	1	1	1	1	...	...	...	1	1	1	...	1	...	...	...	...	...	...	...	1	1	1	18	133	...	...	...	...	...	...	...	16	
Goulburn.....	2	2	4	...	...	28	9	...	...	...	28	...	...	...	...	31	11	11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	33	
Grafton.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	33
Young.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	33
Yass.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	33
Wagga Wagga.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	33
Albury.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	33
Dubbo.....	1	1	...	...	...	6	1	...	...	...	1	1	...	...	...	1	1	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	33
Armidale.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	33
Biloela.....	...	...	...	...	...	12	4	...	...	...	1	1	...	...	...	15	6	6	...	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	33	
Deniliquin.....	...	...	...	...	...	4	4	...	...	...	1	1	...	...	...	2	2	2	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	33	
Wollongong.....	...	...	...	...	...	4	4	...	...	...	1	1	...	...	...	2	2	2	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	33	
Mudgee.....	1	...	...	...	...	1	1	...	...	...	1	1	...	...	...	1	1	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	33	
Hay.....	1	...	...	...	...	1	1	...	...	...	1	1	...	...	...	1	1	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	33	
Tamworth.....	...	...	...	...	...	10	6	...	...	...	1	1	...	...	...	1	1	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	33	
Trial Bay Prison (b).....	5	1	2	1	1	9	6	...	...	...	1	1	...	...	...	4	4	4	...	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	33	
Total.....	36	17	34	19	8	27	163	110	8	104	77	109	127	26	39	17	221	81	77	6	28	26	18	12	53	112	47	114	1027	56	58	48	36	43	12	13	39	50	350		

(a.) In huts, license holders to number of 103. (b.) Including 26 license holders employed on work in connection with Department of Harbours and Rivers. Gaol at Warialda to be a lock-up only from 31st August, 1887. Established Gaol at Forbes proclaimed 14th December, 1888. Established Gaol at Biloela proclaimed 8th June, 1888. New Gaol at Bathurst proclaimed 7th June, 1888. Gaol at Silverton proclaimed 11th January, 1888.

(B.)—VALUE OF LABOUR, 1888.

Gaol.	Value of all labour, including cost of Material.	Cost of Material.	Work done for the Prison buildings, extensions, &c., repairs, manufacturing, cleaning, and other fully work and labour.	Net Value.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Sydney.....	21,323 10 10	8,125 6 4	7,959 0 0	13,198 4 6
Parramatta.....	14,093 2 9	5,425 11 2	11,256 11 7	8,667 11 7
Berrima.....	1,699 4 2	447 19 9	1,384 8 6	1,251 4 5
Maitland.....	4,599 7 11	1,101 5 11	4,117 5 10	3,498 2 0
Bathurst.....	2,195 3 9	416 15 11	2,112 13 9	1,778 7 10
Goulburn.....	7,342 15 11	2,240 5 2	2,798 9 2	5,102 10 9
Mudgee.....	562 5 8	71 14 6	491 1 10	490 11 2
Young.....	851 9 2	73 0 5	730 7 2	778 8 9
Armidale.....	1,004 5 1	106 8 4	689 16 11	897 16 9
Albury.....	771 14 3	115 3 11	656 10 4	656 10 4
Tamworth.....	714 13 6	26 1 8	714 13 6	688 11 19
Dubbo.....	1,315 11 3	80 11 8	1,008 16 8	1,234 19 7
Total.....	£ 56,473 4 3	18,230 4 9	33,819 15 3	38,242 19 6



## (C.)—HOSPITAL RETURNS, 1888.

Gaol.	Treated in Hospital.	Treated out of Hospital.	Deaths.
Sydney .....	841	7,446	15
Parramatta .....	142	3,200	5
Berrima .....	26	1,187	.....
Maitland .....	23	1,664	1
Bathurst .....	116	319	.....
Goulburn .....	156	1,164	5
Hay .....	138	349	3
Albury .....	22	623	1
Armidale .....	2	153	.....
Deniliquin .....	4	183	1
Grafton .....	.....	577	.....
Tamworth .....	8	106	.....
Mudgee .....	19	47	.....
Yass .....	3	82	1
Young .....	12	304	.....
Wagga Wagga .....	.....	56	.....
Wollongong .....	29	112	.....
Trial Bay .....	6	111	.....
Dubbo .....	29	291	.....
Biloela .....	10	1,199	.....
Police Gaols .....	27	768	1
<b>Total .....</b>	<b>1,613</b>	<b>19,941</b>	<b>33</b>

## (D.)—EDUCATION, 1888.

Particulars.	Gaol.	Number of Prisoners.		Read, write, and cypher.		Read and write.		Read only.		Commencing.	
		Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.
Number now attending school, and those who have passed through during the year.....	Sydney .....	182	...	119	...	35	...	14	...	14	...
	Parramatta .....	85	...	79	...	...	...	...	...	6	...
	Berrima .....	29	...	16	...	9	...	3	...	1	...
	Maitland .....	44	...	6	...	17	...	6	...	15	...
	Goulburn .....	88	...	42	...	23	...	12	...	6	...
	Trial Bay Prison .....	23	...	12	...	8	...	1	...	2	...
<b>Total.....</b>		<b>451</b>	...	<b>274</b>	...	<b>97</b>	...	<b>36</b>	...	<b>44</b>	...
Number of above uneducated, showing progress made .....	Sydney .....	54	...	...	...	7	...	11	...	36	...
	Parramatta .....	6	...	...	...	4	...	...	...	2	...
	Berrima .....	14	...	2	...	8	...	4	...	...	...
	Maitland .....	13	...	2	...	3	...	5	...	3	...
	Goulburn .....	43	...	29	...	9	...	5	...	...	...
	Trial Bay Prison .....	13	...	7	...	5	...	1	...	...	...
<b>Total.....</b>		<b>143</b>	...	<b>40</b>	...	<b>36</b>	...	<b>26</b>	...	<b>41</b>	...

## (E.)—RECONVICTIONS, 1888.

1st Class. Five years and upwards.			2nd Class. Less than five years.			3rd Class. Imprisonment only.			Drunkards and petty offenders (omitted from foregoing.)		
2nd conviction.	3rd conviction.	4th or more.	2nd conviction.	3rd conviction.	4th or more.	2nd conviction.	3rd conviction.	4th or more.	2nd conviction.	3rd conviction.	4th or more.
16	17	35	136	66	113	76	40	40	1,071	412	528