

1891-2.

NEW SOUTH WALES.

VOTES

AND

PROCEEDINGS

OF THE

LEGISLATIVE ASSEMBLY

DURING THE SESSION

OF

1891-2,

WITH THE VARIOUS DOCUMENTS CONNECTED THEREWITH.

IN EIGHT VOLUMES.

VOL. VI.

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1892.

1891-2.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

VOTES AND PROCEEDINGS.

SESSION 1891-2.

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TABLE OF CONTENTS.

VOL. VI.

Title-page.

Table of Contents.

Index.

WATER SUPPLY AND SEWERAGE—		PAGE.
Board of Water Supply and Sewerage—Amended By-laws	...	1
Do do Additional and Amended By-laws	...	9
Do do Transfer of Stormwater Sewer along Pymont Bridge Road	...	17
Do do Transfer of Riley-street and Bourke-street Branch Sewers	...	19
Do do Transfer of Stoneware Pipe Sewer, North Sydney	...	21
Do do Transfer of Extension of Bourke-street Branch Sewer	...	23
Do do Transfer of Alexandria and Macdonaldtown Branch Sewer	...	25
Country Towns Water and Sewerage Act of 1880—Construction of Waterworks under—		
Return	...	27
Do do By-laws, Orange	...	29
Sydney Water Supply—Notification of Resumption of Land under Public Works Act of 1888		33
Do do do do		35
Do do do do		37
Water Supply, Cootamundra	do do do	39
Water Supply to Manly	do do do	41
Water Conservation—Progress Report by H. G. McKinney, M. Inst. C.E.	...	45
Return respecting Department	...	79
Resumption of Land at Paterson for Water Conservation—Return to Order	...	81
Water Conservation Bill—Message...	...	89
Barnedman Tank—Rates relating to	...	91
Government Tanks—Regulations and Charges	...	93
Wallandbeen Tank—Rates relating to	...	95
Broken Hill and District Water Supply Company—Correspondence	...	97
Do do Return to Order	...	101
Do do Return in answer to Mr. Sydney Smith's question...	...	143
Broken Hill and District Water Supply Act Amendment Bill—Petition from Broken Hill Proprietary and other Mining Companies	...	145
Broken Hill Water Supply Act Amendment Bill—Report from Select Committee	...	147
Do do Petition from Broken Hill and District Water Supply Company against	...	237
Do do Petition from Broken Hill and District Water Supply Company for leave to appear before Select Committee	...	239

WATER SUPPLY AND SEWERAGE— <i>continued</i> —		PAGE.
Artesian Boring—Report by Mr. J. W. Boulbee	... ..	241
Goulburn Water Supply Charges Bill—Report from Select Committee	... ..	250
Hunter District Water Supply and Sewerage Bill—Message	... ..	277
Sewerage of Parramatta—Report of Mr. Stanley Alexander	... ..	279
Western Suburbs Sewerage—Claims for Land resumed at Arncliffe—Return	... ..	283
Do Notification of Land resumed under Public Works Act of 1888	... ..	285
Do do do do	... ..	287
Stormwater Channel, Parramatta	do do do	289
Parramatta Sewage Farm	do do do	291
POSTAL—TELEGRAPHIC—		
Postmaster-General—Report for 1890	... ..	293
Postal and Telegraphic Conference—Report of Proceedings held in Sydney, February and March, 1891	... ..	419
Redfern Post Office Clock—Correspondence	... ..	489
Tenders for Mail Service in Forbes District—Return	... ..	493
Martin-place, Sydney—Contracts in connection with	... ..	495
General Post Office (Approaches Improvement) Act Amendment Bill—Message	... ..	497
Electric Telegraphs—Reduction in rates for Cablegrams	... ..	499
Do Agreement for reduction of rates between Europe, India, &c., and Australia	... ..	501
Electric Telegraphs—Reduction of rates for Telegrams	... ..	505
Do do do	... ..	507
Do do do	... ..	509
Do "Local Message" System—Regulations	... ..	511
Telephone Connections—Cost of	... ..	513
Telephone Regulations—Amended	... ..	515
Underground Telegraph Wires—Correspondence	... ..	517
ROADS—BRIDGES—FERRIES—		
Road through Adamina by Park—Return to Order	... ..	525
Main Roads through Suburban Municipalities—Return to Order	... ..	535
Whaling Road, North Sydney—Report from Select Committee	... ..	537
Brushgrove and Maclean Roads—Correspondence	... ..	561
Nowra to Yalwal Road—Expenditure on—Return	... ..	583
Numba to Comerong Road—Return to Order	... ..	585
Roads in the Molong District—Expenditure on—Return	... ..	587
Plant and Material—Value and quantity of, imported in years 1888-90—Return	... ..	589
Main South Coast Road—Notification of Land resumed for, under Public Works Act of 1888	... ..	591
Shaftesbury Road, Burwood	Do do	593
Bridge over the River Murray at Tocumwal—Evidence to Inquiry	... ..	595
Do do Macleay at Kempsey—Report by Mr. E. B. Price	... ..	609
Proposed Bridge at Wallaga Lake, and proposed Wharf at Noorooma—Report by Mr. Stanley Alexander	... ..	615
Bridge across the Murray at Gold Creek Crossing—Report by Mr. H. A. Gulliat	... ..	619
Mullamuddy Creek Bridge, near Mudgee—Return to Order	... ..	625
Bridge over Vale Creek—Notification of Land resumed under Public Works Act of 1888	... ..	629
Bridge over the Hunter at Aberdeen—Notification of Land resumed under Public Works Act of 1888	... ..	631
Bridge over George's River—Notification of Land resumed under Public Works Act of 1888	... ..	633
Bridge over Allen's Creek, near Wollongong—Notification of Land resumed under Public Works Act of 1888	... ..	635
Bridge over Bowra River, at Bowra—Notification of Land resumed under Public Works Act of 1888	... ..	637
Bridge over Coldstream River, near Brushgrove—Notification of Land resumed under Public Works Act of 1888	... ..	639
Bridge over the Murray River at Jingellic—Notification of Land resumed under Public Works Act of 1888	... ..	641
Lane Cove Bridge—Carctaker's Cottage—Notification of Land resumed under Public Works Act of 1888	... ..	643
Bridge over Parramatta River—Notification of Land resumed under Public Works Act of 1888	... ..	645
Hinton Ferry—Expenditure and Receipts—Return	... ..	647

1891-2.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

INDEX

TO THE
VOTES AND PROCEEDINGS

AND
PAPERS LAID UPON THE TABLE

DURING THE SESSION

OF
1891-2.

(Opened 14 July, 1891; Prorogued 1 April, 1892.)

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—15TH PARLIAMENT—SESSION OF 1891-2.		PAPERS.	
		VOL.	PAGE.
A			
ABBOTT, JOSEPH PALMER, ESQ. :—			
Elected Speaker, 5; presentation of to Governor reported, 7.			
ABERDEEN (See "BRIDGES").			
ABORIGINES :—			
Report of Board for Protection of, for 1890, laid on Table, 256			
		7	409
ABOTT, PHILLIP (See "ADMINISTRATION OF JUSTICE").			
ACCIDENTS :—			
ON TRAM-LINES :—			
Motion made (<i>Mr. O'Sullivan</i>) for return giving particulars of, 131; Return to Order laid on			
Table, 234.			
		5	861
AT COCKATOO ISLAND :—			
Return showing, during last five years, laid on Table, 363			
		8	407
ACCOUNTS, PUBLIC (See "FINANCE").			
ADAMINABY PARK (See "ROADS").			
ADDITIONAL ESTIMATES FOR 1892 :—			
Message No. 63, together with Estimates, laid on Table, 547			
Supplementary Schedules to Votes for Public Works on, laid on Table, 574			
		2	539, 541
ADDITIONAL SITTING DAY :—			
Motion made (<i>Sir Henry Parkes</i>) that for remainder of present Session Monday be a sitting			
day, 154.			
ADDITIONAL STANDING ORDER (See "STANDING ORDER").			
ADDRESS :—			
IN REPLY TO GOVERNOR'S OPENING SPEECH :—			
Brought up, and motion made for adoption (<i>Mr. Lonsdale</i>); amendment proposed (<i>Mr. Dibbs</i>)			
to add new paragraph, 10; debate adjourned, 10; resumed and adjourned, 12; resumed and			
amendment on proposed amendment moved, 14; debate adjourned, 15; resumed, 17;			
amendments negatived, 18; address agreed to, 19; presentation to Governor, and his reply			
reported, 21.			
OF CONDOLENCE WITH HER MAJESTY THE QUEEN AND THEIR ROYAL HIGHNESSES THE PRINCE			
AND PRINCESS OF WALES :—			
Motion made (<i>Mr. Dibbs</i>) that Select Committee be appointed to prepare, on the death of Duke			
of Clarence and Avondale, address brought up, read by Clerk, and agreed to, 375; message			
from Governor conveying thanks from Her Majesty the Queen, 387; message from Governor			
conveying thanks from the Prince and Princess of Wales, 395.			

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—15TH PARLIAMENT—SESSION OF 1891-2.		PAPERS.	
	VOL.	PAGE.	
A			
ADDRESSES AND ORDERS :—			
Alphabetical Register of	1	841	
ADJOURNMENT :—			
OF THE HOUSE :—			
For presentation of Speaker, 5.			
For want of a quorum after commencement of business, 370.			
For want of a quorum before commencement of business, 495.			
ON DEATH OF SIR JOHN HAY, K.C.M.G., PRESIDENT OF THE LEGISLATIVE COUNCIL :—			
Motion made for and passed, 385.			
SPECIAL :—			
Motion made for and passed, 202, 247, 250, 309, 350, 357, 392, 597.			
Motion made for and withdrawn, 589.			
OF DEBATE :—			
Motion made for (<i>to take precedence of all other business</i>), and passed, 10, 12, 15, 311, 313.			
Motion made for, and withdrawn, 46.			
Motion made for, and passed, 64, 145, 182, 203, 234, 266, 363, 370, 373, 449, 510 (?), 530, 600.			
Motion made for, and negatived, 211, 241, 444.			
UNDER ADDITIONAL STANDING ORDER NO. 1 :—Motions made for, on subjects stated below, and negatived,—			
Existing disturbances in and around the town of Bourke, and the position taken up by the Government now and heretofore in regard to such industrial disturbances (<i>Mr. Willis</i>), 14.			
Action of the Government in reference to the shearing trouble at Bourke (<i>Mr. Willis</i>), 41.			
Present Administration of Law and Justice (<i>Mr. Crick</i>), 73.			
Maladministration of the Government (<i>Mr. Dibbs</i>), 84.			
Levying Rates on Minerals (<i>Mr. Wall</i>), 90.			
Delay of the Government in Removing Barriers from Circular Quay (<i>Mr. Kelly</i>), 132.			
Justices of the Peace holding offices in the Pastoralists Associations (<i>Mr. Williams</i>), 139.			
Treatment of men aboard H.M.S. "Mildura" (<i>Mr. Black</i>), 157.			
Purchase by the Government of Brown Bros. property, and withdrawn (<i>Mr. Garvan</i>), 180.			
Working of the Totalisators and Consultations (<i>Mr. Crick</i>), 193.			
Wharfage within the Harbour of Port Jackson (<i>Mr. Jeanneret</i>), 234.			
Resumption of land for purposes of Water Conservation at Paterson (<i>Mr. Garvan</i>), 280.			
Provision for Inmates of Sydney Hospital (<i>Mr. O'Sullivan</i>), 287.			
Appointment of Mr. R. C. Luscombe as Inspector of Scaffolding (<i>Mr. Parkes</i>), 333.			
Conduct of the Government in forcing Customs Duties proposals during present sitting (<i>Mr. Carruthers</i>), 341.			
Proposed sale of land at Martin Place (<i>Mr. G. D. Clark</i>), 363.			
Water Supply for Broken Hill and District (<i>Mr. Cann</i>), 379.			
Wood-blocking of Oxford-street (<i>Mr. Neild</i>), 393.			
Operation of Additional Standing Order No. 7 (<i>Mr. Rose</i>), 398.			
Working of the Coal-mines Regulation Act (<i>Mr. Edden</i>), 405.			
Motion made for (<i>Mr. Fegan</i>), and Speaker ruled that the subject (an Amended Coal-mines Bill) had already been discussed this Session, and that the question could not be put, 414.			
Providing work for the Unemployed (<i>Mr. Black</i>), 426.			
Expenditure of Money in connection with Field of Mars Common (<i>Mr. Jeanneret</i>), 453.			
Bringing to a successful issue the question of Australian Federation (<i>Sir Henry Parkes</i>), 457, and Question, "That Question be now put" moved and negatived, 487.			
Sale of land at Field of Mars (<i>Mr. Jeanneret</i>), 529.			
Inquiry into charges made against the Railway Administration (<i>Mr. Schey</i>), 562, 590.			
Necessity for railway between Byrock and Brewarrina (<i>Mr. Willis</i>), 581.			
Special Session to deal with Electoral Reform (<i>Mr. G. D. Clark</i>), 599.			
ADMINISTRATION, NEW :—			
Formation of, by Mr. Dibbs, reported to House, 249.			
ADMINISTRATION OF JUSTICE :—			
DISTRICT COURTS ACT OF 1858 :—			
Annual Returns under, laid on Table, 37			1011
COURT OF PETTY SESSIONS AT PADDINGTON :—			
Motion made (<i>Mr. Neild</i>) for copies of all papers in reference to establishment of, 76; Return to Order laid on Table, 170			803
Motion made (<i>Mr. Neild</i>) in favour of establishing, and negatived, 197.			
CORONER AT WINDSOR :—			
Motion made (<i>Mr. Neild</i>) for copies of all correspondence in connection with appointment of, 96; Return to Order laid on Table (not printed), 131			
YOUTHS SERVING THEIR FIRST SENTENCES :—			
Return of, in Darlinghurst Gaol, laid on Table, 108.....			1173
INQUESTS AND MAGISTERIAL INQUIRIES :—			
Return of, for 1890, laid on Table, 131; order for printing rescinded, 154			
QUEEN v. MOLEOD :—			
Transcript of Privy Council Judgment laid on Table, 131			979
Motion made (<i>Mr. O'Sullivan</i>) for copy of Official Report in case of, 321; Return to Address laid on Table, 370			983
CASE OF WILLIAM LENEHAN :—			
Motion made (<i>Mr. Melville</i>) for copies of all papers in connection with, tried at Bathurst, 149; Return to Address laid on Table, 229.....			907
CASE OF HENRY MYERS :—			
Motion made (<i>Mr. Black</i>) for copies of all papers in reference to, 180; Return to Address laid on Table, 275			929
CASE OF BOURNE AND LACKRY, HEARD IN POLICE COURT, PARKES :—			
Motion made (<i>Mr. Gardiner</i>) for copies of all papers, and depositions in connection with, 215; Return to Address laid on Table (not printed), 229.			
ROYAL COMMISSION TO REPORT UPON THE LAWS OF THE COUNTRY :—			
Motion made (<i>Mr. O'Sullivan</i>) for Committee of the Whole to consider expediency of, 270.			
CONVICTION OF PAUL BAILEY AT NYMAGEE :—			
Motion made (<i>Mr. Crick</i>) for copies of all papers in connection with, 279; Return to Address laid on Table, 322			975
CHARGE OF SHEEP-STEALING AGAINST PHILLIP ABBOTT AND JOSEPH CAMPBELL, OF BLATNEY :—			
Motion made (<i>Mr. Crick</i>) for copies of all papers in connection with, 279; Return to Address laid on Table, 301			969

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—15TH PARLIAMENT—SESSION OF 1891-2.	PAPERS.	
	VOL.	PAGE.
A		
ADMINISTRATION OF JUSTICE (continued):—		
WOMEN OF ABANDONED CHARACTER:—		
Return respecting, laid on Table, 322.....	8	1139
CASE OF LEMM v. DIXON:—		
Motion made (<i>Mr. Murphy</i>) for copies of all papers in connection with, 425.		
RELEASE OF PRISONERS:—		
• Motion made (<i>Mr. McCourt</i>) for copies of all papers having reference to, under new system of Ticket-of-leave, 472.		
REMOVAL OF C. T. BAGOT FROM THE COMMISSION OF THE PEACE:—		
Motion made (<i>Mr. Ewing</i>) for copies of all papers in reference to, 509.		
CONVICTIONS UNDER LICENSING ACT:—		
Annual Returns to Order laid on Table, 37, 581	2	1107, 1113
Motion made (<i>Mr. Garrard</i>) for an annual Return (in lieu of returns ordered in 1884 and 1888), giving full particulars of, and that such Return be furnished as soon after the close of each year as possible, 528.		
DISTRICT COURTS AND COURTS OF QUARTER SESSIONS AT BREWARRINA:—		
Motion made (<i>Mr. Waddell</i>) for copies of all correspondence in connection with establishment of, 589.		
ADVERTISING:—		
GOVERNMENT:—		
Return showing cost of, during 1890, laid on Table, 414	8	1001
ON RAILWAYS AND TRAMWAYS:—		
Return showing particulars of contracts for, laid on Table, 532	5	859
AFFIRMATION (See "ASSEMBLY.") :—		
AGREEMENTS VALIDATING ACT REPEAL BILL:—		
Ordered (<i>Mr. Howe</i>), 40; presented, and read 1 ^o , 41; Order of the Day postponed, 181.		
AGRICULTURAL HOLDINGS BILL:—		
Ordered (<i>Mr. Boves</i>), 73; presented, and read 1 ^o , 154; Order of the Day postponed, 180, 196, 210, 268, 290, 327, 450.		
AGRICULTURAL PRODUCE (See also "ENCOURAGEMENT TO LOCAL INDUSTRIES"; also "POINTS OF ORDER") :—		
Mr. McFarlane proceeding to move a motion in reference to import duties on, point of order, that motion was similar to one already decided this Session in reference to "Encouragement to Local Industries,"—sustained by Mr. Speaker, 163.		
AGRICULTURAL SOCIETIES:—		
Return respecting Special Grants to, laid on Table, 98.....	8	85
AGRICULTURE:—		
INSPECTORS OF:—		
Motion made (<i>Mr. Carruthers</i>) for copies of all papers in reference to appointments of, 472.		
COLLEGE AT THE HAWKESBURY:—		
Motion made (<i>Mr. Carruthers</i>) for return of all appointments in connection with, 546.		
DEPARTMENT OF MINES AND:—		
Report for 1891, laid on Table 573.....	4	781
AHEARNE, J. (See "RAILWAYS.")		
ALBURY MECHANICS' INSTITUTE ENABLING BILL:—		
Petition presented (<i>Mr. John Wilkinson</i>) for leave to bring in, 13; leave given, presented, and read 1 ^o , 40; referred to Select Committee, 44; Report brought up, 68; read 2 ^o , committed, reported with amendments, and report adopted, 181; read 3 ^o , and passed, 185; sent to Council for concurrence, 186; agreed to by Council without amendment, 280; assent reported, 293	7	627
ALBURY RACECOURSE BILL:—		
Received from Council, and read 1 ^o , 167; Order of the Day postponed, 180, 221, 296, 331, 405, 504; read 2 ^o , committed, reported without amendment, and report adopted, 532; read 3 ^o , passed, and returned to Council, 537; assent reported, 580.		
ALPHABETICAL REGISTERS:—		
Addresses and orders passed during the Session—Sessional paper	1	841
Bills dealt with during the Session do		833
ANÆSTHETICS IN METROPOLITAN HOSPITALS:—		
Return respecting use of, during 1891, laid on Table, 581.	7	433
ANGUS AND COMPANY, MESSRS. (See "RAILWAYS.")		
ANIMALS (See "NOXIOUS ANIMALS"; also "DISEASED ANIMALS AND MEAT BILL").		
ANSWERS TO QUESTIONS (See also "QUESTIONS") :—		
Sessional order passed, 27.		
Motion made (<i>Mr. Dibbs</i>) in favour of laying on Table, in lieu of present system of <i>via voce</i> replies, and negatived, 77.		
APPLICATION FOR A FREE PASS MADE BY MR. BLACK, M.P. :—		
Copy of letter laid on Table, 331		751
Motion made (<i>Mr. Crick</i>) for Select Committee to inquire into 389; Mr. Cullen and Mr. Want discharged from, and Mr. Bavister and Mr. Neild added to, Committee, 345; Message to Council, requesting leave for the Honorable W. J. Trickett to attend and be examined before the Committee, 383; Message from Council granting leave, 398; Chairman reported that Members of the Assembly had failed to attend as witnesses in response to the customary request, 420; Speaker quoted rule on the subject, 420; Report brought up, 533	5	753
Protest in connection with proceedings in Select Committee, laid on Table, 547		781
Motion made (<i>Mr. Crick</i>) that leave be given to move adoption of report as a matter of privilege, and negatived, 573.		
APPLICATIONS OF LIONEL RALSTON AND CHARLES MURPHY FOR OYSTER LEASES AT WALLIS LAKE:—		
Motion made (<i>Mr. Young</i>) for copies of all papers in connection with, 39; Return to Order laid on Table, 114	8	337
APPOINTMENT OF THE RIGHT HONORABLE THE EARL OF JERSEY AS GOVERNOR OF THE COLONY:—		
Speaker reports presentation of Address of Congratulation passed last Session, and Governor's reply thereto, 10.		
APPRENTICES BILL:—		
Ordered (<i>Mr. Houghton</i>), 233.		
APPROPRIATION BILL:—		
Ordered (<i>Mr. Sec</i>), founded on Resolutions of Ways and Means (Nos. 12 and 13), presented, and read 1 ^o , 567; read 2 ^o , committed, reported with amendments, report adopted, read 3 ^o , passed, and sent to Council for concurrence, 574; agreed to by Council without amendment, 589; assented to in Legislative Council Chamber, 606.		

INDEX.

v

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—15TH PARLIAMENT—SESSION OF 1891-2.	PAPERS.	
	VOL.	PAGE.
A		
ASSEMBLY (continued):—		
Sittings after midnight, 10, 18, 46, 55, 69, 79, 84, 92, 99, 104, 125, 139, 144, 150, 155, 163, 168, 171, 175, 182, 190, 193, 197, 203, 207, 211, 229, 240, 281, 288, 291, 309, 316, 324, 333, 340, 341, 357, 384, 393, 399 (?), 411, 414, 420, 422, 432, 444, 454, 457, 468, 478, 481, 488, 493, 500, 505, 510, 517, 523, 529, 533, 540, 547, 562, 575, 583, 592, 601.		
Votes and Proceedings, 1 to 112	1	
Business undisposed of at close of Session		609
Attendances of Members in Divisions and Counts-out during the Session		617
Business of the Session		619
Weekly Reports of Divisions in Committee, Nos. 1 to 24	1	621
Weekly Abstracts of Petitions, Nos. 1 to 30		773
Alphabetical Registers of Bills		833
Do do of Addresses and Orders		841
Standing and Select Committees appointed during Session		847
PARLIAMENTARY PAIRS:—		
Motion made (<i>Mr. Molesworth</i>), that a book should be kept to enter all "pairs," and that such pairs should be recorded in the Votes and Proceedings, and, by leave, withdrawn, 45.		
LIMITATION OF BUSINESS HOURS:—		
Motion made (<i>Mr. Barbour</i>), that no fresh business should be taken after 11 o'clock p.m.; amendment proposed to extend the time on occasions when adjournment of House has been moved; amendment negatived, 45; original motion negatived, 46.		
PARLIAMENTARY REFRESHMENT ROOM:—		
Motion made (<i>Mr. Suttor</i>) in favour of abolition of rule requiring payment of an entrance fee of three guineas by new members, 53.		
Motion made (<i>Mr. G. D. Clark</i>) in favour of abolishing sale of alcoholic liquor in, and negatived, 406.		
LIMITATION OF SPEECHES:—		
Motion made (<i>Mr. Reid</i>) for Standing Order empowering Speaker or Chairman of Committees to order Member to discontinue his speech in certain cases, 54; Speaker reports Governor's approval to, 81; Member ordered to discontinue speech under, 203, 316(?).		
STANDING ORDERS COMMITTEE:—		
Motion made (<i>Mr. Trill</i>) that the whole of the Standing Orders be referred to, for consideration, suggestions, and report, 61.		
ANSWERS TO QUESTIONS:—		
Motion made (<i>Mr. Dibbs</i>) in favour of laying on Table in lieu of present system of <i>viva voce</i> replies, and negatived, 77.		
OBJECTIONS TO FORMAL BUSINESS:—		
Motion made (<i>Mr. Neild</i>) that three Members must rise in their places in support of, and negatived, 77.		
DEATH OF CARDINAL MANNING:—		
Motion made (<i>Mr. Houghton</i>) that this House desires to place on record its sense of the loss the British nation has sustained by the, 397.		
INTERUPTION AND RENEWAL OF PROCEEDINGS ON BILLS:—		
Message from Council transmitting Standing Order in reference to, and inviting the Assembly to adopt one similar in character, 467; Order of the Day postponed, 488; House in Committee, Standing Orders (2) reported, agreed to, and Speaker authorised to present to Governor, 590; Message to Council, 591; Speaker reports Governor's approval to, 595.		
APPLICATION FOR A FREE PASS MADE BY MR. BLACK, M.P.:—		
Motion made (<i>Mr. Crick</i>) that leave be given to move adoption of Report from Select Committee on, as a matter of privilege, and negatived, 573.		
ASSENT TO BILLS (see also "MESSAGES").		
In Legislative Council Chamber, 606 (?).		
ASSETS (see "BANK LIABILITIES AND ASSETS").		
ASYLUMS:—		
MRS. CUNYNGHAME, LATE SUPERINTENDENT OF MACQUARIE-STREET ASYLUM FOR INFIRM AND DESTITUTE, PARRAMATTA:—		
Motion made (<i>Mr. Howe</i>) for Select Committee to inquire into removal of, and reports of former Committees referred, 109; Report brought up, 170		
Motion made (<i>Mr. Crick</i>) that Report be adopted, and negatived, 407		327
CALLAN PARK:—		
Motion made (<i>Mr. J. D. FitzGerald</i>) for copies of all correspondence in reference to appointment of a Committee of Inquiry into the Administration of, 131; Return to Order laid on Table, 193.		
Motion made (<i>Mr. Murphy</i>) for return showing number of attendants, and hours worked, with salary, 255; Return to Order laid on Table, 296	7	331
Notification of land resumed for, laid on Table, 264		333
PURCHASE OF KENMORE ESTATE:—		
Return respecting, laid on Table, 466		437
LUNATIC, AT KENMORE, NEAR GOULBURN:—		
Motion made (<i>Mr. Lyne</i>) that it be referred to the Parliamentary Standing Committee on Public Works to consider and Report upon the expediency of constructing, 599.		
ATTENDANCES OF MEMBERS:—		
In Divisions and Counts-out—Sessional Paper	1	617
ATTORNEY-GENERAL:—		
Opinion of, on the exclusion of the public from public parks, laid on Table, 397	8	223
AUDITOR-GENERAL:—		
Report of, on Public Accounts for 1890, laid on Table by Speaker, 103	2	653
AUSTRALASIAN MINING EXCHANGE OF SYDNEY BILL:—		
Standing Order No. 61 suspended to admit of presentation of Petition, 430; Petition for leave to bring in presented (<i>Mr. Carruthers</i>), 430; leave given, presented, and read 1 ^o , 435; referred to Select Committee, 441; Report brought up, 463		641
AUSTRALASIAN NAVAL SQUADRON:—		
Correspondence respecting movements of, laid on Table, 257	7	111
AUSTRALIAN AGRICULTURAL COMPANY:—		
Motion made (<i>Mr. Dowel</i>) for copies of acts of charter and particulars of grants to, 346.		
AUSTRALIAN BANKING COMPANY OF SYDNEY BILL:—		
Petition presented (<i>Mr. Dowel</i>) for leave to bring in, 45; leave given, presented, and read 1 ^o , 61; referred to Select Committee, 63; Report brought up, 90; motion made for 2 ^o reading, and amendment to refer back to Select Committee, carried, 181.	7	633

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—15TH PARLIAMENT—SESSION OF 1891-2.	PAPERS.	
	VOL.	PAGE.
A		
AUSTRALIAN GASLIGHT COMPANY ELECTRIC LIGHTING AND SUPPLY BILL:— Received from Council and read, 1 ^o , 339; Order of the Day postponed, 411, 499, 516, 532; motion made for 2 ^o reading and debate adjourned, 600; motion that resumption of debate stand an order of the day for Monday next, negatived, 601.		
AUSTRALIAN MUSEUM:— Report of Trustees, for 1890, laid on Table, 265	} 8	767
Bylaws and General Rules, laid on Table, 478		801
B		
BAGOT, C. T.:— REMOVAL OF, FROM THE COMMISSION OF THE PEACE:— Motion made (<i>Mr. Ewing</i>) for copies of all papers in reference to, 509.		
BAILEY, PAUL (See "ADMINISTRATION OF JUSTICE").		
BAKER, JAMES (See "CROWN LANDS").		
BALACLAVA TRAMWAY BILL:— Received from Council and read 1 ^o , 509; Order of the Day postponed, 516; read 2 ^o , committed, reported without amendment, and report adopted, 532; read 3 ^o , passed, and returned to Council, 533; assent reported, 580.		
BALLOT:— For Select Committees—Sessional Order passed, 28. For Parliamentary Standing Committee on Public Works, 599.		
BALMAIN (See "TRAMWAYS").		
BALRANALD:— Delay in return of Writ for, reported by Clerk, 1. Return of Writ for, reported by Speaker, 35.		
BALRANALD IRRIGATION BILL:— Ordered (<i>Mr. R. B. Wilkinson</i>), presented, and read 1 ^o , 97; motion made for 2 ^o reading, 182; Point of Order, that Bill should be covered by message, and was beyond order of leave, overruled by Mr. Speaker, 182; motion for 2 ^o reading negatived, 182.		
BANKERS' BOOKS EVIDENCE BILL:— Received from Council, and read 1 ^o , 117; read 2 ^o , 234; committed, reported without amendment, and report adopted, 235; read 3 ^o , passed, and returned to Council, 255; assent reported, 271.		
BANKING, LAND, BUILDING, AND INVESTMENT COMPANIES:— General Summary of Liabilities and Assets of, to 31st March, 1891, laid on Table, 62	} 2	869
Do do do 30th June, 1891, do 170		871
Do do do 30th September, 1891 do 327		873
BANK LIABILITIES AND ASSETS:— Abstract of, for quarter ended 30th June, 1891, laid on Table, 117	} 2	863
Do do do 30th September, 1891 do 456		865
Do do do 31st December, 1891 do 449		867
BANKRUPTCY ACT AMENDMENT BILL:— Ordered (<i>Mr. Walker</i>), 40; presented and read 1 ^o , 69; Order of the Day postponed, 237, 368.		
BANKRUPTCY ACTS AMENDMENT BILL:— Ordered (<i>Mr. Gould</i>), 61; presented and read 1 ^o , 114; Order of the Day postponed, 255, 287; read 2 ^o and committed, 297; Order of the Day postponed, 341.		
BARCLAY, ISAAC, CLAIM OF:— Motion made (<i>Mr. Morton</i>) for copy of Crown Solicitor's opinion in reference to, 307; Return to Order, laid on Table, 322	} 4	} 233
BARE ISLAND (See "DEFENCES").		
BARGES (See "DREDGES, TUG-BOATS, PUNTS, BARGES, AND BRIDGES").		
BARMEDMAN (See "TANKS").		
BARNET, MR. JAMES (See "COLONIAL ARCHITECT").		
BARRATTA RUN (See "CROWN LANDS").		
BARTON, EDMUND, ESQUIRE, Q.C.:— Acceptance of Office of Attorney-General by, reported, and seat of as a Member for East Sydney declared vacant, 249; re-election reported, and sworn, 251.		
BARWON BRIDGE (see "CRANE, CHARLES")		
BASTARDS LEGITIMATION BILL:— Ordered (<i>Mr. Suttor</i>), 224.		
BATTERY AT BEN BUCKLER:— Notification of land resumed for, laid on Table, 436	} 7	} 207
BAXTER AND SADDLER, MESSRS (See "RAILWAYS").		
BEGA (See "RAILWAYS").		
BELL:— Sessional Order, for ringing of, before meeting of House, passed, 27.		
BENEVOLENT FUNDS BILL (See "ILLEGAL BENEVOLENT FUNDS BILL").		
BENN, ZACHARY (See "CROWN LANDS").		
BILLS:— Vote of Chairman of Select Committee on Private, Sessional Order passed, 28. Withdrawn, 62, 73 (?), 170, 181, 222, 240, 255 (?), 256, 301, 302, 322 (?), 327, 333, 437, 449. Recommittal negatived, 78, 193, 426, 431. Recommitted, 288, 297, 481, 547, 582. Amendment for "this day six months" negatived, 108, 533. Amendment to refer to Select Committee negatived, 443 (?). Introduced on former leave, 62, 323. Title amended, 109, 210. Short Title amended, 210. Referred back to Select Committee, 181. Brought in on former order of leave, 62, 323. Message from Council transmitting copy of a Standing Order in reference to interruption and renewal of proceedings on, and inviting the Assembly to adopt a Standing Order similar in character, 467; Order of the Day postponed, 488; House in Committee, Standing Orders (2) reported, agreed to, and Speaker authorised to present to Governor, 590; Message to Council, 591; Speaker reports Governor's approval to, 595. Assent to in Legislative Council Chambers, 606 (?). Alphabetical Registers of—Sessional paper	} 1	} 833

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—15TH PARLIAMENT—SESSION OF 1891-2.	PAPERS.	
	VOL.	PAGE.
B		
BLACK, MR., M.P. :—		
Application by, for Free Pass for his wife, laid on Table, 331		751
Motion made (<i>Mr. Crick</i>) for Select Committee to inquire into application by, for Free Pass for his wife, 339; Mr. Cullen and Mr. Want discharged from attendance on, and Mr. Bavister and Mr. Neild added to Committee, 345; Message to Council requesting leave for the Honorable W. J. Trickett to attend and be examined before Select Committee, 383; Message from Council granting leave, 398; Chairman of the Committee informed the House that certain Members of the Assembly had failed to attend as witnesses before the Committee in response to the customary request, 420; Mr. Speaker quoted rule on the subject, 420; Report brought up, 533	5	753
Protest in connection with certain proceedings in Select Committee, laid on Table, 547		781
Motion made (<i>Mr. Crick</i>), That leave be given to move adoption of Report as a matter of privilege, and negatived, 573.		
BLACK ROD :—		
Delivers message from Commissioners, 8.		
Delivers message from Governor, 8, 606.		
BLUE BOOK :—		
For year 1890, laid on Table, 36	7	787
BOARD OF HEALTH :—		
Report of, on Dairies Supervision Act, laid on Table, 36, 598	8	411, 431
Do Typhoid Fever in Sydney and Suburbs, laid on Table, 36, 547		1113, 1119
BOGAN RIVER (See "RESERVES").		
BOILERS INSPECTION BILL (See "LAND BOILERS INSPECTION BILL").		
BOLAIO, PARISH OF (See "MINING").		
"BOOMERANG," H.M.S. :—		
Return respecting accident to, at Fitzroy Dock, laid on Table, 180	8	403
BORDER POST NEWSPAPER :—		
Motion made (<i>Mr. Chanter</i>) for copies of papers in reference to refusal of Postmaster at Moama to forward through post office, 290.		
BORENORE (See "RAILWAYS").		
BOROUGH OF NEWCASTLE ELECTRIC LIGHTING BILL :—		
Petition presented (<i>Mr. Scott</i>) for leave to bring in, 83; leave given, presented, and read 1 ^o , 97; referred to Select Committee, 103; Reports of previous Session referred to Committee, 108; Report brought up, 139; read 2 ^o , committed, reported with amendments, and report adopted, 291; read 3 ^o , passed, and sent to Council for concurrence, 296; agreed to by Council, with amendments, 516; Council's amendments agreed to and amended, 532; Message to Council, 533; Message from Council, agreeing to Assembly's amendments upon Council's amendments, 562; assent reported, 598	7	665
Petition from C. F. Stokes and others in opposition to, presented, 98		683
BOROUGHS OF JAMBEROO AND KIAMA NAMING BILL :—		
Ordered (<i>Mr. Fuller</i>), 40; (See further, "JAMBEROO AND KIAMA BOROUGHS NAMING BILL").		
BOTANY BAY :—		
SEAWARD NUISANCE AT :		
Motion made (<i>Mr. Schey</i>) in reference to, and withdrawn, 269.		
BOURKE :—		
Delay in return of Writ for, reported by Clerk, 1.		
Return of Writ for, reported by Speaker, 11, 329.		
Issue of Writ for, reported by Speaker, 252.		
BOURNE (See "ADMINISTRATION OF JUSTICE").		
BRADY, MR. CHARLES (See "SILK CULTURE").		
BRAIDWOOD :—		
Delay in taking Poll for, reported by Clerk, 1.		
BREAKNECK, DOUBLE BAY (See "ROADS").		
BREWARRINA (See "ADMINISTRATION OF JUSTICE").		
BRICE JAMES (See "CROWN LANDS").		
BRIDGES :—		
OVER MACLEAY RIVER :—		
Report of Mr. E. B. Price, laid on Table, 36		609
OVER VALE CREEK AT PERTH :—		
Notification of resumption of Land for, laid on Table, 37		629
MULLAMUDDY CREEK, NEAR MUDGE :—		
Motion made (<i>Mr. Jones</i>) for copies of all correspondence in connection with last two tenderings for, 73; Return to Order laid on Table, 131		625
OVER RIVER MURRAY AT TOCUMWAL :—		
Report of Mr. Stanley Alexander on proposed, laid on Table, 77		595
OVER THE HUNTER RIVER AT ABERDEEN :—		
Notification of resumption of land for, laid on Table, 93		631
PLANT AND MATERIAL IMPORTED BY THE GOVERNMENT :—		
Return of, for years 1888-1890, laid on Table, 125		589
ROADS AND :—		
Motion made (<i>Mr. Faughn</i>) for Return giving particulars of expenditure from Votes for, 170.		
OVER GEORGE'S RIVER :—		
Notification of land resumed for, laid on Table, 180		633
ALLEN'S CREEK, NEAR WOLLONGONG :—		
Notification of land resumed for, laid on Table, 264		635
OVER RIVER MURRAY AT JINGELLIC :—		
Notification of land resumed for, laid on Table, 297		641
BUILDING OF BRIDGES, DREDGES, &c. :—		
Motion made (<i>Mr. Johnston</i>) in favour of, being done in the Colony, 345.		
OVER BOWRA RIVER AT BOWRA :—		
Notification of land resumed for, laid on Table, 327		637
OVER COLDSTREAM RIVER, NEAR BRUSHGROVE :—		
Notification of land resumed for, laid on Table, 327		639
AT WALLAGA LAKE :—		
Report of Mr. Stanley Alexander on proposed, 378		615
BARWON AT BREWARRINA :—		
Copies of papers in reference to dismissal of Charles Crane, caretaker of, laid on Table (not printed), 383.		

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—15TH PARLIAMENT—SESSION OF 1891-2.		PAPERS.	
	VOL.	PAGE.	
B			
BRIDGES (continued) :—			
OVER PARRAMATTA RIVER, AT PARRAMATTA :—			
Notification of land resumed for, laid on Table, 449.....	6	645	
OVER THE MURRAY AT GOLD CREEK CROSSING :—			
Report by Mr. H. A. Gilliat on, laid on Table, 516		619	
BRITTON, MR. ALEXANDER (See "RECORDS").			
BROKEN HILL AND DISTRICT WATER SUPPLY ACT AMENDMENT BILL :—			
Received from Council and read 1 ^o , 302; Order of the Day postponed, 321, 368, 466, 473, 481, 516, 523; motion made for 2 ^o reading, and debate adjourned, 530; debate resumed, amendment "this day six months" moved, and negatived, read 2 ^o , committed, reported with amendments, and report adopted, 533; read 3 ^o , passed, and returned to Council, 550; message from Council agreeing to amendments, with amendments, 581; Council's amendments upon Assembly's amendments, agreed to and disagreed to, 592; message to Council, 599; message from Council not insisting upon amendment disagreed to by the Assembly, 601; assent reported, 605.			
Petition from various Silver Mining Companies against the passing of, presented, 313		145	
BROKEN HILL AND DISTRICT WATER SUPPLY COMPANY :—			
Motion made (<i>Mr. Copeland</i>) for copies of all correspondence with the Government in reference to concessions granted by Act of Parliament, 185; Return to Order, laid on Table, 344.....	6	101	
Memorandum from Chief Engineer for Water Conservation in reference to (Lake Speculation Scheme), laid on Table, 338			97
Return in answer to Mr. Sydney Smith's question, laid on Table, 338		143	
BROKEN HILL TRAMWAYS BILL :—			
Message from Council requesting leave to examine J. H. Cann, Esq., a Member of the Legislative Assembly, as a witness before Select Committee on, and leave given, 280; Message to Council, 281; received from Council and read 1 ^o 449; read 2 ^o , and committed, 533; further considered in Committee, 575, 592; progress reported, and motion that leave be given to sit again to-morrow negatived, 592.			
BROKEN HILL WATER SUPPLY ACT AMENDMENT BILL :—			
Petition presented (<i>Mr. Cann</i>) for leave to bring in 392; leave given, presented and read 1 ^o , 397; referred to Select Committee, 404; Mr. Sydney Smith added to Committee, 405; leave given to the Committee to sit during any adjournment for the purpose of completing the inquiry, 436; Report brought up, 454; motion made (<i>Mr. Dibbs</i>), that it is a case of urgent and pressing necessity that the 72nd Standing Order be suspended, and Standing Order suspended, 457; read 2 ^o , committed, reported with amendments and report adopted, 457; Order of the Day postponed, 466, 472; motion made for 3 ^o reading, and amendment to recommit carried, re-committed, reported 2 ^o with further amendments, and report adopted, 481; read 3 ^o , passed, and sent to Council for concurrence, 514.	6	147	
Petitions from Broken Hill and District Water Supply Company (Limited) in opposition to, and praying to be heard before the Select Committee on, presented, and prayer granted, 414 (?). ..			237, 239
BROUGHTON, THOMAS (See "LAND COMPANY OF AUSTRALASIA (LIMITED), RAILWAY BILL.")			
BROWN BROTHERS' LEASEHOLD PROPERTY, CASTLEREAGH-STREET :—			
Motion made (<i>Mr. Garvan</i>) for copies of all papers in reference to proposed purchase of, by the Government, 76; Return to Order laid on Table, 108	8	370	
Further correspondence laid on Table, 202			395
Motion made (<i>Mr. Garvan</i>) that it be referred to the Committee of Elections and Qualifications to inquire and report as to whether the seat of H. H. Brown, Esquire, had not become vacant by reason of the contract with the Government, in reference to, 257; Report brought up and read by Clerk, and amendment to refer question back to Committee negatived, 305.	2	93	
BROWN, PATRICK (See "MINING").			
BRUNSWICK RIVER :—			
Documents in connection with, ordered to be returned to Public Works Department, 150.			
BRUSHGROVE (See "ROADS").			
BUILDINGS (See "PRIVATE BUILDINGS").			
BULLANAMANG RUN (See "CROWN LANDS").			
BURCHETT, WILLIAM :—			
Petition from, in reference to having been wrongfully arrested, presented, 234.....	8	397	
BURROWA (See "RAILWAYS").			
BURSARIES (See "EDUCATION").			
BUSINESS (See also "ASSEMBLY") :—			
Of the Session—Sessional Paper	1	619	
Undisposed of—Sessional Paper			609
DAYS :—			
Sessional Order passed, 27.			
PRECEDENCE OF GOVERNMENT :—			
Sessional Order passed, 27, 215.			
PRECEDENCE OF GENERAL :—			
Sessional Order passed, 27, 215.			
Orders of the Day—Sessional order passed, 430.			
FORMAL :—			
Sessional Order passed, 27.			
PLACING BUSINESS :—			
Sessional Order passed, 28.			
LIMITATION OF HOURS :—			
Motion made (<i>Mr. Barbour</i>) in favour of no fresh business after 11 o'clock p.m., 45; and negatived, 46.			
BUTTAI (See "WATER SUPPLY").			
BYEROCK (See "EDUCATION").			
BY-LAWS :—			
LAI D ON TABLE :—			
Under Nuisances Prevention Act :—			
Carrington, 36	8	1113	
Jerilderie, 84			859
Bowral, 153			1115

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—15TH PARLIAMENT—SESSION OF 1891-2.	PAPERS.
	VOL. PAGE.
B	
BY-LAWS (continued):—	
Laid on Table (continued):—	
Under Nuisances Prevention Act (continued):—	
East Kiama, 216.....	935
Moree, 344.....	969
Wollongong, 344.....	991
Hunter's Hill, 405.....	1033
Moruya, 405.....	1043
Newtown, 436.....	1057
Wagga Wagga, 516.....	1067
Coraki, 581.....	1117
Under Municipalities Act:—	
East Maitland, 36.....	837
Hamilton, 36, 216.....	839, 841
Murrumburrah, 36 (?).....	843, 845
Moama, 36.....	847
Jerilderie, 84.....	859
Murrurundi, 84.....	863
Albury, 84.....	865
Mittagong, 84.....	867
Cowra, 84.....	869
Cudal, 84.....	871
Carrington, 114.....	877
Narandera, 114, 344.....	893, 897
Wilcannia, 114.....	901
Richmond, 114.....	903
Nyngan, 114.....	911
Cudgegong, 167.....	919
Quirindi, 190.....	921
Wellington, 216.....	938
East Kiama, 216.....	935
North Botany, 256, 405.....	955, 957
Willoughby, 322.....	959
Ermington and Rydalmere, 322.....	961
Moree, 344.....	969
Wollongong, 344.....	991
Coraki, 383.....	1003
Katoomba, 405, 581.....	1016, 1017
Braidwood, 405.....	1021
Deniliquin, 405.....	1027
North Sydney, 405.....	1029
Walcha, 405.....	1031
Hunter's Hill, 405.....	1033
Moruya, 405.....	1043
Moss Vale, 436.....	1053
Newtown, 436.....	1057
Wagga Wagga, 516.....	1067
Kogarah, 581.....	1093
St. Mary's, 581.....	1095
West Maitland, 581.....	1111
University of Sydney (not printed, 37 (*)), 513.....	405
Public Vehicles Regulation Acts, 405.....	1125
For Free Public Libraries of North Botany, Deniliquin, Paddington, Broken Hill, Ermington, Rydalmere, and Jerilderie, 453.....	1121
For Australian Museum, 473.....	801
Board of Water Supply and Sewerage:—	
Under Metropolitan Water and Sewerage Act, 37, 431.....	6 1, 9
Water Supply, Orange, 98.....	29
Under Country Towns Water and Sewerage Act (Wagga Wagga), 516.....	3 1067
C	
CABLEGRAMS:—	
Scale of Reduced Rates for, laid on Table, 46.....	6 499
CABLE TRAMWAY (See "TRAMWAYS"; also "KING TO OCEAN STREET CABLE TRAMWAY BILL").	
CALLAN PARK ASYLUM:—	
Motion made (Mr. J. D. FitzGerald) for copies of all correspondence in reference to the appointment of a Committee of Inquiry into administration of, 131; Return to Order laid on Table, 193.....	331
Motion made (Mr. Murphy) for return of attendants, with hours worked and salary received, 255; Return to Order laid on Table, 296.....	7 333
Notification of land resumed for, laid on Table, 264.....	335
CALL OF THE HOUSE:—	
Motion made for, to consider third readings of Representation of the People Bill (No. 2) and Seats Redistribution Bill, 217; order rescinded, 250.	
CAMEL DRIVING RESTRICTION BILL:—	
Ordered (Mr. Willis), 290; presented and read 1 ^o , 291; Order of the Day postponed, 308, 315.	
CAMELS (See "USE OF CAMELS PROHIBITION BILL").	
CAMPBELL, ARCHIBALD, ESQUIRE (See "ELECTORAL").	
CAMPBELL JOSEPH (See "ADMINISTRATION OF JUSTICE.")	
CANN, JOHN HENRY, ESQUIRE:—	
Leave given to, to be examined before Select Committee of Legislative Council on "Broken Hill Tramways Bill," 280; Message to Council, 281.	

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—15TH PARLIAMENT—SESSION OF 1891-2.	PAPERS.	
	VOL.	PAGE.
C		
CANOWINDRA :—		
SITE FOR POST OFFICE AT :—		
Motion made (<i>Dr. Ross</i>) for copies of all correspondence in reference to purchase of, 137; Return to Order laid on Table (not printed), 378.		
CANTERBURY (See "ELECTORAL"; also "EDUCATION").		
CAREENING COVE (See "PUBLIC WORKS ACT OF 1888").		
CARRUTHERS, JOSEPH HECTOR, ESQUIRE :—		
Leave given to, to be examined before Select Committee of Legislative Council, on "Children's Protection Bill," and "Infants Protection Bill," 414-15.		
CASE OF WILLIAM LENEHAN :—		
Motion made (<i>Mr. Melville</i>) for copies of all papers in connection with, tried at Bathurst, 149;		
Return to Address laid on Table, 229	2	907
CASINO SCHOOL OF ARTS ENABLING BILL :—		
Petition presented (<i>Mr. Ewing</i>) for leave to bring in, 45; leave given, presented, and read 1 ^o , 53;		
referred to Select Committee, 61; Report brought up, 170; read 2 ^o , committed, reported	7	685
without amendment, and report adopted, 211; read 3 ^o , passed, and sent to Council for		
concurrence, 221; agreed to by Council without amendment, 332; Assent reported, 362.		
CASTING VOTE :—		
Given by Mr. Speaker, 443.		
CASWELL, MR. W. S., POLICE MAGISTRATE AT DUBBO :—		
Motion made (<i>Mr. Crick</i>) for copies of all papers in connection with complaints against, 61;		
Return to Order laid on Table, 181; ordered to be printed, 215	2	165
CATTLE DRIVING ACT (See "METROPOLITAN MUNICIPALITIES CATTLE AND SHEEP DRIVING BILL").		
CENSURE (See "VOTE OF CENSURE").		
CENSUS AND INDUSTRIAL RETURNS ACT :—		
Information respecting, laid on Table, 411, 547		
Return showing population of New South Wales, laid on Table, 547	7	1070, 1103 1119
CENTENNIAL PARK (See "WATER SUPPLY").		
CENTRAL CUMBERLAND (See "ELECTORAL").		
CHAIRMAN OF COMMITTEES :—		
Election of Ninian Melville, Esquire, as, 26.		
Vote of Chairman of Select Committees on Private Bills, Sessional Order passed, 28.		
Commission to, as Deputy Speaker, to administer the Oath, 36.		
Takes Chair as Deputy Speaker, 49, 341.		
Reports Point of Order from Committee of the Whole, 79, 288, 399, 420 (2).		
Reports that Mr. Toohy had been removed from the Chamber for disobeying the order of the		
Chair in Committee of Supply, 478.		
CHARITABLE INSTITUTIONS OF THE COLONY :—		
Motion made (<i>Mr. Baxister</i>), for return of number of coloured children in, with particulars in		
reference to, 425; Return to Order, laid on Table, 504	7	337
CHICAGO :—		
Notice respecting World's Columbian Exposition at, laid on Table, 36	8	1141
CHILDREN (See "BASTARDS LEGITIMATION BILL").		
CHILDREN IN THE CHARITABLE INSTITUTIONS OF THE COLONY :—		
Motion made (<i>Mr. Baxister</i>), for return showing number of coloured, and particulars of, 425;		
Return to Order, laid on Table, 504	7	337
CHILDREN'S PROTECTION BILL :—		
Ordered (<i>Mr. O'Sullivan</i>), presented, and read 1 ^o , 215; Order of the Day postponed, 397.		
CHILDREN'S PROTECTION BILL (No. 2) (changed from) INFANTS' PROTECTION BILL :—		
Ordered (<i>Mr. Neild</i>), presented, and read 1 ^o , 39; read 2 ^o , committed, and reported with amend-		
ments, 74; Order of the Day postponed, 83; report adopted, 109; read 3 ^o , passed, and sent		
to Council for concurrence, 113; Message from Council requesting leave for J. H. Carruthers,		
Esquire, a member of the Legislative Assembly, to attend and give evidence before a Select		
Committee on, and leave granted, 414; Message to Council, 415; agreed to by Council with		
amendments, 557; House in Committee to consider amendments, 575; amendments agreed		
to, and message to Council, 591; Assent reported, 604.		
CHINESE GAMBLING :—		
Report of Royal Commission on, and charges of bribery against the Police, laid on Table, 419	8	467
CHINESE GARDENS, RUSHCUTTERS' BAY :—		
Motion made (<i>Mr. Neild</i>) for copies of all papers having reference to the proposed resumption		
of, 103; Return to Order laid on Table, 350; Further Return to Order, laid on Table, 500	8	251, 267
CHLOROFORM :—		
Return respecting deaths under, during years 1885-1890 inclusive, laid on Table, 301		1101
Petition from relatives and friends of deceased persons, in reference to deaths under, presented,	2	1105
338		
CHURCH AND SCHOOL RESERVES (See "MINING").		
CIRCULAR QUAY LAND SALE BILL :—		
Motion made (<i>Mr. Lyne</i>) for Committee of the Whole, 338; Message from Governor, 338;	8	399
House in Committee, 357.		
CITY OF SYDNEY :—		
CORPORATION :—		
Statement of Accounts for 1891, laid on Table, 516		829
IMPROVEMENT BOARD :—		
Twelfth Annual Report laid on table, 216	8	835
CITY OF SYDNEY PAVING BILL :—		
Received from Council and read 1 ^o , 493; read 2 ^o , committed, reported without amendment, and		
report adopted, 505; read 3 ^o , 515; passed and returned to Council, 516; Assent reported, 571		
CIVIL SERVICE (See also "STATISTICS") :—		
Report of Board for 1890, laid on Table, 36	2	129
Blue Book for 1890, laid on Table, 36	7	787
Motion made (<i>Mr. Houghton</i>) for return of all persons employed in, whose wives or children are		
also so employed, with positions held by each, 492.		
MR. CASWELL, POLICE MAGISTRATE AT DUBBO :—		
Motion made (<i>Mr. Crick</i>) for copies of all papers in connection with complaints against, 61;		
Return to Order laid on Table, 131; ordered to be printed, 215	2	165
INQUIRY COMMISSION :—		
Particulars respecting, laid on Table, 216	7	153

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—15TH PARLIAMENT—SESSION OF 1891-2.	PAPERS.	
C	VOL.	PAGE.
CIVIL SERVICE (continued)—		
FOREST RANGERS E. CONCROFT AND SMITH :—		
Motion made (<i>Mr. O'Sullivan</i>) for copies of all papers relating to appointments of, 224.		
MR. E. L. MAITLAND, POLICE MAGISTRATE, CLERK OF PETTY SESSIONS, AND WARDEN :—		
Motion made (<i>Mr. O'Sullivan</i>) for copies of all papers relating to appointment of, 224; Return to Order laid on Table, 265		155
PENSIONS AND LEAVE OF ABSENCE :—		
Motion made (<i>Mr. G. D. Clark</i>) for return showing names of persons receiving pensions, and of those who have had leave of absence, &c., during last five years, 280.	2	
SALARIES :—		
Return showing amounts voted for 1886 and 1891 respectively, laid on Table, 388		143
SALARIES AND FEES TO SURVEYORS :—		
Return showing for years 1889 and 1890, laid on Table, 398	8	1039
PAYMENT OF SALARIES :—		
Motion made (<i>Mr. M'Court</i>) in favour of, fortnightly, and negatived, 406.		
REPORT OF INQUIRY COMMISSION, ON MINES DEPARTMENT :—		
Motion made (<i>Mr. Garrard</i>) for copies of all correspondence, &c., in reference to the publishing of the evidence on which based, 436; Return to Order, laid on Table, 472	4	1055
APPOINTMENTS TO RAILWAY SERVICE :—		
Motion made (<i>Mr. Nicoll</i>) for return of, where persons appointed have not resided twelve months in the Colony prior to appointment, 443.		
PENSIONS UNDER ACT OF 1884 :—		
Return showing amount paid as, laid on Table, 453		145
PENSIONS, GRATUITIES, &c., PAID OUT OF CONSOLIDATED REVENUE :—		
Motion made (<i>Mr. Rose</i>) for return of, since Responsible Government, 466; Return to Order laid on Table, 523	2	147
INSPECTORS OF AGRICULTURE :—		
Motion made (<i>Mr. Carruthers</i>) for copies of all papers in reference to appointments of, 472,		
STATE NURSERY, GOSFORD :—		
Return showing persons employed at, laid on Table, 478	8	216
CLAIM FOR COMPENSATION BY JAMES AND PATRICK GUIHEN :—		
Motion made (<i>Mr. Morton</i>) for copies of all papers in connection with, for land in parish of Cambewarra, 264; Return to Order laid on Table, 322		235
CLAIM OF ISAAC BARCLAY :—		
Motion made (<i>Mr. Morton</i>) for copy of Crown Solicitor's opinion in reference to, 307; Return to Order laid on Table, 322	4	233
CLAIMS OF WILLIAM TOM, JAMES TOM, AND J. H. A. LISTER, AS THE FIRST DISCOVERERS OF GOLD IN AUSTRALIA :—		
Motion made (<i>Mr. Torpy</i>) for Select Committee to inquire into, and Report of former Committee referred, 109-10; Report brought up, 132	4	1131
Motion made (<i>Mr. Torpy</i>), in favour of adoption of Report and negatived on division, 302.		
CLARENCE AND AVONDALE, DUKE OF (See "ADDRESS").		
CLERK ASSISTANT :—		
Summoned to produce Records, 157.		
CLERK OF ASSEMBLY :—		
Reads Proclamation convening Parliament, 1.		
Announces receipt of Writs of Election for New Parliament, 1.		
Announces delay in return of Writs, 1.		
Announces receipt of Certificates validating certain Elections, 1.		
Announces return of Writ for The Gwydir, and certificate curing delay, 3.		
Informs Assembly of receipt of Commission, authorising Commissioners to administer the Oath, 4.		
Reads Commissions to administer the Oath, 4, 7, 36.		
Summoned to produce Records, 19, 37, 119 (*), 157, 325, 359.		
Swears Members of Elections and Qualifications Committee, 37 (*), 69, 281, 293.		
Informs House of unavoidable absence of Speaker, 49, 341.		
Reads report from Elections and Qualifications Committee, 90, 132, 167, 303.		
Directed by Speaker to amend Roll of Members, 137.		
Reads Petition, 217, 268, 350, 509, 547.		
Authorised to return documents, 150, 322, 532.		
Authorised to send Writ of Summons (<i>Toohy v. Melville</i>) to Crown Solicitor, 517.		
Reads order of leave to introduce a Bill, 323.		
Reads Despatch respecting retirement of Sir Alfred Stephen from the office of Lieutenant-Governor, 378.		
CLOCK, REDFERN (See "REDFERN").		
CLOSURE OF DEBATE :—		
Motion made for, and negatived, 240, 487.		
COAL MINES REGULATION BILL :—		
Motion made (<i>Mr. Sydney Smith</i>) for Committee of the Whole, 38; Message from Governor, 60; House in Committee and Resolution agreed to, 63; presented and read 1 ^o , 161; read 2 ^o , and committed, 222; further considered in Committee, reported with amendments, and report adopted, 229; Order of the Day postponed, 234; motion made for 3 ^o reading, amendment proposed to recommit, and motion "That question be now put," negatived, 240; adjournment of debate negatived, and adjournment of House carried, 241.	4	1153
COBOROFF, FOREST RANGER (See "CIVIL SERVICE").		
COCKATOO ISLAND :—		
Return showing Accidents at Dock, during last five years, laid on Table, 363	8	407
COFF'S HARBOUR :—		
Report of Commander Howard, R.N., on, laid on Table, 411	7	599
COLONIAL ARCHITECT :—		
Return respecting expenditure by Mr. James Barnet, from 1863 to 1889, laid on Table, 486		151
ABOLITION OF OFFICE OF :—		
Motion made (<i>Mr. Houghton</i>) for copy of communication from Mr. James Barnet on, 419; Return to Order, laid on Table, 425	2	149
COLONIAL MARBLE :—		
Motion made (<i>Mr. Hoyle</i>) that all marble required for Public Works shall be the product of the Colony, 92; motion amended and passed, 92.		
COLONIAL SUGAR REFINING COMPANY BILL :—		
Received from Council, and read 1 ^o , 494; Order of the Day postponed, 499, 533, 601.		
Petition from Municipal Council of Sydney, in opposition to, presented and read by Clerk, 509	7	633

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—15TH PARLIAMENT—SESSION OF 1891-2.	PAPERS.	
	VOL.	PAGE.
C		
COLUMBIAN EXPOSITION (See "CHICAGO").		
COMBES, EDWARD, O.M.G. (See "TECHNICAL EDUCATION").		
COMERONG (See "ROADS").		
COMMISSIONERS:—		
Message from, on opening of Parliament, 3.		
COMMISSIONS:—		
For opening Parliament, 3.		
Commissioners' to administer the Oath, 4.		
Speaker's to administer the Oath, 7.		
Deputy Speaker's to administer the Oath, 36.		
PUBLIC SERVICE INQUIRY:—		
Particulars respecting, laid on Table, 216	2	153
Motion made (<i>Mr. Garrard</i>) for copies of all correspondence in reference to publishing the evidence in connection with Report of, on Mines Department, 436; Return to Order, laid on Table, 472	4	1055
COST OF:—		
Statement of, laid on Table, 257	8	409
APPOINTING SIR FREDERICK DARLEY TO BE LIEUTENANT-GOVERNOR:—		
Copy of, laid on Table, 392	2	3
COMMITTEES, SELECT:—		
Balloting for, Sessional Order passed, 28.		
Vote of Chairman of, on Private Bills, Sessional Order passed, 28.		
Leave given to, to sit during any adjournment, 175, 217, 225, 436.		
Motion to refer Council Bill to, negatived, 443 (?).		
Bill referred back to, 181.		
Petition praying to be heard before, 378, 414.		
Member added to, 346, 405, 473.		
Chairman of, informs the House that Members of Assembly had failed to attend as witnesses before, 420.		
Appointed during the Session.—Sessional Paper	1	847
CONCILIATION BILL (See "TRADE DISPUTES CONCILIATION AND ARBITRATION BILL").		
CONDITIONAL PURCHASES (See "CROWN LANDS").		
CONFERENCE, FREE:—		
On Crown Lands Act Amendment Bill, 186, 216, 217.		
CONNELLY, JAMES (See "CROWN LANDS").		
CONSOLIDATED REVENUE FUND BILL:—		
Message from Governor, 257; Standing Orders suspended, 263; ordered (<i>Mr. See</i>), presented, read 1 ^o , read 2 ^o , committed, reported without amendment, report adopted, read 3 ^o , and passed, 265; sent to Council for concurrence, 266; agreed to by Council without amendment, 266; assent reported, 271.	2	835
CONSOLIDATED REVENUE FUND BILL (No. 2):—		
Message from Governor, 398, 399; Standing Orders suspended, 404; ordered (<i>Mr. See</i>), presented, read 1 ^o , read 2 ^o , committed, reported without amendment, report adopted, read 3 ^o , passed, and sent to Council for concurrence, 412; agreed to by Council without amendment, 414; assent reported, 423.	2	837, 839
CONSOLIDATED REVENUE FUND BILL (No. 3):—		
Standing Orders suspended, and Message from Governor, 472; ordered (<i>Mr. See</i>), presented, read 1 ^o , read 2 ^o , committed, reported without amendment, report adopted, read 3 ^o , passed, and sent to Council for concurrence, 473; agreed to by Council without amendment, 478; assent reported, 483.	2	841
CONTRACTORS LIEN BILL:—		
Ordered (<i>Mr. Neild</i>), presented, and read 1 ^o , 39; Speaker ruled that Bill related to trade, and should have originated in Committee of the Whole, 73; Order of the Day discharged, and Bill withdrawn, 73.		
CONTRACTORS LIEN BILL (No. 2):—		
Motion made (<i>Mr. Neild</i>) for Committee of the Whole, 89; House in Committee, resolution agreed to, Bill presented and read 1 ^o , 181; Order of the Day postponed, 290.		
CONTRACTS FOR PUBLIC WORKS:—		
Return respecting, laid on Table, 163		
Return showing, since 23rd October, 1891, laid on Table, 492	7	507 509
CONVEYANCES (See "VOLUNTARY CONVEYANCES AMENDMENT BILL").		
CONVICTIONS UNDER THE LICENSING ACT (See "ADMINISTRATION OF JUSTICE").		
COOTAMUNDRA (See "WATER SUPPLY").		
COPELAND, HENRY, ESQUIRE:—		
Acceptance of office of Secretary for Lands by, reported, and seat of as a Member for New England declared vacant, 249; re-election reported, and sworn, 251.		
COPPER (See "MINING").		
CORONER AT WINDSOR:—		
Motion made (<i>Mr. Neild</i>) for all correspondence in connection with appointment of, 96; Return to Order laid on Table (not printed), 131.		
CORPORATION OF THE CITY OF SYDNEY:—		
Statement of Accounts for 1891, laid on Table, 516	3	829
COST OF LITIGATION BILL (See "REDUCTION OF COST OF LITIGATION BILL").		
COTTAGE CREEK (See "SEWERAGE").		
COUNTRY TOWNS WATER AND SEWERAGE ACT:—		
Return respecting water-works constructed under, laid on Table, 264	6	27
Bylaws under Municipalities and Nuisances Prevention Acts and, laid on Table, 516	3	1067
COUNTS OUT (See also "NO QUORUM");—		
Attendances of Members in Divisions and,—Sessional Paper	1	617
COURT-HOUSE, NOWRA:—		
Motion made (<i>Mr. Morton</i>) for copy of District Surveyor's report on site for, 419; Return to Order laid on Table, 547	2	1093
COURT OF PETTY SESSIONS AT PADDINGTON:—		
Motion made (<i>Mr. Neild</i>) for copies of all papers in reference to establishment of, 76; Return to Order laid on Table, 170	2	893
Motion made (<i>Mr. Neild</i>) that in the opinion of this House, the Court House, Paddington, should be opened to establish, and negatived, 197.		

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—15TH PARLIAMENT—SESSION OF 1891-2.	PAPERS.	
	VOL.	PAGE.
C		
CRANE, CHARLES :—		
CARETAKER OF THE BARWON BRIDGE :—		
Copies of papers in reference to dismissal of, laid on Table (not printed), 383.		
CRIMINAL LAW AND EVIDENCE AMENDMENT BILL :—		
Received from Council, and read 1 ^o , 83; Order of the Day postponed, 222; read 2 ^o , committed, reported with an amendment, and report adopted, 234; read 3 ^o , passed, and returned to Council, 254; Message from Council agreeing to amendment, 303; assent reported, 321		
CROOKWELL ("See "RAILWAYS").		
CROWN LANDS (See also "LAND LAWS.") :—		
Regulations under Act laid on Table, 350, 581		223, 225
DEDICATION OF CERTAIN LANDS UNDER 105TH SECTION :—		
<i>Gazette</i> Notices respecting, laid on Table, 17, 68, 114, 190, 264, 369, 431, 492		362-387
Motion made (<i>Mr. Copeland</i>) for rescission of order for printing of notice of, laid on Table on 22nd July, 287.		
RESERVED FOR PRESERVATION OF WATER SUPPLY :—		
Abstract of, laid on Table, 36, 114, 190, 264, 332, 370, 431, 492, 562		389-409
SITES FOR CITIES, TOWNS, AND VILLAGES :—		
Abstract of, laid on Table, 36, 114, 190, 264, 332, 369, 431, 492, 562		411-427
ALTERATIONS OF DESIGNS OF CITIES, TOWNS, AND VILLAGES :—		
Abstract of, laid on Table, 36, 114, 190, 264, 369, 431, 492, 562		429-443
DEDICATED TO PUBLIC PURPOSES :—		
Abstract of, laid on Table, 36 (?), 114, 190, 264, 332, 369, 431, 562		445-461
DEDICATED TO RELIGIOUS PURPOSES :—		
Abstract of, laid on Table, 36		463
CONDITIONAL PURCHASE OF GEORGE VINCENT, AT GUNDAGAI :—		
Motion made (<i>Mr. Barnes</i>) for copies of all papers in connection with, 39.		
LANDS DEPARTMENT :—		
Eleventh Annual Report, being for 1890, laid on Table, 45		1
Twelfth Annual Report, being for 1891, laid on Table, 598		101
COMPANIES HOLDING LEASES FROM THE CROWN OF PASTORAL HOLDINGS :—		
Motion made (<i>Mr. Walker</i>) for return giving particulars of, 89; Return to Order, laid on Table (not printed), 523.		
APPRAISEMENT OF RENTS AND LICENSE FEES :—		
Motion made (<i>Mr. Hutchinson</i>) for copies of all papers having reference to, by the Forbes Land Board, 97; Return (<i>in part</i>) to Order, laid on Table (not printed), 223.		
RESERVES IN LAND DISTRICTS OF FORBES, PARKES, AND CONDOBOLIN :—		
Motion made (<i>Mr. Hutchinson</i>) for return giving particulars of, 97; Return to Order, laid on Table, 598		341
PASTORAL HOLDINGS IN LAND DISTRICTS OF FORBES, PARKES, AND CONDOBOLIN :—		
Motion made (<i>Mr. Hutchinson</i>) for return giving particulars of, 98; Return to Order laid on Table, 256		281
SELECTION MADE BY JAMES CONNELLY AT TAMWORTH :—		
Motion made (<i>Mr. Levien</i>) for Select Committee to inquire into, and that proceedings of former Committee be referred, 110.		
CONDITIONAL PURCHASES OF NEIL GALLAGHER, ORANGE :—		
Motion made (<i>Mr. Barbour</i>) for Select Committee to inquire into, 163; Report brought up, 280...		247
CONDITIONAL PURCHASE MADE BY ANNE NASH O'BRIEN, AT COROWA :—	4	
Motion made (<i>Mr. Barbour</i>) for Select Committee to inquire into, 163; Report brought up, 516.		311
FORFEITURE OF J. J. RAY'S SELECTION IN THE LAND DISTRICT OF WAGGA WAGGA :—		
Motion made (<i>Mr. Gormly</i>) for Select Committee to inquire into, 196; Report brought up, 315; adopted, 405.		265
CLAIM FOR COMPENSATION BY JAMES AND PATRICK GUIHEN :—		
Motion made (<i>Mr. Morton</i>) for copies of all papers in connection with, 264; Return to Order, laid on Table, 322		235
MARKING OF, OPEN TO CONDITIONAL PURCHASE, SPECIAL AREAS, AND RESERVES :—		
Motion made (<i>Mr. Sheldon</i>) in favour of, to be shown in blocks on parish maps, and withdrawn, 270.		
CLAIM OF ISAAC BARCLAY :—		
Motion made (<i>Mr. Morton</i>) for copy of Crown Solicitor's opinion in reference to, 307; Return to Order, laid on Table, 322		233
CONDITIONAL PURCHASES MADE UPON BARBETTA RUN :—		
Motion made (<i>Mr. Barbour</i>) That the Report from Select Committee on, discloses that Henry Ricketson had become wrongfully possessed of several grants of valuable Crown Lands which belonged to the Crown, and that steps should be taken to recall the said grants, motion amended and passed, 345.		
CONDITIONAL PURCHASE BY JAMES YOUNG, AT GOSFORD :—		
Motion made (<i>Mr. Stevenson</i>) for Select Committee to inquire into, 346; Report brought up, 419.		277
AUSTRALIAN AGRICULTURAL COMPANY :—		
Motion made (<i>Mr. Dowell</i>) for copies of Acts of Charter, and particulars of grants to, 346.		
SALE OF RESERVE AT LITTLE BILLABONG TO MESSRS. ROSS BROS :—		
Motion made (<i>Mr. O'Sullivan</i>) for copies of all papers in connection with, 368; Return to Order laid on Table, 562		331
LAND REVENUE :—		
Return showing, from 1877 to 1891, laid on Table, 392		329
APPLICATIONS UNDER 45TH SECTION OF ACT :—		
Motion made (<i>Mr. Wall</i>) for return showing number of, for last five years, 397.		
CONDITIONAL PURCHASE BY MRS. ANN ROUSE, IN THE PARISH OF KAHIBAH :—		
Motion made (<i>Mr. Grahame</i>) for Select Committee to inquire into, 406; Report brought up, 478.		287
CONDITIONAL PURCHASE BY ZACHARY BENN, RICHMOND RIVER DISTRICT :—		
Motion made (<i>Mr. Ewing</i>) for Select Committee to inquire into, 406; Report brought up, 481 ...		307
SPECIAL AREAS IN THE WAGGA WAGGA AND HAY LAND DISTRICTS :—		
Motion made (<i>Mr. Gormly</i>) for return giving particulars in reference to, 436.		
CONDITIONAL PURCHASES AND LEASES, PARISHES OF DAPPER, TUCKLAN, &C. :—		
Motion made (<i>Mr. Booth</i>) for return showing number and particulars of, for years 1890 and 1891, 436; Return to Order laid on Table, 466		227
SPECIAL LEASE AT JERVIS BAY :—		
Motion made (<i>Dr. Ross</i>) for copies of all correspondence and reports in reference to, 463.		

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—15TH PARLIAMENT—SESSION OF 1891-2.		PAPERS.	
	VOL.	PAGE.	
C			
CROWN LANDS—(continued):—			
JAMES BRICE'S CONDITIONAL PURCHASE IN THE QUEANBYRAN DISTRICT:—			
Motion made (<i>Mr. O'Sullivan</i>) for copies of reports, &c., relating to, 477.			
JAMES BAKER'S CONDITIONAL PURCHASE, TWEED RIVER:—			
Motion made (<i>Mr. Ewing</i>) for copies of all papers in reference to forfeiture of, 509.			
APPRAISEMENT OF BULLANAMANG RUN, MONARO DISTRICT:—			
Motion made (<i>Mr. Dawson</i>) for copies of all papers in connection with, for years 1884-1890, 516.			
PASTORAL LEASES AND OCCUPATION LICENSES IN THE WESTERN OR CENTRAL DIVISIONS:—			
Motion made (<i>Mr. R. B. Wilkinson</i>) for Return showing number forfeited or liable to forfeiture since December, 1889, with names of holders, 523.			
APPLICATIONS BY W. SULLY AND OTHERS FOR PORTIONS OF LAND, THACKARINGA:—			
Leave given for Clerk to return to Mines Department papers in connection with, laid on Table 7th May, 1890, 532.			
CROWN LANDS ACT AMENDMENT BILL:—			
Ordered (<i>Mr. Brunker</i>), presented, and read 1 ^o ; 61; read 2 ^o , committed, reported without amendment, and report adopted, 69; amendment to recommit negatived, read 3 ^o , passed, and sent to Council for concurrence, 78; returned with amendments, 117; amendments amended, disagreed to, and agreed to, 132; message to Council, 133; message from Council, insisting on their amendment disagreed to, and disagreeing to amendment of Assembly therein, 153; Order of the Day postponed, 170; amendment upon Council's amendment, and disagreement from Council's amendment insisted on, 186; message to Council accordingly, and requesting a free conference, 186; message from Council agreeing to a free conference, 202; free conference held, and report brought up, 216; report considered in Committee of the Whole, amendment upon Council's amendment still insisted upon, and disagreement from Council's amendment no longer insisted upon, 217; message from Council concurring, 217; message to Council, 221; assent reported, 237.			
CUDAL (See "ROADS.")			
CUMBERLAND ELECTRIC LIGHTING BILL:—			
Standing Order No. 61 suspended to admit of presentation of petition, 234; Petition presented (<i>Mr. Wall</i>) for leave to bring in, 338.			
CUNYNGHAME, MRS. LATE SUPERINTENDENT OF MACQUARIE-STREET ASYLUM FOR INFIRM AND DESTITUTE, PARRAMATTA:—			
Motion made (<i>Mr. Howe</i>) for Select Committee to inquire into removal of, and Reports of former Committees referred, 109; Report brought up, 170.	7	327	
Motion made (<i>Mr. Crick</i>) that Report be adopted and negatived, 407.			
CUSTOMS:—			
List of proposed duties and free list, laid on Table, 297		881	
Petition in reference to duty on tobacco leaf presented, 350		889	
Return showing quantity of grain imported and exported at Sydney and Newcastle, laid on Table, 265		887	
CUSTOMS DUTIES BILL:—			
Resolution from Committee of Ways and Means reported, 341; Message from Governor, 344, 347; resolution received, 350; point of order, that resolution was similar to one already negatived by the House, not sustained by Mr. Speaker, 356; resolution agreed to, 356; Bill brought in, founded on resolution of Ways and Means (No. 8), and read 1 ^o , 357; motion made for 2 ^o and debate adjourned, 363; debate resumed and adjourned, 370, 373; debate resumed, 383; read 2 ^o and committed, 384; further considered in Committee, 393, 398; point of order reported by Chairman, Speaker gave decision and Committee resumed 399; further considered in Committee, 414, 420; points of order reported from Committee of the Whole and decided by Speaker, 420 (2); reported with amendments, 420; motion made for adoption of report, amendment to recommit negatived, and report adopted, 426; motion made for 3 ^o reading, amendment to recommit negatived, point of order raised and decided by Speaker, 431; read 3 ^o , passed, and sent to Council for concurrence, 432; agreed to by Council without amendment, 487; assent reported, 489.	2		
Petition from Armitage Wilkinson, of Wallace and Company, clothing manufacturers, in reference to, presented, 378.		879	
D			
DAIRIES SUPERVISION ACT:—			
Report of Board of Health on, for 1890, laid Table, 36	8	411	
Report of Board of Health on, for 1891, laid on Table, 508		431	
DAIRIES SUPERVISION ACT AMENDMENT BILL:—			
Ordered (<i>Mr. Morton</i>), presented, and read 1 ^o , 41; Order of the Day postponed, 109, 186.			
DAIRIES SUPERVISION ACT AMENDMENT BILL (No. 2):—			
Motion made (<i>Mr. Rose</i>) for Committee of the Whole, 143; Order of the Day, postponed, 167; House in Committee and resolution agreed to, 322.			
DANGAR, OTHO ORDE, ESQUIRE:—			
Directed by Speaker to discontinue his speech, 316.			
DARLEY, SIR FREDERICK, KNIGHT:—			
Commission appointing as Lieutenant-Governor, laid on Table, 392	2	3	
DARLING HARBOUR:—			
Petition from Asher Australia Day in reference to claim to land at, presented, 599.	8	401	
DARLING ISLAND:—			
IMPROVEMENTS AT:—			
Motion made (<i>Mr. Lyne</i>) that it be referred to the Parliamentary Standing Committee on Public Works to consider and report upon, 579.			
DARLING RIVER:—			
LOCKING OF:—			
Motion made (<i>Mr. Willis</i>) for correspondence, &c., in connection with proposed, 255.			
DAVIS, THOMAS MARTIN, ESQUIRE:—			
Leave given to, to attend and be examined before a Select Committee of the Legislative Council on Employer's Liability Act Amendment Bill, 468.			
DAVY'S PLAINS (See "ROADS").			
DAY ASHER AUSTRALIA:—			
CLAIM TO LAND AT DARLING HARBOUR:—			
Petition from, in reference to, presented, 599.	8	401	

REFERENCES TO THE VOICES AND PROCEEDINGS, VOL. I—15TH PARLIAMENT—SESSION OF 1891-2.	PAPERS,	
	VOL.	PAGE.
D		
DEATHS :—		
OF MEMBER :—		
Robert Adam Ritchie, Esquire, reported, 98.		
OF THE HONORABLE GEOFFREY EAGAR :—		
Motion made (<i>Sir Henry Parkes</i>) that the House place on record its regretful sense of the loss sustained by the, 157.		
OF THE DUKE OF CLARENCE AND AVONDALE :—		
Address of condolence to Her Majesty the Queen and their Royal Highnesses the Prince and Princess of Wales, agreed to, 375; reply to, 387, 395.		
OF SIR JOHN HAY, PRESIDENT OF THE LEGISLATIVE COUNCIL :—		
Motion made (<i>Mr. Dibbs</i>) that this House do now adjourn, as a tribute of respect to the memory of, 385.		
OF CARDINAL MANNING :—		
Motion made (<i>Mr. Houghton</i>) that this House desires to place on record its sense of the loss the British nation has sustained by the, 397.		
UNDER CHLOROFORM :—		
Return showing for years 1885-1890 inclusive, laid on Table, 301	2	1101
Petition from relatives and friends of deceased persons, in reference to, presented, 338		1105
DEBATE (See "ADJOURNMENT"; also "HANSARD, PARLIAMENTARY").		
DEEPWATER AND MOUNT GALENA TRAMWAY BILL :—		
Petition presented (<i>Mr. Dowd</i>) for leave to bring in, 532; ordered, presented and read 1 ^o , 546; referred to Select Committee, 556; Report brought up, 574; read 2 ^o , committed, reported with amendments, report adopted, read 3 ^o , passed, and sent to Council for concurrence, 601; agreed to by Council without amendment, 605; assented to in Legislative Council Chamber, 606.	5	729
Petition from Richard Coulston, Chairman of meeting, Deepwater, in favour of, presented and read by Clerk, 547		743
Petition from inhabitants of Deepwater, Tent Hill, Emmaville, &c., in favour of, presented, 573		745
DEFENCERS :—		
Report of Royal Commission on Works (Bare Island), laid on Table, 36		115
GUNS IN BATTERY AT STEEL POINT :—		
Memorandum of Major-General Commanding the Military Forces on, laid on Table, 161		93
DEFENCE FORCE :—		
Particulars respecting, laid on Table, 296, (<i>in substitution</i>) 405	7	25
Return showing officers sent to England for Military Instruction, laid on Table, 378		1
Return showing travelling expenses of officers, laid on Table, 383		3
BATTERY AT BEN BUCKLER :—		
Notification of land resumed for, laid on Table, 486		297
DENILQUIN (See "RAILWAYS").		
DESPATCHES :—		
LAI D ON TABLE :—		
Fugitive Criminals, 37, 581	2	1095, 1097
Commercial Convention between Great Britain and Spain, 170	8	1105
Treaty of Commerce between Great Britain and Portugal, 170		1107
Treaty between Her Majesty the Queen and the King of Tonga, 290		1109
Retirement of Sir Alfred Stephen from the office of Lieutenant-Governor, and read by clerk, 278.	2	1
Sydney Branch, Royal Mint, 529	4	1143
DIBBS, GEORGE RICHARD, ESQUIRE :—		
Formation of new Administration by, reported to House, 249; acceptance of office of Colonial Secretary by, and seat of as a Member for The Murrumbidgee declared vacant 249; re-election reported, and sworn, 251.		
DISBURSEMENT OF THE PUBLIC REVENUE :—		
Petition from residents of North Coast District in reference to, presented, 512	2	843
DISEASED ANIMALS AND MEAT BILL :—		
Message from Governor, 213; motion made (<i>Sir Henry Parkes</i>) for Committee of the Whole, 215; House in Committee and resolution agreed to, 222.		77
DISEASED ANIMALS AND MEAT BILL (No. 2) :—		
Motion made (<i>Mr. Dibbs</i>) for Committee of the Whole, 321; House in Committee, 327; resolution reported and agreed to, 328; presented and read 1 ^o , 328; motion made for 2 ^o reading; Point of Order that Bill was beyond order of leave sustained by Mr. Speaker, Order of the Day discharged, and Bill withdrawn, 333.		
DISEASED ANIMALS AND MEAT BILL (No. 3) :—		
Motion made (<i>Mr. Dibbs</i>) for Committee of the Whole, 344; Message from Governor, 347; House in Committee, and resolution agreed to, presented and read 1 ^o , 357; read 2 ^o , committed, reported with amendments, and report adopted, 437; read 3 ^o , passed and sent to Council for concurrence, 441; agreed to by Council with amendments, 478; amendments agreed to and message to Council, 487; assent reported, 527.	8	79
DISEASES IN SHEEP ACTS :—		
Regulations under, laid on Table, 425		71
DISEASES IN SHEEP ACTS AMENDMENT BILL :—		
Message from Governor, 347; motion made (<i>Mr. Slattery</i>) for Committee of the Whole, 362; House in Committee and resolution agreed to, 437; presented and read 1 ^o , 437; motion made for 2 ^o reading; Point of Order, that Bill was beyond order of leave not sustained by Mr. Speaker, and debate adjourned, 449; Order of the Day postponed, 508; debate resumed and further adjourned, 510.		73
Petition from stockowners and others of Tenterfield in opposition to, presented, 486		75
DISEASES IN SHEEP ACTS FURTHER AMENDMENT BILL :—		
Ordered (<i>Mr. Dickens</i>), 124; presented and read 1 ^o , 132; Order of the Day postponed, 143, 256, 290, 296.		
DISTRESS FOR RENT ABOLITION BILL :—		
Ordered (<i>Mr. Walker</i>), 41.		
DISTRESS FOR RENT ABOLITION BILL (No. 2) :—		
Ordered (<i>Mr. Walker</i>), 44; presented and read 1 ^o , 68; Order of the Day postponed, 368.		
DISTRICT COURTS (See "ADMINISTRATION OF JUSTICE").		
DISTRICT COURTS ACT OF 1858 :—		
Annual Returns under, laid on Table, 37	2	1011
DISTRICT GOVERNMENT BILL :—		
Motion made (<i>Sir Henry Parkes</i>) for Committee of the Whole, 38; Message from Governor, 63; House in Committee and Resolution agreed to, presented, and read 1 ^o , 63; Order of the Day discharged, and Bill withdrawn, 255.	3	1137
Petition in favour of, from Municipal Conference, presented, 190		1139

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—15TH PARLIAMENT—SESSION OF 1891-2.		PAPERS.	
		VOL.	PAGE.
D			
DIVISIONS :—			
No tellers on, 255, 297, 313, 345, 375 (?), 481.			
Speaker gives casting vote on, 443.			
IN THE HOUSE :—			
Attendances of Members in, and Counts out—Sessional Paper	}	1	617
Weekly Reports of, in Committee of the Whole, Nos. 1 to 24.....			621
Adjournment, 139, 363, 379, 385.			
Adjournment of Debate, 145, 241, 510.			
“That Question be now put,” 240, 487.			
Special adjournment, 350, 392.			
Adjournment—on Death of Sir John Hay, 335.			
That document be printed, 331.			
Address in Reply to Governor's Opening Speech, 18 (?).			
Business Days (<i>Sessional Order</i>), 27.			
Exclusion of Strangers (<i>Sessional Order</i>), 29.			
Limitation of Business Hours, 46.			
Extension of the Franchise to Women, 47 (?).			
Additional Standing Order (<i>Limitation of Speeches</i>), 54, 55.			
Objections to Formal Business, 77.			
Crown Lands Act Amendment Bill, 78.			
Parliamentary Hansard, 91 (?).			
Colonial Marble, 92 (?).			
Municipalities Act of 1867 Amendment Bill, 108.			
Encouragement to Local Industries, 125, 126 (?).			
Liquor Traffic, 162 (?).			
Balarald Irrigation Bill, 182.			
Court of Petty Sessions at Paddington, 197.			
Government Railways, 197.			
Seats Redistribution Bill, 207.			
Reduction of Cost of Litigation Bill, 211.			
Mining on Private Holdings and Church and School Reserves, 225.			
Plebiscite on the Fiscal Question, 225, 226.			
Bankers' Books Evidence Bill, 235.			
That the Water Conservation Bill be withdrawn, 255.			
That the Order of the Day for second reading of Publicans' Licences Further Restriction Bill be discharged, 256.			
Government Railways (Contracts) Amendment Bill, 258.			
Prospecting for Minerals, 269.			
Eight Hours Bill, 291.			
Manufacture in the Colony of Railway Locomotives, &c., 302.			
Claims of William Tom, James Tom, and J. H. A. Lister as the first discoverers of gold in Australia, 302.			
Privilege—Seat of H. H. Brown, Esquire, Member for Durham, 303.			
Fiscal Policy of the Government—Vote of Censure, 316.			
Law Practitioners Bill, 323 (?), 442.			
Customs Duties Bill, 384, 426, 432.			
Payment of Civil Servants' Salaries, 406.			
Parliamentary Refreshment Room, 406.			
Mrs. Cunyngame, late Superintendent of the Macquarie-street Asylum for Infirm and Destitute, Parramatta, 407.			
Divorce Amendment and Extension Bill, 422 (?), 442.			
Precedence of General Orders of the Day (<i>Sessional Order</i>), 431.			
Land Company of Australasia (Limited) Railway Bill, 443.			
Saint John's College Relieving and Enabling Bill, 443.			
Segenhoe Estate Irrigation Bill, 444.			
Sunk Nets Bill, 461.			
Petty Sessions Jurisdiction Extension Bill, 513, 514.			
Broken Hill Water Supply Act Amendment Bill, 514.			
Judicial Officers Bill, 539.			
Application for a Free Pass made by Mr. Black, M.P., 573.			
Marriages Validation and Marriage Law Amendment Bill, 582, 583.			
Broken Hill Tramways Bill (Resumption of Debate), 592.			
Pine Ridge Tramway Bill, 592.			
Australian Gas-light Company Electric Lighting and Supply Bill (Resumption of Debate) 601.			
IN COMMITTEE OF THE WHOLE :—			
“That the Question be now put,” 636, 708.			
That the Chairman leave the Chair, report progress, and ask leave to sit again on a future day, 636, 749, 750.			
That the Chairman leave the Chair, report progress, and ask leave to sit again, 734.			
Infants Protection Bill, 621.			
Representation of the People Bill (No. 2), 623, 624, 625, 626 (?), 627, 630, 631 (?), 632 (?), 633 (?), 636 (?), 637, 638 (?), 639 (?), 641, 642 (?), 643 (?), 644 (?), 645, 646, 647, 648 (?), 649 (?), 650 (?), 651, 652, 653, 657, 659, 660 (?), 670, 671.			
Crown Lands Act Amendment Bill, 629, 656, 657.			
Employers Liability Act Amendment Bill, 635.			
Nuisances Prevention Act Amendment Bill, 654, 655, 741.			
Seats Re-distribution Bill, 661, 662, 663 (?), 664 (?), 665 (?), 666 (?), 667 (?).			
Petty Sessions Jurisdiction Extension Bill, 669, 742 (?), 755.			
Coal Mines Regulation Bill, 673, 678 (?).			
Supreme Court Procedure Bill, 678.			
Electoral Reform Bill, 681, 682, 683.			
Borough of Newcastle Electric Lighting Bill, 685.			
Eight Hours Bill, 686 (?), 687.			
Law Practitioners Bill, 689.			
Early Closing Bill, 690 (?).			
Joint Stock Companies Arrangement Bill, 690.			
Customs Duties Bill, 699, 701, 704 (?), 705 (?), 706 (?), 707 (?), 708 (?), 709 (?), 710 (?), 711 (?), 712 (?), 713, 715, 721 (?), 722 (?), 723 (?), 724 (?), 725 (?).			

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—15TH PARLIAMENT—SESSION OF 1891-2.		PAPERS.	
	VOL.	PAGE.	
D			
DIVISIONS (continued) :—			
IN COMMITTEE OF THE WHOLE (continued) :—			
Divorce Amendment and Extension Bill, 727, 728 (?), 729 (?).			
Diseased Animals and Meat Bill (No. 3), 730 (?).			
Land Company of Australasia (Limited) Railway Bill, 733.			
Segenhoe Estate Irrigation Bill, 734 (?).			
Simpson's Railway Bill, 745.			
Broken Hill Water Supply Act Amendment Bill, 749, 750 (?), 751.			
Sydney Hospital Completion Bill, 753.			
Trade Disputes Conciliation and Arbitration Bill (No. 2), 756.			
Land Boilers Inspection Bill, 756.			
Broken Hill and District Water Supply Act Amendment Bill, 759 (?), 769.			
Judicial Offices Bill, 760 (?), 761, 762.			
Marriages Validation and Marriage Law Amendment, 767, 771.			
Government Railways (Contracts) Amendment Bill, 768.			
Legal Practitioners Bill (No. 2), 768.			
Deepwater and Mount Galena Tramway Bill, 770.			
IN COMMITTEE OF SUPPLY :—			
Chairman gives Casting Vote, 764.			
General Estimates for 1892 :—			
Colonial Secretary, 735 (?), 736 (?).			
Auditor-General, 737 (?).			
Director-General of Forests, 738.			
Police, 738, 739.			
Lunacy, 742.			
Agent-General for the Colony, 743, 744 (?).			
Immigration, 744.			
Fisheries Commission, 746.			
Civil Service Board, 746.			
Botanic Gardens, 747.			
Miscellaneous Services (Colonial Secretary), 747 (?), 748.			
Crown Solicitor, 751.			
Quarter Sessions, 752 (?).			
Permanent and Volunteer Military Forces—Ordnance and Barrack Department—Naval Brigade			
—Volunteer Naval Artillery—Training-ship "Wolverone"—Torpedo Defence, 754.			
Additional Estimates for 1892 :—			
Colonial Secretary, 762, 763 (?).			
Treasurer and Secretary for Finance and Trade, 764 (?), 765 (?).			
Secretary for Public Works, 765.			
IN COMMITTEE OF WAYS AND MEANS :—			
That the Chairman leave the Chair, report progress, and ask leave to sit again on a future day, 687.			
"That the Question be now put," 691, 697.			
Resolution No. 2 (Financial Statement), 691.			
Fixed Duties, <i>Ad Valorem</i> Duties, and Free List (Resolution No. 8), 692, 698.			
DIVORCE AMENDMENT AND EXTENSION BILL :—			
Ordered (<i>Mr. Neild</i>), presented, and read 1 ^o , 76; motion made for 2 ^o reading, 144; debate adjourned, 145; Order of the Day postponed, 256, 327; debate on motion for 2 ^o resumed, 441; read 2 ^o , committed, reported without amendment, and report adopted, 422; Order of the Day postponed, 425; motion made for 3 ^o reading, 441; read 3 ^o , passed, and sent to Council for concurrence, 442; agreed to by Council without amendment, 529.			
DIXON <i>ats. LEMM</i> (See "ADMINISTRATION OF JUSTICE").			
DOCUMENTS :—			
Authorised to be returned to Public Departments, 150, 322, 532.			
DONNELLY, DENNIS CORNELIUS, ESQUIRE :—			
Directed by Speaker to discontinue his speech, 316.			
DREDGES :—			
TUG-BOATS, PUNTS, BARGES, AND BRIDGES :—			
Motion made (<i>Mr. Johnston</i>) in favour of building of, required by Government, in the Colony, 345			
Report of Engineer-in-Chief for Harbours and Rivers on operations, laid on Table, 350			
DUKE OF CLARENCE AND AVONDALE (See "ADDRESS").			
DUNLOP STATION (See "SHEARERS").			
E			
EAGAR, THE HONORABLE GEOFFREY :—			
Motion made (<i>Sir Henry Parkes</i>) that the House desires to place on record its regretful sense of the loss sustained by the death of, 157.			
EARLY CLOSING BILL :—			
Motion made (<i>Mr. Alfred Allen</i>) for Committee of the Whole, 40; Order of the Day postponed, 53; House in Committee and Resolution agreed to, 109; presented, and read 1 ^o , 109; Order of the Day postponed, 256; read 2 ^o , committed, reported with amendments, and report adopted, 324; read 3 ^o , passed, and sent to Council for concurrence, 327.			
Petition in favour of, from Shop Employés, presented, 257.....			
Petition from Narrabri and district in favour of, presented, 425			
EASTERN SUBURBS (See "RAILWAYS").			
EDEN (See also "RAILWAYS") :—			
Delay in taking Poll for, reported by Clerk, 1.			
EDUCATION :—			
Notifications of land resumed for School purposes, laid on Table (not printed), 37, 150, 265, 419, 513.			
Regulations under Public Instruction Act, laid on Table, 62, 581.....			
Report of Minister of Public Instruction for 1890, laid on Table, 153.....			
Return respecting Workshops, Cookery Classes, Garden Work, &c., in Public Schools, laid on Table, 217			

7 637

8 449
8 451

3 359, 361
1
341

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—15TH PARLIAMENT—SESSION OF 1891-2.		PAPERS,	
		VOL.	PAGE.
E			
EDUCATION (continued) :—			
PURCHASE OF TRAINING SHIP "SOBBAON" :—			
Motion made (<i>Mr. Murphy</i>) for copies of all papers in connection with, 157; Return to Order laid on Table, 256			817
LAND RESUMED FOR SCHOOL PURPOSES IN CANTERBURY ELECTORATE :—			
Return respecting, laid on Table, 338			389
NATIONAL SCHOLARSHIPS AND BURSARIES :—			
Motion made (<i>Mr. O'Sullivan</i>) in favour of establishment of, at large centres of population, and withdrawn, 270.			
TECHNICAL, AT PARIS EXHIBITION :—			
Report on, by Edward Combes, C.M.G., laid on Table, 392			407
FREE IN PUBLIC SCHOOLS :—			
Motion made (<i>Mr. Alfred Allen</i>) for copies of all correspondence on the subject of, 430; Return to Order laid on Table, 513		B	357
WOMEN'S COLLEGE :—			
Motion made (<i>Mr. Alfred Allen</i>) for copies of correspondence on the subject of placing £5,000 on the Supplementary Estimates for, 430; Return to Order laid on Table, 492			345
SCHOOL PREMISES, BYROCK :—			
Correspondence respecting condition of, laid on Table, 441, 529			323, 325
SCHOOLS CLOSED IN CONSEQUENCE OF INFLUENZA EPIDEMIC :—			
Return showing, laid on Table (not printed), 466.			
PUBLIC SCHOOL AT HUNTINGDON, HASTINGS RIVER :—			
Return to Order (<i>Session 1891</i>) laid on Table, 436			327
SYDNEY GRAMMAR SCHOOL :—			
Report for 1890, laid on Table, 529			727
EIGHT HOURS BILL :—			
Motion made (<i>Mr. Schey</i>) for Committee of the Whole, 41; Order of the Day postponed, 53; House in Committee and Resolution agreed to, 144; presented and read 1 ^o , 144; read 2 ^o , committed, and reported with amendments, 291; Order of the Day postponed, 315, 397, 411, 414, 425, 430, 436; report adopted, 442; read 3 ^o , passed, and sent to Council for concurrence, 448.			
ELECTION PETITION (See "ELECTORAL").			
ELECTIONS AND QUALIFICATIONS COMMITTEE (See "ELECTORAL").			
ELECTORAL (See also "MEMBERS"; also "REPRESENTATION OF THE PEOPLE BILL"; also "SEATS REDISTRIBUTION BILL"; also "WENTWORTH ELECTORATE SUBDIVISION ACT AMENDMENT BILL").			
WRITS :—			
Received by Clerk, 1.			
Delay in return of, for Balranald, Bourke, and The Gwydir reported, 1.			
Delay in taking Poll for Braidwood, Eden, Queanbeyan, and Young reported, 1.			
Return of, for the Gwydir, reported by Clerk, 3.			
Return of, for Bourke, reported by Speaker, 11, 329.			
Return of, for Balranald, reported by Speaker, 35.			
ROLLS :—			
For years 1880 to 1892, showing operation of expansive clauses, laid on Table, 36		2	7 11
Return of number of electors on, and votes polled at last General Election, laid on Table, 68			
THE HASTINGS AND MANNING :—			
Seat of James Henry Young, Esquire, declared vacant, by reason of his acceptance of the office of Secretary for Public Works, 90; re-election reported, 119; sworn, 119.			
CENTRAL CUMBERLAND :—			
Death of Robert Adam Ritchie, Esquire, reported, and seat declared vacant, 98; election of Jacob Garrard, Esquire, reported, 119; sworn, 124.			
THE MURRUMBIDGEE :—			
Seat of George Richard Dibbs, Esquire, declared vacant, by reason of his acceptance of the office of Colonial Secretary, 249; re-election reported, and sworn, 251.			
GRAFTON :—			
Seat of John See, Esquire, declared vacant, by reason of his acceptance of the office of Colonial Treasurer, 249; re-election reported, and sworn, 251.			
EAST SYDNEY :—			
Seat of Edmund Barton, Esquire, declared vacant, by reason of his acceptance of the office of Attorney-General, 249; re-election reported, and sworn, 251.			
NEW ENGLAND :—			
Seat of Henry Copeland, Esquire, declared vacant, by reason of his acceptance of the office of Secretary for Lands, 249; re-election reported, and sworn, 251.			
THE HUME :—			
Seat of William John Lyne, Esquire, declared vacant, by reason of his acceptance of the office of Secretary for Public Works, 249; re-election reported, and sworn, 251.			
BATHURST :—			
Seat of Francis Bathurst Suttor, Esquire, declared vacant, by reason of his acceptance of the office of Minister of Public Instruction, 249; re-election reported, and sworn, 251.			
BOOROWA :—			
Seat of Thomas Michael Slattery, Esquire, declared vacant, by reason of his acceptance of the office of Secretary for Mines, 249; re-election reported, and sworn, 251.			
CAMDEN :—			
Seat of John Kidd, Esquire, declared vacant, by reason of the resignation thereof, 250; re-election reported, and sworn, 251.			
BOURKE :—			
Issue of Writ in room of James Peter Howe, Esquire, resigned, reported, 252; return of Writ and election of Thomas Waddell, Esquire, reported, 329; Mr. Waddell sworn, 329.			
ELECTIONS AND QUALIFICATIONS COMMITTEE :—			
Speaker's Warrant laid on Table, 8.			
(<i>in lieu of above</i>) laid on Table, 11; resignation of James Inglis, Esquire, 35; Mr. R. G. D. FitzGerald appointed, 35; Maturity of Warrant reported, 37, 65, 277, 289; Members sworn, 37 ⁽⁹⁾ ; meeting appointed, 65, 289; Mr. FitzGerald sworn, 69; Speaker's warrant appointing Henry Clarke, Esquire, in room of Mr. Suttor, laid on Table, 258; Speaker's warrant appointing James Hayes, Esquire, in room of Dr. Ross, laid on Table, 269; Mr. Clarke sworn, 281; Mr. Hayes sworn, 293.			
Leave given to adjourn <i>sine die</i> , 167, 308.			

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—15TH PARLIAMENT—SESSION OF 1891-2.		PAPERS.	
		VOL.	PAGE.
E			
ELECTORAL (continued) :—			
ELECTIONS AND QUALIFICATIONS COMMITTEE (continued) :—			
<i>Election Petition—The Hastings and Manning—Vivian v. Hugh McKinnon :—</i>			
Sir Henry Parkes laid upon the Table an Election Petition from Walter Hussey Vivian against the return of Hugh McKinnon, one of the sitting Members for the Electoral District of The Hastings and Manning, on the ground that certain votes were counted as informal, which were not informal, and should have been counted in favour of Petitioner; and praying that the election of the said Hugh McKinnon may be declared null and void, and that Petitioner be declared duly elected; ordered to lie on the Table, 8; referred to Committee, 38; Report declaring sitting Member duly elected brought up and read by Clerk, 90			13
<i>Election Petition—Canterbury—Eve v. Wheeler :—</i>			
Sir Henry Parkes laid upon the Table an Election Petition from James Eve against the return of John Wheeler, one of the sitting Members for the Electoral District of Canterbury, on the ground that certain irregularities were allowed in connection with the election; and praying that the election of the said John Wheeler may be declared null and void, and that Petitioner may be declared duly elected; or that a new election may be ordered to take place; ordered to lie on the Table, 8; referred to Committee, 38; Report giving seat to Mr. Eve brought up and read by Clerk, 132; Mr. Eve sworn, 137			27
<i>Election Petition—Illawarra—Artis v. Nicholson and Lysaght :—</i>			
Sir Henry Parkes laid upon the Table an Election Petition from Alexander Spence Artis against the return of John Barnes Nicholson and Andrew Lysaght, the sitting Members for the Electoral District of Illawarra, on the ground that certain irregularities were allowed in connection with the election of the said Members; and praying that the said election may be declared null and void, or that the said Andrew Lysaght may be declared unduly elected; ordered to lie on the Table, 13, 14; referred to Committee, 38; Report declaring election to have been wholly void brought up and read by Clerk, 167; issue and return of Writ, and Election of John Barnes Nicholson and Archibald Campbell reported, 226; Mr. Campbell sworn, 223; Mr. Nicholson sworn, 243	2		49
<i>Privilege—Seat of H. H. Brown, Esquire, Durham :—</i>			
Motion made (Mr. Garvan) to refer Question as to whether it had not become vacant by reason of a contract with the Government as to certain leasehold property in Castlereagh-street, 257; Report declaring Mr. Brown duly elected, brought up and read by Clerk, and amendment to refer question back to the Committee, negatived on division, 308			93
EXTENSION OF THE FRANCHISE TO WOMEN :—			
Motion made (Sir Henry Parkes), in favour of, 46; amendment to delay until the principle of "one man one vote" becomes law moved, 46; amendment negatived, 47; original motion negatived 47.			
SEATS RE-DISTRIBUTION BILL :—			
Maps showing Electoral Districts under Schedule "A", laid on Table (as exhibits only), 126.			
Returns giving particulars of Electors and Electorates, laid on Table, 208 (6)			109, 111, 113, 117, 119, 121.
FORTY POUNDS DEPOSIT :—			
Return showing particulars of, returned to defeated candidates, since 1880, laid on Table, 167 ...			107
ELECTORAL REFORM BILL :—			
Message from Governor, 257; motion made (Mr. Barton) for Committee of the Whole, 257; House in Committee, 258; resolution reported and agreed to, presented and read 1 ^o , 259; motion made for 2 ^o reading, and debate adjourned, 266; debate resumed, read 2 ^o , and committed, 276; further considered in Committee, 281, 287; Point of Order reported from Committee of the Whole, reported with amendments, recommitted, reported 2 ^o with further amendments, and report adopted, 288; motion made for 3 ^o reading, and amendment to recommit carried, reported 3 ^o with further amendments, and Report adopted, 297; read 3 ^o , passed, and sent to Council for concurrence, 301.			103
ELECTRIC LIGHT (See "BOROUGH OF NEWCASTLE ELECTRIC LIGHT BILL," also "CUMBERLAND ELECTRIC LIGHTING BILL," also "MUNICIPAL COUNCIL OF SYDNEY ELECTRIC LIGHTING BILL").			
ELECTRIC TRAMWAYS (See "TRAMWAYS").			
"ELLEN," BARQUE :—			
Report of Board of Inquiry into loss of, laid on Table, 161	8		351
EMPLOYERS' LIABILITY ACT AMENDMENT BILL :—			
Ordered (Mr. Kelly), presented, and read 1 ^o , 38; read 2 ^o , committed, and reported with amendments, 144; Order of the Day postponed, 174, 186; report adopted, 190; motion made for 3 ^o reading and amendment to recommit negatived, 193; read 3 ^o , passed, and sent to Council for concurrence, 193.			
Message from Council requesting leave for A. J. Kelly and T. M. Davis, Esquires, to attend and be examined before a Select Committee on, leave given, and message to Council, 468.			
Message from Council requesting leave for W. A. Murphy, Esquire, to attend and be examined before a Select Committee on, leave given, and Message to Council, 510.			
ENCOURAGEMENT TO LOCAL INDUSTRIES :—			
Motion made (Mr. Copeland) in favour of imposing import duties on such articles as enter into competition with our own industries; and that protective duties should be collected on all agricultural produce sent into our markets from abroad; amendment to delay any fiscal changes pending the establishment of Federation moved and carried, 125; further amendment moved, 125, and negatived, 126; motion, as amended, negatived, 126.			
ESTIMATES (See "FINANCE").			
EVE, JAMES :—			
Declared, by Elections and Qualifications Committee to have been duly elected for Canterbury, 132; sworn, 137.			
EVELEIGH (See "RAILWAYS").			
EVIDENCE AMENDMENT BILL (See "CRIMINAL LAW AND EVIDENCE AMENDMENT BILL").			
EXHIBITION :—			
INTERNATIONAL ON MINING AND METALLURGY :—			
Report of Executive Commissioner on, laid on Table, 153	4		1059
EXHIBITS :—			
Papers laid on Table as, 126, 478.			
EXPLANATORY ABSTRACTS :—			
Of sums Estimated and Voted—Sessional Paper	2		559
EXTENSION OF THE FRANCHISE TO WOMEN :—			
Motion made (Sir Henry Parkes) in favour of, 46; amendment to delay until the principle of one man one vote becomes law moved, 46; amendment and original motion negatived, 47.			

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—15TH PARLIAMENT—SESSION OF 1891-2.	PAPERS.	
	VOL.	PAGE.
F		
FEDERATION OF THE COLONIES:—		
Motion made (<i>Mr. Kelly</i>) that no system will be acceptable to this House until the Electoral system provides for the principle of "one man one vote" at the election for Members to the proposed House of Representatives, 345.		
FERRY, HINTON:—		
Return of receipts from, and expenditure on, laid on Table, 131	6	647
FIELD OF MARS (See "RAILWAYS"; also "TRAMWAYS").		
FINANCE:—		
BANKING, LAND, BUILDING, AND INVESTMENT COMPANIES:—		
General abstract of liabilities of, for quarter ended 31st March, 1891, laid on Table, 62		869
Do do do 30th June, 1891, do 170		871
Do do do 30th Sept., 1891, do 327		873
BANK LIABILITIES AND ASSETS:—		
Abstract of, for quarter ended 30th June, 1891, laid on Table, 117		863
Do do 31st Dec., 1891, do 449		867
Do do 30th Sept., 1891, do 486	2	866
ADVANCES MADE TO THE GOVERNMENT:—		
Return showing, during last six months, and special amounts deposited in the Treasury, laid on Table, 84		855
PUBLIC ACCOUNTS:—		
For 1890 laid on Table by Speaker, 103		653
Report of Board of Audit on, laid on Table, 265		827
Information respecting, laid on Table, 301		833
SUPPLY:—		
Committee of, Sessional Order passed, 28.		
Motion made (<i>Mr. Bruce Smith</i>) for House to go into Committee, 103; Order of the Day discharged, 600.		
House in Committee, 265, 297, 411, 454, 457, 468, 473, 493, 500, 505, 547, 562.		
Resolutions reported, 265, 297, 411, 473, 547, 562.		
Resolutions agreed to, 265, 297, 412, 473, 549, 567.		
WAYS AND MEANS:—		
Committee of, Sessional Order passed, 28.		
Motion made (<i>Mr. Bruce Smith</i>) for House to go into Committee, 103; Order of the Day discharged, 600.		
House in Committee, 265, 297, 309, 328, 333, 339, 341, 412, 436, 473, 549, 567.		
Resolutions reported, 265, 339 (2), 341 (2), 412, 436, 473, 549, 567.		
Resolutions agreed to, 265, 339 (2), 356 (1), 412, 436, 473, 549, 567.		
Resolutions received, 350 (2).		
Estimates of, for 1892, laid on Table, 297	2	569
LOAN OF £4,500,000:—		
Return respecting, laid on Table, 186	2	847
LOAN TO CITY COUNCIL:—		
Return respecting, laid on Table, 202	3	833
LOAN FUNDS:—		
Return showing amount to be provided from, to meet liabilities, laid on Table, 221		851
Return showing amount to be provided from, to meet outstanding liabilities, laid on Table, 811 ...	2	853
VOTE OF CREDIT:—		
Messages from Governor recommending, laid on Table, 257, 398, 399, 472		835-841
CONSOLIDATED REVENUE AND GENERAL LOAN FUND:—		
Return showing Expenditure from, during month of October, 1891, laid on Table by Mr. Garvan (not printed), 265.		
LOANS AND TREASURY BILLS:—		
Return in reference to, laid on Table, 275		849
ESTIMATES:—		
Message No. 20, recommending Estimates for 1892, and Supplementary Estimates for 1891 and previous years, together with Estimates, laid on Table, 296		207, 209, 509
Schedule to, laid on Table, 411		365
Schedules A to F to Votes on, for Public Works and Roads, laid on Table, 494		471
Loan Estimate for 1892—Message No. 62, together with Estimate, laid on Table, 539		553, 555
Additional Estimates for 1892—Message No. 63, together with Estimates, laid on Table, 547.		539, 541
Supplementary Schedules to Public Works Votes on Additional Estimates, laid on Table, 574 ...	2	549
CIVIL SERVICE SALARIES, 1886 AND 1891:—		
Return showing amount of, laid on Table, 383		143
TREASURY BALANCES:—		
Speaker lays on Table Minute of Governor and Executive Council in reference to, 459		845
GOVERNMENT SAVINGS BANK:—		
Statement of accounts for 1890, laid on Table, 46		857
Do do 1891, do 513		859
EXPLANATORY ABSTRACTS:—		
Of sums Estimated and Voted—Sessional Paper		559
FIRE BRIGADES ACT:—		
Regulations of Armidale Board, laid on Table, 436		463
REPORTS UNDER, LAID ON TABLE:—		
Wollongong Board, 36	8	459
Dentiquin Board, 296		461
CONTRIBUTIONS TO COUNTRY BOARDS:—		
Return showing, laid on Table, 207		465
FISCAL POLICY OF THE GOVERNMENT—VOTE OF CENSURE:—		
Motion made (<i>Mr. Reid</i>) that this House deplores and will resist any attempt to bring about a conflict on the question of Free-trade and Protection until the verdict of the electors can be recorded upon the basis of "one man one vote," and debate adjourned, 311; debate resumed and adjourned, 313; debate resumed, and amendment to add certain words ruled out of order, 315; motion negatived, 316.		

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—15TH PARLIAMENT—SESSION OF 1891-2.		PAGES.	
	VOL.	PAGE.	
F			
FISCAL QUESTION (See "PLEBISCITE ON THE FISCAL QUESTION").			
FISHERIES (See also "SUNK NETS BILL" also "ILLAWARRA LAKE") :—			
Report of Commissioners, laid on Table, 36		8	273
CLOSING OF WATERS OF THE HAWKESBURY, BRISBANE WATER, &c. :—			
Motion made (<i>Mr. Stevenson</i>) for copies of all correspondence in reference to, 44; Return to Order laid on Table, 190	8		317
ADMINISTRATION OF ACT :—			
Return to Order (<i>Session 1890</i>) laid on Table, 62			331
FISHERIES ACT AMENDMENT BILL :—			
Ordered (<i>Mr. Meloille</i>), 62.			
FISHERIES ACT FURTHER AMENDMENT BILL :—			
Ordered (<i>Mr. Frank Farnell</i>), presented and read 1 ^o , 61; Order of the Day discharged and Bill withdrawn, 181.			
FLOGGINGS IN GAOLS (See "GAOLS").			
FLOODS ON THE HUNTER :—			
Minute of Engineer-in-Chief for Harbours and Rivers, on <i>Mr. Gordon's</i> report on, laid on Table, 77.	8		453
Notifications of land resumed for embankment, laid on Table, 37 (2), 486	7		605, 607, 625
FLUX (See "YONGALEATHA MARBLE, FLAG, AND FLUX COMPANY BILL").			
FORBES (See "RAILWAYS"; also "POSTAL").			
FOREST :—			
RESERVES :—			
Motion made (<i>Mr O'Sullivan</i>) for Return giving particulars of, 143; Return to Order laid on Table, 190	8		217
DEPARTMENT :—			
Return respecting, laid on Table, 167			213
Report on, for 1890, laid on Table, 202			143
RANGERS E. COBROFT AND SMITH :—			
Motion made (<i>Mr. O'Sullivan</i>) for copies of all papers in connection with appointments of, 224.			
FORMAL BUSINESS :—			
Sessional Order passed, 27.			
OBJECTIONS TO :—			
Motion made (<i>Mr. Neild</i>), that three Members must rise in their places to signify, and negatived, 77.			
FRANCHISE (See "EXTENSION OF THE FRANCHISE TO WOMEN").			
FREE CONFERENCE (See "CONFERENCE, FREE").			
FREE PASSES (See "RAILWAYS").			
FREE PUBLIC LIBRARIES :—			
By-laws, laid on Table, 453	3		1121
FRIENDLY SOCIETIES :—			
Petition praying for better regulation of, presented, 46	8		457
FUGITIVE CRIMINALS :—			
Despatch respecting, laid on Table, 37, 581	2		1095, 1097
G			
GALLAGHER (See "CROWN LANDS").			
GALONG (See "RAILWAYS").			
GAMBLING, SUPPRESSION OF (See also "CHINESE GAMBLING") :—			
Petition from <i>George Brown</i> , President of New South Wales and Queensland Wesleyan Conference, presented, 154	8		991
Petition from <i>W. G. Taylor</i> , Chairman of Meeting of Social Reform League, presented, 186			993
Petition from Members of Committee of the Congregational Union, presented, 234			995
Petition from <i>Balmain Wesleyan Central Mission</i> , presented, 275			997
GAOLS :—			
YOUTHS SERVING FIRST SENTENCE IN DARLINGHURST :—			
Return of, laid on Table, 103			1173
GOODS MANUFACTURED IN :—			
Motion made (<i>Mr. Houghton</i>) for return showing schedule of prices for, 287; Return to Order laid on Table, 301			1177
FLOGGINGS IN :—			
Motion made (<i>Mr. Kelly</i>) for return giving particulars of, since passing of Criminal Law Amendment Act, 436; Return to Order laid on Table, 513	2		1175
JUVENILE OFFENDERS IN :—			
Minute of Comptroller-General of Prisons and late Minister of Justice, on treatment of, laid on Table, 539			1181
Letter of Comptroller-General of Prisons, laid on Table, 590			1183
GARRARD, JACOB, ESQUIRE :—			
Election of, as a Member for Central Cumberland, reported, 119; sworn, 124.			
GARVAN, JAMES PATRICK, ESQUIRE :—			
Lays paper on Table (not printed), 265.			
GENERAL BUSINESS :—			
Precedence of, Sessional Order passed, 27, 215.			
Precedence of Orders of the Day, Sessional Order passed, 430.			
Notices of Motions postponed in a bunch, 190, 193.			
Orders of the Day postponed in a bunch, 210.			
GENERAL POST OFFICE (APPROACHES IMPROVEMENT) ACT AMENDMENT BILL :—			
Motion made (<i>Mr. Lync</i>) for Committee of the Whole, 383; Message from Governor, 392; House in Committee, and Resolution agreed to, presented, and read 1 ^o , 393; read 2 ^o , committed, reported with amendments, and report adopted, 398; read 3 ^o , passed and sent to Council for concurrence, 405; agreed to by Council without amendment, 420; assent reported, 423.	6		497

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—13TH PARLIAMENT—SESSION OF 1891-2.	PAPERS.	
	VOL.	PAGE.
G		
GEORGE'S RIVER (See "BRIDGES").		
GEORGE-STREET FRUIT MARKETS:— Particulars respecting, laid on Table, 504	8	999
GLEN INNES (See "RAILWAYS").		
GOLD (See "MINING").		
GOODS MANUFACTURED WITHIN THE GAOLS OF THE COLONY:— Motion made (<i>Mr. Houghton</i>) for return showing schedule prices of, 287; Return to Order laid on Table, 301	2	1177
GOULBURN TO CROOKWELL RAILWAY BILL:— Motion made (<i>Mr. Bruce Smith</i>) for Committee of the Whole, 68; Order of the Day postponed 255, 302, 341.		
GOULBURN WATER SUPPLY CHARGES BILL:— Petition presented (<i>Dr. Hollis</i>) for leave to bring in, 233; leave given, 264; presented and read 1 ^o 287; referred to Select Committee, 295; Report brought up, 327; Order of the Day postponed, 397.	6	259
GOVERNMENT:— BUSINESS:— Precedence of, Sessional Order passed, 27. Precedence of, on Monday, Sessional Order passed, 154. Precedence of, on Tuesdays, Sessional Order passed, 215. Orders of the Day postponed in a bunch, 190, 193, 311, 450, 457, 473, 530, 549, 584, 591.		
LABORATORY:— Report on, for 1890, laid on Table, 36	7	317
Report for 1891, laid on Table, 516		321
PRINTING OFFICE:— Annual Return to Order laid on Table, 275	8	1005
ADVERTISING:— Return showing cost of during 1890, laid on Table, 414		1001
SAVINGS BANK:— Statement of accounts for 1890, laid on Table, 46	2	857
Statement of accounts for 1891, laid on Table, 513		859
GOVERNMENT RAILWAYS ACT:— AMENDMENT OF:— Motion made (<i>Mr. Schey</i>) in favour of, amendment moved and negatived, 197; motion negatived 198.		
GOVERNMENT RAILWAYS (CONTRACTS) AMENDMENT BILL:— Ordered (<i>Sir Henry Parkes</i>), presented, and read 1 ^o , 221; motion made (<i>Mr. Dibbs</i>) for 2 ^o reading, 257; read 2 ^o , committed, reported without amendment, and report adopted, 258; read 3 ^o , passed, and sent to Council for concurrence, 263; agreed to by Council, with amendments, 332; Order of the Day postponed, 341, 357; Council's amendments disagreed to, and message to Council, 437; message from Council insisting upon amendments, 505; disagreement to Council's amendments not insisted on, and message to Council, 584; assent reported, 600.		
GOVERNOR (See also "DARLEY, SIR FREDERICK, KNIGHT"):— Proclamation by, summoning Parliament, read by Clerk, 1. Certified list of members of Assembly by, 1. Presentation of Speaker to, 7. Message from, delivered by Usher of Black Rod, 8, 606. Opening Speech by, reported by Speaker, 9; Address in Reply, 9, 10, 12, 14, 17, 18, 19; Reply to Address, 21. Presentation of Address of Congratulation to, reported, 10. Prorogation speech delivered by, 606.		
GRATTON (See "RAILWAYS").		
GRAIN:— IMPORTED AND EXPORTED AT SYDNEY AND NEWCASTLE:— Return showing, for nine months ended 30th September, 1891, laid on Table, 265	2	887
CARRIAGE OF ON RAILWAYS:— Statement of comparative rates for, in Australian Colonies, laid on Table, 398	5	825
GRAMMAR SCHOOL, SYDNEY:— Report for 1890, laid on Table, 529	3	727
GRANVILLE (See "RAILWAYS").		
GUIHEN, JAMES AND PATRICK (See "CROWN LANDS").		
GUNDAGAI (See "RAILWAYS").		
GUNS IN BATTERY AT STEEL POINT (See "DEFENCES").		
GUYRA (See "RAILWAYS").		
GWYDIR, THE:— Delay in return of Writ for, reported by Clerk, 1. Return of Writ for, reported by Clerk, 3.		
H		
HAMILTON (See "SEWERAGE").		
HANSARD, PARLIAMENTARY:— DAILY ISSUE OF:— Motion made (<i>Mr. Hutchison</i>) in favour of, and negatived, 91. PRICE OF:— Correspondence respecting, laid on Table by Speaker, 190	2	5
HASTINGS AND MANNING (See "ELECTORAL").		
HAY IRRIGATION BILL:— Ordered (<i>Mr. R. B. Wilkinson</i>), presented, and read 1 ^o , 97; Order of the Day postponed, 256, 398; read 2 ^o , committed, reported with amendments, and report adopted, 533; read 3 ^o , passed, and sent to Council for concurrence, 538; agreed to by Council without amendment, 573; assent reported, 598:		

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—15TH PARLIAMENT—SESSION OF 1891-2.	PAPERS.	
	VOL.	PAGE.
H		
HAYNES, JOHN, ESQUIRE :— Directed by Speaker to discontinue his Speech, 316, 384.		
HAY, SIR JOHN, PRESIDENT OF THE LEGISLATIVE COUNCIL :— Motion made (<i>Mr. Dibbs</i>) that House do now adjourn as a tribute of respect to the memory of, 385.		
HINTON FERRY :— Return of Receipts and Expenditure on, laid on Table, 131	6	647
HISTORICAL RECORDS OF THE COLONY :— Motion made (<i>Mr. O'Sullivan</i>) for copy of contract with Mr. Alexander Britton for completion of, 477; Return to Order laid on Table, 581	8	1017
HORSE-RACING :— LANDS GRANTED FOR PURPOSES OF :— Motion made (<i>Mr. Crick</i>) for return giving particulars of, 220.		
HOSPITAL (See also "SYDNEY HOSPITAL COMPLETION BILL") :— BUILDINGS, MACQUARIE-STREET :— Motion made (<i>Mr. Lyne</i>), that work in connection with, be completed as recommended by the Parliamentary Standing Committee on Public Works, 477.		
LITTLE BAY :— Report for 1891, laid on Table, 516		447
ANAESTHETICS IN :— Return respecting use of during 1891, laid on Table, 581	7	433
HOSPITALS FOR INSANE :— Motion made (<i>Mr. Frank Farnell</i>) for return of patients, attendants, and nurses in, on 31st December, 1891, 499; Return to Order laid on Table, 547		339
HOWE, JAMES PETER, ESQUIRE (See "ELECTORAL").		
HUNTER DISTRICT WATER SUPPLY AND SEWERAGE BILL :— Motion made (<i>Mr. Lyne</i>) for Committee of the Whole, 452; Message from Governor on, 463; House in Committee and Resolution agreed to, 467; presented and read 1 ^o , 468; read 2 ^o , committed, reported with amendments, and report adopted, 529; read 3 ^o , passed, and sent to Council for concurrence, 537; agreed to by Council with amendments, 581; amendments agreed to, and message to Council, 583; assent reported, 600.	6	277
HUNTER RIVER (See also "BRIDGES;" also "WATER SUPPLY") :— FLOODS :— Minute of Engineer-in-Chief for Harbours and Rivers on Mr. Gordon's report on, laid on Table, 77.	8	453
Notifications of lands resumed for embankments, laid on Table, 37 (?), 496	7	605, 607, 625
HUNTINGDON, HASTINGS RIVER (See "EDUCATION").		
I		
ILLAWARRA (See "ELECTORAL").		
ILLAWARRA LAKE :— CLOSING OF :— Motion made (<i>Mr. Campbell</i>) for copies of all reports and tracings, 307, Return to Order, laid on Table, 604	8	345
ILLEGAL BENEVOLENT FUNDS BILL (See also "WAGES OF WORKMEN BILL") :— Motion made (<i>Mr. Schey</i>) for Committee of the Whole, 41; Order of the Day postponed, 53; House in Committee, and Resolution agreed to, 144; presented and read 1 ^o , 229; Order of the Day postponed, 313, 397.		
IMMIGRATION :— Report on, for 1891, laid on Table, 383	8	1019
INDEMNITY BILL (See "TREASURY INDEMNITY BILL").		
INDUSTRIAL RETURNS ACT :— Information respecting, laid on Table 411, 547		1079, 1103
INDUSTRIES (See "MANUFACTURING INDUSTRIES").		
INFANTRY :— RESERVE COMPANIES :— Return respecting, laid on Table, 383	7	99
PARTIALLY PAID :— Return respecting, laid on Table, 492		101
INFANTS' PROTECTION BILL (<i>changed to</i>) CHILDREN'S PROTECTION BILL (No. 2) :— Ordered (<i>Mr. Neild</i>), presented and read 1 ^o , 39; read 2 ^o , committed, and reported with amendments, 74; Order of the Day postponed, 83; report adopted, 109; read 3 ^o , passed, and sent to Council for concurrence, 113; Message from Council requesting leave for J. H. Carruthers, Esquire, a Member of the Legislative Assembly, to attend and give evidence before a Select Committee on, 414; leave given, 414; Message to Council, 415; agreed to by Council with amendments, 557; House in Committee to consider amendments, 575; amendments agreed to and Message to Council, 591; assent reported, 604.		
INFECTIOUS DISEASES :— Return respecting, in Sydney and Suburbs, laid on Table, 36, 547	8	1113, 1119
INFLUENZA EPIDEMIC :— Motion made (<i>Dr. Ross</i>) for copies of all reports, &c., in reference to, 287. Return showing Public Schools closed in consequence of, laid on Table (not printed), 466.		
INGLIS, JAMES, ESQUIRE :— Resigns position as Member of Elections and Qualifications Committee, 35.		
INQUESTS AND MAGISTERIAL INQUIRIES :— Return of, for 1890, laid on Table, 131; order for printing rescinded, 154.		
INSANE :— Report of Inspector-General for 1890, laid on Table, 36		345
HOSPITALS FOR :— Motion made (<i>Mr. Frank Farnell</i>) for Return of Patients and Nurses in, on 31 December, 1891, 499; Return to Order laid on table, 547	7	389

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. 1—15TH PARLIAMENT—SESSION OF 1891-2.	PAPERS.	
	VOL.	PAGE.
I		
INSPECTION OF RAILWAY ROLLING STOCK :— Motion made (<i>Mr. Schey</i>) that existing arrangement for, by Sir John Fowler, C.E., or any other person, should at once be cancelled, and House counted out, 379.		
INSPECTOR OF WOOL :— At DARLING HARBOUR RAILWAY :— Motion made (<i>Mr. Houghton</i>) for copies of all correspondence having reference to appointment of, 117.		
INSPECTORS OF AGRICULTURE (See "AGRICULTURE").		
INTERRUPTION (See also "BILLS") :— To Business of the House, 539, 547.		
INVERELL (See "RAILWAYS").		
IRRIGATION (See "SENGENHOE ESTATE IRRIGATION BILL"; also "BALRANALD IRRIGATION BILL"; also "HAY IRRIGATION BILL").		
ITALIAN SETTLEMENT, RICHMOND RIVER :— SILK CULTURE AT :— Correspondence respecting, laid on Table, 257	8	1053
J		
JAMBEROO (See "RAILWAYS").		
JAMBEROO AND KIAMA BOROUGHES NAMING BILL (<i>changed to</i>) "KIAMA AND EAST KIAMA BOROUGHES RENAMING BILL" :— Ordered (<i>Mr. Fuller</i>), 40; presented and read 1 ^o , 73; read 2 ^o , committed, reported without amendment, and report adopted, 109; read 3 ^o , passed, and sent to Council for concurrence, 113; agreed to by Council with amendments, 150; Order of the Day postponed, 167, 268, 290, 421, 504; Council's amendments agreed to, 513; assent reported, 528		
JENOLAN CAVES ROAD (See "ROADS").		
JERILDERIE (See "RAILWAYS.")		
JERSEY, THE RIGHT HONORABLE THE EARL OF :— Speaker reports presentation of Address of Congratulation, passed last Session, on appointment of, as Governor, and reply thereto, 10.		
JERVIS BAY (See "CROWN LANDS").		
JOHNSTONE'S BAY :— STORM WATER SEWERS AT :— Motion made (<i>Mr. Lyne</i>) that it be referred to the Parliamentary Standing Committee on Public Works to consider and report upon, 579.		
JOINT STOCK COMPANIES ARRANGEMENT BILL :— Standing Orders suspended, 338; received from Council, read 1 ^o , read 2 ^o , committed, reported with an amendment, report adopted, read 3 ^o , passed and returned to Council, 340; message from Council agreeing to amendment, 350; assent reported, 365.		
JONES, ROBERT, ESQUIRE :— Directed by Speaker to discontinue his Speech, 316.		
JUDGES' POWERS RESTRICTION BILL :— Ordered (<i>Mr. Walker</i>), 39. (See further "LAW VACATIONS ABOLITION BILL").		
JUDICIAL OFFICES BILL :— Message from Governor, 363; motion made (<i>Mr. Barton</i>) for Committee of the Whole, 368; House in Committee and resolution agreed to, presented and read 1 ^o , 393; Order of the Day postponed, 420, 437; read 2 ^o and committed, 539; further considered in committee, reported with amendments, recommitted, reported, 2 ^o , with a further amendment, and report adopted, 547; read 3 ^o , passed, and sent to Council for concurrence, 549; agreed to by Council without amendment, 580; assent reported, 600.	1091	
JUVENILE OFFENDERS IN GAOLS :— Minute of Comptroller-General of Prisons, and late Minister of Justice on treatment of, laid on Table, 539	2	1181
Letter of Comptroller-General of Prisons, laid on Table, 590		1183
K		
KELLY, ANDREW JOSEPH, ESQUIRE :— Leave given to, to attend and be examined before a Select Committee of the Legislative Council on "Employers Liability Act Amendment Bill," 468.		
KEMPSEY (See "RAILWAYS"; also "BRIDGES").		
KENMORE (See also "ASYLUMS"). ESTATE :— Correspondence respecting purchase of, laid on Table, 466	7	437
KIAMA AND EAST KIAMA BOROUGHES RE-NAMING BILL (<i>changed from</i>) JAMBEROO AND KIAMA BOROUGHES NAMING BILL :— Ordered (<i>Mr. Fuller</i>), 40; presented and read 1 ^o , 73; read 2 ^o , committed, reported without amendment, and report adopted, 109; read 3 ^o , passed, and sent to Council for concurrence, 113; agreed to by Council with amendments, 150; Order of the Day postponed, 167, 268, 290, 421, 504; Council's amendments agreed to, 513; assent reported, 528.		
KIDD, JOHN, ESQUIRE :— Acceptance of office of Postmaster General by, reported, 249; and seat of as a Member for Camden declared vacant, 250; re-election reported, and sworn, 251.		
KING TO OCEAN STREET CABLE TRAMWAY BILL :— Motion made (<i>Mr. Lyne</i>) for Committee of the whole, 477; Message from Governor, 483; House in Committee and resolution agreed to, presented and read 1 ^o , 488; read 2 ^o , committed, reported with an amendment and report adopted, 493; read 3 ^o , passed, and sent to Council for concurrence, 499; agreed to by Council without amendment, 509; assent reported, 528.	5	1261
KNOBLANCHE, MR. CHRISTIAN (See "MINING").		
KURRAJONG (See "RAILWAYS").		

REFERENCE TO THE VOTES AND PROCEEDINGS, VOL. 1—15TH PARLIAMENT—SESSION OF 1891-2.	PAPERS.	
	VOL.	PAGE.
L		
LABOUR PROTECTION BILL:— Ordered (<i>Mr. Sheldon</i>), 267; presented and read 1 ^o , 268; Order of the Day discharged, and Bill withdrawn, 327.		
LABOUR PROTECTION BILL (No. 2):— Motion made (<i>Mr. Sheldon</i>) for Committee of the Whole, 346; Order of the Day postponed, 425		
LACKEY (See "ADMINISTRATION OF JUSTICE").		
LAKE ILLAWARRA:— CLOSING OF:— Motion made (<i>Mr. Campbell</i>) for copies of all reports and tracings, 507; Return to Order laid on Table, 504	8	345
LAMB'S GRANT (See "ROADS")		
LAND BOILERS INSPECTION BILL:— Motion made (<i>Mr. Johnston</i>) for Committee of the Whole, 215; Order of the Day postponed, 233 discharged, 411.		
LAND BOILERS INSPECTION BILL:— Motion made (<i>Mr. Dibbs</i>) for Committee of the Whole, 457; Message from Governor, 463; House in Committee and resolution agreed to, 466; presented (<i>Mr. Barton</i>) and read 1 ^o , 513; read 2 ^o (<i>Mr. See</i>), committed, reported with amendments, and report adopted, 529; read 3 ^o , passed and sent to Council for concurrence, 531.	8	1023
LAND COMPANY OF AUSTRALASIA (LIMITED) RAILWAY BILL:— Received from Council and read 1 ^o , 369; Order of the Day postponed, 411, 425; motion made for 2 ^o reading, and amendment to refer to Select Committee moved, 442; amendment negatived, read 2 ^o , committed, and reported with amendments, 443; Order of the Day postponed, 449, 466, 512, 516, 532, 571, 592, 600. Petition from Thomas Broughton, in favour of amending, presented, 373	5	747
LAND FOR PUBLIC PARK AT WATSON'S BAY:— Motion made (<i>Mr. Neild</i>) for Copies of all Papers in connection with proposal to resume, 41; Return to Order laid on Table, 174; ordered to be printed, 233	8	237
LAND LAWS:— Motion made (<i>Mr. O'Sullivan</i>) in favour of certain amendments in, 270.		
LAND REVENUE:— Return showing from 1877 to 1891, laid on Table, 392		329
LAND SALE BILL (See "CIRCULAR QUAY LAND SALE BILL").		
LANDS DEPARTMENT:— Report for 1890, laid on Table, 45. Report for 1891, laid on Table, 598.	4	1 101
LANDS FOR PUBLIC PURPOSES ACQUISITION ACT:— Notifications of Lands resumed for School Purposes, laid on Table (not printed), 37, 150, 265.		
LANDS GRANTED FOR THE PURPOSES OF HORSE-RACING, &c.:— Motion made (<i>Mr. Crick</i>) for Return giving particulars of, 220.		
LA PEROUSE (See "RAILWAYS").		
LAVATORY ACCOMMODATION IN SECOND CLASS RAILWAY CARRIAGES:— Motion made (<i>Mr. Davis</i>) in favour of, 270.		
LAW PRACTICE EXTENSION BILL (See also "RIGHTS OF BARRISTERS AND SOLICITORS EXTENSION BILL"):— Ordered (<i>Mr. McCourt</i>), 41; presented and read 1 ^o , 62; Order of the Day postponed, 287.		
LAW PRACTITIONERS' BILL:— Ordered (<i>Mr. Neild</i>), presented and read 1 ^o , 39; Order of the Day postponed, 108, 256; motion made for 2 ^o reading, and point of order that Bill was beyond order of leave not sustained by Speaker, 322; amendment to add "this day three months" moved and negatived, 323; read 2 ^o , committed, and reported with amendments, 323; Order of the Day postponed, 327, 419, 425; report adopted, 412; read 3 ^o , passed, and sent to Council for concurrence, 418.		
LAWS OF THE COUNTRY:— Motion made (<i>Mr. O'Sullivan</i>) for Committee of the Whole to consider expediency of appointing a Royal Commission to inquire into, 270.		
LAW VACATIONS ABOLITION BILL:— Ordered (<i>Mr. Walker</i>), 39; presented and read 1 ^o , 69; Order of the Day postponed, 287, 368.		
LEASES, COUNTIES OF GOUGH AND HARDING (See "MINING").		
LEAVE OF ABSENCE (See also "CIVIL SERVICE"). To Member of Assembly, 580.		
LEGAL PRACTITIONERS' BILL:— Ordered (<i>Mr. Crick</i>), presented, and read 1 ^o , 40; Order of the Day postponed, 53; Order of the Day discharged, and Bill withdrawn, 73.		
LEGAL PRACTITIONERS BILL (No. 2) Brought in (<i>Mr. Crick</i>) on leave of former Bill, and read 1 ^o , 62; Order of the Day postponed, 73; read 2 ^o , committed, reported with amendments, and an amended Title, and report adopted, 109; read 3 ^o , passed, and sent to Council for concurrence, 113; agreed to by Council with amendments, 574; amendments agreed to and Message to Council, 591; assent reported, 603.		
LEMM V. DIXSON (See "ADMINISTRATION OF JUSTICE").		
LENEHAN, WILLIAM (See "ADMINISTRATION OF JUSTICE").		
LEPROSY:— Report on, in N. S. Wales, for 1891, laid on Table, 449	7	299
LESSERS LAND PURCHASE BILL:— Ordered (<i>Mr. Neild</i>), presented, and read 1 ^o , 45; Order of the Day postponed, 90, 211, 322, 419, 430.		
LEVEL CROSSINGS ON RAILWAYS BILL:— Message from Governor, 153; motion made (<i>Mr. Bruce Smith</i>) for Committee of the Whole, 154; Order of the Day postponed, 235, 302, 341.	5	115
LIBRARY:— COMMITTEE:— Appointed by Sessional order, 28. SYDNEY FREE PUBLIC:— Report of Trustees, for 1890, laid on Table, 37. Report of Trustees, for 1891, laid on Table, 529	3	735 751
LICENSING ACT (See also "PUBLICANS LICENSES FURTHER RESTRICTION BILL"):— CONVICTIONS UNDER:— Annual Return to Order, laid on Table, 37, 591 Motion made (<i>Mr. Garrard</i>) for annual return (in lieu of returns ordered in 1884 and 1888), giving full particulars of, 528.	2	1107, 1113

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—15TH PARLIAMENT—SESSION OF 1891-2.	PAPERS.	
	VOL.	PAGE.
L		
LICENSING ACT AMENDMENT BILL:— Ordered (<i>Mr. Slatery</i>), 233.		
LICENSING ACT AMENDMENT BILL (No. 2):— Motion made (<i>Mr. Dangar</i>) for Committee of the Whole, 406.		
LIEUTENANT-GOVERNOR (See "STEPHEN, SIR ALFRED;" also "DARLEY, SIR FREDERICK, KNIGHT").		
LIMITATION OF BUSINESS HOURS:— Motion made (<i>Mr. Barbour</i>) that no fresh business should be taken after 11 o'clock p.m., amendment moved and negatived, 45; motion negatived, 46.		
LIMITATION OF SPEECHES:— Motion made (<i>Mr. Reid</i>) for Standing Order empowering Speaker or Chairman of Committees to order Member to discontinue his speech in certain cases, 54; Speaker reports Governor's approval to, 81.		
LIQUOR LICENSES AMENDMENT BILL:— Motion made (<i>Mr. Alfred Allen</i>) for Committee of the Whole, 68; Order of the Day postponed, 73, 275, 341, 457, 539.		
LIQUOR PROHIBITION BILL (See "POLLING DAY LIQUOR PROHIBITION BILL").		
LIQUOR TRAFFIC — PETITIONS IN REFERENCE TO, PRESENTED:—		
From D. McIntyre, Chairman of Public Meeting, Woollahra, 11.		1123
From William Ewart, Chairman of Public Meeting, Auburn, 14		1125
From John Cameron, Chairman of Public Meeting, Manly, 41		1127
From East Sydney Branch of U.L.V.A., 73		1129
From St. Leonards Branch of U.L.V.A., 77		1129
From West Sydney Branch of U.L.V.A., 83		1129
From Frederick Albert Allen, President of U.L.V.A., 83		1129
From Frederick Albert Allen, President of U.L.V.A., 90		1131
From Frederick Albert Allen, President Balmain Branch of U.L.V.A., 103		1131
From Newtown Branch of U.L.V.A., 108		1133
From Redfern Branch of U.L.V.A., 113		1133
From W. Sidaway, Chairman of Public Meeting, Waverley, 144		1135
From certain persons in favour of amending, 153		1137
From J. H. Kauford, South Sydney Branch U.L.V.A., 153		1139
From G. D. Clark, Chairman of Meeting, I.O.G.T., 161		1141
From James Bryon, President of Glebe Branch U.L.V.A., 174		1143
From J. Penrose, Barrier Branch U.L.V.A., 202		1145
From Licensed Victuallers of Broken Hill, 245		1147
From G. W. Crawshaw, Chairman of Meeting, Petersham, 113		1149
From James Ralph, Chairman of Meeting, Waterloo, 113		1149
From Alexander Riddell, Chairman of Meeting, North Sydney, 161		1151
PROHIBITION OF:— Motion made (<i>Mr. G. D. Clark</i>) that the enormous evils everywhere resulting from the traffic in intoxicants render it necessary that the subject should be dealt with at the earliest possible moment by a law providing for, 161-2; amendment moved in favour of the extension of the principle of Local Option so as to give the people power to restrict the sale of intoxicating drinks, 162; Point of Order raised and decided in favour of the amendment, 162; amendment and motion as amended, carried, 162.		
LISMORE (See "RAILWAYS").		
LISTER (See "MINING").		
LIST'S CONTINUOUS BRAKE:— Report of Chief Commissioner for Railways on, laid on Table, 449	5	811
LITHGOW (See "WATER SUPPLY").		
LOAN BILL:— Ordered (<i>Mr. See</i>) founded on resolution of Ways and Means (No. 11), presented, read 1 ^o , read 2 ^o , committed, reported without amendment, report adopted, read 3 ^o , passed and sent to Council for concurrence, 549; agreed to by Council without amendment, 580; assented to in Legislative Council Chamber, 606.		
LOAN ESTIMATE FOR 1892:— Message No. 62, together with estimate, laid on Table, 539		553, 555
LOANS:— Of £4,500,000:— Return respecting, laid on Table, 186	2	847
To CITY COUNCIL:— Return respecting, laid on Table, 202	3	833
FUNDS:— Return showing amount to be provided from, to meet liabilities, laid on table, 221, 311	2	851, 853
AND TREASURY BILLS:— Return in reference to, laid on Table, 275		819
LOCAL INDUSTRIES:— ENCOURAGEMENT TO:— Motion made (<i>Mr. Copeland</i>) in favour of imposing import duties on such articles as enter into competition with our own industries; and that protective duties should be collected on all agricultural produce sent into our markets from abroad; motion amended, 125; negatived, 126.		
LOCKING OF THE DARLING RIVER:— Motion made (<i>Mr. Willis</i>) for copies of correspondence, &c., in connection with proposed, 255.		
LOCOMOTIVES (See "RAILWAYS").		
LONG COVE (See "PUBLIC WORKS ACT OF 1888").		
LYNE, WILLIAM JOHN, ESQUIRE:— Acceptance of office of Secretary for Public Works by, reported, and seat of as a Member for The Hume declared vacant, 249; re-election reported, and sworn, 251.		
LYSAGHT, ANDREW, ESQUIRE (See "ELECTORAL").		

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. 1—15TH PARLIAMENT—SESSION OF 1891-2.	PAPERS.	
	VOL.	PAGE.
M		
MACLEAN (See "ROADS").		
MACLEAY RIVER (See "BRIDGES" also "RAILWAYS").		
MAGISTERIAL INQUIRIES AND INQUESTS:—		
Return of, for 1890, laid on Table, 131; order for printing rescinded, 154		
MAITLAND ELECTRIC LIGHT BILL:—		
Petition presented (<i>Mr. Dawson</i>) for leave to bring in, 45; leave given, presented, and read 1 ^o , 53; referred to Select Committee, 61; Report brought up, 233	7	695
MAITLAND, MR. F. L. (See "CIVIL SERVICE").		
MAITLAND, WEST (See "PUBLIC WORKS ACT OF 1888").		
MANNING, CARDINAL:—		
Motion made (<i>Mr. Houghton</i>) that this House desires to place on record its sense of the loss the British nation has sustained by the death of, 397.		
MANUFACTURE IN THE COLONY OF RAILWAY LOCOMOTIVES:—		
Motion made (<i>Mr. Crick</i>) in favour of, amendment moved and negatived, and original motion carried, 302.		
MANUFACTURING INDUSTRIES:—		
Motion made (<i>Mr. G. D. Clark</i>) for Return giving particulars of, 157.		
MARBLE (See "COLONIAL MARBLE").		
MARINE BOARD RECONSTRUCTION BILL:—		
Ordered (<i>Mr. Davis</i>), 44; presented and read 1 ^o , 114; Order of the Day postponed, 512.		
MARKETS, FRUIT, GEORGE-STREET:—		
Particulars respecting, laid on Table, 504	8	999
MARRIAGES VALIDATION AND MARRIAGE LAW AMENDMENT BILL:—		
Received from Council, and read 1 ^o , 493; read 2 ^o , committed, reported without amendment, and report adopted, 567; motion made for 3 ^o reading, and amendment to re-commit carried, 582; clause 2 reconsidered in Committee and reported 2 ^o with an amendment, 583; report adopted, read 3 ^o , passed and returned to Council, 590, Message from Council disagreeing to amendment, Assembly does not insist upon amendment, and Message to Council, 602; assent reported, 605.		
MARRIED WOMEN'S PROPERTY BILL:—		
Received from Council and read 1 ^o , 131; Order of the Day postponed, 443, 468, 499, 533, 601.		
MARTIN-PLACE (See also "GENERAL POST OFFICE (APPROACHES IMPROVEMENT) ACT AMENDMENT BILL")—		
Return showing contracts in connection with, laid on Table, 269	6	495
MARTIN, THOMAS (See "ROADS").		
MASTERS' AND SERVANTS ACT AMENDMENT BILL:—		
Ordered (<i>Mr. Willis</i>), 124.		
MASTERS' AND SERVANTS BILL:—		
Ordered (<i>Mr. Willis</i>), 185; presented and read 1 ^o , 193; Order of the Day postponed, 229; motion made for 2 ^o reading, Speaker pointed out that several of the clauses were beyond the order of leave order of the day discharged and Bill withdrawn, 322.		
MASTERS AND SERVANTS BILL (No. 2):—		
Brought in (<i>Mr. Willis</i>) on former order of leave, presented, and read 1 ^o , 323; Order of the Day postponed, 331, 344, 368.		
McKINNON, HUGH, ESQUIRE (See "ELECTORAL").		
McLEOD (See "ADMINISTRATION OF JUSTICE").		
McMILLAN, WILLIAM, ESQUIRE—		
Resignation of Office of Colonial Treasurer by, 26.		
Leave of absence to, 580.		
McSWEEENY, J. (See "RAILWAYS").		
MEAT BILL (See "DISEASED ANIMALS AND MEAT BILL").		
MEDICAL BILL:—		
Received from Council and read 1 ^o , 340.		
MEETING OF THE HOUSE:—		
Bell to be rung before, Sessional Order passed, 27.		
MELVILLE, NINJIAN, ESQUIRE:—		
Elected Chairman of Committees, 26.		
Commission to, as Deputy Speaker to administer the Oath, read by Clerk, 36.		
Takes Chair as Deputy Speaker, 49, 341.		
Informs House that he has been served with a Writ by Mr. J. M. Toohy, a member for South Sydney, leave given to, to appear and plead in the case, and the Attorney-General directed to defend, 504; Clerk authorised to send Writ to Crown Solicitor, 517.		
MEMBERS (See also "PARLIAMENTARY REPRESENTATIVES ALLOWANCE ACT AMENDMENT BILL")—		
Commission to Commissioners to administer the Oath to, reported and read by Clerk, 4.		
Sworn, 5 (1 st), 7 (1 st), 11 (2 nd), 13, 41, 45, 119, 124, 137, 229, 243, 251 (1 st), 329.		
Speaker's Commission to administer the Oath to, 7.		
Failure of, to attend as witnesses before Select Committee reported to House, 420.		
Leave to, to attend as a witness before Select Committee of Legislative Council, 280, 414, 468.		
As witnesses before Select Committee, 280, 281, 383, 398.		
Leave of absence to, 680.		
Attendance of, in Divisions and Counts-out—Sessional Paper.....	1	617
MESSAGES:—		
FROM COMMISSIONERS:—		
Delivered by Usher of Black Rod, 3.		
TRANSMISSION OF BETWEEN THE TWO HOUSES:—		
Sessional Order passed, 28.		
FROM HIS EXCELLENCY THE GOVERNOR:—		
Delivered by Usher of the Black Rod, 8, 606		
1. Representation of the People Bill (No. 2), 59	}	105
2. Seats Redistribution Bill, 60		115
3. District Government Bill, 60		1137
4. Trade Disputes Conciliation and Arbitration Bill, 60		1101
5. Publicans' Licenses further Restriction Bill, 60		1117
6. Coal-mines Regulation Bill, 60		1153
7. Water Conservation Bill, 60		89
8. Level Crossings on Railways Bill, 153		115

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—15TH PARLIAMENT—SESSION OF 1891-2.	PAPERS.	
	VOL.	PAGE.
M		
MESSAGES (continued) :—		
FROM HIS EXCELLENCY THE GOVERNOR (continued) :—		
9. Mining on Private Property Bill, 170	4	1149
10. Diseased Animals and Meat Bill, 213	8	77
11. Mining on Private Property Bill (No 2), 219	4	1151
12. Assenting to Crown Lands Act Amendment Bill, 237.		
13. Electoral Reform Bill, 257		
14. Vote of Credit, 257	2	103
15. Assenting to Consolidated Revenue Fund Bill, 271.		835
16. Do Supreme Court Procedure Bill, 271.		
17. Do Bankers' Books Evidence Bill, 271.		
18. Do Mort's Dock and Engineering Company (Limited) Enabling Bill, 271.		
19. Do Albury Mechanics' Institute Enabling Bill, 293.		
20. Forwarding Estimates for 1892, and Supplementary for 1891 and previous years, 296		237
21. Assenting to Criminal Law and Evidence Amendment Bill, 321.	2	
22. Treasury Bills Bill, 332		861
23. Circular Quay Land Sale Bill, 338	8	399
24. Customs Duties Bill, 344		875
25. Do do 347	2	877
26. Diseased Animals and Meat Bill (No. 3), 347		79
27. Diseases in Sheep Acts Amendment Bill, 347	8	73
28. Assenting to Casino School of Arts Enabling Bill, 362.		
29. Do Vine Diseases Acts Further Continuation Bill, 362.		
30. Do Treasury Bills Bill, 362.		
31. Do Voluntary Conveyances Amendment Bill, 362.		
32. Do Yongaleatha Marble Flag and Flux Company Bill, 362.		
33. Judicial Offices Bill, 363	2	1091
34. Assenting to Joint Stock Companies Arrangement Bill, 365.		
35. Thanks of Her Majesty the Queen for address of condolence on death of Duke of Clarence, 387.		
36. General Post Office (Approaches Improvement) Act Amendment Bill, 392 ..	6	497
37. Thanks from their Royal Highnesses the Prince and the Princess of Wales for address of condolence on death of Duke of Clarence 395.		
38. Vote of Credit, 398		887
39. Do 399		839
40. Assenting to General Post Office (Approaches Improvement) Act Amendment Bill, 423.	2	
41. Do Consolidated Revenue Fund Bill (No. 2), 423.		
42. Tolls on Stock Bill, 423		891
43. Trade Disputes Conciliation and Arbitration Bill (No. 2), 445	8	1103
44. Assenting to Moore-street Improvement Act Amendment Bill, 459.		
45. Do Partnership Bill, 459.		
46. Do Rutland Flux Tramway Bill, 459.		
47. Hunter District Water Supply and Sewerage Bill, 463	6	277
48. Land Boiler Inspection Bill, 463	8	1023
49. Vote of Credit, 472	2	841
50. Assenting to Consolidated Revenue Fund Bill (No. 3), 493.		
51. Do Sunk Nets Bill, 483.		
52. King to Ocean-street Cable Tramway Bill, 483.	5	1261
53. Assenting to Customs Duties Bill, 489.		
54. Sydney Hospital Completion Bill, 489	7	435
55. Assenting to Saint John's College Relieving and Enabling Bill, 497.		
56. Do Diseased Animals and Meat Bill (No. 3), 527.		
57. Do Watkins-Wallis Trust Estate Bill, 527.		
58. Do Petty Sessions Jurisdiction Extension Bill, 528.		
59. Do Nuisances Prevention Act Amendment Bill, 528.		
60. Do King to Ocean Street Cable Tramway Bill, 528.		
61. Do Kiama and East Kiama Boroughs Re-naming Bill, 528.		
62. Forwarding Loan Estimate for 1892, 539		553
63. Do Additional Estimates for 1892, 547	2	539
64. Assenting to Silkstone Coal-mine Railway Act Amending Bill, 571.		
65. Do City of Sydney Paving Bill, 571.		
66. Do Treasury Indemnity Bill, 572.		
67. Do Sydney Hospital Completion, 580.		
68. Do Albury Racecourse Bill, 580.		
69. Do Balaclava Tramway Bill, 580.		
70. Do Hay Irrigation Bill, 598.		
71. Do Borough of Newcastle Electric Lighting Bill, 598.		
72. Do Government Railways (Contracts) Amendment Bill, 600.		
73. Do Judicial Offices Bill, 600.		
74. Do Hunter District Water Supply and Sewerage Bill, 600.		
75. Do Trade Disputes Conciliation and Arbitration Bill (No. 2), 603.		
76. Do Arbitration Bill, 603.		
77. Do Legal Practitioners Bill (No. 2), 603.		
78. Do Tarrawingee Tramway Act Amendment Bill, 603.		
79. Do Children's Protection Bill (No. 2), 604.		
80. Do Broken Hill and District Water Supply Act Amendment Bill, 605.		
81. Do Municipalities Act Amendment Bill, 605.		
82. Do Pine Ridge Tramway Bill, 605.		
83. Do Weston's Estate Mortgage Enabling Bill, 605.		
84. Do Marriages Validation and Marriage Law Amendment Bill, 605.		
FROM ASSEMBLY TO COUNCIL :—		
Amendment to add words to, negatived, 514.		
Transmitting Crown Lands Act Amendment Bill, 78.		
Workmen's Combination Laws Declaration Bill, 113.		
Legal Practitioners Bill (No. 2), 113.		
Jamberoo and Kiama Boroughs Naming Bill, 113.		
Infants Protection Bill, 113.		
Municipalities Act of 1867 Amendment Bill, 149.		
Sunk Nets Bill, 185.		

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—15TH PARLIAMENT—SESSION OF 1891-2.	PAPERS.	
	VOL.	PAGE.
M		
MESSAGES (continued):—		
FROM ASSEMBLY TO COUNCIL (continued):—		
<p>Transmitting Nuisances Prevention Act Amendment Bill, 185. Albury Mechanics Institute Enabling Bill, 186. Mort's Dock and Engineering Company (Limited) Enabling Bill, 189. Employer's Liability Act Amendment Bill, 193. Parliamentary Business Bill, 215. Partnership Bill, 216. Arbitration Bill, 216. Reduction of Cost of Litigation Bill, 216. Yongaleatha Marble, Flag, and Flux Company Bill, 220. Petty Sessions Jurisdiction Extension Bill, 221. Casino School of Arts Enabling Bill, 221. Government Railways (Contracts) Amendment Bill, 263. Consolidated Revenue Fund Bill, 266. Vine Diseases Acts Further Continuation Bill, 287. Borough of Newcastle Electric Lighting Bill, 296. Electoral Reform Bill, 301. Mortgages Act Amendment Bill, 327. Early Closing Bill, 327. Treasury Bills Bill, 339. General Post-offices (Approaches Improvement) Act Amendment Bill, 405. Consolidated Revenue Fund Bill (No. 2), 412. Customs Duties Bill, 432. Diseased Animals and Meat Bill (No. 3), 441. Divorce Amendment and Extension Bill, 442. Law Practitioners' Bill, 448. Eight Hours Bill, 448. Silkstone Coal-mine Railway Act Amending Bill, 448. Watkins-Wallis Trust Estate Bill, 453. Consolidated Revenue Fund Bill (No. 3), 473. King to Ocean Street Cable Tramway Bill, 499. Sydney Hospital Completion Bill, 504. Broken Hill Water Supply Act Amendment Bill, 514. Treasury Indemnity Bill, 516. Trade Disputes Conciliation and Arbitration Bill (No. 2), 531. Land Boilers Inspection Bill, 531. Hunter District Water Supply and Sewerage Bill, 537. Hay Irrigation Bill, 538. Metropolitan Municipalities Cattle and Sheep Driving Bill, 538. Loan Bill, 549. Judicial Offices Bill, 549. Appropriation Bill, 574. Deepwater and Mount Galena Tramway Bill, 601.</p> <p>Returning Criminal Law and Evidence Amendment Bill, with an amendment, 254. Supreme Court Procedure Bill, without amendment, 251. Bankers' Books Evidence Bill, without amendment, 255. Voluntary Conveyances Amendment Bill, without amendment, 327. Joint Stock Companies Arrangement Bill, with an amendment, 340. Moore-street Improvement Act Amendment Bill, without amendment, 441. St. John's College Relieving and Enabling Bill, with an amendment, 449. Rutland Flux Tramway Bill, without amendment, 453. City of Sydney Paving Bill without amendment, 516. Albury Racecourse Bill do 537. Balaclava Tramway Bill do 538. Tarravincee Tramway Act Amendment Bill, with an amendment, 538. Broken Hill and District Water Supply Act Amendment Bill, with amendments, 550. Marriages Validation and Marriage Law Amendment Bill, with an amendment, 590. Pine Ridge Tramway Bill, without amendment, 597. Municipalities Act Amendment Bill, without amendment, 598. Weston's Estate Mortgage Enabling Bill, without amendment, 598.</p> <p>Agreeing to amendments in Partnership Bill, 441. Sunk Nets Bill, 462. Diseased Animals and Meat Bill (No. 3), 487. Kiama and East Kiama Boroughs Renaming Bill (<i>changed from</i>) Jamberoo and Kiama Boroughs Naming Bill, 513. Silkstone Coal-mine Railway Act Amending Bill, 532. Trade Disputes Conciliation and Arbitration Bill (No. 2), 533. Hunter District Water Supply and Sewerage Bill, 533. Legal Practitioners' Bill (No. 2), 591. Children's Protection Bill (No. 2) (<i>changed from</i>) Infants' Protection Bill, 591. Arbitration Bill, 592. Petty Sessions Jurisdiction Extension Bill, with an amendment, 406.</p> <p>Agreeing to further amendment in Petty Sessions Jurisdiction Extension Bill, 513 Amending, disagreeing to, and agreeing to amendments in the Crown Lands Act Amendment Bill, 139. Insisting upon amendment upon Council's amendment in Clause 3, and disagreement from Council's amendment in Clause 4 of Crown Lands Act Amendment Bill, and requesting a Free Conference, 186. Still insisting upon amendment upon Council's amendment in clause 3, and no longer insisting upon disagreement from Council's amendment in clause 4 of Crown Lands Act Amendment Bill, 221. Agreeing and disagreeing to amendments in Nuisances Prevention Act Amendment Bill, 466. Not insisting on disagreement to amendment in Nuisances Prevention Act Amendment Bill, 514. Agreeing to and amending amendments in Borough of Newcastle Electric Lighting Bill, 533. Disagreeing to amendments in Government Railways (Contracts) Amendment Bill, 437. Not insisting upon disagreement to amendments in Government Railways (Contracts) Amendment Bill, 584.</p>		

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—15TH PARLIAMENT—SESSION OF 1891-2.	PAPERS.
	VOL. PAGE.
M	
MESSAGES (continued) :—	
FROM ASSEMBLY TO COUNCIL (continued) :—	
Agreeing and disagreeing to Council's amendments upon Assembly's amendments in Broken Hill and District Water Supply Act Amendment Bill, 599.	
Not insisting upon amendment in Marriages Validation and Marriage Law Amendment Bill, 602.	
Giving leave to J. H. Cann, Esq., to attend and be examined before a Select Committee of the Legislative Council on "Broken Hill Tramways Bill," 281.	
Giving leave to J. H. Carruthers, Esq., to attend and be examined before a Select Committee of the Legislative Council on "Children's Protection Bill" and "Infants' Protection Bill," 415.	
Giving leave to A. J. Kelly and T. M. Davis, Esquires, to attend and be examined before Select Committee of Legislative Council on "Employers' Liability Act Amendment Bill," 468.	
Giving leave to W. A. Murphy, Esquire, to attend and be examined before the Select Committee of Legislative Council on "Employers' Liability Act Amendment Bill," 510.	
Requesting leave for the Hon. W. J. Trickett to attend and be examined before Select Committee on "Application for a Free Pass made by Mr. Black, M.P.," 383.	
Acquainting that the Assembly had adopted two new Standing Orders dealing with the interruption and renewal of proceedings on Bills, 591.	
FROM COUNCIL TO ASSEMBLY :—	
Transmitting Criminal Law and Evidence Amendment Bill, 83.	
Bankers' Books Evidence Bill, 117.	
Married Womens' Property Bill, 131.	
Supreme Court Procedure Bill, 188.	
Albury Racecourse Bill, 167.	
Voluntary Conveyances Amendment Bill, 167.	
Rutland Flux Tramway Bill, 301.	
Broken Hill and District Water Supply Act Amendment Bill, 302.	
Australian Gaslight Company Electric Lighting and Supply Bill, 339.	
Saint John's College Relieving and Enabling Bill, 340.	
Medical Bill, 340.	
Joint Stock Companies Arrangement Bill, 340.	
Land Company of Australasia (Limited) Railway Bill, 369.	
Tarrawingee Tramway Act Amendment Bill, 398.	
Moore-street Improvement Act Amendment Bill, 399.	
Broken Hill Tramways Bill, 449.	
City of Sydney Paving Bill, 493.	
Marriages Validation and Marriage Law Amendment Bill, 493.	
Colonial Sugar Refining Company Bill, 494.	
Balaclava Tramway Bill, 509.	
Pine Ridge Tramway Bill, 573.	
Municipalities Act Amendment Bill, 573.	
Weston's Estate Mortgage Enabling Bill, 573.	
Returning Crown Lands Act Amendment Bill, with amendments, 117.	
Jamberoo and Kiama Boroughs Narring Bill, with amendments, 150.	
Mort's Dock and Engineering Company (Limited) Enabling Bill, without amendment, 252.	
Nuisances Prevention Act Amendment Bill, with amendments, 252.	
Consolidated Revenue Fund Bill, without amendment, 266.	
Albury Mechanics' Institute Enabling Bill, without amendment, 280.	
Vine Diseases Acts further Continuation Bill, without amendment, 308.	
Government Railways (Contracts) Amendment Bill, with amendments, 332.	
Casino School of Arts Enabling Bill, without amendment, 332.	
Petty Sessions Jurisdiction Extension Bill, with amendments, 332.	
Yongaleatha Marble Flag and Flux Company Bill, without amendment, 333.	
Treasury Bills Bill, without amendment, 341.	
Sunk Nets Bill, with amendments, 368.	
Partnership Bill, with amendments, 369.	
Consolidated Revenue Fund Bill (No. 2), without amendment, 414.	
General Post-office (Approaches Improvement) Act Amendment Bill, without amendment, 420.	
Consolidated Revenue Fund Bill (No. 3), without amendment, 478.	
Diseased Animals and Meat Bill (No. 3), with amendments, 478.	
Customs Duties Bill, without amendment, 487.	
Watkins-Wallis Trust Estate Bill, without amendment, 493.	
King to Ocean-street Cable Tramway Bill, without amendment, 509.	
Borough of Newcastle Electric Lighting Bill, with amendments, 516.	
Silkstone Coal-mine Railway Act Amending Bill, with amendments, 517.	
Divorce Amendment and Extension Bill, without amendment, 529.	
Sydney Hospital Completion Bill, without amendment, 529.	
Treasury Indemnity Bill, without amendment, 539.	
Infants' Protection Bill, with amendments, 557.	
Trade Disputes Conciliation and Arbitration Bill (No. 2), with amendments, 572.	
Hay Irrigation Bill, without amendment, 573.	
Legal Practitioners' Bill (No. 2), with amendments, 574.	
Loan Bill, without amendment, 580.	
Judicial Offices Bill, without amendment, 580.	
Hunter District Water Supply and Sewerage Bill, with amendments, 581.	
Appropriation Bill, without amendment, 589.	
Arbitration Bill, with amendments, 589.	
Deepwater and Mount Galena Tramway Bill, without amendment, 605.	
Agreeing to amendments in Criminal Law and Evidence Amendment Bill, 303.	
Joint Stock Companies Arrangement Bill, 350.	
Saint John's College Relieving and Enabling Bill, 463.	
Tarrawingee Tramway Act Amendment Bill, 556.	
Disagreeing to amendment of Assembly upon Council's amendment in clause 3 of Crown Lands Act Amendment Bill, and insisting on their amendment disagreed to in clause 4 thereof, 153.	
Agreeing to Free Conference in reference to Crown Lands Act Amendment Bill, 202.	
Agreeing to amendment of Assembly upon Council's amendment in clause 3 of Crown Lands Act Amendment Bill, and insisting on their amendment in clause 4, disagreed to by the Assembly, 217.	

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—15TH PARLIAMENT—SESSION OF 1891-2.	PAGES.	
	VOL.	PAGE.
M		
MESSAGES (continued) :—		
FROM COUNCIL TO ASSEMBLY—(continued) :—		
Insisting upon their amendments in the Government Railways (Contracts) Amendment Bill, disagreed to by the Assembly, 505.		
Agreeing to Assembly's amendment upon Council's amendments in the Petty Sessions Jurisdiction Extension Bill, but proposing a further amendment in lieu thereof, 505.		
Insisting upon their amendment disagreed to by the Assembly in the Nuisances Prevention Act Amendment Bill, 509.		
Agreeing to Assembly's amendments upon Council's amendments in the Borough of Newcastle Electric Lighting Bill, 512.		
Agreeing to amendments in Broken Hill and District Water Supply Act Amendment Bill with amendments, 581.		
Not insisting upon amendment upon Assembly's amendment disagreed to by the Assembly in Broken Hill and District Water Supply Act Amendment Bill, 601.		
Disagreeing to Amendment in Marriages Validation and Marriage Law Amendment Bill, 602.		
Granting leave to the Honorable William Joseph Trickett, a Member of the Legislative Council, to attend and give evidence before Select Committee of Legislative Assembly on "Application for a Free Pass made by Mr. Black, M.P.," 398.		
Requesting leave for J. H. Cann, Esquire, to attend and be examined before a Select Committee on "Broken Hill Tramways Bill," 280.		
Requesting leave for J. H. Carruthers, Esq., to attend and be examined before a Select Committee on "Children's Protection Bill" and "Infants' Protection Bill," 414.		
Requesting leave for Andrew Joseph Kelly and Thomas Martin Davis, Esquires, to attend and be examined before a Select Committee on "Employers' Liability Act Amendment Bill," 468.		
Requesting leave for William Alfred Murphy, Esquire, to attend and be examined before a Select Committee on "Employers' Liability Act Amendment Bill," 510.		
Transmitting proposed Standing Order in reference to interruption and renewal of proceedings on Bills, 457.		
METROPOLITAN MUNICIPALITIES CATTLE AND SHEEP DRIVING BILL :—		
Ordered (<i>Mr. Baister</i>) 149; presented and read 1 ^o , 154; Order of the Day postponed, 500; read 2 ^o , committed, reported without amendment, and report adopted, 534; read 3 ^o , passed, and sent to Council for concurrence, 588.		
MIDNIGHT :—		
Sittings after, 10, 18, 46, 55, 69, 84, 92, 99, 104, 125, 139, 144, 150, 155, 163, 168, 171, 175, 182, 190, 193, 197, 203, 207, 211, 229, 240, 281, 288, 291, 309, 316, 324, 333, 340, 341, 357, 384, 393, 399 (?), 411, 414, 420, 422, 432, 444, 454, 457, 468, 478, 481, 488, 493, 500, 505, 510, 517, 523, 529, 533, 540, 547, 562, 575, 583, 592, 601.		
MILITARY :—		
RANDWICK RIFLE RANGE :—		
Motion made (<i>Mr. Frank Farnell</i>) for copies of all reports, &c., in connection with competition with models and with working targets for, 61; Return to Order laid on Table, 193		29
Motion made (<i>Mr. Nobbs</i>) for copies of all reports later than those already laid on the Table, 233; Return to Order laid on Table, 322		43
Motion made (<i>Mr. Nobbs</i>) for copies of all papers in reference to, since 14th October, 1891, 368.		
SOUTHERN RIFLE ASSOCIATION :—		
Motion made (<i>Mr. Rose</i>) for copies of all correspondence in connection with formation of headquarters of, at Moss Vale, 131; Return to Order laid on Table, 193		65
PERMANENT AND VOLUNTEER FORCES :—		
Motion made (<i>Mr. Hugh McKinnon</i>) for return of distribution of pay allowances, and amendments to same since 1884, 149.		
Returns showing pay and allowances to officers of, laid on Table, 441, 486		5, 15
RESERVE RIFLE COMPANIES :—		
Motion made (<i>Mr. Nobbs</i>) for return showing number of, 153; Return to Order, laid on Table, 190		89
TEST OF TARGETS :—		
Return respecting, laid on Table, 153		91
GUNS IN BATTERY AT STEEL POINT :—		
Memorandum of Major-General Commanding Military Forces, laid on Table, 161	7	98
WORKS DEPARTMENT :—		
Particulars respecting, laid on Table, 216, 547		95, 97
PERMANENT ARTILLERY FORCE AND RESERVE INFANTRY COMPANIES :—		
Return respecting, laid on Table, 383		99
PARTIALLY-PAID INFANTRY :—		
Return respecting, laid on Table, 492		101
AND NAVAL FORCES OF THE COLONY :—		
Return respecting, laid on Table, 405		103
VICTORIA BARRACKS :—		
Return respecting expenditure on Officers' Quarters, laid on Table, 264		105
PERMANENT MEDICAL STAFF CORPS :—		
Return respecting, laid on Table, 275		27
DEFENCE FORCE :—		
Particulars respecting, laid on Table, 296, (<i>in substitution</i>) 405		25
Return showing Officers sent to England for Military Instruction, laid on Table, 378		1
Return showing travelling expenses of Officers, laid on Table, 383		3
EXPENDITURE ON :—		
Petition from residents of North Coast District in reference to, presented, 512	2	843
MILLER, GUSTAVE THOMAS CARLYLE, ESQUIRE :—		
Directed by Speaker to discontinue his Speech, 316.		
MINING (See also "COAL MINES REGULATION BILL") .		
DEPARTMENT :—		
Report for 1890, laid on Table, 153		465
Report for 1891, laid on Table, 573		781
LEASES COUNTIES OF GOUGH AND HARDING :—		
Motion made (<i>Mr. Cruickshank</i>) for return showing particulars in connection with, 53.		
GOLD-MINING LEASES :—		
Regulations under Mining Act of 1874, laid on Table, 77	4	1111
CLAIMS OF WILLIAM TOM, JAMES TOM, AND J. H. A. LISTER, AS THE FIRST DISCOVERERS OF GOLD IN AUSTRALIA.		
Motion made (<i>Mr. Torpy</i>) for Select Committee to inquire into, and report of former Committee referred, 109-10; Report brought up, 132		1131
Motion made (<i>Mr. Torpy</i>) in favour of adoption of Report, and negatived on division, 302.		

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—15TH PARLIAMENT—SESSION OF 1891-2.	PAPERS.
	VOL. PAGE.
M	
MINING (See also "COAL MINES REGULATION BILL")—(continued):—	
DISCOVERY OF GOLD, SILVER, AND COPPER AT NARANGARIL:—	
Motion made (<i>Mr. Copeland</i>) for copies of all correspondence between Mr. C. Knoblanche and the Department, in reference to, 185; Return to Order laid on Table, 265	1137
GOLD AND SILVER EXPORTS AND IMPORTS:—	
Return of, for ten years, laid on Table, 114	4 1147
INTERNATIONAL EXHIBITION ON MINING AND METALLURGY:—	
Report of Executive Commissioner on, laid on Table, 153	1059
PRODUCTION OF MINERALS:—	
Motion made (<i>Mr. G. D. Clark</i>) for return giving particulars in reference to, 157	
LEASES, PARISH OF BOLAIRO:—	
Motion made (<i>Mr. Cann</i>) for copies of suspension orders, &c., 167.	
ON PRIVATE HOLDINGS AND CHURCH AND SCHOOL LANDS:—	
Motion made (<i>Mr. O'Sullivan</i>) in favour of the introduction of a measure empowering wardens to temporarily reserve such lands for mining purposes, and to give authority to miners to win gold or other minerals upon them, 225.	
PROSPECTING FOR MINERALS:—	
Motion made (<i>Mr. Chapman</i>) for Committee of the Whole to consider address to the Governor, for sum to be placed on Estimates, 269.	
CLAIM OF JOHN O'BRIEN, TAGONG GOLDFIELD:—	
Motion made (<i>Mr. Vaughn</i>) for copies of all papers in reference to, 307.	
Leave given to Clerk to return papers of former Session to Mines Department, 322.	
CASE OF PATRICK BROWN:—	
Motion made (<i>Mr. Neild</i>) for Select Committee to inquire into, 346; Report brought up, 436; adopted, 453.	1115
Petition from Patrick Brown to be heard before Committee present, and prayer granted, 378	4 1113
GOLD AT MINT:—	
Return showing quantity unclaimed, laid on Table, 363	1145
APPLICATIONS UNDER 28TH SECTION OF ACT:—	
Motion made (<i>Mr. Wall</i>) for return showing number of, during last five years, 397.	
OBJECTIONS LODGED AGAINST THE HOLDERS OF GOLD-MINING AND MINERAL LEASES:—	
Motion made (<i>Mr. Wall</i>) for return giving particulars of, during last five years, 397.	
APPLICATIONS UNDER 45TH SECTION OF CROWN LANDS ACT:—	
Motion made (<i>Mr. Wall</i>) for return giving number of, to mine, during last five years, 397.	
CONDITIONAL PURCHASE BY MRS. ANN ROUSE, IN THE PARISH OF KAHIBAN:—	
Motion made (<i>Mr. Grahame</i>) for Select Committee to inquire into, 406; Report brought up, 478.	287
MINING LAWS:—	
Petition from miners of New South Wales, praying for amendment of, presented, 425	4 1141
REPORT BY PUBLIC SERVICE INQUIRY COMMISSION, ON DEPARTMENT:—	
Motion made (<i>Mr. Garrard</i>) for copies of all correspondence in reference to publishing the evidence on which based, 436; Return to Order laid on Table, 472	1055
MINING EXCHANGE OF SYDNEY (See "AUSTRALASIAN MINING EXCHANGE OF SYDNEY BILL").	
MINING ON PRIVATE PROPERTY BILL:—	
Motion made (<i>Mr. Sydney Smith</i>) for Committee of the Whole, 157; Message from Governor, 170; House in Committee and resolution agreed to, presented and read 1 ^o , 170; Order of the Day discharged, and Bill withdrawn, 222.	1149
MINING ON PRIVATE PROPERTY BILL (No. 2):—	
Motion made (<i>Mr. Sydney Smith</i>) for Committee of the Whole, 207; Message from Governor, 219; House in Committee, and resolution agreed to, 221; presented and read 1 ^o , 222; motion made for second reading, and debate adjourned, 234; debate resumed, point of order that Bill was beyond order of leave sustained by Speaker, Order of the Day discharged, and Bill withdrawn, 240.	4 1151
MINISTERIAL STATEMENT:—	
Made by Sir Henry Parkes, 26, 54, 90, 193, 243, 245, 247.	
Made by Mr. Dibbs, 252, 328, 451.	
Made by Mr. Barton, 581.	
MINT (See also "MINING").—	
SYDNEY BRANCH:—	
Despatch respecting, laid on Table, 529	4 1143
Return of Gold unclaimed at, laid on Table, 363	1145
MOAMA (See "POSTAL").	
MODEL FARMS:—	
Motion made (<i>Mr. Wright</i>) for copies of correspondence in reference to establishment of, in Northern Districts, 40.	
Motion made (<i>Mr. See</i>) for copies of correspondence in reference to establishment of, in North Coast District, 44; Return to Order laid on Table, (not printed) 131	
MOLONG (See "ROADS").	
MONDAY:—	
Appointed a sitting day of the House, 154.	
Precedence of General Business on, 215.	
MOORE-STREET IMPROVEMENT ACT AMENDMENT BILL:—	
Received from Council and read 1 ^o , 399; read 2 ^o , committed, reported without amendment, and report adopted, 437; read 3 ^o , passed, and returned to Council, 441; assent reported, 459.	
MORTGAGES ACT AMENDMENT BILL:—	
Ordered (<i>Mr. Alfred Allen</i>), presented and read, 1 ^o , 96; Order of the Day postponed, 256; read 2 ^o , committed, reported without amendment, and report adopted, 322; read 3 ^o , passed, and sent to Council for concurrence, 327.	
MORT'S DOCK AND ENGINEERING COMPANY (LIMITED). ENABLING BILL:—	
Petition presented (<i>Mr. Johnston</i>) for leave to bring in, 62; leave given, presented, and read 1 ^o , 68; referred to Select Committee, 73; Report brought up, 108; read 2 ^o , committed, reported without amendment, and report adopted, 182; Order of the Day postponed, 186; read 3 ^o , passed, and sent to Council for concurrence, 189; agreed to by Council without amendment, 252; assent reported, 271.	7 705
MORUYA RIVER:—	
Report by Mr. Stanley Alexander on trade and resources of districts served by, laid on Table, 411	583

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—15TH PARLIAMENT—SESSION OF 1891-2.	PAPERS.
	VOL. PAGE.
M	
MULLAMUDDY CREEK BRIDGE, NEAR MUDGEES:— Motion made (<i>Mr. Jones</i>) for copies of all correspondence in connection with last two tenderings for, 73; Return to Order laid on Table, 131	6 625
MUNICIPAL (See also "BY-LAWS"; also "ROADS"). SPECIAL GRANT TO MUNICIPALITIES:— Motion made (<i>Mr. Bavister</i>) for Committee of the Whole to consider an Address to the Governor, praying for additional grant of 5s. in the £, as for the year ended 3 February, 1891, 406; Order of the Day postponed, 472, 500.	
MUNICIPAL COUNCIL OF SYDNEY ELECTRIC LIGHTING BILL:— Ordered (<i>Mr. Martin</i>), presented and read 1 ^o , 268	
MUNICIPALITIES ACT AMENDMENT BILL:— Received from Council and read 1 ^o , 573; read 2 ^o , committed, reported without amendment, and report adopted, 593; read 3 ^o , passed, and returned to Council, 598; assent reported, 605.	
MUNICIPALITIES ACT OF 1867 AMENDMENT BILL:— Ordered (<i>Mr. Neild</i>), presented, and read 1 ^o , 39; motion made for 2 ^o reading and amendment "This day six months" negatived, read 2 ^o , committed, and reported with an amendment, 109; Order of the Day postponed, 113; report adopted, 145; read 3 ^o , passed, and sent to Council for concurrence, 149.	
MUNICIPALITIES ACT OF 1867 AMENDMENT BILL (No. 2):— Ordered (<i>Mr. Wise</i>), presented, and read 1 ^o , 41; Order of the Day postponed, 344, 466, 516, 571. Petition in favour of, from Municipality of Wellington, presented, 181	} 3 1127
Do do Bourke, presented, 186	} 1120
Do do Rockdale, presented, 269	} 1131
Do do Bingera, presented, 311	} 1133
MUNICIPAL WHARVES BILL:— Ordered (<i>Mr. E. M. Clark</i>), 103; presented and read 1 ^o , 108; Order of the Day postponed, 237, 373, 500, 516.	
MURDOCH, MAIL-GUARD D.:— Motion made (<i>Mr. Dowell</i>) for copies of all Papers in connection with dismissal from the Public Service, 103; Return to Order laid on Table (not printed), 114.	
MURPHY, CHARLES (See "OYSTER LEASES AT WALLIS LAKE").	
MURPHY, WILLIAM ALFRED, ESQUIRE:— Leave given to, to attend and be examined before a Select Committee of the Legislative Council on the Employers' Liability Act Amendment Bill, 510.	
MURRAY RIVER (See "BRIDGES").	
MURWILLUMBAH FERRY:— Papers in connection with, ordered to be returned to Public Works Department, 150.	
MYERS, HENRY (See "ADMINISTRATION OF JUSTICE").	
N	
NATIONAL ART GALLERY:— Report of Trustees for 1890, laid on table, 37	3 805
NATIONAL PARK TRUST:— Report of Trustees for 1889 and 1890, laid on Table, 62	8 219
NAVAL FORCES OF THE COLONY:— Return respecting, laid on Table, 405	} 103
NAVAL SQUADRON, AUSTRALASIAN:— Correspondence respecting movements of, laid on Table, 257	} 7 111
NAVY, ROYAL:— Correspondence respecting admission of Australian and New Zealand boys and young men into, laid on Table, 296	} 107
Return respecting men belonging to, imprisoned in New South Wales, laid on Table, 308	} 2 999
Regulations for entry of Australian and New Zealand boys into, laid on Table, 405	} 7 103
NEUTRAL HARBOUR (See "PUBLIC WORKS ACT OF 1888").	
NEW ADMINISTRATION:— Formation of, by Mr. Dibbs, reported to House, 249.	
NEWCASTLE (See also "PUBLIC WORKS ACT OF 1888"; also "BOROUGH OF NEWCASTLE ELECTRIC LIGHTING BILL"). VESSELS IN PORT OF:— Returns under Quarantine Act, laid on Table, 589	8 1129
NICHOLSON, JOHN BARNES, ESQUIRE (See "ELECTORAL").	
NOOROOMA (See "WHARF").	
NO QUORUM:— In House before commencement of business, 495. In House after commencement of business, 379.	
NO REPORT:— From Committee of the Whole on Simpson's Railway Bill, 474.	
NORTH SHORE (See "RAILWAYS").	
NO TELLERS:— On Division, 255, 297, 313, 345, 375 (2), 481.	
NOTICES OF MOTIONS:— Of General Business postponed in a bunch, 190, 193.	
NOWRA:— COURT HOUSE:— Motion made (<i>Mr. Morton</i>) for copy of District Surveyor's report on site for, 419; Return to Order laid on Table, 547	2 1093
ROAD TO YALWAL:— Return respecting expenditure on, laid on Table, 421	6 583
NOXIOUS ANIMALS:— Return respecting, laid on Table, 322	8 81
NUISANCES PREVENTION ACT (See "BY-LAWS").	

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—15TH PARLIAMENT—SESSION OF 1891-2.	PAPERS.	
	VOL.	PAGE.
N		
NUISANCES PREVENTION ACT AMENDMENT BILL:—		
Ordered (<i>Mr. Frank Farnell</i>), presented, and read 1 ^o , 53; read 2 ^o , committed, reported with amendments, and report adopted, 181; read 3 ^o , passed, and sent to Council for concurrence, 185; agreed to by Council with amendments, 252; Order of the Day postponed, 344, 363; Council's amendments disagreed to and agreed to, 461; message to Council, 466; Council insists upon its amendment disagreed to by the Assembly, 509; Assembly does not insist upon disagreement to Council's amendment, and Message to Council, 514; assent reported, 528.		
NUMBA (See "ROADS").		
O		
OATH OF ALLEGIANCE (See "CLERK OF ASSEMBLY"; also "SPEAKER").		
OBJECTIONS TO FORMAL BUSINESS:—		
Motion made (<i>Mr. Neild</i>) that three Members must rise in their places to signify, and negatived, 77.		
O'BRIEN, ANNE NASH (See "CROWN LANDS").		
O'BRIEN, JOHN (See "MINING").		
OBSERVATORY, GOVERNMENT:—		
Motion made (<i>Mr. G. D. Clark</i>) for return giving particulars of persons employed in, 103; Return to Order laid on Table, 150	8	1003
OCCUPATION LICENSES (See "CROWN LANDS").		
O'CONNOR, THE HONORABLE B. E., M.L.C.:—		
Acceptance of office of Minister of Justice by, reported, 249.		
OFFICIAL RECORD OF PARLIAMENTARY DEBATES:—		
Correspondence respecting, laid on Table by Speaker, 190	2	5
OPENING OF THE SESSION (See also "ADDRESS"):—		
Proclamation read by Clerk, 1.		
Governor's Opening Speech, 9; Address in Reply to, 9, 10, 12, 14, 17, 18, 19; reply to address, 21.		
ORANGE (See "WATER SUPPLY").		
ORDERS AND ADDRESSES:—		
Alphabetical Registers of—Sessional Paper	1	841
ORDERS OF THE DAY:—		
Precedence of General Sessional Order passed, 430.		
Discharged, 62, 73 ^(?) , 170, 181, 222, 240, 255 ^(?) , 256, 296, 301, 302, 322 ^(?) , 327, 333, 411, 437, 449, 600 ^(?) .		
Of Government Business postponed in a bunch, 190, 193, 311, 450, 457, 473, 530, 549, 584, 591.		
Of General Business postponed in a bunch, 210.		
ORDNANCE LANDS TRANSFER BILL:—		
Presented (<i>Sir Henry Parkes</i>) and read 1 ^o , 9.		
OYSTER LEASES AT WALLIS LAKE:—		
Motion made (<i>Mr. Young</i>) for copies of all papers in connection with applications of Lionel Ralston and Charles Murphy for, 39; Return to Order laid on Table, 114	8	337
P		
PADDINGTON (See "COURT OF PETTY SESSIONS AT PADDINGTON").		
PAIRS (See "PARLIAMENTARY PAIRS").		
PAPER:—		
In reference to Consolidated Revenue Fund, laid on Table by Mr. Garvan (not printed), 265.		
PARKES (See "RAILWAYS").		
PARKS:—		
NATIONAL:—		
Report of Trustees for 1889 and 1890, laid on Table, 62	8	219
WATSON'S BAY:—		
Motion made (<i>Mr. Neild</i>) for copies of all papers in connection with proposal to resume land for, 41; Return to Order laid on Table, 174; ordered to be printed, 233	8	237
PUBLIC:—		
Exclusion of public from, opinion of Attorney-General on, laid on Table, 397	8	223
PARLIAMENT:—		
Opening of the Session, 1.		
Commission for opening of, 3.		
Mr. J. P. Abbott elected Speaker, 5; presented to Governor, 7.		
PARLIAMENTARY:—		
HANSARD DAILY ISSUE OF:—		
Motion made (<i>Mr. Hutchison</i>) in favour of, and negatived, 91.		
PRICE OF HANSARD:—		
Correspondence respecting, laid on Table by Speaker, 190	2	5
REFRESHMENT ROOM:—		
Motion made (<i>Mr. G. D. Clark</i>) in favour of abolishing Bar for sale of liquors, negatived, 406.		
PAIRS:—		
Motion made (<i>Mr. Molesworth</i>) that a book should be kept to enter all "pairs," and that such pairs should be recorded in the Votes and Proceedings, and by leave withdrawn, 45.		
PARLIAMENTARY BUSINESS BILL (<i>changed from</i>) PARLIAMENTARY SESSIONS BILL:—		
Ordered (<i>Mr. Copeland</i>), presented, and read 1 ^o , 40; read 2 ^o , committed, reported with amendments and an amended Title, and report adopted, 210; read 3 ^o , passed, and sent to Council for concurrence, 215.		
PARLIAMENTARY REPRESENTATIVES ALLOWANCE ACT AMENDMENT BILL:—		
Ordered (<i>Mr. Alfred Allen</i>), presented and read 1 ^o , 53; Order of the Day postponed, 144, 189; Order of the Day discharged and Bill withdrawn, 322.		
PARLIAMENTARY SESSIONS BILL (<i>changed to</i>) PARLIAMENTARY BUSINESS BILL:—		
Ordered (<i>Mr. Copeland</i>), presented and read 1 ^o , 40.		
PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS:—		
Motion made (<i>Mr. Lyne</i>) for appointment of, and Committee appointed by ballot, 599.		
Fifth (Supplementary) Report of, laid on Table, 36	7	519
Motion made (<i>Mr. Houghton</i>) for return of all Members who have acted on, with amounts received by each, 264; Return to Order laid on Table, 296	7	535

REFERENCES TO THE NOTES AND PROCEEDINGS, VOL. I—15TH PARLIAMENT—SESSION OF 1891-2.	PAPERS.
	VOL. PAGE.
P	
PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS— <i>continued</i> :—	
PROPOSED CABLE TRAMWAY THROUGH GEORGE, PITT, AND HARRIS STREETS, SYDNEY :— Report, together with minutes of evidence, appendices, and plans, laid on Table, 8.....	} 5
PROPOSED CABLE TRAMWAY FROM KING-STREET, viâ WILLIAM-STREET, TO OCEAN-STREET :— Report, together with minutes of evidence, appendices, and plans, laid on Table, 8	
Motion made (<i>Mr. Lyne</i>) that work should be carried out, 457	
HOSPITAL BUILDINGS, MACQUARIE-STREET :— Motion made (<i>Mr. Lyne</i>) that the work should be completed, as recommended by, 477.	} 863
IMPROVEMENTS AT DARLING ISLAND :— Motion made (<i>Mr. Lyne</i>) that it be referred to, to consider and report upon the expediency of extending the railway to Darling Island; the construction of wharfage accommodation at that place; the reclamation of certain foreshores around Darling Island; and the resumption of land in connection therewith, 579.	} 935
WATER SUPPLY FOR TAMWORTH :— Motion made (<i>Mr. Lyne</i>) that it be referred to, to consider and report upon the expediency of constructing, 579.	
STORM-WATER SEWERS DISCHARGING INTO JOHNSTONE'S BAY :— Motion made (<i>Mr. Lyne</i>) that it be referred to, to consider and report upon the expediency of constructing certain, 579.	
RESERVOIR AT CENTENNIAL PARK FOR SYDNEY WATER SUPPLY :— Motion made (<i>Mr. Lyne</i>) that it be referred to, to consider and report upon the expediency of constructing, 579.	
WATER SUPPLY FOR WOLLONGONG :— Motion made (<i>Mr. Lyne</i>) that it be referred to, to consider and report upon the expediency of constructing works of, and the surrounding districts, 579	
SECOND PIPE-LINE FROM WALKA TO BUTTAL FOR HUNTER RIVER DISTRICT WATER SUPPLY :— Motion made (<i>Mr. Lyne</i>) that it be referred to, to consider and report upon the expediency of laying, 579.	
SEWERAGE WORKS AT COTTAGE CREEK :— Motion made (<i>Mr. Lyne</i>) that it be referred to, to consider and report upon the expediency of carrying out sewerage works at Cottage Creek, within the municipalities of Newcastle, Hamilton, and Wickham, in the county of Northumberland, 579.	
WATER SUPPLY FOR LITHGOW :— Motion made (<i>Mr. Lyne</i>) that it be referred to, to consider and report upon the expediency of constructing, in the county of Cook, 579.	
SEWERAGE WORKS FOR PARRAMATTA :— Motion made (<i>Mr. Lyne</i>) that it be referred to, to consider and report upon the expediency of constructing, 579.	
WATER SUPPLY FOR ARMIDALE :— Motion made (<i>Mr. Lyne</i>) that it be referred to, to consider and report upon the expediency of constructing works of, 579.	
RAILWAY FROM EDEN TO BEGA :— Motion made (<i>Mr. Lyne</i>) that it be referred to, to consider and report upon the expediency of constructing, 580.	
RAILWAY FROM GHAFTON TO LISMORE :— Motion made (<i>Mr. Lyne</i>) that it be referred to, to consider and report upon the expediency of constructing, 580.	
RAILWAY FROM INVERELL TO GLEN INNES :— Motion made (<i>Mr. Lyne</i>) that it be referred to, to consider and report upon the expediency of constructing a line of, 582.	
RAILWAY FROM JERILDERRIE TO DENILIQUIN :— Motion made (<i>Mr. Lyne</i>) that it be referred to, to consider and report upon the expediency of constructing a line of, 582.	
LUNATIC ASYLUM AT KENMORE, NEAR GOULBURN :— Motion made (<i>Mr. Lyne</i>) that it be referred to, to consider and report upon the expediency of constructing, 599.	
PARRAMATTA (See "PUBLIC WORKS ACT OF 1888," also "SEWERAGE").	
PARTNERSHIP BILL :— Ordered (<i>Mr. Reid</i>), 39, presented and read 1 ^o , 45; read 2 ^o , committed, reported with an amendment, and report adopted, 210; read 3 ^o , passed, and sent to Council for concurrence, 216; agreed to by Council with amendments, 369; Council's amendments agreed to, 441; assent reported, 459.	
PASTEURS VACCINE LYMPH :— Return respecting, laid upon the Table, 322	} 8
PASTORAL HOLDINGS (See "CROWN LANDS").	
PASTURES AND STOCK PROTECTION ACT :— Petition from stock-owners of Tenterfield asking for repeal of, presented, 486.....	} 75
PATERSON :— RESUMPTION OF LAND AT, FOR WATER CONSERVATION :— Motion made (<i>Mr. Garvan</i>) for copies of all papers in reference to, 196; Return to Order laid on Table, 207.....	} 6
Return to Order again laid on Table, and order for printing rescinded, 210.	
PAUPERS, SICK :— Report on vote for maintenance of, for 1891, laid on Table, 598.....	} 7
PAVING BILL (See "CITY OF SYDNEY PAVING BILL").	} 341
PAWNBROKERS' BILL :— Motion made (<i>Mr. Willis</i>) for Committee of the Whole, 208.	
PAYMENT OF MEMBERS (See "PARLIAMENTARY REPRESENTATIVES ALLOWANCE ACT AMENDMENT BILL").	
PENSIONS (See "CIVIL SERVICE").	
PERTH (See "PUBLIC WORKS ACT OF 1888").	
PETITIONS :— Printing of, Sessional Order passed, 29. Praying to be heard before Select Committee presented, and prayer granted, 378, 414. Weekly abstracts of, Nos. 1 to 30.....	} 1
	} 773

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. 1—15TH PARLIAMENT—SESSION OF 1891-2.	PAPERS.	
	VOL.	PAGE.
P		
PETTY SESSIONS JURISDICTION EXTENSION BILL:—		
Ordered (<i>Mr. Torpy</i>), presented and read 1°, 153, read 2°, committed, reported with amendments, and report adopted, 211; read 3°, and passed, 220; sent to Council for concurrence, 221; agreed to by Council with amendments, 332; Order of the Day postponed, 373; Council's amendments agreed to, with an amendment, 462; Message to Council, 466; Message from Council, agreeing to Assembly's amendment upon their amendments, but proposing a further amendment, 505; Council's further amendment agreed to, 513; amendment to add words to Message to Council negatived, and Message carried, 514; assent reported, 528.		
PINE RIDGE TRAMWAY BILL:—		
Received from Council and read 1°, 573; read 2°, 592; committed, reported without amendment, and report adopted, 593; read 3°, passed, and returned to Council, 597; assent reported, 605.		
PIPE CASTINGS:—		
Return showing prices paid by Government for, laid on Table, 486	7	517
PLACING BUSINESS:—		
Sessional Order passed, 28.		
PLEBISCITE ON THE FISCAL QUESTION:—		
Motion made (<i>Mr. Houghton</i>) that the best and most effectual means of ascertaining the will of the people on the fiscal policy would be by the passage of a Bill authorising the Government to take a plebiscite vote of the adult male population on the basis of "one man one vote"; amendment moved in favour of having recourse to the principle of the Referendum, and negatived, 225; original motion negatived, 226.		
POINTS OF ORDER:—		
That amendment on motion to make Monday an additional sitting day was out of order—sustained by Mr. Speaker, 154.		
That amendment on motion in reference to Liquor Traffic was out of order—not sustained by Mr. Speaker, 162.		
That motion in reference to Import Duties on Agricultural Produce was similar to a motion already decided by the House during present Session—sustained by Mr. Speaker, 163.		
That Balranald Irrigation Bill should have been covered by message, and was beyond order of leave—not sustained by Mr. Speaker, 182.		
That Mining on Private Property Bill (No. 2) was beyond order of leave—sustained by Mr. Speaker, 240.		
That question of referring seat of H. H. Brown, Esq., to Committee of Elections and Qualifications was not one of privilege—not sustained by Mr. Speaker, 257.		
That amendment to add to a motion certain words in reference to a plebiscite vote was similar to question already decided during present Session—sustained by Mr. Speaker, 315.		
That Law Practitioners Bill was beyond order of leave—not sustained by Mr. Speaker, 322.		
That Diseased Animals and Meat Bill (No. 2) was beyond order of leave—sustained by Mr. Speaker, 333.		
That resolution from Committee of Ways and Means was similar in effect to a resolution, already decided by the House during the present Session—not sustained by Mr. Speaker, 356.		
That the subject of a proposed motion for adjournment (introduction of a Coal-mines Bill) had already been discussed this Session, and could not, therefore, be put—sustained by Mr. Speaker, 414.		
That on an amendment to omit words, it having been decided that the words stand, the debate on the original question was closed—sustained by Mr. Speaker, 431.		
That Tolls on Stock Bill again presented for consideration a question the House had decided this Session in the Customs Duties Bill—sustained by Mr. Speaker, 449.		
That Diseases in Sheep Acts Amendment Bill was beyond Order of Leave—not sustained by Mr. Speaker, 449.		
REPORTED FROM COMMITTEE OF THE WHOLE AND DECIDED BY SPEAKER:—		
Representation of the People Bill (No. 2), 79.		
Electoral Reform Bill, 288.		
Customs Duties Bill, 399, 420 (?).		
POLICE (See also "STATISTICS")		
DEPARTMENT:—		
Report for 1891, laid on Table, 392		1153
FORCE OF THE COLONY:—		
Motion made (<i>Mr. Hoyle</i>) for return giving particulars in reference to, 279; Return to Order laid on Table, 296	2	1165
IN METROPOLITAN DISTRICT:—		
Return showing particulars respecting, laid on Table, 287		1163
WILLIAM STAFFORD, EX-SERGEANT:—		
Petitions from, presented, 158, 196		1169, 1171
CHARGES OF BRIBERY AGAINST:—		
Report of Royal Commission on, and alleged Chinese Gambling, laid on Table, 419	8	467
TOWNS POLICE ACT:—		
Petition in reference to, from Citizens of Newcastle, presented, 449	2	1167
SHOPS KEPT OPEN FOR BUSINESS ON SUNDAY:—		
Return showing, on 14th February, 1892, laid on Table, 466	8	1099
POLICE MAGISTRATE AT DUBBO (See "CIVIL SERVICE").		
POLLING DAY LIQUOR PROHIBITION BILL:—		
Motion made (<i>Mr. G. D. Clark</i>) for Committee of the Whole, 263; Order of the Day discharged, 296; motion again made for Committee of the Whole, 303; Order of the Day postponed, 349, 425, 453, 504.		
POPULATION OF NEW SOUTH WALES (See also "STATISTICS").		
Return of, laid on Table, 547	7	1119
PORT JACKSON:—		
Returns of vessels in, dealt with under Quarantine Act, during 1891, laid on Table, 589	8	1129
POSTAL (See also "GENERAL POST OFFICE (APPROACHES IMPROVEMENT) ACT AMENDMENT BILL"):—		
Report of Postmaster-General for 1890, laid on Table, 36		293
Report of Conference held in Sydney in 1891, laid on Table, 46	6	419
MAIL-GUARD D. MURDOCH:—		
Motion made (<i>Mr. Douel</i>) for copies of all papers in connection with dismissal of, 103; Return to Order laid on Table (not printed), 114.		
MESSERS. BROWN BROTHERS LEASEHOLD PROPERTY, CASTLEBAGH-STREET:—		
Motion made (<i>Mr. Garvan</i>) for copies of all papers in reference to proposed purchase of, by the Government, 76; Return to Order laid on Table, 108		379
Further correspondence laid on Table, 202	8	395

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—15TH PARLIAMENT—SESSION OF 1891-2.	PAPERS.	
	VOL.	PAGE.
P		
POSTAL—(continued) :—		
POST-OFFICE, CANOWINDRA :—		
Motion made (<i>Dr. Ross</i>) for copies of all correspondence in reference to purchase of site for, 137 ; Return to Order laid on Table (not printed), 378.		
POSTMASTER AT MOAMA :—		
Motion made (<i>Mr. Chanter</i>) for copies of all papers relating to refusal of, to forward <i>Border Post</i> newspaper through post office, 290.		
MAIL SERVICES IN FORBES DISTRICT :—		
Return of, Tenders for, laid on Table, 431	6	493
POST OFFICE CLOCK, REDFERN :—		489
Correspondence respecting, laid on Table, 504		
PRECEDENCE OF BUSINESS (See "BUSINESS" also "ASSEMBLY").		
PREVIOUS QUESTION :—		
Moved and withdrawn, 46.		
PRINTING OF DOCUMENTS :—		
Order for, rescinded 154, 210, 287.		
PRINTING PETITIONS :—		
Sessional Order passed, 29.		
PRISONERS, RELEASE OF (See "ADMINISTRATION OF JUSTICE").		
PRISONS (See also "GAOLS") :—		
Report on, for 1890, laid on Table, 37.....	2	1185
TRIAL BAY :—		1191, 1193
Return showing cost of maintaining, laid on Table, 383, 523		
JUVENILE OFFENDERS IN :—		
Minute of Comptroller-General of Prisons and late Minister of Justice, on treatment of, laid on Table, 539		1181
Letter of Comptroller-General of Prisons, laid on Table, 590		1183
PRIVATE BUILDINGS :—		
USED AS PUBLIC OFFICES, STORES, &C. :—		
Motion made (<i>Mr. O'Sullivan</i>) for return giving particulars as to, 137 ; Return to Order laid on Table, 332	8	1025
PRIVATE HOLDINGS (See "MINING").		
PRIVATE PROPERTY (See "MINING ON PRIVATE PROPERTY BILL").		
PRIVILEGE :—		
SEAT OF H. H. BROWN, ESQUIRE :—		
Motion made (<i>Mr. Garvan</i>) that it be referred to the Committee of Elections and Qualifications to inquire and report as to whether the seat of H. H. Brown, Esquire, had not become vacant by reason of his having entered into a contract with the Government in reference to certain leasehold property in Castlereagh-street, 257 ; Report brought up and read by Clerk, and amendment to refer question back to the Committee negatived on division, 303	2	93
TOOHEY v. MELVILLE :—		
Mr. Melville, Chairman of Committees, informs House that he has been served with a writ by Mr. J. M. Toohey, a Member for South Sydney, 504 ; motion made (<i>Mr. Dibbs</i>), that Mr. Melville have leave to appear and plead, and that the Attorney-General be instructed to defend, 504 ; Clerk authorized to send writ to Crown Solicitor, 517.		
APPLICATION FOR A FREE PASS MADE BY MR. BLACK, M.P.		
Motion made (<i>Mr. Crick</i>) that leave be given to move, as a matter of privilege, the adoption of the Report from Select Committee on, and negatived, 573.		
PRIVY COUNCIL :—		
Transcript of Judgment on case <i>The Queen v. McLeod</i> , laid on Table, 131	2	979
PROCLAMATIONS :—		
On opening Parliament, read by Clerk, 1.		
Transferring Riley and Bourke Streets Branch Sewers to Board of Water Supply and Sewerage, laid on Table, 37, 431	6	19, 23
Transferring Pyrmont Bridge Road and Glebe Sewers to Board of Water Supply and Sewerage, laid on Table, 37		17
Transferring stone-ware pipe sewer, North Sydney, to Board of Water Supply and Sewerage, laid on Table, 77.....		21
Transferring Alexandria and Macdonaldtown Branch Sewer to Board of Water Supply and Sewerage, laid on table, 449.....		25
PRODUCTION OF RECORDS (See "RECORDS").		
PRO FORMÂ BILL :—		
Presented and read 1 ^o , 9.		
PROROGATION :—		
Speech delivered in Legislative Council Chamber, 606.		
PROSPECTING FOR MINERALS (See "MINING").		
PROTEST :—		
By Mr. Neild and Mr. Bavister, Members of Select Committee on "Application for a Free Pass made by Mr. Black, M.P.," as to certain proceedings in Select Committee, laid on Table, 547	5	781
PROUDFOOT & CO. (See "RAILWAYS").		
PUBLIC ACCOUNTS (See "FINANCE").		
PUBLICANS LICENSES FURTHER RESTRICTION BILL :—		
Motion made (<i>Sir Henry Parkes</i>) for Committee of the Whole, 38 ; Message from Governor, 60 ; House in Committee, and resolution reported, 64 ; agreed to, 150 ; presented and read 1 ^o , 150 ; Order of the Day discharged (on division) and Bill withdrawn, 256.	2	1117
PETITION IN REFERENCE TO, PRESENTED :—		
From Congregational Total Abstinence Association, 45.		1119
From Congregational Union of New South Wales, 138.		1121
PUBLIC INSTRUCTION ACT :—		
Regulations under, together with instructions to teachers, laid on Table, 62	3	361
Regulations under, as to residences for teachers, laid on Table, 581		359
PUBLIC INSTRUCTION ACT AMENDMENT BILL :—		
Ordered (<i>Mr. Melville</i>), 264 ; presented and read 1 ^o , 280 ; Order of the Day postponed, 539.		
PUBLIC OFFICES :—		
PRIVATE BUILDINGS USED FOR :—		
Motion made (<i>Mr. O'Sullivan</i>) for return giving particulars of, 137 ; Return to Order laid on Table, 332	8	1025
PUBLIC SERVICE INQUIRY COMMISSION (See "COMMISSION").		

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—15TH PARLIAMENT—SESSION OF 1891-2.		PAPERS.	
	VOL.	PAGE.	
P			
PUBLIC VEHICLES REGULATIONS ACTS:—			
By-laws under, laid on Table, 405	3	1125	
PUBLIC WORKS (See also "PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS") :—			
Return respecting, contracts for, laid on Table, 153	7	507	}
Annual Statement of, carried out by Works Department during 1890, laid on Table, 264.....		453	
Schedule to Votes for on Estimates, laid on Table, 494, 574	2	471, 549	
Return respecting expenditure on, authorised by last Parliament, laid on Table, 599	7	515	
PUBLIC WORKS ACT OF 1888 :—			
NOTIFICATIONS OF RESUMPTIONS OF LAND UNDER, LAID ON TABLE :—			
For Reclamation Works at Neutral Harbour and Careening Cove, 37	7	609	}
For Flood Embankments for protection of Town of West Maitland, 37 ⁽²⁾		605, 607	
For Additions to the Shaftesbury Reformatory at South Head, 37	6	383	
For Construction of Clay Cliff Creek Storm-water Channel, Parramatta, 37	6	289	
For Works of Harbour Improvements, Newcastle, 37	7	613	
For Bridge over Vale Creek, Perth, 37	6	629	
For Additions to Supreme Court Buildings, Sydney, 37	2	1009	
For Reclamation Works at Long Cove, 37	7	615	}
For Improvements to Entrance of Richmond River, 161		617	
For purposes of Sydney Water Supply, 161, 363, 496	6	33, 35, 37	
For Retaining Wall at Shaftesbury Road, Burwood, 170	5	593	
For Tramway from Forest Lodge to Balmain, 180	6	841	
For Bridge over George's River, 180	6	633	
For Reconstruction of Railway between Campbelltown and Menangle, 190	5	843	
For an approach to the Parramatta Sewage Farm, 264	6	291	
For a Bridge over Allen's Creek, near Wollongong, 264	6	635	
For Wharf site at Morton's Creek, Hastings River, 264	7	619	}
For the extension of Callan Park Asylum, 264		335	
For the Northern Main Sewer, Western Suburbs Sewerage, 264	6	285	
For Additional Accommodation, Blunney Railway Station, 264	5	849	}
For obtaining Ballast for Great Southern Railway, 264		847	
For Additional Accommodation, Singleton Railway Station, 265	7	845	}
For Bridge over the Murray River at Jingellie, 297		641	
For Bridge over Coldstream River, near Brushgrove, 327	6	639	}
For Bridge over Bowra River at Bowra, 327		637	
For Camperdown Branch Sewer, Western Suburbs Sewerage, 363	7	287	}
For the Supply of Water to the Town of Cootamundra, 363		39	
For Supply of Water to the Village of Manly, 421	7	41	}
For Way of Access to Land Reclaimed at Shea's Creek and Cook's River, 421		621	
For Additional Accommodation at Wimbledon Railway Station, 441	5	851	
For Bridge over the Parramatta River, at Parramatta, 449	6	645	}
For Approach to Wharf, Lane Cove Bridge, 449		643	
For Construction of Flood Embankment at East Maitland, 486	7	625	}
For Construction of a Battery at Ben Buckler, Bondi Bay, 486		297	
For Improvements to Grades near Glen Lee Platform, 532	5	857	}
For the Prevention of Slips on the Illawarra Line, 532		855	
For Improvement of Grades and Curves, Spaniard's Hill, Great Southern Railway, 532		853	
For Public School Purposes (not printed), 419, 513.			
PUBLIC WORKS (COMMITTEES' REMUNERATION REDUCTION) BILL :—			
Ordered (<i>Mr. Houghton</i>), presented, and read, 1 ^o , 220; Order of the Day postponed, 321, 362.			
PUBLIC WORKS DEPARTMENT :—			
Return showing Contracts let by, since 23rd October, 1891, laid on Table, 492	7	549	
PUNTS (See "DREDGES, TUG-BOATS, PUNTS, BARGES, AND BRIDGES").			
Q			
QUARANTINE ACT :—			
Returns respecting vessels dealt with under, at Port Jackson and Newcastle, during 1891, laid on Table, 589	8	1129	
QUEANBEYAN :—			
Delay in taking Poll for, reported by Clerk, 1.			
QUEEN, HER MAJESTY, THE :—			
ADDRESS OF CONDOLENCE TO, AND THEIR ROYAL HIGHNESSES THE PRINCE AND PRINCESS OF WALES :—			
Motion made (<i>Mr. Dibbs</i>) for Select Committee to prepare, on the death of the Duke of Clarence and Avondale, Address brought up, read by Clerk, and agreed to, 375; Message from Governor, conveying thanks of Her Majesty the Queen, 387; Message from Governor, conveying thanks of their Royal Highnesses the Prince and Princess of Wales, 395.			
QUEEN v. McLEOD (See also "ADMINISTRATION OF JUSTICE") :—			
Transcript of Privy Council Judgment, laid on Table, 181	2	979	}
Motion made (<i>Mr. O'Sullivan</i>) for copy of Official Report in case of, 321; Return to Address laid on Table, 370		983	
QUESTION :—			
Motion "That Question be now put" moved and negatived, 240, 487.			
QUESTIONS :—			
AND ANSWERS :—			
Sessional Order passed, 27.			
ANSWERS TO :—			
Motion made (<i>Mr. Dibbs</i>) in favour of laying on Table in lieu of present system of <i>visa voce</i> replies, and negatived, 77.			
QUORUM (See "NO QUORUM").			

Q

QUESTIONS :—

ABATTOIRS :—

Driving of Cattle to, 93.
Removal of, 173, 239.

ABBOTT, MR. J. :—Church and School Lands held by, at
Dungog, 555.

ABORIGINES :—At Brewarrina Mission Camp, 122, 544,
604 (*).

ADOTT, PHILLIP :—Case of, 160.

ACCIDENT :—Collapse of staircase in Chancery Square, 378.

ACKERMAN, JOHN :—

Telegram to, 571.
Gold lease held by, Hill End, 571.

ACT OF DISTRESS AND REPLEVIN :—Repeal of, 382.

ADAMINABY :—

Road through Park, 87.
Sale of Town Allotments at, 151.
Post and Telegraph Office, &c., 435, 477.

ADMINISTRATION OF JUSTICE :—

Law Reform, 23.
Appointments to the Commission of the Peace, 31.
Case of Edward Clayton, 52.
Conduct of Judge Docker, 58.
Justices of the Peace on Pastoralists' Associations, 59,
72, 122.

Prisoners in Darlinghurst, 76, 87, 209.

Case of Thomas Saffield, 88.

Conduct of Registry Offices, 103, 160.

Release of Henry Myers, 105.

Civil and Criminal cases from the Glebe heard at Central
Police Court, 105, 136.

Juvenile offenders, 107.

Visiting Magistrate, Lord Howe Island, 116.

Case of William Lenchan, 123.

Justices of the Peace for Captain's Flat, 123.

Regina v. M'Leod, 128, 419.

Court of Petty Sessions at Swansea, 142.

Case of William Burnett, 147.

Case of Thomas Stapleton, 152.

Removal of Mr. Brooks, P.M., to Sydney, 152.

Case of Phillip Abbott, 160.

Case of Joseph Campbell, 160.

Appointment of Coroner, 161.

Cases in *re* "Men of Mark," 169.

Case of Mary Miller, 180, 191.

Tenders for Court-house at Milton, 205.

Prosecution of a certain Prisoner now in Darlinghurst
Gaol, 209.

Persons under Commitment, 223.

Case of Rodger Henry Jamieson, 115, 223.

Inspection of Depositions in Criminal Cases, 224.

Travelling Expenses of Officers attending Quarter Ses-
sions, 499.

Imprisonment of John Chapman, 525.

Appeal Judgments, 263.

Mr. District Court Judge McFarland, 273.

Supreme Court business, 300.

"Dr." George Raymond, 300.

Imprisonment of men belonging to Her Majesty's Navy,
306.

Fees to Workmen, as Jurymen, 452.

Case of Prisoner Bertrand, 446, 489, 520, 578.

Committal of William Wheeler from Coolah to Mudgee,
417.

Murder in Lower George-street, 413.

Mr. Ellory, Deniliquin Gaol, 372.

Mr. R. R. Bailey, Police Magistrate, Coonamble, 372.

Conviction of Paul Bailey, at Nymagee, 372.

Application of a Queensland M.P. to visit a prisoner in
this Colony, 388.

Alleged imprisonment of Arthur Wentworth Blaxland,
388.

Courts of Petty Sessions at Granville and Hunter's
Hill, 389.

Summonses issued by Picturesque Atlas Company
(Limited), 389, 413.

Prisoner James Peter Howè, 403.

Sheriff's Officer at Goulburn, 409.

Entry of Criminals and Lunatics into the Colony, 470.

Appointment of Additional Stipendiary Magistrates, 485.

ADMIRALTY HOUSE :—Alterations to, 317.

ADVERTISEMENTS :—

Cost of, in *Narrandera Ensign*, 320.

Government, in suburban and country newspapers, 387.

On railways and tramways, 421.

AFGHANS :—

Immigration of, 447.

And other Foreign Hawkers, 543.

AGENT-GENERAL :—Position of, 25, 35, 102.

QUESTIONS (continued) :—

AGRICULTURAL :—

Grants to Societies, 95.

Farm at Kenmore, 135.

Model Farms, Bathurst District, 152.

Grain (Barley, Beans, &c.) imported into Colony, 237,
263.

Experimental Farm at North Wagga Wagga, 295.

College at Ham Common, 367, 419, 424, 423, 503, 511 (*).

Conveyance of, and dairy produce by railway, 375.

Inspectors of, 404, 410², 428, 523.

Persons in Department, 427.

Blight in Maize, 435.

Employment of Mr. Fitzgerald in Department, 491, 501.

Rust in Wheat, 503.

Employment of Lecturers, 553.

ALBION PARK :—Pay to Cavalry, 586.

ANÆSTHETICS :—Use of, in Metropolitan Hospitals, 484.

ANGUS AND MOONIE, MESSRS. :—Contracts let to, 318.

ANIMALS :—Noxious, in the Colony, 299.

ANNANDALE :—Post Office, 23.

ANTARCTIC SEAS :—Proposed Expedition to, 273, 471.

APPOINTMENTS :—To Legislative Council, 597.

ARATULA HOLDING :—Purchased Lands held by Henry
Ricketson on, 337.

ARGYLE ELECTORATE :—Hare Pest in, 423.

ARMIDALE :—

District Surveyor, 33, 82.

Lands Office, 105, 128.

ARNDCLIFFE :—Land resumed for Sewerage at, 411.

ART :—Money expended in encouraging, 58.

ARTSIAN BORNS, 233.

ARTILLERY :—

Permanent Field Battery of, 361, 382.

Number serving in, 375.

ASHFIELD :—School of Arts, 337.

ASSEMBLY :—

Printing of documents under statutes, 57.

Cost of new Room for Government Supporters, 553.

ASSISTANT SLAUGHTER HOUSE INSPECTOR :—Glebe Island,
343.

ASSYRIAN HAWKERS :—Poll-tax on, 447, 543.

ASYLUMS :—

Callan Park, 32, 331, 421, 439, 569.

Rossville, tenders and designs for, 192, 326, 401, 577.

Mrs. Cunynghame, late Superintendent of the Mac-
quarie-street, Parramatta, 262.

Increase of Lunatics, 447.

Gladesville, 569.

ATTORNEY-GENERAL'S DEPARTMENT :—Report of Civil
Service Commission on, 49.

AUSTRALIAN AGRICULTURAL COMPANY :—Land granted
to, 50, 89, 371.

AUSTRALIAN CLUB :—

Reserve in front of, 503.

Renting of, by Government, 588.

AUSTRALIAN GASLIGHT COMPANY :—Inspection of meters,
409.

AUTOMATIC BRAKES :—Trial of, 33.

BACON :—Duty on New Zealand, 137.

BAILEY, MR. R. R. :—Police Magistrate, Coonamble, 372.

BAILEY, PAUL :—Conviction of at Nymagee, 372.

BAKER, MR. :—Warden at Temora, 588.

BALDWIN LOCOMOTIVES :—Importation of, 86, 101, 277,
265, 417, 492.

BALLINA :—Branch Railway to, 476.

BALMAIN WRST :—Registrar of Births, &c., 135.

BANANGALIE :—Conditional Improvement Purchase, 476.

BANDICOOTS :—Destruction of, in the Broulee Shoop Dis-
trict, 335.

BANK :—Establishment of National, 451.

BANK HOLIDAYS ACT :—Holidays under, 435.

BANKING INSTITUTIONS :—Bill to deal with, 52, 115,
543.

BANK OF SEDNEY :—Name of Manager, 129.

BANKS :—

Issuing of Notes by Sydney Deposit, 196.

Associated, 522.

BAR :—Richmond River, 22, 24.

BARCLAY, ISAAC (See "CROWN LANDS").

BARRE ISLAND :—Fortification, 21.

BARLEY :—Imported into the Colony, 237, 263.

BARQUES :—"Veritas" and "Ellen," 479.

BARRATTA HOLDING :—

Purchased Lands held by Henry Ricketson, 357.

Rent for Annual Leases on, 372.

BARRIERS :—Removal of, at Circular Quay, 51.

BARRINGUN :—Road, 134.

BARWON RIVER :—Locking of, 141.

Q

QUESTIONS (continued) :—

- BATHURST** :—
 Girls' High School, 71.
 Model Farms, 152.
 Trustees of Cricket Ground, 27, 372.
 Gaol, flogging of youth in, 377.
BEANS :—Imported into the Colony, 237, 263.
BECKETT'S CREEK :—Bridge over, between Parramatta and Granville, 209.
BELLINGRIDGE HEADS :—
 Pilot at, 439, 519.
 Village at, 433.
BELL'S CREEK, BRAIDWOOD :—Disputed boundaries at, 65.
BENEREMBAH (See "RAILWAYS").
BERRIDALE (See "TELEGRAPHIC").
BERRY ESTATE :—
 Shoalhaven, 32, 320, 388, 403, 526 (?).
 North Shore, 102, 388.
 Probate Duty on the, 325.
 Near Coomerong Island, 325.
BERTRAND, PRISONER :—Case of, 446, 489, 520, 578.
BILLS :—Printing of, at Government Printing Office, 22.
BILOELA :—Erection of Boiler Shop at, 232.
BIRIE CREEK :—Bridge over, 143.
BLACK LABOUR :—Contracts for, in the Colonies, 586, 595.
BLACKWALL (See "ROADS").
BLAXLAND, ARTHUR WENTWORTH :—Imprisonment of, 383.
BLIGHT :—In Maize, 485.
BLOXHAM, MR. :—Secretary, Labour Bureau, 492.
BOAM, CAPTAIN :—Leave of absence to, 480, 491.
BOARD OF HEALTH :—
 Report of, on Influenza Epidemic, 285.
 Position of Dr. Ashburton Thompson on, 544.
BOATS :—Regulations for hired, 76.
BODDAM, COLONEL :—Military Works Department, 289.
BOGAN RIVER :—Bridge over, near Narramine, 501.
BOKARAH CREEK :—Bridge over, 143.
BOMBALA :—
 By-laws of the Borough of, 336.
 Bridge over River, 86.
BONDED WAREHOUSE :—At Town of Lismore, 203.
BONDI :—
 Sewer, Plans for, 35, 94.
 Beach, extension of, Tramway to, 263, 267.
BOOKS :—Tenders for School, 512.
BOOROOMBA :—Pre-lease in parish of, 401.
BOOTH GENERAL :—Oversen Scheme, 223, 286.
BORE CREEK :—Water Reserve, 512.
BORO (See "MINING").
BOSSLEY, POSTAL INSPECTOR :—Free pass to, 446.
BOTANICAL GARDENS :—
 Loans of Plants from, 83.
 Employees in, 307, 554.
BOTANY BAY :—Net-fishing of, or George's River, 274.
BOURKE :—
 Court-house, 122, 396, 521.
 Road, 134.
 Special areas near, 123.
 Land Valuator at, 491.
 Expenses of Chairman of Land Board, 515.
 Electorate, construction of Bridges in, 521.
 Rent of Homestead Leases in Electorate of, 522.
 Prospecting Claims, 522.
 Destruction of Rabbits in Electorate of, 535.
 Land granted near, for Church purposes, 578.
BOWLING GREEN :—Victoria Park, 159, 201, 290.
BOWRAL :—Water Supply, 578.
BOYCOTTING :—Of Shopkeepers by Police, 491.
BRAIDWOOD :—
 Town Common at, 306.
 Disputed boundaries at Bell's Creek, 365.
BRAKE :—
 New South Wales Railway, 465.
 List's Automatic, 536.
BREAD :—Supplied to Military Encampments, 472.
BREAKNECK ROAD :—At Double Bay, 130.
BREAKWATER :—Trial Bay, 396.
BREWARRINA :—
 Aborigines Mission Camp, 122, 544, 604 (?).
 Special areas near, 123.
 Bridge over Narran River, 134.
 Court of Quarter Sessions at, 520.
BRICE, MR. :—Case of, Queanbeyan Land District, 371.
BRICKWORK :—Contract for, Ryde to Horusby, 475.
BRIDGES :—
 Hawkesbury River, 33.
 Expenditure upon, 50.
 Over Balmoral River at Cunningham's Point, 86.
 Glebe Island to Pyrmont, 88.
 Over Murrumbidgee, 106, 165, 545, 555.

QUESTIONS (continued) :—

- BRIDGES (continued)** :—
 Narran River, 134.
 Warrego, at Engonia, 134.
 Lennox Bridge, Parramatta, 195, 536.
 Over Birie and Bokarah Creeks, and Gulgoa River, 143.
 Railway at Newtown, 178, 188, 192.
 At Jingellie and Tintaldra, 180.
 Over Green's Creek, 189.
 Over Hunter River, at Morpeth, 196.
 Unexpended Votes for, 209.
 Over Beckett's Creek, between Parramatta and Granville, 209.
 Over George's River at Liverpool, 274, 388.
 Sydney to Pyrmont, 278.
 To connect Balmain and Pyrmont, 284.
 Over the Yarramunmun Creek, near Yalwal, 305.
 Roads and, in the Shoalhaven Electorate, 318.
 Work at Waugh's Creek, 319.
 Wollombi Electorate, 360.
 Railway between Marulan and Carriek, 382, 424.
 Denison, Bathurst, 383.
 Over Lachlan River, 404.
 Inspector of Newtown, 424, 446.
 Over Lane Cove River, 440.
 Contracts for, 471, 490.
 Over Bogan River, near Narramine, 501.
 Bourke Electorate, 521.
 Lewisham, 569.
 Near Forbes, 578.
"BRIGHTSIDE" :—Use of Steamer, 484, 503.
BROKEN HILL :—
 Railway extension from Cobar to, 52, 597.
 Road at, 57.
 Proprietary Silver-mining Company's Leases, 122.
 And District Water Supply Company, 135.
 Railway to, 183.
 Water Supply, 274.
BROOKS, MR., P.M. :—Removal of, to Sydney, 152.
BROULEE (See "STOCK").
BROWN, MR. :—Cement tester, Cockatoo Island, 382.
BROWN'S STABLES :—Purchase of, 434.
BRUSH THE :—Reserve at Wingham, 404.
BUBB :—Simpson *etc.*, 201.
BUILDING :—Societies and Companies, 238.
BULGA :—Road, 24.
BULLANMANG RUN :—Appraisalment of, 480.
BULLOCK ISLAND :—Dredge at, 320.
BUNGENDORE :—Drainage of, 106.
BUNYAN :—Sale of Town Allotments at, 151.
BURBAU :—
 For Free Labour, 25.
 State Labour, 57, 116, 224, 273, 447, 470, 492, 499, 508, 523, 542.
BURNETT, WILLIAM :—Case of, 147.
BURRAWANG :—Pastoral Holding, 232, 306, 525.
BURWOOD :—Post Office at, 361, 456, 537.
BUTTER :—Shipment of, 152, 184.
BYRNES, MR., J.P. :—Licensing Magistrate at Parramatta, 178.
BYROCK :—
 Tank, 122.
 Railway to Brewarrina, 521.
CABLE TRAMWAY :—King-street to Ocean-street, 388.
CADET ENCAMPMENT :—Caterer at recent, 273.
CALLAN PARK :—Asylum, 32, 331, 424, 439, 569.
CAMDEN ELECTORATE :—Reduction of Postal Charges in, 326.
CAMPBELL, PHILLIP :—Case of, 160.
CAMPBELLTOWN :—Military Encampment, 433.
"CAPTAIN COOK" :—Steamboat to replace, 121.
CAPTAIN'S FLAT :—
 Justices of the Peace for, 128.
 Road to the Cooma Road, at Norongo, 253.
CARRIAGE MATERIAL :—Duty on, and Buggy, 470.
CASE OF EDWARD CLAYTON :—Sentenced at Albury, 52.
CATTLE :—
 Driving of, to Abattoirs, 93.
 Do. in Country, 127.
CEMENT TESTER :—Mr. Brown, Cockatoo Island, 382.
CRMETERY :—Parramatta, site for, 192.
CENSUS AND INDUSTRIAL RETURNS ACT :—Statistics under, 543.
CENTENNIAL PARK :—
 Entrance to, 76.
 Wages of Workmen employed on, 151.
 Drinking Fountains for, 481.
 St. James' Road, 536.
 Trustees for, 596.

Q

QUESTIONS (continued):—

- CHANCERY SQUARE:—Accident through collapse of staircase in, 378.
- CHAPMAN, JOHN:—Imprisonment of, 525.
- CHARITABLE INSTITUTIONS:—
Inmates of, 187.
Coloured Children in, 395.
Subsidy to, 286.
Introduction of Parents Act in, 452.
- CHICAGO:—Columbian Exhibition at, 51, 148, 261, 273, 295, 300.
- CHILDREN:—Apprenticed by State Children's Relief Department, 301.
- CHINESE:—
Suppression of Gambling Houses, 23.
Gardens, Ruelcutter's Bay, 136.
Admitted without Payment of Poll-tax, 153, 185, 199, 202.
Immigration of, 173.
Influx of, 228.
Gambling, Royal Commission on, 330, 494.
- CHURCH AND SCHOOL ESTATES:—
Grants of portions of, 184.
Held by Mr. J. Abbott, in Dungog District, 555.
- CHURCHWARD, MAJOR:—Salary, &c., 410.
- CIRCULAR QUAY:—
Removal of Barriers at, 51.
Iron railing round, 135.
- CITY COUNCIL:—Loans to, 191.
- CIVIL SERVICE:—
Royal Commission of Inquiry into, 21, 35, 41, 49, 105, 136, 160, 213, 220, 253, 349, 361, 390.
District Surveyor, Armidale, 33, 82, 105, 128.
Superannuation Fund, 44 (?), 542.
Leave of absence to Government Printer, 95.
Rabbit Inspectors, 122.
Stores Department, 135.
Mr. George Lewis, Local Government Branch, 206.
Salaries of, 261.
Removal of Mr. Thomas Middleton from, 317.
Appointments in Justice Department, 348.
Mr. Edward J. Ellis, Chief Clerk in Fisheries Department, 372.
Pensions and Gratuities, 381.
Report of Commission on Department of Justice, 390.
Mr. W. W. Fraser, P.M., Inverell, 493.
Inspectors of Agriculture, 404.
Appointment of Mr. Tulloh, 494.
Relatives of Collector of Customs in, 596.
- CIVIL SERVICE ACT:—
Amendment of, 76.
Benefit of, to Teachers, 142.
Retirements under, 358.
- CLARENCE RIVER:—
Harbour Improvements, 340.
Punt for, Yulgilbar, 382.
- CLAYTON, EDWARD:—Case of, 52.
- CLEVELAND STREET:—Tramline, 72.
- CLOSE:—Of Session, 543.
- COAL:—
Rates on Illawarra Railway, 274, 307.
Companies, Northern District, 366, 494.
- COAL MINES REGULATION ACT:—Breach of, 166.
- COASTAL RIVERS:—Pilots at, 439.
- COBAR:—
Railway extension to Broken Hill, 52, 597
Railway from Nyngan, 134.
Road to Wilcannia, 521.
- COCKATOO ISLAND:—
Workshops, 82.
Sutherland Dock at, 348.
Mr. Brown, Cement Tester at, 382.
- CODLIN MOTH:—Introduction of, 273.
- COPEN, MR. V.:—Leave of absence to, 183.
- COLONIAL MARBLE:—Use of, 105, 121.
- COLONIAL SECRETARY:—
Proposed visit of, to England, 456, 461, 465, 472, 477, 498, 503, 509.
Doorkeepers at Office, 542.
- COLOURED CHILDREN:—In charitable institutions, 395.
- COLOURED LABOUR:—For sugar industry in Queensland, 456.
- COLUMBIAN:—Exhibition at Chicago, 51, 148, 261, 273, 295, 300.
- COMMISSION:—
On City Railway, 67, 220, 330, 460, 526.
On Strikes, 75.
On Theatres, 83.
On Fisheries, 189, 200.
Chicago Exhibition, 261.
On Chinese Gambling, 330, 494.

QUESTIONS (continued):—

- COMMISSION (continued):—
On Callan Park Asylum, 331.
On Water Conservation, 464.
- COMMISSION OF THE PEACE:—Appointments to, 31.
- COMMONS:—
Towns unprovided with, 25.
Eugowra, 82.
Goodooga, 134.
Orange, 136.
Braidwood, 306.
Mount McDonald, 537.
Wilberforce, 604.
- COMPANIES:—And Building Societies, 233.
- COMPENSATION:—
To H. J. Ware, of Colinton, 434.
To John Munro, of Orange, 512.
- CONDITIONAL LEASES:—
Applications for Renewals, 31.
Payments for, 366.
- CONDITIONAL PURCHASES:—
Roads through, 147.
Appointment of Inspector of, at Molong, 152, 284.
Payment of Instalments on, 179.
- CONFERENCE:—Intercolonial Postal, 231.
- CONLEY, PATRICK:—Estate of late, 485.
- CONNOLLY, WARDEN:—Decision given by, at Carcoar, 284.
- CONSERVATION OF WATER:—
Lake Urana, 159.
Lake Cudgellico, 160.
Department of, 195.
- CONSOLIDATED REVENUE:—Expenditure on Water Supply, 456.
- CONTRACTORS:—
For Public Works, 183.
Vouchers, 349.
Amount paid to Railway, 519.
For Supplies for Military Encampment, 544.
- CONTRACTS:—
For Defence Department, 141.
Government, subletting of, 160, 192, 196.
Military, 137.
Let to Messrs. Angus and Moonie, 318.
For Public Works defrayed from Loan Funds, 338, 485.
Government, 344, 348, 360.
Advances on Government, 447.
Bridge, 471, 490.
Immigration, 479.
For Railway Works, Zig Zag, 545.
For Black Labour, 586, 595.
- COOGEE BAY:—Road, 22, 130, 219, 498.
- COOK, J. H.:—Case of, 240.
- COOKERY:—Instruction of in Public Schools, 367.
- COOK'S RIVER:—
Tramline from St. Peter's to, 187.
Tram siding, 424.
- COOLABAH:—
School-house, 121.
Gravel contracts at, 522.
- COOMA:—
Railway to the Sea, 22.
Travelling Expenses of Warden at, 531.
Travelling Expenses of Chairman of Land Board, 531.
COOTAMUNDRA (See "RAILWAYS").
- CORONALLO HOLDING:—Purchased Lands held by Henry Ricketson on, 337.
- CORONERS:—
Election of, 161.
Appointment of Magistrates as, 520.
- CORRESPONDENCE CLERKS:—General Post Office, 178.
- COUNTRY DISTRICTS:—
Holidays in, 83, 94, 124.
Expenditure on Roads, 429.
- COUNTRY TOWNS:—Fire Brigades Boards, 205.
- COUNTRY TOWNS WATER AND SEWERAGE ACT:—Works carried out under, 239.
- COURT HOUSE:—
Redfern, 34, 93.
Bourke, 122, 396, 521.
Milton, 205, 285.
Liverpool, 267, 464.
Adiminaby, 435.
Micalago, 435.
Parramatta, 469, 596.
Glebe, 495.
- COURT OF PETTY SESSIONS:—
Swansea, 142.
Granville and Hunter's Hill, 389.
- COURT OF QUARTER SESSIONS:—Brewarrina, 520.

Q

QUESTIONS (continued):—

- COWPER, MR. SHERIFF:—Dinners given by, at Darlinghurst, 456.
- CRANE, CHARLES:—Dismissal of, as caretaker, Barwon Bridge, 383.
- CRANES, STEAM:—For Richmond River, 430.
- CREEK, MR. JOSEPH:—Appointment of, to Labour Bureau, 441.
- CRICKET GROUND:—
Rushcutt's Bay, 76.
Bathurst, Trustees of, 372.
- CRIMINALS:—
Entry of, and Lunatics into the Colony, 470.
Rewards for apprehension of, 548.
- CROMIE, SERGEANT:—Alleged misconduct of, 270.
- CROWN LANDS:—
Applicants for Conditional Leases, 81.
Grant to Australian Agricultural Company, 50, 89, 371.
Berry Estate, Shoalhaven River, 32, 51, 526 (?).
Occupation License, Edgerton Run, 34.
Do do Fraser's Creek Run, 34.
Land, County of Urana, Parish of Bundure, 65.
Land on Boree Creek, 94.
Special areas, 123, 187, 284, 295, 501.
Selections on Wingen Population Reserve, 127.
Town Allotments at Bunyan and Adaminaby, 151.
Appointment of Inspector of Conditional Purchases at Molong, 152.
Roads through Conditional Purchases, 147.
Payment of Instalments on Conditional Purchases, 179.
Parishes of North Colah, South Colah, Nelson, and Brown, 206.
Claim of Isaac Barclay, 209.
Area of Timber or Forest Land in the Colony, 214.
Burrangang Pastoral Holding, 232, 306, 525.
Survey fees, 238, 261.
Accumulation of Large Estates, 238.
Revenue derived from, 254.
In the Murray and Murrumbidgee Districts, 262.
Ringbarking of, 318.
Woorooloolgen Run, 326.
Exchange of, in Eastern Division, 361, 381.
Unsurveyed Selections, 361.
Payments for Conditional Leases, 366.
Pre-lease in Parish of Booroomba, 401.
Conditional Purchases, Leases, &c., 424.
Village at Bellinger Heads, 433.
Application of J. B. Smith for conditional purchase at South Junee, 439.
Special Leases, Jervis Bay, 396, 446.
Conditional Improvement Purchase, Banangalite, 476.
Bullunamang Run, Appraisement of, 480.
Appointment of Mr. C. R. Gordon as Observing Surveyor, 486.
Forfeiture of Pastoral Leases and Occupation Licenses, 493.
Rents fixed by Local Land Boards in Hay and other back districts, 502.
Conditional Purchases, Parish Cumborah, Walgett District, 508.
Pastoral, Occupation, and Homestead Leases, in Western Division, 521.
Rents of Homestead Leases, Bourke Electorate, 522.
Open to Conditional Purchase in Central Division, 535.
Scrub Fund under Act, 597.
Near Randwick Race-course, 604.
- CROWS' NEST:—Grant at North Shore, 102.
- CROZIER, MR.:—Inspector of Paint-work; Railway Department, 329.
- CUDAL:—
Road to Davy's Plains, 94.
Town Hall, 556.
- CULCAIRN (See "RAILWAYS").
- CULGOA RIVER:—Bridge over, 143.
- CUNYNGHAME, MRS.:—Late Superintendent of the Macquarie-street Asylum, Parramatta, 262.
- CURATOR:—Of Intestate Estates, 435.
- "CURAJONG":—Loading of Steam Collier, on Sunday, 502.
- CUSTOMS:—
New Duties, 366, 490 (?), 498, 501.
Sunlight Soap Company, 391.
New Duties on Wheat and Flour, 424.
Examination of ladies' luggage, 430.
Duty on Carriage and Buggy material, 470.
Duty on Raw Material and Live Stock, 536.
Checking value and weight of goods at Sydney, 469.
Relatives of Collector of, in Service, 596.

QUESTIONS (continued):—

- DAIRY PRODUCE:—Cost of Agricultural and, by Railway, 375.
- DAIRY, TRAVELLING:—Cost of, &c., 23, 434.
- DARKIE CREEK:—(See "ROADS").
- DARLEY, MR. O:—Appointment of, as President, Water and Sewerage Board, 535.
- DARLING HARBOUR:—
Railway Employees, 213.
Hydraulic Cranes at, 277.
Private Wharves at, 278.
Electric Light for, 491.
- DARLINGHURST GAOL:—
Prisoners in, 76, 107, 209.
Warders in, 223.
- DARLING ISLAND:—
Use of, 69.
Wages of Workmen, 116.
- DARLING RIVER:—Locking of, 521.
- DAWES, A.:—Attendant at Callan Park Asylum, 439.
- DEBENTURES:—Sale of, in London, 121.
- DEBT:—National, 254.
- DEEPWATER:—Road to Emmaville, 451.
- DEFENCES:—
Contracts for, 141.
Fortifications at Bare Island, 21.
Guns at Steel Point Battery, 58, 72, 81, 96, 107, 120, 161.
Military Works Department, 123, 133.
Force, 272.
Hydro-pneumatic Gun at Wollongong, 317, 545.
Officers of Defence Forces sent to England for Instruction, 376.
- DENILQUIN:—
Police Court, 129.
Gaol, Mr. Ellory, 372.
- DEPOSITIONS:—Inspection of, in Criminal Cases, 224.
- DESSERTERS:—From Her Majesty's Ships, 214, 227.
- DE WOLSKI, LIEUTENANT-COLONEL:—Duties of, 361, 395.
- DIAMOND DRILLS:—Officer-in-charge of, 391.
- DIBBS, MR. G. R.:—Proposed visit to England, 456, 461, 465, 472, 477, 498, 503, 509.
- DICK, MR.:—Oyster Leases at Port Macquarie, 237.
- DINNERS:—Given by Mr. Sheriff Cowper, 456.
- DISEASED MEAT:—Sale of, 127.
- DISTRESS AND REPLEVIN:—Repeal of Act, 382.
- DISTRICT SURVEYOR:—Appointment of, at Armidale, 33, 82.
- DOCKER, JUDGE:—Conduct of, 58.
- DOCKMASTER:—Appointment of Mr. J. Pratt, 81.
- DOGS:—Registration of, 129.
- DOMAIN, GOVERNMENT:—Traffic in, 279.
- DOORKEEPERS:—At Colonial Secretary's Office, 542.
- DOUBLE BAY:—
Reserve at, 50.
Breakneck Road, 130.
- DRAINAGE:—
Carrying out of, at Bungendore, 106.
Promotion of, 192.
At Waverley, 455.
Of Government Institutions at Parramatta, 470 (?).
- DREDGE:—
Importation of, 87.
Service, 107, 130.
"Newcastle," 23.
Lake Macquarie, 220.
Bullock Island, 320.
- DREDGING:—
Of Tweed River, 469.
Of Parramatta River, 501.
- DRINKING FOUNTAINS:—Centennial Park, 481.
- DUBBO:—
Trustees for Show-ground, 201.
Lands Office, 336.
- DURAL (See "RAILWAYS").
- DURHAM COLLIERY:—Men employed at, 181.
- DUTY:—
On Carriage and Buggy material, 470.
On Soda Crystals, 490.
On Tea, 490, 498, 501.
On Raw Material and Live Stock, 536.
- EASTERN DIVISION:—Exchange of Crown Lands in, 361, 381.
- EASTERN SUBURBS:—Railway, 267, 526.
- EDDY, MR. E. M. G.:—Leave of absence to, 52 (?), 72, 116.
- EDEN, LIEUTENANT-COLONEL:—Rifle Clubs under, 447.
- EDGERTON RUN:—Occupation License, 34.

Q

QUESTIONS (continued):—

EDUCATION:—

Public School, Waverley, 22 (2).
 Public School Buildings, Glen Innes, 25.
 Public School, Lake Albert, 169.
 Public School, Huntingdon, Hastings River, 404.
 Public School, Cleveland-street, 336.
 School Buildings at Mount View, 25.
 School Buildings at Coolaman, &c., 283.
 School Buildings, &c., Wollombi Electorate, 360.
 School History of Australasia, 59.
 Coolabah School-house, 121.
 Site for Public School at Woodall, Euroka, Macleay River, 227.
 Sites for School Buildings in the Canterbury Electorate, 336.
 Site for School, Pymont Bridge Road, 571.
 Schools of Arts subsidised by the Government, 398.
 State Schools, 277.
 High Schools, 199.
 Training-ship "Sobraon," 141, 288.
 Training Ships "Vernon," and "Sobraon," 537.
 Technical College, 65, 424.
 Girls' High School, Bathurst, 71.
 Technical College Classes, 428, 507, 541.
 Classification of Country Schools, 493.
 Women's College, 522.
 Land for School at South Wagga Wagga, 428.
 Land resumed for School Purposes, 300.
 Leichhardt School Grounds, 67, 189.
 Holidays in Country Districts, 83, 94, 124.
 Holidays in Public Schools, 367.
 Inspectors, 94.
 National Scholarships, 195.
 Teachers under Civil Service Act, 142.
 Mr. Angus Mackay, 173.
 Case of J. H. Cook, 240.
 Instruction of Cookery in Public Schools, 367.
 Salaries of Public School Teachers, 387.
 Teaching of Shorthand in Public Schools, 391.
 Salaries of Female Teachers, 418.
 Sitting accommodation for Female Teachers, 455.
 Tender for School Books, 512.
 Regulations as to School Teachers holding other positions, 307.
 Scholars in Public Schools in Canterbury Electorate, 343.
 Workshops, Cookery Classes, Garden Work, &c., established in Schools, 215.
 Church and School Estates, 184.
 University Examinations, 286, 589.
 "EGMONT":—Loading of Steam Collier on Sunday, 503.
EIGHT-HOUR DAY:—
 Holiday for Fitters on, 174, 214.
 Do Railway men on, 177.
 Special Trains on, 188.
ELECTION PETITION:—Illawarra, 214, 239.
ELECTORAL:—
 Forty pounds deposit, 87, 142.
 Mr. Gale, Returning Officer, Queanbeyan, 201.
 Case of Bubb v. Simpson, 201.
 Candidature of Mr. Mackay for Parliament, 173.
 Returning Officer and Deputy Returning Officer at Bulli, 214, 239.
ELECTORAL BILL:—Election of New Parliament under, 484.
ELECTRICITY:—Professor of, 305.
ELECTRIC LIGHT:—Darling Harbour and Pymont Bridge, 491.
ELECTRIC TRAM:—Between Randwick and Waverley, 219, 359, 536.
 "ELLEN," BARQUE:—Wreck of, 35, 479.
ELLIS, MR. EDWARD J.:—Chief Clerk, Fisheries Department, 372.
ELROY, MR.:—Deniliquin Gaol, 372.
EMPLOYEES:—
 Privileges of Railway, 179, 188, 231.
 Discharge of Tramway, 196.
 In Railway Department, 475, 491, 492, 502.
 In Government Service, 490.
 Overtime to Railway, 508.
ENCAMPMENT:—
 Military, at Campbelltown, 433.
 Dispensing with Easter, 477, 543, 545, 554, 555, 578.
 Supplies for, 544.
ENDOWMENTS:—To University, 359.
ENGINE-DRIVERS:—Transfer of, 503.
ENGLAND:—Proposed visit of Colonial Secretary to, 456, 461, 465, 472, 477, 493, 503, 509.
ENGLAND:—Bridge at, 134.

QUESTIONS (continued):—

ENMORE:—Post and Telegraph Offices, 24, 525.
EQUITY SUITS:—Stephen v. Erwin—Humphery v. Erwin, 585.
ESKBANK:—Iron Manufactured at, 231.
ESTATES:—
 Grants of portion of Church and School, 184.
 Accumulation of large, 238.
 Sequestration of, 512.
ESTIMATES:—Military, 274, 410.
EUGOWRA:—Common, 82.
EUROPEAN MAILS:—Delivery of, 184.
EVELEIGH:—
 Duplication of Railway from Bndfern, 274.
 Railway Retaining-Wall, 33.
EXHIBITION:—
 Tasmania, Representative at, 35, 215, 272.
 Columbian at Chicago, 51, 148, 261, 273, 295, 300.
 Representation at London, 402.
EXPENDITURE:—On Public Parks and Recreation Reserves, 475.
EXPERIMENTAL FARMS:—At North Wagga Wagga, 295.
EXPERIMENTS:—For producing Rain, 128, 273, 474.
EXPLOSION:—Torpedo, at Middle Head, 51.
FACTORIES AND WORKSHOPS BILL:—Introduction of, 299, 440.
FEDERAL CONVENTION:—History of, 71.
FEDERATION:—Of the Colonies, 465.
FEMALE TEACHERS:—Salaries of, &c., 418, 455.
FENCING:—Rabbit-proof, 285, 401, 434.
FERRIES:—
 Tolls on, 290, 409, 579.
 Hinton, 124.
 Grafton, 455.
FITTERS:—
 Holiday for, 174, 214.
 On Camden Tramway, 366.
FIELD OF MARS:—
 Railway through Common, 376 (2), 388.
 Roads and Bridges, &c., 377.
 Settlers on Common, 389.
 Area of Common sold, 390.
 Tramway to, 440, 441.
 Conditions of sale of Common, 446.
FILTERS, PATENT TAP:—Purchase of, 447, 449.
FINANCE:—
 Money borrowed by Government, 57, 67, 75, 96.
 Public Loans, 89 (2), 95.
 Bill dealing with Institutions, 52, 115, 543.
 Report of Board of Audit, 100.
 Sale of Debentures in London, 121.
 Tenders for late Loan, 179, 180.
 Loans and Treasury Bills, 267, 486.
 Military Estimates, 274.
 Credit of Public Accounts, 286, 290.
 Government Loans to City Council, 191.
 Unexpended Votes for Roads and Bridges, 209.
 Financial Troubles in New South Wales, 210.
 Financial Statement, 231.
 Revenue and Expenditure for 1891, 396.
 Conversion of Stock, 486.
 Money held by Associated Banks, 522.
FINANCIAL INSTITUTIONS:—Bill to deal with, 391.
FINANCIAL STATEMENT:—Speeches on, printed at Government Printing Office, 335.
FIRE AND LIFE INSURANCE COMPANIES:—Inquiry into, 209.
FIREARMS:—Use of by Children, 391.
FIRE BRIGADES ACT:—Amendment of, 152.
FIRE BRIGADES BOARDS:—Contributions to, in Country Towns, 205, 306.
FISHBURN AND CO.'S CONTRACTS (See "RAILWAYS").
FISHERIES:—
 Introduction of Murray Cod, 95.
 Grievances of Fishermen, 95.
 Introduction of Bill dealing with, 142.
 Commission on, 189, 209.
FISHERIES DEPARTMENT:—Mr. Edward J. Ellis, Chief Clerk in, 372.
FITZGERALD, MR.:—Department of Agriculture, 491, 501.
FIVE DOCK BAY:—Water Frontages, 121.
FIVE DOCK TRAMWAY:—Cost of, 336.
FLOGGINGS:—In Gaols, 377, 429.
FLOODS:—
 Richmond River, 24.
 Murrumbidgee River, 555.
 Hunter River, 556, 579.
FOOD AND LIQUOR:—Bill dealing with adulteration of, 34, 435.

QUESTIONS (continued) :—

- FORBES** :—
 Conveyance of Mails, 428.
 Reserves in District, 429.
 Bridge near, 578.
- FOREST LODGE** :—Sewers at, 571.
- FORESTRY** :—
 Introduction of Bill, 87.
 Museum, 112.
 Area of Timber or Forest Land in the Colony, 214.
- FORESTS** :—
 Officers of Department of, 166.
 Supply of Shrubs to public free of cost, 344.
- FORTIFICATIONS** :—Baro Island, 21.
- FORTY POUNDS DEPOSIT** :—Under Electoral Act, 142.
- FRANKING** :—Public Documents, 82.
- FRASER, Mr. W. W.** :—Warden and Police Magistrate, Inverell, 403.
- FRASER'S CREEK RUN** :—Occupation License, 34.
- FREE GRANTS OF LAND** :—Issue of, 337.
- FREE LABOURERS** :—
 Sleeping Accommodation for, 25.
 Trains for, to Bourke, 95.
- FREE PASSES** :—
 To Members of Parliament, 60, 75, 274, 294, 337.
 To Public Officers, 71, 274.
 Issued by Labour Bureau, 542.
- FRESHFORD** :—Bridge over Murrumbidgee, 103.
- FRIENDLY SOCIETIES** :—
 Bill to amend Act, 26.
 Statist or Auditor, 133.
 Registration Fees of, 489.
- FRUIT** :—Insect Pest in, 451.
- GALE, MR** :—Returning Officer, Queanbeyan, 201.
- GAMBLING** :—Suppression of, Houses, 23, 130.
- GAOLS** :—
 Glen Innes, 129.
 Goods manufactured in, 133, 169, 179.
 Warders in Country, 178.
 Prosecution of a certain prisoner now in Darlinghurst, 209.
 Warders in Darlinghurst, 223.
 Warders, 279.
 Deniliquin, Mr. Ellory, 372.
 Bathurst, Flogging of youth in, 377.
 Escape of prisoner from Molong, 391, 560.
 Warders Darby and Kelly, Darlinghurst, 418, 464.
 Floggings in, 429.
- GARDEN PALACE GROUNDS** :—Use of, 200, 206.
- GARDENERS** :—Employed in Botanical Gardens, 554.
- GAS-METERS** :—Inspection of, 409.
- GAS-WORKS** :—Tenders for at Eyeleigh, 261.
- GENERAL POST OFFICE** :—Land resumed opposite, 232.
- GEOLOGICAL SURVEYOR** :—Office of, 294.
- GEOLOGIST** :—Appointment of Government, 174.
- GEORGE'S RIVER** :—
 Bridge over at Liverpool, 274, 388.
 Net Fishing in, or Botany Bay, 274.
- GEORGE-STREET** :—Markets, 32, 85, 403, 424, 446, 465.
- GERRINGONG** :—Pay to Cavalry, 586.
- GILES, MR** :—Stipendiary Magistrate, 470.
- GIRLS HIGH SCHOOL** :—Bathurst, 71.
- GLADESVILLE ASYLUM** :—Overtime at, 569.
- GLEBE** :—
 Civil and Criminal Cases from, 105, 136.
 Court House at, 485.
- GLEBE ISLAND** :—
 Office of Inspector of Meat at, Island, 23, 58.
 Bridge, 88.
 Removal of Abattoirs from, 173, 239.
 Removal of Machinery from, 196.
 Assistant Slaughter House Inspector at, 343.
- GLEN INNES** :—
 Public School Buildings, 25.
 Gaol, 129.
 Goods Traffic, 588.
- GORP'S HARBOUR** :—Telegraph Office, 136.
- GOLD** :—
 Exported, 96.
 Platinum and, in Town of Queanbeyan, 195.
 Reward for Discovery of, at Peak Hill, 141.
 Revenue, Peak Hill, 148.
 Unclaimed, deposited in the Mint, 331.
 Leases on new fields, 410.
 Lease held by J. Ackerman, Hill End, 571.
- GONGOLGON** :—Post and Telegraph Office, 134.
- GOODDOGA** :—
 Water Supply, 134.
 Common, 134.
 Post and Telegraph Office, 134.

QUESTIONS (continued) :—

- GOODS** :—
 Sold in streets of Sydney, 129.
 Manufactured in Gaols, 133, 169, 179.
 Checking of, at Sydney Customs Office, 469.
 Manufactured in Colony, 519.
- GORDON, Mr. C. R.** :—Appointment of, as Observing Surveyor, 486.
- GOSFORD** :—State Nursery at, 476.
- GOULBURN** :—
 Local Land Board, 227.
 Sewerage Scheme, 484.
- GOVERNMENT ADVERTISEMENTS** :—In suburban and country newspapers, 387.
- GOVERNMENT BUILDINGS** :—Rookwood, 267, 272.
- GOVERNMENT CONTRACTS** :—
 Sub-letting of, 160, 196.
 Liabilities on, 192, 344, 348, 360.
 Advances on, 447.
- GOVERNMENT DOMAIN** :—Traffic in, 279.
- GOVERNMENT GEOLOGIST** :—Appointment of, 174.
- GOVERNMENT PRINTER** :—Leave of Absence to, 95.
- GOVERNMENT PRINTING OFFICE** :—
 Printing of Bills at, 22.
 Principal Messenger at, 183.
 Employment of Mr. Abraham Haynes, 556.
- GOVERNMENT SERVICE** :—
 Messengers and Waiters employed in, 199.
 Number of persons employed in, 490.
- GOVERNMENT STEAMBOAT** :—Building of, 121.
- GRAPTON** :—
 Gate at wharf, 189.
 Ferryman at, 452.
- GRAIN** :—Imported into the Colony, 237, 263.
- GRANTS** :—
 To Municipalities, 191.
 Antarctic Exploration, 471.
- GRAPES** :—Exportation of, to Victoria, 413.
- GRAVE-DIGGERS** :—Wages of, 67, 511, 585, 595.
- GRAVEL CONTRACTS** :—Coolabah, 522.
- GREEN'S CREEK** :—Bridge over, 189.
- GREGG** (See "RAILWAYS").
- GUARDS** :—Railway Service, 66.
- GUNDAROO** :—Population Area, 94, 262.
- GUNNING, Mr. G. A.** :—Trustee of Common, Mount M'Donald, 587.
- GUNS AT STEEL POINT BATTERY** :—Condition of, 58, 72, 81, 96, 107, 120, 161.
- GUYRA** :—Goods Traffic, 588.*
- HAM COMMON** :—Agricultural College, 367, 419, 424, 428, 503, 511 (?).
- HANSARD STAFF** :—Appointment to, 166.
- HARBOUR TRUSTS** :—Sydney and Newcastle Ports, 190, 278.
- HARE PEST** :—
 In Molong District, 86, 435.
 In Argyle Electorate, 428.
- HARRISON, Mr. W. R.** :—Manager of Brewarrina Aboriginal Mission, 544.
- HARWOOD** :—Road to Chatsworth, 553.
- HAWKERS** :—
 Indians, licensed as, 37, 447.
 Afghan and other Foreign, 543.
- HAWKESBURY** :—
 Railway Bridge, 33.
 Survey of, 185, 278.
 Agricultural College, 367, 419, 424, 428, 503, 511(?).
- HAYNES, Mr. ABRAHAM** :—Employed in Government Printing Office, 556.
- HAYNES, Mr. JOHN, M.P.** :—Telegram alleged to have been sent by, 571.
- HEALTH BILL** :—Introduction of, 24, 135.
- HIGH SCHOOLS** :—At Sydney, Bathurst, Goulburn, and Maitland, 199.
- HILLSTON LICENSING DISTRICT** :—Wooden Public-houses in, 318.
- HINTON** :—Ferry, 124.
- HISTORY** :—
 Of Federal Convention, 71.
 Of New South Wales from the Records, 476.
- HOLIDAYS** :—
 In Country Districts, 83, 94, 124.
 To the Police Force, 128, 306, 428, 588.
 In Public Schools, 367.
 Under Bank Holidays Act, 435.
- HOMEBUSH** :—Reclamation Works at, 480.
- HORSES** :—Quarantined in connection with Messrs. Sells' Brothers Circus, 278.

Q

QUESTIONS (continued):—

HOSPITALS:—

- Sydney, 85, 263, 343.
- For Insane, Parramatta, 174.
- Nurses, 180.
- For Insane, Goulburn, 320.
- Patients admitted to, under Pauper Vote, 455.
- Use of Anæsthetics in Metropolitan, 484.

HOWE, JAMES PETER:—Prisoner in Gaol, 403.

HUMPHRY v. ERWIN:—Equity suit, 535.

HUNTER:—

- Bridge over, at Morpeth, 196.
- Floods in River, 556, 579.
- River Oyster-beds, 587.

HUNTINGDON:—Public School, 404.

HYDRAULIC CRANES:—At Darling Harbour, 277.

HYDRO-PNEUMATIC GUN:—At Wollongong, 317, 545.

ICE-CREAMS:—Sale of in the Streets of Sydney, 330.

ILLAWARRA RAILWAY:—Coal Rates on, 274, 307.

IMMIGRATION:—

- Of Chinese, 173.
- Of Afghans, &c., 445.
- Contracts, 479.

INCOME TAX:—Introduction of Bill, 371.

INDIAN HAWKERS:—Licenses to, 31, 447.

INDUSTRY:—Minister of, 502.

INFANTRY:—

- Number serving in Reserves, 375.
- Partially-paid, 476.

INFANTS:—In Bondi Sewer, 578, 588.

INFERIOR RACES:—Immigration of, 448.

INFIRMARY:—Sydney, 263.

INFLUENZA EPIDEMIC:—

- Report of Board of Health on, 285, 376, 463.
- In shearing sheds at Molong, 330.
- Reward for best Essay on, 335.
- Return in reference to, 446.

INSECT PEST:—Bill to deal with, 451.

INSOLVENCY:—Of Magistrates, 577.

INSPECTOR OF CONDITIONAL PURCHASES:—Appointment of, at Molong, 152, 284.

INSPECTOR OF MINE:—At Giebe Island, 23, 58, 343.

INSPECTOR OF SCAFFOLDING:—Appointment of, 329(?), 330, 542.

INSPECTORS:—

- Of Agriculture, 404, 410 (?), 428, 523.
- Of Brickwork, North Shore Railway Extension, 470.
- Of Weights and Measures, 490.

INSURANCE COMPANIES:—Inquiry into Fire and Life, 209, 513, 545.

INTERSTATE ESTATES:—Curator of, 485.

IRON:—

- Deposits of Ore in the Colony, 119.
- Purchase of Old, from Military Department, 128.
- Railing round Circular Quay, 135.
- Manufactured at Eskbank, 231.

IRRIGATION:—

- Intentions of Government in regard to, 130.
- Works on State lands, 147.
- Establishment of Colonies on the Lachlan River, 205.
- Settlement on Colonies, 450.

ITINERATING LECTURERS:—On Mineralogy and the working of Mines, 325.

IVERSON:—Dismissal of from Railway Service, 115.

JAMIESON, RODGER HENRY:—Imprisonment of, 115, 223.

JERVIS BAY:—

- Railway to Moruya, 201.
- Railway from Kiama, 238.
- Special lenses near, 396, 446.

JINDABYNE (See "TELEGRAPHIC").

JINGELLIC:—Bridge at, 180.

JOHNSTON'S CREEK:—Annandale, resumption of land in vicinity of, 223, 239.

JOURNEYMEN PAINTERS:—Wages of, 124.

JUNE:—Water Supply, 82, 555.

JURYMEN:—Fees to workmen as, 452.

JUSTICE DEPARTMENT:—Report of Civil Service Commission, 105, 136, 390.

JUSTICE, MINISTER OF:—Appointments by late, 348.

JUSTICES OF THE PEACE:—

- Acting on Pastoralists' Associations, 59, 72, 122.
- For Captain's Flat, 123.

JUVENILE OFFENDERS:—In Darlinghurst, 107.

KENMORE:—Model Farm, 135, 326, 401.

KIAMA:—Road District, 263.

KING-STREET:—To Ocean-street Cable Tramway, 388, 588.

QUESTIONS (continued):—

LABOUR BUREAU:—

- Deputation in reference to, 25.
- Establishment of State, 57, 116, 224, 273.
- Persons appointed to, 447, 470, 508, 523.
- Mr. Bloxham, Secretary to, 492.
- Establishment of Agencies, 499.
- Free Passes issued by, 542.

LABOURING CLASSES:—Imported from other Colonies, 72.

LABOUR MARKET:—Public Works to relieve surplus Labour, 34.

LACHLAN RIVER:—

- Weirs on, near Forbes and Jemalong, 205, 261.
- Establishment of Irrigation Colonies on, 205.
- Bridge over, 401.
- Weir on, at Willandra Creek, 507.

LADIES' LUGGAGE:—Examination of, at border towns, 430.

LAKE ALBERT:—Public School at, 159.

LAKE CUDGELLICO:—Conservation of Water at, 160, 261.

LAKE MACQUARIE:—Dredge at, 220.

LAKE URANA:—Conservation of Water at, 159, 272, 290.

LAND:—

- Parish of Urana, county of Bundure, 65.
- Valuer, Appointment of, 143.
- Mortgages on, 202.
- Resumed opposite General Post Office, 232.
- Resumed for School purposes, 300.
- Resumption of, in vicinity of Johnston's Creek, Annandale, 223, 239.
- Issue of Free Grants of, 337.
- Corner of George and Druitt-street, 403.
- Resumption of, for Lismore to Tweed Railway, 464.
- Sale of, in Martin-place, 477.
- Valuator, at Bourke, 491.
- Corner of Bent and Loftus street, 508.
- Open to Conditional Purchase in Central Division, 535.
- Granted for Church purposes near Bourke, 578.

LAND BOARDS:—

- Local, Goulburn, 227.
- Rents fixed by, in Hay and other back Districts, 502.
- Travelling Expenses of Chairman of Bourke, 515.
- Travelling Expenses of Chairman of Cooma, 531.

LANDS DEPARTMENT:—

- Leave of absence to Mr. V. Cohen, 183.
- Cost of working, 434.
- Officers in, 526.

LANDS OFFICE:—

- Cost of New, 96, 131.
- Armidale, 105, 128.
- Dubbo, 336.

LANDS, PARISH OF NARRATOOLA, COUNTY TOWNSHEND:—Surveyed for Improvement Purchases, 34.

LANE COVE:—

- Road, 85.
- River, Bridge, 440.

LAPSTONE TUNNEL:—Construction of, 331.

LAVATORIES:—For Second-class Railway Carriages, 94, 142, 429.

LAW REFORM:—Resolutions in reference to, passed in 1890, 23.

LEAD:—Effect of, on Miners, 166, 274.

LEASE:—Seven-mile Beach Reserve, 31.

LECTURES OF AGRICULTURE:—Employment of, 553.

LEGAL WORK:—Of Railway Commissioners, 275, 460, 570.

LEGISLATIVE COUNCIL:—Appointments to, 597.

LEIGHARDT:—

- Postmistress at, 33.
- School Grounds, 67, 189.

LEMON, SAMUEL AND MARY:—Case of, 508.

LENEHAN WILLIAM:—Case of, 123.

LEPROSY:—In the Colonies, 595.

LETTERS:—

- Insufficient postage on, 149.
- Leave of absence to Carriers of, 178.

LEWIS, MR. GEORGE:—Local Government Branch, 206.

LIBRARY:—Municipal at Paddington, 456.

LICENSING:—Hillston District, 318.

LIFE AND FIRE INSURANCE COMPANIES:—Inquiry into, 209.

LIGHTHOUSE:—Smoky Cape, 26.

LIQUOR AND FOOD:—Bill dealing with Adulteration of, 34, 435.

LISMORE-TWEED RAILWAY:—Resumption of land for, 464.

LIT'S AUTOMATIC:—Air-brake, 536.

LITTLE REDHEAD LAGOON:—Application to mine under, 507.

Q

QUESTIONS (continued):—

LIVERPOOL:—
 Court-house at, 267, 464.
 Bridge over George's River at, 274.
 Reduction of postage in district, 389.
 Extension of Marrickville to Burwood Road Railway to, 460.

LIVE STOCK:—Duty on, 536.

LOADING:—
 Steam Collier "Currajong" on Sunday, 502.
 Steam Collier "Egmont" on Sunday, 503.

LOAN FUNDS:—
 Contracts for Public Works defrayed from, 338, 495.
 Expenditure on Water Supply from, 456.

LOANS:—
 Issue of Public, 89 (2), 95.
 Tenders for late, 179, 180.
 To City Council, 191.
 Treasury Bills and, 267.

LOCAL LAND BOARD:—Goulburn, 227.

LOCKING:—
 Barwon River, 141.
 Darling River, 521.

LOCK-UP:—Molong, 391, 569.

LODGING-HOUSES:—Bill to deal with, 129.

LONDON:—Representation at Mining Exhibition, 432.

LORD HOWE ISLAND:—Visiting Magistrate, 116.

LUGGAGE:—Examination of Ladies', at Border Towns, 430.

LUNATICS:—
 Increase of, 447.
 Entry of, and Criminals into the Colony, 470.

LUSCOMBE, MR. R. C.:—Appointment of, as Inspector of Scaffolding, 329(2), 330.

MACARTNEY, MR.:—Manager of Bank of Sydney, 129.

MACHINERY:—Removal of, from Glebe Island, 196.

MACKAY, MR. ANGUS:—Standing of, for Parliament, 173.

MACKLIN, MR. H. B.:—Inspector of Agriculture, 410.

MAGLEAN:—Road to Coruki, 553.

MAGISTRATES:—
 Additional Stipendiary, 485.
 Court, Mount McDonald, 515.
 Appointment of as Coroners, Nyngan and Warren, 520.
 Insolvency of, 577.

MAIL GUARDS:—Hours of Work by, 43, 120.

MAILS:—
 Delivery of, in Country, 166.
 Delivery of European, 184.
 Service between Wagga Wagga and Tumberumba, 293.
 Service between New Hebrides and New Caledonia, via Fiji, 440, 515.
 Subsidising Services to New Hebrides, 490, 515.

MAIL TRAIN:—Western, Accident to, 149.

MAIL-YANS:—Railway, 511.

MAIZE:—Blight in, 485.

MANLY:—Pier, 484, 503, 515.

MANNING, MR. W. P.:—Identical with Mr. Manning on Chinese Commission, 485.

MANNIX, MR.:—Ticket Clerk, Murrurundi, 382.

MARBLE:—Use of Colonial, 105, 121.

MARINE BOARD:—Regulations, 151.

MARKETS:—George-street, 32, 35, 403, 424, 446, 465.

MARRICKVILLE TO BURWOOD ROAD RAILWAY:—
 Tenders for, 456, 497.
 Extension to Liverpool, 460.

MARTIN PLACE:—
 Traffic in, 131.
 Contracts for, 267.
 Sale of land in, 477.

MARULAN:—Public School, 348.

M'DONALD, MR. DISTRICT SURVEYOR:—At Armidale, 33, 82.

M'FARLAND, MR. DISTRICT COURT JUDGE:—Retirement of, 273.

M'GREGOR, WILLIAM:—Accident to, through collapse of staircase in Chancery Square, 378.

M'IVOR, MATTHEW:—Claim of, to a Tin-mine, 112.

M'LEOD:—Case, Regina against, 122, 419.

M'NEILL, CAPTAIN:—Instructor to the New South Wales Cavalry Forces, 305.

MEAT:—Sale of diseased, 127.

MEDICAL STAFF CORPS:—Permanent Artillery, 272.

MEMBER OF QUEENSLAND PARLIAMENT:—Application by, to visit a prisoner, 388.

"MEN OF MARK":—Work called, 169.

MERRIBURN (See "RAILWAYS").

MERRIWETHER, MR. FRANCIS L. S.:—Pension to, 397.

MESSENGERS:—
 Principal, Government Printing Office, 183.
 Waiters and, employed by Government, 199.

QUESTIONS (continued):—

MICALAGO:—Court House and Police Barracks, 435.

MIDDLE HEAD:—Torpedo explosion at, 51, 366.

MIDELTON, MR. THOMAS:—Removal of from Public Service, 317.

MILITARY:—
 Naval Artillery Volunteer Corps, 49, 71, 105.
 Torpedo explosion at Middle Head, 51, 366.
 Tests of targets, 51, 88, 111, 123, 142, 160, 214, 223, 237, 252.
 Fines in Naval Brigade, 107.
 Military Works Department, 123, 133, 137, 151, 277, 289, 543, 554.
 Purchase of old iron from Department, 128.
 Contracts, 137.
 Appointment of Director of Works, 165.
 Alterations to Victoria Barracks, 160.
 Rifle Association Matches, Randwick, 228.
 Imperial Officers serving in the Colony, 233.
 Rifle Reserve Companies, 253.
 Cost of Medical Corps of Permanent Artillery, 272.
 Defence Force, 272.
 Partially Paid Infantry, 272, 476.
 Cadet Encampment, 273.
 Estimates, 274, 410.
 Volunteer Land Orders, 284.
 Colonel Boddam, 289.
 Free Passes issued to Officers of Defence Force, 294, 382.
 Captain M'Neill, Instructor to the New South Wales Cavalry Forces, 305.
 Hydro-pneumatic Gun at Wollongong, 317, 545.
 Mounted Infantry or Cavalry Tournament to be held in England, 329.
 Permanent Field Battery of Artillery, 361, 382.
 Lieutenant-Colonel De Wolski, 361, 395.
 Permanent Artillery Force—Reserve Infantry Companies, 375.
 Officers of the Defence Forces sent to England for Instruction, 376.
 Forces of the Colony, 381.
 Allowances to Members of Force, 381.
 Southern Rifle Association, 396.
 Permanent and Military Forces, 403.
 Officer Commanding Military Instructors, 410.
 Encampment at Campbelltown, 433.
 Rifle Clubs under Lieutenant-Colonel Eden, 447.
 Cadets under Lieutenant-Colonel Paul, 447.
 Bread supplied to Encampments, 472.
 Abolition of Easter Encampment, 477, 543, 545, 554, 555, 578.
 Captain Boam, leave of absence to, 480, 491.
 Supplies to Encampment, 544.
 Pay to Volunteers at Molong, 554, 596.
 Revenue on Railways from Encampment, 586.
 Pay to Gerringong and Albion Park Cavalry, 586.
 Reduction of Vote, 596.

MILK:—Price of, 227.

MILLER, MARY:—Case of, 180, 191.

MILLER'S POINT:—Post Office, 135.

MILSON'S POINT:—Railway, 75, 228, 570.

MILTON:—
 Tenders for Court-house at, 205, 285.
 Road from Nowra, 548.

MINERAL LEASES:—Newcastle Water Reserve, 120, 184 (2), 189.

MINES:—Effect of Lead on, 166.

MINING:—
 Report of Civil Service Inquiry Commission on Department, 21, 35, 44, 160.
 Claim of Matthew M'Ivor, 112.
 Deposits of Iron Ore in the Colony, 119.
 Mineral Leases, Newcastle Water Reserve, 120, 184 (2), 189.
 Plan or record of abandoned Mines, 121.
 Lenses held by Broken Hill Proprietary Silver-mining Company, 122.
 Peak Hill, 141, 148.
 Effect of Lead on Miners, 166, 274.
 Gold and Platinum in Town of Queanbeyan, 195.
 On Private Property Bill, 128.
 Number of Miners in New South Wales, 214.
 Shedlock process for treatment of refractory ores, 215.
 Supervision of Minerals in the Tasmanian Exhibition, 215, 272.
 Decision given by Warden Connolly at Carcoar, 284.
 Survey of Leases at Boro, 306.
 Itinerating Lecturers on Mineralogy and the working of Mines, 325.
 Leasing system, 410.

Q.

QUESTIONS (continued) :—

MINING (continued) :—

- Gold Lease at Swamp Oak, 423.
- Survey of Tenements, 396.
- Representation at London Exhibition, 402.
- Standard Weight of Coal, 366, 404.
- Application to Mine under Little Redhead Lagoon, 507.
- Prospecting Claims, Bourke Electorate, 522.
- Leases held by J. Ackerman, Hill End, 571.
- Leases at Yalwal, 596.

MINISTER :—Of Industry, 502.

MIST :—Unclaimed Gold deposited in, 331.

MODEL FARMS :—

- In Richmond Electorate, 43.
- North Coast District, 50.
- Western District, 57, 366.
- Kenmore, 135, 326, 401.
- Bathurst District, 152.
- Wagga Wagga, 402.

MOLONG :—

- Hare Post in District, 86, 435.
- Railway to Parkes, 96, 101, 232.
- Roads in District of, 361.
- Escape of Prisoner from Lock-up, 391, 569.
- Water Supply, 403, 508.
- Pay of Volunteers, 554, 596.

MONEY :—Borrowed by Government, 57, 67, 75, 96.

MONEY ORDER OFFICE :—Mr. Wells, Clerk in, 472.

MOONIE, MESSRS. ANGUS AND :—Contracts let to, 318.

MORRETH :—Bridge over Hunter at, 196.

MORTGAGES :—On Land, 202.

MORUYA :—Railway from Jervis Bay, 201.

MOSS VALE :—

- School of Arts, 469.
- Water Supply, 578.

MOUNT McDONALD :—

- Magistrates' Court, 515.
- Police at, 542, 587 (?).
- Common, 587.

MOUNT VIEW :—School Buildings at, 25.

MUNICIPALITIES :—

- Grants to, 191.
- Repairs of Roads within, 195.
- By-laws of the Borough of Bombala, 336.
- Library at Paddington, 456.

MUNROE, JOHN :—Compensation to, 512.

MURDER :—In Lower George-street, 413.

MURRAY COD :—Introduction of, to Rivers, 95.

MURRUMBIDGEE RIVER :—

- Bridge over, 165, 545, 555.
- Gauges for Floods on, 555.

MURRURUNDI :—Removal of Engine Sheds from, 508.

MUSEUM :—

- Of Economic Forestry, 112.
- Technical, Ultimo, 336.

MYERS, HENRY :—Release of, 105.

NARRANDERA :—Bridge over Murrumbidgee at, 165, 545.

"NARRANDERA ENSIGN" :—Cost of Advertisement in, 320.

NARRAN RIVER :—Bridge over, 134.

NATIONAL ART GALLERY :—Purchase of Pictures for, 320.

NATIONAL BANK :—Establishment of, 451.

NATIONAL DEBT :—Amount of, 254.

NATIONAL PARK :—

- Secretary, 343.
- Area, &c., 433.

NAVAL ARTILLERY VOLUNTEERS :—Partial payment system, 49, 71, 105.

NAVAL BRIGADES :—Fines, 107.

NAVIGATION ACT :—Amendment of, 570.

NAVY :—Imprisonment of Men belonging to Her Majesty's, 306.

NECROPOLIS :—Workmen at, 67, 511, 585, 595.

NET-FISHING :—George's River or Botany Bay, 274.

NEVERTIRE (See "ROADS").

NEWCASTLE :—

- Mineral Leases on Water Reserve, 120, 184 (?), 189.
- Harbour Trust for Port of, 199.

"NEWCASTLE" :—Dredge, 23.

NEW HEBRIDES :—Mail Service to, 490 (?), 515.

NEW MEAT MARKETS :—Removal of Machinery to, 196.

NEW PARLIAMENT HOUSES :—Construction of, 460.

NEW SOUTH WALES :—History of, from Records, 476.

NEWSPAPERS :—

- Free Carriage by Rail, 67.
- Transmission of objectionable, 429.
- Postage on, 577.

NEWTOWN :—

- Post and Telegraph Offices, 24, 520, 525.
- Railway Bridge at, 178, 188, 192, 424, 446.

NEW ZEALAND :—Duty on Bacon from, 187.

QUESTIONS (continued) :—

NIMITYBELLE :—Recreation Ground, 101.

NORONGO (See "ROADS").

NORTH COAST RAILWAY :—West Maitland to Taroo, 274, 403.

NORTHERN COASTS :—Wrecks on, 238.

NORTHERN DISTRICT :—Coal Companies in, 366.

NORTHERN PORTS :—Tug Service at, 237, 272.

NOWRA :—

- Extension of Railway into, 199.
- Road to Yalwal, 413.
- Road to Milton, 545.

NOXIOUS ANIMALS :—In the Colony, 299.

NOXIOUS TRADES :—Sites for, 460.

NOXIOUS WEEDS :—Bill dealing with, 195, 456 (?), 525, 542.

NUISANCE :—Parramatta River, 22.

NURSERY :—State, at Gosford, 476.

NURSES :—Hospital, 180.

NYNGAN :—

- Road at, 57.
- Railway to Cobar, 134.
- Appointment of Magistrates as Coroners for, and Warren, 520.

OCCUPATION LICENSE :—

- Edgerton Run, 34.
- Fraser's Creek Run, 34.

OFFICES :—Site of, for Water and Sewerage Board, 152, 527.

OLD BULGA (See "ROADS").

OLIVER, MR. :—Railway Commissioner, 227.

ORANGE :—

- Town Common, 136.
- Police Magistrate, 570.

OVERTIME :—

- Worked by Tramway Conductors, 475.
- To Railway Employees, 508.
- To Tramway Employees, 522.
- To Employees, Callen Park and Gladesville, 569.

OXFORD-STREET, PADDINGTON :—Wood-blocking of, 317, 455.

OYSTER LEASES :—

- Mr. Dick's at Port Macquarie, 337.
- Taken up and surrendered to 31st December, 1889, 348.
- Hunter River, 587.

PADDINGTON :—Police Court, 129.

PAINTERS, JOURNEYMEN :—Wages of, 124.

PALMER, MR. E. G. W. :—Secretary to Civil Service Board, 604 (?).

PARENTS ACT :—Application to Charitable Institutions, 452.

PARKS :—Railway from Molong, 232, 294, 307 (?).

PARKS :—

- Rydalmerc, 21.
- Centennial, 76, 151, 481, 536, 596.
- At Randwick, 115.
- Windsor, 123.
- Watson's Bay, 130.
- Victoria, 159, 201, 290.
- Parramatta, 177.
- Johnston's Creek, Annandale, 223, 239.
- National, 343, 433.
- Vote for Public, 389.
- Redfern, 389.
- Waverley, 460.
- Expenditure on Public and Recreation Reserves, 475.
- Management of City, 579.

PARLIAMENT :—

- Free Passes to Members, 66, 75.
- New Houses of, 460.
- Proposed Short Session, 502.
- New Room for Members, 553.

PARLIAMENTARY :—Trams and Trains, 507.

PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS :—Appointments, 35, 545.

PARRAMATTA :—

- Nuisance in River, 22.
- Cost of Sewer at, 24.
- Railway to Durul, 25, 67, 501.
- Cost of maintenance of part of Road, 159.
- Hospital for Insane at, 174.
- Park at, 177.
- Sewage of Government Establishments at, 177.
- Mr. Byrnes, J.P., Licensing Magistrate at, 178.
- Cemetery at, 192.
- Filling up of River, 192.
- Sewerage Works at, 196.
- Lennox Bridge, 195, 536.
- New Court-house, 469, 596.
- Drainage of Government Institutions, 470 ?)
- Dredging of River, 501.

Q

QUESTIONS (continued) :—

- PARRAMATTA-STREET :—Reblocking of, 121.
 PARTIALLY-PAID INFANTRY :—Stoppage of Pay to, 272, 476.
 PASTEUR'S VACCINE :—Conditions of Issue, 67, 299.
 PASTORALISTS :—Dispute with Shearers, 130.
 PASTORAL LEASES :—
 Forfeiture of, and Occupation Licenses, 498.
 Occupation, Homestead, and, in Western Division, 521.
 PATENTS :—
 Act, Amendment of, 21, 409, 521.
 Office, 233.
 PATIENTS :—Admitted under Pauper Vote to Hospitals, 455.
 PAUL, LIEUTENANT-COLONEL :—Cadets under, 447.
 PAYMENTS OF INSTALMENTS :—On Conditional Purchases, 179.
 PAY OF POLICE :—Increase to, 122.
 PEAK HILL :—
 Reward for discovery of Gold, 141.
 Revenue from Gold-fields at, 148.
 PENNY POSTAGE :—Introduction of, 82 (?), 151, 159, 465, 471.
 PENSIONS :—
 Under Civil Service Act, 381.
 To Sir Alfred Stephen and Mr. Francis L. S. Merewether, 397.
 To Warders Darby and Kelly, 418, 464.
 Payment of, to Police, 435.
 PETERSHAM :—Post Office at, 537.
 PETTY CASH :—Expenditure of Post Office, 544.
 PHYLLOXERA VASTATRIX :—Bill to deal with, 183, 604.
 PICTURES :—Purchase of, for National Art Gallery, 320.
 PICTURESQUE ATLAS COMPANY (LIMITED) :—Summonses issued by, 389, 413.
 PIER :—Manly, 484, 503, 515.
 PILOT :—Bellinger Heads, 439, 519.
 PILOTAGE RATES :—At Ports of Sydney and Newcastle, 26.
 PILOTS :—On Coastal Rivers, 439.
 PIPE CASTINGS :—Prices of, 456.
 PIPER'S FLAT :—Railway from, to Sunny Corner, 189.
 PIPES :—Tenders for Cast Iron, 508, 520.
 PLANS :—Of abandoned Mines, 121.
 PLANTS :—Loan of, from Botanical Gardens, 83.
 PLATINUM :—Gold and, in Town of Queanbeyan, 195.
 PLEURO-PNEUMONIA :—Sheep suffering from, 326.
 POLICE :—
 Constable Quealy, 59.
 Services of, during Strike, 111.
 Increase of pay in the Interior, 122.
 Holidays to, 123, 306, 428, 588.
 Court, Paddington, 129.
 Court, Deniliquin, 129.
 Court, Young, 129.
 Officer at Rockley, complaints against, 152.
 Leave of absence to, 239.
 Alleged misconduct of Sergeant Cromie, of Rockley, 279.
 Supervision in Sydney and Suburbs, 286.
 Women loitering in the streets of Sydney, 317.
 Uniforms for, 410.
 Undue violence used by, 411.
 Payment of Pensions, 435.
 Barracks, Michelago, 435.
 Water, members of Force, 461.
 At Mount M'Donald, 542, 587 (?).
 Constable Quayle, Bulladelah, 554.
 Alleged misconduct of Senior-Sergeant Powell, 471.
 Sunday Trading, 491.
 POLICE MAGISTRATES :—
 Mr. R. R. Bailey, Coonamble, 372.
 At Orange, 570.
 POLL-TAX :—Chinese admitted without payment of, 159, 185, 193, 202, 228.
 POPULATION AREA :—
 Gundaroo, 94, 262.
 Wingen, 127.
 POSTAL :—
 Post Office, Annaudale, 23.
 Do Miller's Point, 135.
 Do Burwood, 361, 456, 537.
 Do Petersham, 537.
 Post and Telegraph Offices, Newtown and Enmore, 24, 520, 525.
 Do do Gongolgon, 134.
 Do do Goodooga, 134.
 Do do Adamnaby, 435, 477.
 Postmistress, Leichhardt, 33.
 Hours of Work for Mail Guards, 43, 120.
 Transmission of Newspapers, 67, 429.
 Telephones, 81.
 Penny Postage, 82 (?), 151, 159, 455, 471.

QUESTIONS (continued) :—

- POSTAL (continued) :—
 Franking Public Documents, 82.
 Rates on Letters and Telegrams, 85.
 Pillars, 131.
 Entering of Colonies to Postal Union, 148.
 Insufficient Postage on Letters, 149.
 Delivery of Mails in Country, 166.
 Leave of Absence to Letter-carriers, 178.
 Correspondence Clerks, Post Office, 178.
 Delivery of European Mails, 184.
 Intercolonial Conference, 231.
 Land resumed opposite General Post Office, 232.
 Temporary Employés in, and Telegraph Department, 272.
 Mail between Wagga Wagga and Tumbarumba, 293.
 Reduction of charges in the Camden Electorate, 326.
 Postmaster, Queanbeyan, 378, 402.
 Free transmission of Foreign printed Supplements, 383.
 Reduction of postage in Liverpool District, 389.
 Inland and Intercolonial parcel system, 391.
 Mail Vans, 402.
 Conveyance of Mails, Forbes District, 428.
 Purchase of Brown's Stables, 434.
 Free Pass to Inspector Bossley, 446.
 Probationers in Post and Telegraph Department, 465.
 Contract for carrying of Mails between New Hebrides and New Caledonia, *via* Fiji, 490, 515.
 Mail subsidy for Inter-island steam communication with the New Hebrides, 490, 515.
 Post Office Clock, Redfern, 491.
 Statues, Pictures, &c., for Department, 520.
 Petty Cash of Post Office, 544.
 Postage on Newspapers, 577.
 Safe stolen from Granville Post Office, 604.
 POTTS' HILL :—Reservoir, 367.
 POWELL, SENIOR-SERGEANT :—Misconduct of, 471.
 PRATT MR. J. :—Appointment of, as Dockmaster, 81.
 PRELASE :—Parish of Booroomba, 401.
 PRISON :—Trial Bay, 286, 396.
 PRISONERS :—In Darlinghurst Gaol, 76, 87, 209.
 PRIVATE COMPANIES :—Construction of Public Works by, 541.
 PRIVATE PROPERTY :—Mining on, 128.
 PROBATE ACT :—Conditions of, 89.
 PROBATIONERS :—In Post and Telegraph Department, 465.
 PRODUCE :—Grown at Ham Common, 511.
 PROFESSOR OF ELECTRICITY :—Importation of, 305.
 PROSPECTING CLAIMS :—Bourke Electorate, 522.
 PROSPECT RESERVOIR :—Officer in charge of, 387.
 PRUDENTIAL AND BENEFIT ASSURANCE SOCIETY :—
 Business of, 546.
 PUBLIC ACCOUNTS :—State of, 286, 290.
 PUBLIC SCHOOLS (See "EDUCATION").
 PUBLIC WORKS :—
 Carrying out of, to afford Labour for Unemployed, 34.
 Money authorised and available for, 95, 430.
 Salaries of Officers of Committee of, 166.
 Contractors for, 183.
 Committee, 228.
 Contracts for, defrayed from Loan Funds, 338, 485.
 Wollombi Electorate, 360.
 Construction of, by Private Companies, 541.
 Tenders for, 546.
 PUBLIC WORKS ACT :—Amendment of, 26.
 PUNT :—For Clarence River at Yulgilbar, 382.
 PYRMONT (See also "BRIDGES") :—
 Darling Island, 59.
 Electric Light for Bridge, 491.
 QUARANTINE :—Messrs. Sells' Brothers Circus Horses, 278.
 QUAYLE, CONSTABLE :—Conduct of, at Bulladelah, 554.
 QUEALY, CONSTABLE :—Services of, 59.
 QUEANBEYAN :—
 Gold and Platinum in Town of, 195.
 Postmaster at, 378, 402.
 Recreation Reserve, 470.
 QUEANBEYAN LAND DISTRICT :—Case of Mr. Brice, 371.
 QUEENSLAND :—Importation of Coloured Labour, 456.
 RABBITS :—
 In Western and Central Divisions, 106.
 Inspectors, Western Division, 122.
 Runs fenced with wire netting, 285, 401, 434.
 Application of Dr. G. S. Samuelson for license to experiment on, 382.
 Amendment of Act, 402.
 Use of poisoned water in destruction of, 471.
 Running of Light Railways into infested Districts, 502.
 Destruction of, in Bourke Electorate, 535.
 Steps to deal with, 537.

QUESTIONS (*continued*):—

RAILS:—Defective on Southern Railway, 365.

RAILWAYS:—

Cooma to the Sea, 22.

Cooma to Bombala, 293.

Cooma Time-table, 367.

Parramatta to Dural, 25, 67, 501.

Proposed extension from Cobar to Broken Hill, 52, 597.

Nyngan to Cobar, 184.

To Broken Hill, 188.

Darling Island, Pyrmont, 59, 290.

Milson's Point Extension, 75, 228, 570.

Molong to Parkes and Forbes, 96, 101, 232, 294, 307 (?).

Culcairn to Corowa, 102.

Wagga Wagga to Tumberumba, 111, 286, 366, 430, 604.

Orange to Forbes, 112.

Young to Dubbo and Werris Creek, 112.

Piper's Flat to Sunny Corner, 189.

Extension into Town of Nowra, 199, 349.

Jervis Bay to Moruya, 201.

Kiama to Jervis Bay, 239.

Proposed from Cootamundra to Temora, 219.

Temora to Mandamar, &c., 440.

North Coast, West Maitland to Taree, 274, 403.

Light, Gregra to Meranburn, on the Molong and Parkes Line, to Cudal, 330.

Main Southern Line, 347.

Duplication of, to Picton, 367.

Field of Mars Common, 376 (?) 388.

Marrickville to Burwood Road, 456, 460, 497.

Branch-line to Ballina, 476.

From the Rock to Murray Hut, 479.

Byrock to Brewarrina, 521.

Eastern Suburbs, 267, 526.

Survey of Line, Summer Hill to Glebe Island, 319.

Frec Passes, 66, 71, 75, 274, 291, 337, 382.

Guards, 66.

Mail Guards, 43.

Employees in Goods-shed, Redfern, 33, 50, 129.

Fares to Workmen, 23.

Dismissal of Employee Iverson, 115.

Holiday to Employees on Eight-hour Day, 174, 177, 214.

Privileges of Employees, 179, 198.

Accountant's Branch at Darling Harbour Station, 318, 335.

Employees, Darling Harbour, 213, 320.

Night Officers in charge of Railway Stations, 219.

Employees, 231, 475, 491, 492, 502, 508, 555.

Do pay to, as witnesses, 415.

Applicants for employment in the Railway Department, 254.

Employees in Department, Penrith, 300, 413.

Discharge of Employees from Permanent-way Department, 331.

Transfer of Engine-drivers, 503.

Wages of Employees, 390, 492.

Uniforms to Employees, 402.

Inspectors of Brickwork, North Shore Extension, 470.

Appointments to Service, 507.

Frec Passes to Tramway Employees, 526.

Workshops at Eveleigh, 556, 588.

Tarpaulins for Goods at Stations, 24, 35.

Automatic Brakes, 33.

List's Automatic Air-brake, 536.

Report of Board of Experts on Westinghouse and Vacuum Continuous Brakes, 142.

New South Wales Railway Brake, 465.

Plant and Material Imported by the Government, 66, 82, 112.

New Tubular Cars, 86.

Engines, Locomotives, and Ironwork imported from America, 86, 101, 277, 285, 417, 492.

Lavatories in Second-class Carriages, 94, 142, 429.

Gates at Level Crossings, 295.

Gates at Level Crossings in High-street and Wilkins' Lane, Muswellbrook, 306.

Fishburn & Co.'s contracts for supply of sleepers, 300.

Contracts to Messrs. Angus and Moonie, 318.

Contracts authorized by the last Parliament, 430.

Axle boxes, 348.

Defective Rails on Southern, 365.

Sleepers required, 448.

Retaining Wall, Eveleigh, 33.

Road to Benerambah Siding, 83.

Alterations to Suburban Stations, 86, 121.

Station Buildings, Summer Hill, 89.

Bridge at Newtown, 178, 188, 192, 424, 446.

Bridge at Lewisham, 569.

Construction and Cost of New Lines, 205.

Duplication from Redfern to Eveleigh, 274, 344.

Q

QUESTIONS (*continued*):—

RAILWAYS (*continued*):—

Cost of quadruplication between Sydney and Granville, 289.

Brickwork and Station Buildings on the quadrupling Redfern Tunnel to Flemington, 290.

Accident on Quadruplication between Petersham and Stanmore, 320.

Weigh-bridges at Walla Walla and Brocklesby Stations, 290.

Mr. Crozer, Inspector of Paint-work, Railway Department, 329.

Lapstone Tunnel, 331.

Bridges between Marulan and Carrick, 382, 424.

Bridges between Barber's Creek and Carrick, 424.

Gradients on Darling Harbour Line and to Circular Quay, 409.

Contract for brickwork, Ryde to Hornsby, 475.

Amount paid to Contractors, 519.

Preference for goods manufactured in the Colony, 519.

Contract for Railway Work on Zig Zag, 545.

Hawkesbury River Bridge, 33.

Leave of Absence to Chief Commissioner, 52 (?), 72, 116.

H. C. Woods v. Commissioners for, 160.

Mr. Commissioner Oliver, 227.

Solicitor to the Commissioners, 275, 460, 570.

Expenditure by Commissioners, 359.

Charges against Commissioners, 413, 451, 545.

Traffic Returns, on ballast, &c., 66.

Free Carriage of Newspapers, 67.

Trains for Free Labourers to Bourke, 95, 122.

Special Trains, 122, 188.

Coal rates on Illawarra, 274, 307.

Engaged Carriages, 307.

Free Pass to Postal Inspector Bossley, 446.

Transit of Wool, 66, 76.

Rebate on wool carried by, 253.

Commission on City Extension, 67, 220, 330, 460, 526.

Money paid to Mr. Whitton, late Engineer-in-Chief, 75, 201, 206, 451, 472.

Appointment of Land Valuer by Commissioners, 143.

Alleged Loss of Life owing to Sparks from Locomotives, 228.

Tenders for Gasworks at Eveleigh, 261.

Damage caused by floods to line at Umaralla, 286.

Refreshment Room at Moss Vale, 294.

Appointments in Department, 295, 382.

Mail Train to Mudgee, 360.

Mail Vans, 402.

Mail-vans on Southern and Western Lines, 511.

Accident to Western Mail Train, 148.

Conveyance of Agricultural and Dairy Produce, 375.

Goods Traffic between Glen Innes and Guyra, 390, 492, 588.

Advertising on, 421.

Resumption of land for Lismore-Tweed, 464.

Stoppage of Southern Express at Burradoo, 498.

Light, running of, into Rabbit infested Districts, 502.

Parliamentary Trains and Trains, 507.

Removal of Engine-sheds from Murrurundi, 508.

Charges on Wire-netting, 520.

Revenue from Military Encampment, 586.

RAIN:—Experiments for producing, 128, 273, 476, 597.

RANDWICK (See also "TRAMWAYS") :—

Rifle range at, 51, 88, 111, 131, 142, 160, 214, 223, 237, 252.

Toll-bar at, 53, 210, 320.

Parks, 115.

Crown Lands near Race-course, 604.

Storm-water Sewer, 471, 476.

RAYMOND, DR. GEORGE:—Case of, 300.

REAL PROPERTY LICENSES:—Issue of, to Surveyors, 371, 536.

REBATE:—On wool carried by rail, 253.

RECLAMATION:—

Of Foreshores of Bays and Harbours, 424.

Works at Homebush, 430.

Of Water Frontages, 480.

RECREATION GROUNDS:—

Nimitybelle, 101.

Vote for, 318.

Pyrmont Bridge Road, 571.

REDFERN (See also "RAILWAYS") :—

Court-house, 34, 93.

Park, 389.

Post Office Clock, 491.

REFORMATORIES:—

Rookwood, 72, 116, 177, 267, 272, 388, 401, 460.

For youthful offenders, 293.

REFRACTORY ONES:—Shedlock Process for treatment of, 215.

REFRESHMENT-ROOM:—Moss Vale, 294.

QUESTIONS (continued):—

REGINA v. M'LEOD:—Case of, 128, 419.
 REGISTRAR:—Of Births, Deaths, and Marriages, Balmain West, 135.
 REGISTRATION FEES:—Of Friendly Societies and Trade Unions, 489.
 REGISTRY OFFICES:—Conducted for Immoral purposes, 103, 160.
 REGULATIONS:—Marine Board, 151.
 RENTS:—Fixed by Local Land Boards, Hay, and other back Districts, 502.
 REPORTS:—
 Civil Service Commission, on Attorney-General's Department, 49.
 Civil Service Commission, on Justice Department, 105, 136, 390.
 Board of Audit, 106.
 Board of Experts on Westinghouse and Vacuum Continuous Brakes, 142.
 State Children's Relief Department, 188, 200.
 Seven-Mile Beach, Shoalhaven, 31, 51.
 RESERVES:—
 Parish Benarua, County Cadell, 50.
 Double Bay, 50.
 Parish of Stewart, 88.
 Parish of Wellesley, 101.
 Population, Wingen, 127.
 Wentworth Falls, 187.
 Population, Gundaroo, 262.
 Wagga Wagga Land Board District, 283.
 On resumed areas in the Murrumbidgee and Murray Districts, 283.
 Travelling Stock, 338.
 Water and Travelling Stock, Terangan, Bogan River, 285.
 Water, Bore Creek, 512.
 Vote for Recreation Grounds, 318.
 National Park, 343, 433.
 The Brush, Wingham, 404.
 In Forbes, Parkes, and Condoholin Land Districts, 429.
 Control of Water and Travelling Stock, 429.
 Queanbeyan Recreation, 470.
 Expenditure on Recreation and Public Parks, 475.
 Richmond and Tweed Rivers, 578.
 RESERVOIR:—
 Potts' Hill, 367.
 Officer-in-charge of Prospect, 387.
 RESUMED AREAS:—Reserves on, in the Murrumbidgee and Murray Districts, 283.
 RETURNING OFFICER AND DEPUTY RETURNING OFFICER:—
 At Bulli, 214, 239.
 REVENUE:—Derived from Crown Lands, 254.
 REVENUE AND EXPENDITURE:—Amount estimated for 1891, 396.
 REWARDS:—For apprehension of Criminals, 543.
 RICHMOND RIVER:—
 Entrance to, 22, 24, 112.
 Floods, 24.
 Steam Cranes for Harbour Works, 430.
 Southern Breakwater at, 469.
 Reserves on, 578.
 RICKETSON, HENRY:—Purchased Lands held by, on Barratta Holding, Coronello Holding, and Aratuka Holding, Deniliquin District, 397, 372.
 RIFLE RANGE, KANDWICK:—Report on targets for, 51, 88, 111, 131, 124, 160, 244, 223, 237, 252.
 RING-BARKING:—Crown Lands of the Colony, 318.
 ROADS:—
 Short's Corner, near Parramatta, 21.
 Rouse Hill, 22.
 Coogee Bay, 22, 130, 219, 498.
 Bulga, 24.
 Expenditure upon, 26, 50, 429.
 Cudal to Davy's Plains, 94.
 Adaminaby Park, 87.
 Western District, 57.
 To Benereembah Railway Siding, 83.
 Lane Cove, 85.
 Through Conditional Purchases, 147.
 Reblocking of Parramatta-street, 121.
 Breakneck, Double Bay, 130.
 Martin Place, 131, 267.
 Barrington and Bourke, 134.
 Cost of maintenance of part of Parramatta, 159.
 Repairs of, within Municipalities, 195.
 Woodburn to Burrill Bridge, 201.
 Eugowra to Canowindra, 206.
 Unexpended Votes for, 209.
 Blackwall to Woy Woy Railway Platform, 232.
 Captain's Flat to the Cooma Road, at Norongo, 253.
 Kiama District, 263.

QUESTIONS (continued):—
 ROADS (continued):—

To Womboyan Caves, 294.
 Rock to Green's Gonyah, 299.
 Nowra Bridge—Illaroo Road to Upper Budgoug, 300.
 Nowra to Milton, 546.
 Expenditure on in Molong District, 305.
 Kangaroo Mountain to Cambewarra Mountain, 305.
 And Bridges in the Shoalhaven Electorate, 318.
 Opening of New to Private Properties, 319.
 Darkie Creek Deviation, Old Bulga, 325.
 Deviation in, Nevertire to the Bogan, 330.
 Wollombi Electorate, 360.
 Molong District, 361.
 Kiandra-Tumut, 367.
 Yarrangobilly Caves, 395.
 Nowra to Yalwal, 418.
 Deepwater to Emmaville, 451.
 Cobarr to Wilcaunia, 521.
 Widening of St. James', 536.
 Maclean to Cornaki—Harwood to Chatsworth, 553.
 Tank on, to Coolaman, 555.
 Tenders for, 604.
 ROCKLEY:—Complaints against Police Officer at, 152.
 ROMAN CATHOLIC CHURCH:—Grant to, at Tambaroora, 102.
 ROKWOOD:—
 Workmen at Necropolis, 67.
 Reformatory, 72, 116, 177, 267, 272, 388, 401, 460.
 ROSSVILLE:—
 Asylum, tenders and designs for, 192, 326, 577.
 Estate, 349, 401.
 ROUSE HILL:—Road, 22.
 ROYAL COMMISSIONS:—
 Civil Service Inquiry, 21, 35, 44, 49, 105, 136, 160, 213, 220, 259, 349, 361, 390.
 On Theatres, 83.
 On Strikes, 75, 349.
 On Chinese Gambling, 329, 484.
 Amounts paid by Government for, 543.
 Shorthand Reporters to, 587.
 RENS:—Fenced with wire-netting or rabbit-proof, 285.
 RUSHCUTTER'S BAY:—
 Use of Cricket Ground by Zingari Cricket Club, 76.
 Chinese Gardens, 136.
 RUST:—In wheat, 503.
 RYDALMERE:—Park, 21.
 SAFE:—Stolen from Granville Post Office, 604.
 SAMUELSON, DR. G. S.:—Application of, for License to Experiment on Rabbits, 382.
 SAVINGS BANK OF NEW SOUTH WALES:—Deposits in, 452.
 SCAFFOLDING:—Inspector of, 329 (?), 330, 512.
 SCHOLARSHIPS:—Resolutions in connection with, 195.
 SCHOOL BUILDINGS:—
 Coolaman, Lake Albert, and Urana, 283.
 Sites for, in Canterbury Electorate, 336.
 Sites for, in Wollombi Electorate, 360.
 SCHOOLS (See "EDUCATION").
 SCHOOLS OF ARTS:—
 Sydney, 123, 484.
 Ashfield, 337.
 Subsidised by the Government, 398.
 Moss Vale, 469.
 SCHOOL TEACHERS:—
 Regulations as to holding other positions, 307.
 Salaries of, 387.
 SCIENCE, SANITARY:—Classes at Technical College, 507.
 SCRIP FUND:—Under Crown Lands Act, 597.
 SELECTIONS:—Number unsurveyed, 361.
 SELLS' BROTHERS CIRCUS:—
 Horses quarantined in connection with, 278.
 Conveyance of, to Mudgee, 360.
 SEQUESTRATION:—Of Estates by Magistrates, 512.
 SERICULTURE:—Promotion of, 274.
 SESSION:—
 Proposed short, 502.
 Close of, 543.
 SETTLEMENT:—On Village Sites and Irrigation Colonies, 460.
 SEWERAGE:—
 Bondi, Plans for, 35, 94.
 Parramatta, Cost of, 24.
 Damage by Defective Sewers, 43.
 Scheme for City and Suburbs, 289.
 From Government Establishments at Parramatta, 177, 196.
 Land resumed for, at Arncliffe, 411.
 Waverley, 471 (?) 476.
 Goulburn, 484.
 Connection at Forest Lodge, 571.
 Infants in Bondi Sewer, 578, 588.

QUESTIONS (continued) :—

- SHEARERS** :—Dispute with Pastoralists, 130.
SHEBLOCK PROCESS :—For treatment of Refractory Ores, 215.
SHEEP :—Suffering from Pleuro and Pleuro-pneumonia, 326.
SHERIFF'S OFFICER :—At Goulburn, 409.
SHOTKEEPERS :—Boycotting of, by Police, 491.
SHORTHAND :—
 Teaching of, in Public Schools, 391.
 Reporters to Royal Commissions, 587.
SHORT'S CORNER :—Alignment of, Parramatta, 21.
SHORT SESSION :—Proposed, 502.
SHOW GROUNDS :—Trustees for, at Dubbo, 207.
SHRUBS :—Supply of, to the public free of cost, 344.
SILK CULTURE :—Inspectors of, 402.
SILVER :—Exported, 96.
SIMPSON :—Bubb v., 201.
SLEEPING ACCOMMODATION :—For Free Labourers, 25.
SMITH, JAMES BIRD :—Application for Conditional Purchase at South Junea, 439.
SMITH, MR. A. :—Appointment of, Stores Department, 180.
SMOKY CAPE :—Lighthouse at, 26.
"SOBRAON" :—Training Ship, 141, 237.
SODA-CRYSTALS :—Duty on, 430.
SOLICITOR :—To Railway Commissioners, 275, 460, 570.
SOUTHERN BREAKWATER :—Richmond River, 469.
SOUTHERN EXPRESS TRAIN :—Stoppage of, at Burradoo, 408.
SOUTHERN RIFLE ASSOCIATION :—Head quarters of, 396.
SPECIAL AREAS :—
 Near Bourke and Brewarrina, 123.
 Parish of Conjola, 187, 501.
 Price of, 284, 295.
 Uardry Run, 526.
SPECIAL LEASES :—Near Jervis Bay, 396, 446.
SPECIAL TRAINS :—
 Eight Hour Day, 188.
 To Bourke, 122.
SPEECHES :—On Financial Statement printed at Government Printing Office, 335.
ST. PETER'S :—Tramline from, to Cook's River, 187.
STAPLETON, THOMAS :—Case of, 152.
STATE CHILDRENS RELIEF DEPARTMENT :—
 Report of, 188, 200.
 Children apprenticed by, 301.
STATE SCHOOLS :—Watersheds, 277.
STATIST :—Of Friendly Societies, 133.
STATISTICS :—Under Census and Industrial Returns Act, 513.
STATISTICS OF THE COLONY :—Regarding Industries, 319.
STATUARY :—Purchase of 300.
STATUES, PICTURES, &c. :—
 For Postal Department, 520.
 Amounts paid by late Government for, 543.
STATUTES :—
 Issue of revised compilation of, 49.
 Printing of documents under, 57.
STEAMBOAT :—Building of, for Government, 121.
STEEL POINT :—Guns at Battery, 58, 72, 81, 96, 107, 120, 161.
STEPHEN, SIR ALFRED :—Pension to, 397.
STEPHEN v. ERWIN :—Equity suit, 585.
STIPENDIARY MAGISTRATES :—
 Mr. Giles, 470.
 Appointment of Additional, 435.
STOCK :—
 Department, Cost of, 149.
 Sheep suffering from Pleuro and Pleuro-pneumonia, 326.
 Destruction of Bandicoots in Broulee Sheep District, 335.
 Driving of, to the Abattoirs, 93.
 Do in the Country, 127.
 Reserves for travelling, 429.
 Conversion of, 486.
STOCK PROTECTION ACT :—Revenue and expenditure under, 389.
STORES DEPARTMENT :—
 Appointment of Mr. A. Smith in, 180.
 Superintendent of, 135.
STORM-WATER SEWER :—Randwick and Waverley boundary, 471, 476.
STRIKES :—
 Royal Commission, 75, 349.
 Services of Police during, 111.
SUFFIELD, THOMAS :—Case of, 88.
SUGAR :—Produced in New South Wales, 141.
SUGAR INDUSTRY :—Coloured labour for, 456.
SUNDAY TRADING :—
 Places open for, 455, 491.
 Loading steamers, 502, 503.
SUNLIGHT SOAP COMPANY :—Arrangement with, as to duties charged, 391.
SUNNY CORNER :—Railway to, from Piper's Flat, 189.
SUPERINTENDENT OF STORES :—Position of, 135.

Q

QUESTIONS (continued) :—

- SUPREME COURT** :—Business, 263, 300.
SURVEY :—
 Fees, 238, 261.
 From The Rock to Green's Gunyah, 299.
SURVEYORS :—Issue of Real Property Licenses to, 371, 536.
SUSPENSION :—Of Tramway employee, 515.
SUTHERLAND DOCK :—Accidents at, 348.
SUTHERLAND, HON. J. :—Widow of late, 173.
SWAMP OAK :—Gold lease at, 423.
SWANSEA :—Court of Petty Sessions at, 142.
SWEATING :—System of, among certain trades, 228.
SWEETS :—Suppression of, 130.
SYDNEY :—
 Hospital Buildings for, 85, 263, 343.
 School of Arts, 123, 484.
 Harbour Trust for Port of, 199.
SYDNEY DEPOSIT BANK :—Issuing of Notes by, 196.
TAMBORAORA :—Grant to Roman Catholic Church, 120.
TANKS :—
 Byrock, 122.
 On road to Coolaman, 555.
TAP FILTERS :—Purchase of, 447, 499.
TARBE :—(See RAILWAYS.)
TARGETS :—Tests of, 51, 88, 111, 123, 142, 160, 214, 223, 237.
TARIFF :—New Customs Duties, 366, 424.
TARPAULINS :—At Railway Stations, 24, 35.
TASMANIAN EXHIBITION :—Representation at, 35, 215, 272.
TEA :—
 Duty on, 490, 501.
 Importation of adulterated, 498.
TECHNICAL COLLEGE :—
 Cost of Site for, 65.
 Classes, 428.
 Sanitary Science Classes, 507.
 Modelling Classes, 541.
TECHNICAL MUSEUM :—Ultimo, 336.
TELEGRAPHIC :—
 Offices, Newtown and Enmore, 24.
 Do Gungahlin, 134.
 Do Goodooga, 134.
 Do Goff's Harbour, 136.
 Do Adaminuby, 435.
 Rates, 85.
 Operators, 215.
 Line between Berridale and Jindabyne, 262.
 Temporary employees in, and Postal Department, 272.
 Telegram to J. Ackerman, Hill End, 571.
 Underground wires, 586.
TELEPHONES :—
 Post Office Department, 51.
 Charges, 238.
TEMORA (See also "RAILWAYS") :—
 Mr. Baker, Warden at, 588.
THEATRES :—Royal Commission on, 83.
THE ROCK :—
 Survey from, to Green's Gunyah, 299.
 Railway from, to Murray Hut, 479.
THOMPSON, DR. ASHBURTON :—Position of on Board of Health, 544.
TIMBER :—Area of, or Forest Land in the Colony, 214.
TINTALDRA :—Bridge at, 180.
TOLL-BAR :—Randwick, 58, 210, 320.
TOLLS :—
 Public, 290.
 Abolition of, 409, 579.
TORPEDO :—Explosion, Middle Head, 51, 366.
TOTALISATORS :—Suppression of, 130, 521, 544.
TOURNAMENT :—Mounted Infantry or Cavalry, to be held in England, 329.
TOWN ALLOTMENTS :—Sale of, at Bunyan and Adaminuby 151.
TOWN HALL :—Cudal, 556.
TRADES :—Site for Noxious, 460.
TRADES UNIONS :—Regulation Fees of, 489.
TRAMWAYS :—
 Willoughby and Gordon Tramway Company's, 32.
 Cowper-street, Waverley, 43.
 Cleveland-street, 72.
 Conductors, 136.
 Waiting-room at King-street, 117.
 Line from St. Peter's to Cook's River, 187, 424.
 Discharge of Employees, 196.
 Electric Tram between Randwick and Waverley, 219, 359, 536.
 From Bondi Junction to Waverley Terminus, 239, 267.
 Extension to Bondi Beach, 263.
 Bridge over Yass River, 273.
 Fire Dock, 336.
 To Field of Mars, 440, 441.
 Fethlers on Camden, 366.

QUESTIONS (continued) :—

- TRAMWAYS (continued) :—
 Extension to Balmain from Leichhardt, 382, 588.
 King-street to Ocean-street Cable, 388, 588.
 Advertising on, 421.
 Overtime worked by Conductors on, 475.
 Parliamentary Trams and Trains, 507.
 Suspension of Employees on, 515.
 Overtime to Employees, 522.
 Issue of Railway Passes to Employees, 526.
- TRAVELLING EXPENSES :—
 Of Officers attending Quarter Sessions, 499.
 Of Chairman of Bourke Land Board, 515.
 Of Warden at Cooma, 531.
 Of Chairman of Land Board at Cooma, 531.
- TRAVELLING STOCK :—Reserves, 338.
- TREASURY BILLS :—And Loans, 267, 486.
- TRIAL BAY :—
 Prison, 286, 396.
 Breakwater, 396.
- TRUSTEES :—
 For Wentworth Falls Reserve, 187.
 For Show Ground, Dubbo, 201.
- TUG SERVICE :—At Northern Ports, 237, 272.
- TULLOH, MR. :—Appointment of, to Civil Service, 404.
- TUMBERUMBA :—Railway from Wagga, 111.
- TWEED RIVER :—
 Dredging of, 469.
 Reserves on, 578.
- UARDRY RUN :—Special Areas, 526.
- UNIFORMS :—
 To Railway Guards, 402.
 To Policemen, 410.
- UNIVERSITY :—
 Examination of Teachers of pupils from Public Schools, 286.
 Endowments to, and Funds possessed by, 353.
 Fees for Examinations, 586.
- VACCINE :—Issue of Pasteur's, 67, 209.
- VACUUM CONTINUOUS BRAKES :—Report of Board of
 Experts on, 142.
- "VERITAS" :—Barque, 479.
- "VERNON" :—Training Ship, 537.
- VETERINARY COLLEGE :—Establishment of, 34.
- VICTORIA BARRACKS :—Cost of Improvements to, 160.
- VICTORIA PARK :—
 Gates of, 159.
 Bowling Green, 159, 201, 290.
 Newtown, 290.
- VINE DISEASES ACT :—
 Renewal of, 183.
 Amendment of, 604.
- VILLAGE SITES :—Settlement on, 460.
- VOLENTIERS :—
 Naval Artillery Corps, 49, 71, 105.
 Land Orders, 284.
 Pay of, at Molong, 554, 596.
- VOTE :—Reduction of Military, 596.
- VOTES :—Unexpended, for Roads and Bridges, 209.
- WAGES :—
 Of Grave-diggers, 67, 511, 585, 595.
 Of Workmen employed on Centennial Park, 151.
- WAGGA WAGGA :—
 Land Board District, Reserves in, 283.
 Model Farm, 402.
 Railway to Tumberumba, 111, 286, 366, 430, 604.
 Land for Public School at South, 498.
- WAITERS :—Messengers and, employed by Government, 199.
- WARDERS :—
 In Country Gaols, 178.
 In Darlinghurst Gaol, 223.
 Gaol, 279.
- WARE, MR. H. J. :—Compensation to, 434.
- WARREN :—Overflow of water into town of, 361.
- WATCHMEN :—Dredge Service, 107, 130.
- WATER :—Overflow of, into town of Warren, 361.
- WATER AND SEWERAGE BOARD :—
 Site for Offices, &c, for, 152, 527.
 Appointment of Assistant Engineer, 527.
 Appointment of President, 535.
- WATER CONSERVATION :—
 Lake Urana, 159, 272, 290.
 Department of, 195.
 Lake Cudgellico, 160, 261.
 Artesian Bores, 283.
 Royal Commission on, 464.
- WATER FRONTAGES :—
 Five Dock Bay, 121.
 Reclamation of, 480.
- WATER POLICE :—Members of Force, 461.
- WATER RESERVE :—Bore Creek, 512.

QUESTIONS (continued) :—

- WATER SUPPLY :—
 Expenditure on, from Consolidated Revenue Fund and
 Loan Votes, 456.
 June, 82, 555.
 Engines for Sydney, 87.
 Goodooga, 134.
 Broken Hill and District Company, 135.
 Broken Hill, 274.
 Potts' Hill, 367, 387.
 Molong District, 403, 508.
 Bowral and Moss Vale, 579.
- WATER WORKS :—
 Construction of, 191.
 Orange, 512.
- WATSON'S BAY :—Park, 130.
- WAUGH'S CREEK :—(See "BRIDGES.")
- WAVERLEY (See also "TRAMWAYS") :—
 Public School, 22 (?).
 Tramline, Cowper-street, 43.
 Defective drainage at, 455.
 Park, 460.
 Sewerage Scheme, 471.
 Storm Water Sewer, 471, 476.
- WEEDS, NOXIOUS :—Bill to deal with, 195, 456 (?), 525, 542.
- WEIGHT OF GOODS :—Sold in Streets of Sydney, 129.
- WEIGHTS AND MEASURES :—Inspector of, 490.
- WEIRS :—On the Lachlan River, 205, 261, 507.
- WELLS, MR. :—Conduct of, 472.
- WENTWORTH FALLS RESERVE :—Trustees of, 187.
- WESTINGHOUSE CONTINUOUS BRAKES :—Report of Board
 of Experts on, 142.
- WEST MAILLAND :—(See "RAILWAYS").
- WHARVES :—
 Grafton, gate of, 189.
 Private, Darling Harbour, 278.
- WHEAT :—Rust in, 503.
- WHEELER, WILLIAM :—Committal of, from Coolah to
 Mudgee, 417.
- WHITE BAY, BALMAIN :—Amount expended on reclama-
 tion, 311.
- WHITTON, MR. :—Late Engineer-in-Chief for Railways,
 75, 201, 206, 451, 472.
- WIFE DESERTION :—Prisoners in Gaol for, 87.
- WILBERFORCE :—Common, 604.
- WILLOUGHBY AND GORDON TRAMWAY COMPANY :—Term
 for erecting Tramway, 32.
- WINDSOR :—Park, 123.
- WINGEN :—Population Reserve, 127.
- WIRE-NETTING :—
 Railway charges on, 520.
 Runs fenced with, or Rabbit-proof Fencing, 285.
- WITNESSES :—Pay to Railway employees as, 445.
- WOLLOMBI ELECTORATE :—
 Public works, roads, and bridges in, 360.
 School buildings and sites in, 360.
- WOMBAYAN CAVES :—Road to, 294.
- WOMEN :—Loitering in the Streets of Sydney, 317.
- WOMEN'S COLLEGE :—Funds, 522.
- WOODBLOCKING :—Oxford-street, Paddington, 317, 485.
- WOODS, H. C. :—Case *v.* Commissioners for Railways, 160.
- WOOL :—
 Losses in Transit by Rail, 66.
 Traffic, 76.
 Rebate on, carried by rail, 253.
- WOOROOWOLGEN RUN :—Exchange of Land on, 326.
- WORKING OF THE LANDS DEPARTMENT :—Cost of, 434.
- WORKMEN :—
 Railway Fares to, 23.
 Employment of, in Necropolis, 67.
 Wages of, Darling Island, 116.
 Fees to, as jurymen, 452.
- WORKS COMMITTEE :—Officers of, 166.
- WORKSHOPS :—
 Cockatoo Island, 82.
 Eveleigh, 556, 588.
- WORKSHOPS AND FACTORIES BILL :—Introduction of,
 299, 440.
- WOY Woy :—(See "ROADS").
- WRECKS :—On Northern Coast of New South Wales, 238.
- YALVAL :—Gold Leases at, 596.
- YARRANGOBILLY CAVES :—Road to, 305.
- YASS RIVER :—Tramway Bridge over, 278.
- YOUNG :—Police Court, 129.
- YOUTHFUL OFFENDERS :—Reformatories for, 293.
- YULGILBAR :—Punt for Clarence River at, 382.
- ZIG ZAG :—Contract for Railway at, 545.
- ZINGARI CRICKET CLUB :—Use of Rushcutters Bay
 Ground by, 76.
- ZOOLOGICAL AND BOTANICAL GARDENS :—Employees in,
 307.

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—15TH PARLIAMENT—SESSION OF 1891-2.		PAPERS.	
	VOL.	PAGE.	
R			
RABBITS:—			
Motion made (<i>Mr. Waddell</i>) for copies of correspondence in reference to application by Dr. G. S. Samuelson, of Bourke, for a license to make experiments on, with infectious diseases, 392; Return to Order laid upon Table, 562	8	1031	
RACING ASSOCIATION BILL:—			
Ordered (<i>Mr. Crick</i>), 40; presented and read 1 ^o , 155; Order of the Day postponed, 174, 186, 264, 397, 414.			
RAILWAYS (See also "SIMPSON'S RAILWAY BILL"; also "GOULBURN TO CROOKWELL RAILWAY BILL"; also "LEVEL CROSSINGS ON RAILWAYS BILL"; also "GOVERNMENT RAILWAYS (CONTRACTS) AMENDMENT BILL"; also "LAND COMPANY OF AUSTRALASIA (LIMITED) RAILWAY BILL":—			
REPORTS OF COMMISSIONERS:—			
For year ended 30th June, 1891, laid on Table, 55		1	
For quarter ended 30th June, 1891, laid on Table, 62		87	
Do 30th September, 1891, laid on Table, 392		97	
Do 31st December, 1891, laid on Table, 411		105	
PROPOSED EXTENSIONS:—			
Report of Mr. R. E. Jones on, laid on Table, 36		415	
KEMPSEY TO TRIAL BAY:—			
Report of Mr. E. B. Price on, laid on Table, 37		417	
FROM GALONG TO BURROWA:—			
Motion made (<i>Mr. Stattery</i>) for copies of all correspondence, reports, &c., in reference to, 44; Return to Order laid on Table, 202		525	
WALCHA TO THE GREAT NORTHERN RAILWAY:—			
Petition from residents of the town and district of Walcha, in favour of construction of, presented, 54		453	
EASTERN SUBURBS:—			
Petition from residents of Woollahra, Paddington, &c., in favour of, presented, 62		413	
RETAINING WALL AT EVELHIGH STATION:—			
Return showing cost of, laid on Table, 62		455	
INVOICE OFFICE AND GOODS SHEDS AT REDFERN AND DARLING HARBOUR:—			
Motion made (<i>Mr. Sharp</i>) for return of officials in, and hours worked by, 73.			
BORNBORE TO FORBES:—			
Petition from inhabitants of Forbes, Eugowra, Murga, &c., in favour of, presented, 76.....		545	
PROPOSED FOR RIVERINA:—			
Evidence to Report of Mr. Stanley Alexander on, laid on Table, 77		485	
RICHMOND TO KUNBAJONG:—			
Evidence to Report of Mr. Stanley Alexander on, laid on Table, 77		457	
EXTENSION FROM GUNDAGAI TO TEMUT:—			
Report of Mr. H. A. Gilliat on, laid on Table, 77		473	
FREE PASSES:—			
Return showing, to Government Officials, for past twelve months, laid on Table, 98		827	
Return showing names of persons to whom issued, for six months ended 30th November, 1891, laid on Table, 301		831	
Motion made (<i>Mr. Black</i>) for return of, other than Departmental, issued during the last Parliament, 556.			
PLANT AND MATERIAL IMPORTED:—			
Return showing, for three years 1888-1890, laid on the Table, 114		821	
TRAFFIC FROM GUYRA AND GLEN INNES TO INVERELL, &c.:—			
Return to Order (<i>Session 1890</i>), laid on Table, 117	5	823	
APPOINTMENT OF INSPECTOR OR SUPERVISER OF WOOL, DARLING HARBOUR:—			
Motion made (<i>Mr. Houghton</i>) for copies of all correspondence having reference to, 117.			
FROM JAMBEROO TO THE ILLAWARRA AND SOUTH COAST LINE:—			
Motion made (<i>Mr. Vaughn</i>) for copies of correspondence in reference to proposed, 117; Return to Order laid on Table, 264		549	
MANUFACTURE OF LOCOMOTIVES:—			
Motion made (<i>Mr. Copeland</i>) in favour of such import duties as to encourage; motion amended and negatived, 125, 126.			
FROM KEMPSEY TO HICKEY'S CREEK AND UPPER MACLEAY:—			
Report of Mr. E. B. Price on, laid on Table, 131		523	
WESTINGHOUSE AND VACUUM CONTINUOUS BRAKES:—			
Report of Board on, laid on Table, 131, 190		783, 801	
LIST'S CONTINUOUS BRAKE:—			
Report of Chief Commissioner for Railways on, laid on Table, 449		811	
EXTENSION INTO THE CITY, AND THE NORTH SHORE BRIDGE:—			
Progress Report of Royal Commission, laid on Table, 153		127	
Addendum to, laid on Table, 153		319	
EXTENSION OF THE RAILWAY INTO THE SUBURBS:—			
Report on, laid on Table 153		349	
MR. JOHN WHILTON, LATE ENGINEER-IN-CHIEF:—			
Return of payments made to, since his retirement, laid on Table, 190		835	
Copy of letter addressed to, laid on Table, (not printed) 207.			
BETWEEN CAMPBELLTOWN AND MENANGLE:—			
Notification of land resumed for reconstruction of, laid on Table, 190		843	
AMENDMENT OF ACT:—			
Motion made (<i>Mr. Schey</i>) in favour of; amendment moved and negatived, 197; motion negatived, 198.			
TO PARKES AND FORBES:—			
Return respecting, laid on Table, 207		547	
Papers in connection with acceptance of tender of Messrs. Baxter and Saddler for contract No. 1, laid on Table (not printed), 327.			
EVELHIGH TO LA PEROUSE:—			
Petition from residents of Botany, in favour of, presented, 264		749	
GREAT WESTERN:—			
Notification of resumption of land at Blayney Railway Station, laid on Table, 264		849	
GREAT SOUTHERN:—			
Notification of resumption of land for obtaining ballast for, laid on Table, 264		847	
SINGLETON STATION:—			
Notification of land resumed for additional accommodation at, laid on Table, 265		845	

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—15TH PARLIAMENT—SESSION OF 1891-2.	PAPERS.	
	VOL.	PAGE.
R		
RAILWAYS—continued :—		
LAVATORY ACCOMMODATION IN SECOND-CLASS CARRIAGES :— Motion made (<i>Mr. Davis</i>) in favour of, 270.		
DUPLICATION FROM REDFERN TO EYELIGH :— Motion made (<i>Mr. Sehey</i>) for return giving particulars in reference to contracts for, 279; Return to Order laid on Table, 341		813
MANUFACTURE IN THE COLONY OF LOCOMOTIVES, &c. :— Motion made (<i>Mr. Crick</i>) that all future locomotives, cars, rolling stock, &c., should be manufactured in the Colony, amendment to add the words "in Government workshops," moved and negatived on division, and original motion carried, 302.		
QUADRUPPLICATION OF LINE BETWEEN SYDNEY AND GRANVILLE :— Motion made (<i>Mr. Wright</i>) for return giving particulars of contracts for, 321; Return to Order laid on Table, 466		815
Plans in connection with, laid on Table (<i>as Exhibits only</i>), 478.		
TO FIELD OF MARS COMMON :— Report of Mr. Stanley Alexander on, laid on Table, 327		561
APPLICATION FOR FREE PASS MADE BY MR. BLACK, M.P. :— Papers in reference to, laid on Table, 331		751
Motion made (<i>Mr. Crick</i>) for Select Committee to inquire into, 339; Mr. Cullen and Mr. Want discharged from, and Mr. Bavister and Mr. Neild added to Committee, 345; Message to Council requesting leave for the Honorable W. J. Trickett to attend and be examined before the Select Committee, 383; Message from the Council granting leave, 398; Chairman of the Committee informs the House that certain Members of the Assembly had failed to attend as witnesses before the Committee in response to the customary request, 420; Mr. Speaker quoted rule on the subject, 420; Report brought-up, 533.		753
Protest in connection with certain proceedings in Select Committee, laid on Table, 547		781
Motion made (<i>Mr. Crick</i>) that leave be given to move adoption of report as a matter of privilege, and negatived, 573.		
ACCOUNTS FREIGHT BRANCH, DARLING HARBOUR STATION :— Motion made (<i>Mr. Sehey</i>) for return giving particulars in reference to, 346.		
MAINTENANCE AND IMPROVEMENT OF RAILWAYS AND TRAMWAYS :— Return showing amount expended on, laid on Table, 350		819
INSPECTION OF ROLLING STOCK :— Motion made (<i>Mr. Sehey</i>) that existing arrangement for, with Sir John Fowler, C.E., or any other person, should be cancelled, and arrangements made for, by our own officers, and House counted out, 379.		
CARRIAGE OF GRAIN :— Statement of comparative rates for, in Australian Colonies, laid on Table, 398		825
FROM PENTESHAM TOWARDS RYDE AND FIELD OF MARS :— Return respecting, laid on Table, 398		589
CHARGES AGAINST COMMISSIONERS :— Return respecting, by Mr. McCourt, M.P., laid on Table, 419	5	117
Correspondence respecting Royal Commission to inquire into, by Mr. Sehey, M.P., laid on Table, 599		121
SPECIAL TRAINS, FREE PASSES, &c. :— Motion made (<i>Mr. Hutchison</i>) for return giving particulars of, for past two years, 425.		
WIMBLEDON STATION :— Notification of land resumed for additional accommodation at, laid on Table, 441		851
APPOINTMENTS TO THE SERVICE :— Motion made (<i>Mr. Nicoll</i>) for return of, where the persons have not resided twelve months in the Colony prior to appointment, 449.		
ROLLING STOCK AND ACCOMMODATION :— Return showing expenditure on, laid on Table, 472		837
UPPER MURRAY :— Report of Mr. Harry Gilliat on, laid on Table, 513		591
MESSRS. ANGUS & COMPANY'S CONTRACTS, RYDE TO HORNSBY :— Motion made (<i>Mr. McCourt</i>) for return giving particulars in reference to, 523.		
PAYMENTS MADE TO CONTRACTORS, ANGUS & Co., J. M'SWENEY, PROUDFOOT & Co., AND J. AIBARNE :— Motion made (<i>Mr. Hoyle</i>) for return of, by Commissioners, 528.		
ADVERTISING ON :— Return showing particulars of contracts for, laid on Table, 532		859
GLEN LEE PLATFORM :— Notification of land resumed for improvement of grades near, laid on Table, 532		857
ILLAWARRA LINE :— Notification of land resumed for prevention of slips on, laid on Table, 532		855
GREAT SOUTHERN :— Notification of land resumed for improvement of grades and curves, Spaniard's Hill, laid on Table, 532		853
SPECIAL TRAINS AND TRAMS :— Return showing cost of, in connection with sittings of the House on 24th and 25th February, laid on Table, 539		839
EDEN TO BEGA :— Motion made (<i>Mr. Lyne</i>) that it be referred to the Parliamentary Standing Committee on Public Works to consider and report upon, 580. Return to Order (<i>Session, 1891</i>), laid on Table, 599		613
GRAFTON TO LISMORE :— Motion made (<i>Mr. Lyne</i>) that it be referred to the Parliamentary Standing Committee on Public Works to consider and report upon, 580.		
INVERELL TO GLEN INNES :— Motion made (<i>Mr. Lyne</i>) that it be referred to the Parliamentary Standing Committee on Public Works to consider and report upon, 582.		
JERILDERIE TO DRINILQUIN :— Motion made (<i>Mr. Lyne</i>) that it be referred to the Parliamentary Standing Committee on Public Works to consider and report upon, 582.		
ROAD TO ST. LEONARDS STATION THROUGH LAND'S GRANT :— Motion made (<i>Mr. Vaughn</i>) for copies of all correspondence in reference to alteration of, 589.		
AND OTHER PUBLIC WORKS :— Return showing expenditure on, authorized by last Parliament, laid on Table, 599	7	615
FROM TEMORA TO HILLSTON :— Report of Mr. Harry Gilliat on, laid on Table, 599	5	597

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—15TH PARLIAMENT—SESSION OF 1891-2.	PAPERS.	
	VOL.	PAGE.
R		
RALSTON, LIONEL (See "OYSTER LEASES AT WALLIS LAKE").		
RANDWICK (See also "TRAMWAYS") :—		
RIFLE RANGE :—		
Motion made (<i>Mr. Frank Farnell</i>) for copies of all reports, &c., in connection with competition with models and with working targets for, 61; Return to Order laid on Table, 193	7	29
Motion made (<i>Mr. Nobbs</i>) for copies of all reports later than those already laid on the Table, 233; Return to Order laid on Table, 322		43
Motion made (<i>Mr. Nobbs</i>) for copies of all papers in connection with, since 14th October, 1891, 368.		
RAY, J. J. (See "CROWN LANDS").		
REAL PROPERTY ACT :—		
Returns under, for 1891, laid on Table, 436	8	1037
LICENSES TO SURVEYORS UNDER :—		
Return respecting, laid on Table, 397		1041
RECOMMITTAL OF BILLS :—		
Negatived, 78, 193, 426, 431.		
Agreed to, 289, 297, 481, 547.		
RECORDS :—		
Clerk summoned to produce in a Court of Law, 19, 37, 119 (?), 157, 325, 359.		
Clerk authorized to send to Crown Solicitor, 517.		
HISTORICAL, OF THE COLONY :—		
Motion made (<i>Mr. O'Sullivan</i>) for copy of contract with <i>Mr. Alexander Britton</i> , for completion of, 477; Return to Order laid on Table, 681	8	1017
REDFERN , (See also "RAILWAYS").		
POST OFFICE CLOCK :—		
Correspondence respecting, laid on Table, 504	6	489
REDUCTION OF COST OF LITIGATION BILL :—		
Ordered (<i>Mr. Walker</i>), 39; presented and read 1 ^o , 68; read 2 ^o , committed, reported without amendment, and report adopted, 211; read 3 ^o , passed, and sent to Council for concurrence, 216.		
REFRESHMENT ROOM :—		
COMMITTEE :—		
Appointed by Sessional Order, 28.		
ENTRANCE FEE :—		
Motion made (<i>Mr. Suttor</i>) in favour of abolition of, now paid by new Members, 53.		
BAR :—		
Motion made (<i>Mr. G. D. Clark</i>) in favour of abolishing sale of alcoholic liquor at, and negatived, 406.		
REGINA v. McLEOD (See "ADMINISTRATION OF JUSTICE").		
REGULATIONS :—		
LAI D ON TABLE :—		
Government Tanks, 46 (?)	6	91, 93, 95
Gold-mining Leases under Mining Act, 1874, 77	4	1111
Public Instruction Act, 62, 581	3	359, 361
Amended Telephone, 259	6	515
Under Crown Lands Acts, 350, 581	4	223, 225
For Entry of Australian and New Zealand Boys into the Royal Navy, 405	7	109
Under Diseases in Sheep Acts, 425	8	71
Armidale Fire Brigades Board, 436		463
RENTS AND LICENSE FEES (See "CROWN LANDS").		
REPORTS :—		
Weekly Abstracts of, of Divisions in Committee, Nos. 1 to 24	1	621
LAI D ON TABLE :—		
Civil Service Board, for 1890, 36	2	129
Inspector-General of the Insanc, for 1890, 36	7	345
Board of Health on Administration of Dairies Supervision Act, for 1890, 36	8	411
Do do do for 1891, 598		431
Wollongong Fire Brigades Board (second), 36		459
Board of Health on Typhoid Fever in Sydney and Suburbs, 1876—1890, 36	8	1113
Do do do 1876—1891, 547		1119
Commissioners of Fisheries, 1890, 36	6	273
Mr. E. B. Price on Bridge over Macleay River, at Kempsey, 36		609
Mr. R. E. Jones on certain proposed Railway Extensions, 36	5	415
Royal Commission on Defence Works (Bare Island), 36	7	115
Mr. E. B. Price on proposed Railway, Kempsey to Trial Bay, 37	5	447
Prisons, for 1890, 37	2	1185
Trustees of National Art Gallery, 1890, 37	3	805
Trustees, Sydney Free Public Library, 1890, 37		735
Do do 1891, 529		751
University of Sydney, 1890, 37	7	395
Government Laboratory, 1890, 36		317
Do 1891, 516	7	321
Postmaster-General, for 1890, 36	6	293
Lands Department, for 1890, 45	4	1
Do for 1891, 598		101
Postal and Telegraphic Conference, held in Sydney, in 1891, 46	6	419
Railway Commissioners, for year ended 30th June, 1891, 65	5	1
Do for quarter ended 30th June, 1891, 62		87
Do do 30th September, 1891, 392		97
Do do 31st December, 1891, 411		105
Trustees of National Park, for 1889 and 1890, 62	8	219
On Floods on the Hunter—Minute of Engineer-in-Chief for Harbours and Rivers, 77		453
Mr. Stanley Alexander on proposed Sewerage Scheme for Parramatta, 36	6	279
Do on proposed Railways for Riverina—Evidence, 77	5	485
Do on proposed Railway from Richmond to Kurrajong—Evidence, 77		457
Do on proposed Bridge over Murray River, at Tocumwal—Evidence, 77	6	595
Do on Railway and Tramway communication with Field of Mars, 327	5	561
Do on proposed Bridge at Wallaga Lake, and proposed Wharf at Noorooma, 378	6	615

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—15TH PARLIAMENT—SESSION OF 1891-2.		PAPERS.	
		VOL.	PAGE.
R			
REPORTS— <i>continued</i> :—			
Laid upon Table— <i>continued</i> :—			
Mr. Stanley Alexander on proposed Jetty on the Tuross Lake, at Turlinjah, 378		7	603
Do on Trade and Resources of Districts served by the Moruya River, 411.....		7	583
Mr. H. A. Gilliat on proposed Railway Extension, Gundagai to Tumut, 77.....		5	473
Do on Upper Murray Railway, 513		5	591
Do on Bridge across the Murray, at Gold Creek Crossing, 516		6	619
Do on proposed Railway from Temora to Hillston, 599		5	597
Of Meeting of Chief Inspectors of Stock, 77		8	69
State Children's Relief Department, for 1890-91, 84		7	385
Progress, by H. G. McKinney, on Water Conservation, 84		6	45
Mr. E. B. Price on proposed Railway from Kempsey to Hickey's Creek and Upper Macleay, 131 ..		5	523
Board on Westinghouse and Vacuum Continuous Brakes, 131, 190		5	783, 801
Executive Commissioner on International Exhibition of Mining and Metallurgy, London, 1890, 153		4	1059
Progress, on Extension of the Railway into the City, and the North Shore Bridge, 153		5	127
Do do do Addendum to, 153		5	349
Extension of the Railway into the Suburbs, 153		5	349
Minister of Public Instruction for 1890, 153		3	1
Department of Mines for 1890, 153.....		4	465
Department of Mines and Agriculture for 1891, 573.....		4	781
Stock and Brands Branch, Department of Mines, for 1890, 158		8	1
Board of Inquiry into loss of barque "Ellen," 161		8	351
State Forest Administration for 1890, 202		8	143
Nautical School-ship "Vernon," for 1890-91, 202		3	811
City of Sydney Improvement Board (Twelfth), 216		3	835
Board of Protection of Aborigines, 256		7	409
Board of Audit on Public Accounts, 265		2	827
Trustees of Australian Museum for 1890, 265		3	767
Conference on Rust in Wheat, 322		8	87
Engineer-in-Chief for Harbours and Rivers on Dredging operations, 350		7	537
Immigration for 1891, 383		8	1019
Police Department for 1891, 492		2	1153
Technical Education, &c., at Paris Exhibition, by Edward Combes, C.M.G., 392		3	407
Mr. J. W. Boulbee on Artesian Boring, 405.....		6	241
Commander F. Howard, R.N., on Coff's Harbour, 411.....		7	599
Royal Commission on alleged Chinese gambling, and charges of bribery against members of the police force, 419		8	467
Leprosy in New South Wales for 1891, 449		7	299
Chief Commissioner for Railways on List's Continuous Brake, 449		5	811
Coast Hospital, Little Bay, for 1891, 516		7	447
Vaccination for 1891, 516		8	1127
Sydney Grammar School for 1890, 529		3	727
On Vote for Maintenance of Sick Paupers for 1891, 593		7	341
Royal Commission on Strikes (not printed), 257.			
FROM SELECT COMMITTEES :—			
Albury Mechanics Institute Enabling Bill, 68			627
Australian Banking Company of Sydney Bill, 90		7	633
Mort's Dock and Engineering Company (Limited) Enabling Bill, 108		7	705
Sydney Electric Lighting Bill, 114		5	745
Yongaletha Marble, Flag and Flux Company Bill, 138		5	665
Borough of Newcastle Electric Lighting Bill, 138		7	665
Willoughby and Gordon Tramway Act Amending Bill, 161		5	679
Casino School of Arts Enabling Bill, 170		5	685
Mrs. Cunynghame, late Superintendent of Macquarie-street Asylum for Infirm and Destitute, Parramatta, 170		7	327
Maitland Electric Light Bill, 233.....			695
Simpson's Railway Bill, 275		5	693
Conditional Purchase of Neil Gallagher, Orange, 280		4	247
Silkestone Coal-mine Railway Act Amending Bill, 287		5	721
Segehoc Estate Irrigation Bill, 296		7	713
Wagga Wagga School of Arts Enabling Bill, 315		7	767
Forfeiture of J. J. Ray's Selection in the Land District of Wagga Wagga, 315		4	265
Goulburn Water Supply Charges Bill, 327		6	239
Watkins-Wallis Trust Estate Bill, 349		7	775
Conditional Purchase by James Young, at Gosford, 419		4	277
Case of Patrick Brown, 436		4	1115
Broken Hill Water Supply Act Amendment Bill, 454		6	147
Conditional Purchase by Zachary Benn, Richmond River District, 461		4	307
Australasian Mining Exchange of Sydney Bill, 468.....		7	641
Conditional purchase by Mrs. Ann Rouse in the parish of Kabibah, 478		4	287
Conditional Purchase made by Anne Nash O'Brien at Corowa, 516		4	311
Whaling Road, North Sydney, 529		6	537
Application for a Free Pass made by Mr. Black, M.P., 533.....		5	753
Deepwater and Mount Galena Tramway Bill, 574		5	729
Mr. Charles Brady's services in connection with Sericulture, 599		8	1071
FROM PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS :—			
Proposed Cable Tramway through George, Pitt, and Harris Streets, Sydney, 8		5	863
Proposed Cable Tramway from King-street, via William-street, to Ocean-street, 8.....		5	935
Supplementary Fifth General, 36		7	519
FROM ELECTIONS AND QUALIFICATIONS COMMITTEE :—			
Vivian v. Hugh McKinnon—The Hastings and Manning, 90			13
Eve v. Wheeler—Canterbury, 132			27
Artis v. Sitting Members, Illawarra, 167		2	49
Privilege—Seat of H. H. Brown, Esquire, Member for Durham, 308			93
REPRESENTATION OF THE PEOPLE BILL :—			
Motion made (Sir Henry Parkes) for Committee of the Whole, 38; House in Committee, and Resolution agreed to, 47; presented and read 1 ^o , 48; Order of the Day discharged, and Bill withdrawn, 62.			

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—15TH PARLIAMENT—SESSION OF 1891-2.	PAPERS.	
	VOL.	PAGE.
R		
REPRESENTATION OF THE PEOPLE BILL (No. 2) :—		
Motion made (<i>Sir Henry Parkes</i>) for Committee of the Whole, 55; Message from Governor, 59; House in Committee, and Resolution agreed to, 62; presented and read 1 ^o , 63; motion made for 2 ^o reading, and Debate adjourned, 64; debate resumed, read 2 ^o , and committed, 69; further considered in Committee, 78; Point of Order, reported by Chairman, Speaker gave ruling, and Committee resumed, 79; further considered in Committee, 84, 89, 103, 114, 118, 139, 150, 155, 158, 167, 168, 171, 175, 190, 193, 222; reported with amendments, 222; Order of the Day postponed, 258; Order of the Day discharged and Bill withdrawn, 302.	2	105
Motion made for Call of the House to consider 3 ^o reading, 217; order rescinded, 250.		
RESCISSION :—		
Of order for printing Papers, 154, 210, 287.		
RESERVE RIFLE COMPANIES (See "MILITARY").		
RESERVES (See also "CROWN LANDS").		
THE BRUSH, WINGHAM :—		
Motion made (<i>Mr. Young</i>) for copies of all correspondence in reference to, 39; Return to Order laid on Table, 425	8	227
LAND DISTRICTS OF FORBES, PARKES, AND CONDOBOLIN :—		
Motion made (<i>Mr. Hutchinson</i>) for Return giving particulars of, 97; Return to Order laid on Table, 598	4	341
STATE FOREST :—		
Motion made (<i>Mr. O'Sullivan</i>) for Return giving particulars of, 143; Return to Order laid on Table, 190	8	217
PARISH OF TEBANGAN, BOGAN RIVER :—		
Motion made (<i>Dr. Ross</i>) for copies of all papers in connection with, 301; Return to Order laid on Table (not printed), 504.		
SALE OF, AT LITTLE BILLABONG TO MESSRS. ROSS BROTHERS :—		
Motion made (<i>Mr. O'Sullivan</i>) for copies of all papers in connection with, 363; Return to Order laid on Table, 562	4	331
RESOLUTIONS :—		
FROM COMMITTEE OF THE WHOLE :—		
Reported, 47, 62, 63 (4), 64 (2), 109, 144 (2), 170, 181, 221, 222, 259, 322, 328, 357, 393 (2), 437, 466, 467 (2), 488, 493.		
Agreed to, 47, 63 (3), 109, 144 (2), 150, 170, 181, 221, 222 (2), 259, 322, 328, 357, 393 (2), 437, 466, 467 (2), 488, 493.		
FROM COMMITTEE OF SUPPLY :—		
Reported, 265, 297 (2), 411, 473, 547, 562.		
Agreed to, 265, 297 (2), 412, 473, 549, 567.		
FROM COMMITTEE OF WAYS AND MEANS :—		
Reported, 265, 339 (2), 341 (2), 412, 436, 473, 549, 567.		
Received, 350 (2).		
Agreed to, 265, 339 (2), 356 (2), 412, 436, 473, 549, 567.		
RICHMOND (See also "RAILWAYS").		
WATERWORKS :—		
Motion made (<i>Mr. Schey</i>) for copies of all papers, &c., in connection with purchase of land for, 556.		
RICHMOND RIVER :—		
ENTRANCE TO :—		
Notification of land resumed for improvement of, laid on Table, 161	7	617
RIFLE ASSOCIATION (See "MILITARY.")		
RIFLE RANGE (See "RANDWICK RIFLE RANGE").		
RIGHTS OF BARRISTERS AND SOLICITORS EXTENSION BILL :—		
Ordered (<i>Mr. McCourt</i>), 41. (For further proceedings, see "LAW PRACTICE EXTENSION BILL").		
RITCHIE, ROBERT ADAM, ESQUIRE :—		
Death of, reported, and Seat for Central Cumberland declared vacant, 98.		
Motion made (<i>Sir Henry Parkes</i>) that House record its sense of the loss sustained by the death of, 98.		
RIVERINA (See "RAILWAYS").		
ROADS :—		
THOROUGHFARE KNOWN AS BREAKNECK, DOUBLE BAY :—		
Motion made (<i>Mr. Neild</i>) for copies of papers, &c., in reference to alignment of, 44; Return to Order laid on Table (not printed), 264.		
MAIN SOUTH COAST, NEAR KIAMA :—		
Notification of resumption of land for, laid on Table, 98.		591
THROUGH ADAMINABY PARK :—		
Motion made (<i>Mr. Dawson</i>) for copies of all papers in reference to closing of, 103; Return to Order, laid on Table, 425		525
PLANT AND MATERIAL IMPORTED BY THE GOVERNMENT :—		
Return of, for Years 1888-1890, laid on Table, 125		589
BETWEEN CUDAL AND DAVY'S PLAINS :—		
Motion made (<i>Dr. Ross</i>) for copies of all correspondence in reference to re-opening of, 143.		
BRUSHGROVE AND MACERAN :—		
Papers in connection with laid upon Table during Session 1890 ordered to be returned to Public Works Department, 150.		
Papers in connection with, laid upon Table in Session 1890, ordered to be printed, 326.....	6	561
AND BRIDGES :—		
Motion made (<i>Mr. Vaughn</i>) for return giving particulars of expenditure from Votes for, 170.		
SHAFFERSBURY, AT BURWOOD :—		
Notification of land resumed for, laid on Table, 170.....		593
VOTES FOR EXPENDITURE IN MUNICIPALITIES :—		
Motion made (<i>Mr. Young</i>) for return giving particulars of, for each year since 1880, 326.		
WHALING, NORTH SYDNEY :—		
Motion made (<i>Mr. E. M. Clark</i>) for Select Committee to inquire into opening of, 345; Mr. Want, Mr. Crick, and Mr. Hassall, discharged from, and Mr. Rose, Mr. Donald, and Dr. Hollis added to, the Committee, 473; Report brought up, 529.....		537
IN THE DISTRICT OF MOLONG :—		
Return showing expenditure on, laid on Table, 363		587
CONTRACTS ON THE JENOLAN CAVES ROAD ENTERED INTO BY THOMAS MARTIN :—		
Motion made (<i>Mr. O'Sullivan</i>) for copies of all papers in connection with, 368; Return to Order, laid on Table (not printed), 492.		

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—15TH PARLIAMENT—SESSION OF 1891-2.	PAPERS.
	VOL. PAGE.
R	
ROADS (continued) :—	
MAIN THROUGH SUBURBAN MUNICIPALITIES :—	
Motion made (<i>Mr. Hoyle</i>) for return, giving particulars of, 392; Return to Order, laid on Table, 405	535
CLOSING OF WALKER-STREET NORTH AND EXTENSION OF BELLVUE-STREET, ST. LEONARDS :—	
Motion made (<i>Mr. Faughn</i>) for copies of papers in reference to, 419.	
NOWRA TO YALWAL :—	
Return respecting expenditure on, laid on Table, 421	6 593
NUMBA TO COMBRONG :—	
Motion made (<i>Mr. Morton</i>) for copy of surveyor's report on change in, 492; Return to Order, laid on Table, 593	585
SCHEDULES :—	
To Votes on Estimates for 1892, laid on Table, 494	
To Votes on Additional Estimates for 1892, laid on Table, 574	2 471
APPROACHING ST. LEONARDS STATION, THROUGH LAMB'S GRANT :—	
Motion made (<i>Mr. Faughn</i>) for copies of all correspondence in reference to alteration of, 583.	519
ROLLING STOCK (See "RAILWAYS").	
ROSS BROTHERS (See "RESERVES").	
ROUSE MRS. ANN :—	
CONDITIONAL PURCHASE OF IN THE PARISH OF KARIBAH :—	
Motion made (<i>Mr. Grahame</i>) for Select Committee to inquire into, 406; Report brought up, 478.	4 287
ROYAL COMMISSION :—	
ON DEFENCE WORKS, BARE ISLAND :—	
Report laid on Table, 36	7 115
ON STRIKES :—	
Report of, laid on Table (not printed), 257.	
ON CHINESE GAMBLING :—	
Report of, laid on Table, 419	8 467
ON CHARGES BY MR. SCHEY, M.P., AGAINST CHIEF RAILWAY COMMISSIONER :—	
Correspondence respecting, laid on Table, 599	5 121
ROYAL COMMISSION TO REPORT UPON THE LAWS OF THE COUNTRY (See "ADMINISTRATION OF JUSTICE.")	
ROYAL NAVY :—	
ADMISSION OF AUSTRALIAN AND NEW ZEALAND BOYS AND MEN :—	
Correspondence respecting, laid on Table, 296	
Regulations for, laid on Table, 405	7 107
Return respecting men belonging to, imprisoned in New South Wales, laid on Table, 308	109
RULES OF THE SUPREME COURT :—	
In Probate Jurisdiction, laid on Table, 598	2 999
RULINGS OF SPEAKER (See "SPEAKER").	
RUSHCUTTERS' BAY :—	
PROPOSED RESUMPTION OF CHINESE GARDENS AT :—	
Motion made (<i>Mr. Neild</i>) for copies of all papers in reference to, 103; Return to Order, laid on Table, 350; Further Return to Order, laid on Table, 500	8 1001
RUTLAND FLUX TRAMWAY BILL :—	
Received from Council and read 1 ^o , 301; Order of the Day postponed, 331, 344, 362, 368, 392, 397, 411, 421, 430; read 2 ^o , committed, reported without amendment, and report adopted, 440; read 3 ^o , passed and returned to Council, 453; assent reported, 459.	8 251, 267
S	
SAINT JOHN'S COLLEGE RELIEVING AND ENABLING BILL :—	
Received from Council and read 1 ^o , 340; motion made for 2 ^o reading, amendment to refer to Select Committee negatived, read 2 ^o , committed, reported with an amendment, and report adopted, 443; read 3 ^o , passed, and returned to Council, 448; Message from Council agreeing to amendment, 468; assent reported, 497.	
SALARIES OF CIVIL SERVANTS :—	
Motion made (<i>Mr. M'Court</i>) for payment of fortnightly, and negatived, 406.	
SALOMONS, SIR JULIAN, Q.C., M.L.C. :—	
Acceptance of office of Vice-President of the Executive Council by, reported, 249.	
SAMUELSON DR. G. S. (See "RABBITS").	
SAVINGS BANK, GOVERNMENT :—	
Statement of Accounts for 1890, laid on Table, 46	857
Do for 1891, do 513	859
SCHEDULE :—	
To Estimates for 1892, laid on Table, 411	365
To Votes for Public Works and Roads, on Estimates for 1892, laid on Table, 491	471
Do do on Additional Estimates for 1892, laid on Table, 574	540
SCHOLARSHIPS (See "EDUCATION").	
SEATS REDISTRIBUTION BILL :—	
Motion made (<i>Sir Henry Parkes</i>) for Committee of the Whole, 38; Message from Governor, 60; House in Committee, and Resolution agreed to, 63; presented and read 1 ^o , 98; motion made for 2 ^o reading, and debate adjourned, 203; read 2 ^o , and committed, 207; Order of the Day postponed, 222, 234, 255; Order of the Day discharged, and Bill withdrawn, 301.	2 115
Motion made for Call of the House to consider 3 ^o reading, 217; Order rescinded, 250.	
PETITIONS IN REFERENCE TO, PRESENTED :—	
From residents of Counties of Phillip, Bligh, Wellington, &c., 68	123
From residents of Guy Fawkes, &c., 210	125
From residents of Woogoolga, &c., 217	127
Returns giving particulars of numbers of electors, and electorates under, laid on table, 208 (*)	109, 111, 113, 117, 119, 121
Maps showing Electoral Districts, as per Schedule "A," laid on Table (<i>as Exhibits only</i>), 126.	

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—15TH PARLIAMENT—SESSION OF 1891-2.	PAPERS.	
	VOL.	PAGE.
S		
SEAWEED NUISANCE, NORTH SHORE OF BOTANY BAY :— Motion made (<i>Mr. Schey</i>) in reference to, and withdrawn, 269.		
SEE, JOHN, ESQUIRE :— Acceptance of office of Colonial Treasurer by, reported, and seat of as Member for Grafton declared vacant, 249; re-election reported, and sworn, 251.		
SEGENHOFER ESTATE IRRIGATION BILL :— Petition presented (<i>Mr. Neild</i>) for leave to bring in, 125; ordered, presented and read 1 ^o , 138; referred to Select Committee, 143; leave given for Committee to visit locality of proposed irrigation works, and to sit during any adjournment for such purpose, 175, 217; Report brought up, 296; Order of the Day postponed, 327, 421, 425; read 2 ^o and committed, 444; Order of the Day postponed, 533, 601.	7	713
SELECT COMMITTEES (See "COMMITTEES SELECT").		
SERICULTURE (See "SILK CULTURE").		
SESSIONAL ORDERS :— Passed, 27 (6), 28 (2), 29 (2), 154, 215, 430.		
SEWAGE FARM, PARRAMATTA :— Notification of land resumed for approach to, laid on Table, 264		201
SEWERAGE (See also "WATER SUPPLY AND SEWERAGE BOARD"; also "PROCLAMATION"; also "HUNTER DISTRICT WATER SUPPLY AND SEWERAGE BILL").		
OF PARRAMATTA :— Report of Mr. Stanley Alexander, laid on Table, 36	6	270
WESTERN SUBURBS :— Notification of land resumed for, laid on Table, 264, 363		285, 287
Return respecting claims for land resumed at Arncliffe, laid on Table, 421		283
STORMWATER SEWER, JOHNSTONE'S BAY :— Motion made (<i>Mr. Lyne</i>) that it be referred to the Parliamentary Standing Committee on Public Works to consider and report upon, 579.		
WORKS AT COTTAGE CREEK :— Motion made (<i>Mr. Lyne</i>) that it be referred to the Parliamentary Standing Committee on Public Works to consider and report upon the carrying out of, 579.		
SHAFTESBURY REFORMATORY (See "PUBLIC WORKS ACT OF 1883").		
SHEARERS :— ATTACK UPON, AT DUNLOP STATION :— Petition from Shearers at Dunlop Station in reference to, presented, 268	8	349
SHEA'S CREEK :— Notification of land resumed in connection with reclamation at, laid on Table, 421	7	621
SHEEP (See "DISEASES IN SHEEP ACTS FURTHER AMENDMENT BILL"; also "METROPOLITAN MUNICIPALITIES CATTLE AND SHEEP DRIVING BILL"; also "DISEASES IN SHEEP ACTS AMENDMENT BILL").		
SHOPS (See also "EARLY CLOSING BILL"). KEPT OPEN FOR BUSINESS ON SUNDAY :— Return showing, laid on Table, 466		1099
SILK CULTURE :— Motion made (<i>Mr. Ewing</i>) for copies of all correspondence in reference to, 45; Return to Order laid on Table (not printed), 207.	8	
ITALIAN SETTLEMENT ON THE RICHMOND RIVER :— Correspondence in connection with, known as "New Italy," laid on Table, 257		1053
MR. CHARLES BRADY'S SERVICES IN CONNECTION WITH :— Motion made (<i>Mr. Rose</i>) for Select Committee to inquire into, 345; Report brought up, 599		1071
SILKSTONE COAL-MINE RAILWAY ACT AMENDING BILL :— Petition presented (<i>Mr. Bowes</i>) for leave to bring in, 257; ordered, presented and read 1 ^o , 263; referred to Select Committee, 268; Report brought up, 287; Order of the Day postponed, 421; read 2 ^o , committed, reported with amendments, and report adopted, 443; read 3 ^o , passed and sent to Council for concurrence, 448; agreed to by Council with amendments, 517; amendments agreed to, and Message to Council, 532; assent reported, 571.	5	721
SILVER (See "MINING").		
SIMPSON'S RAILWAY BILL :— Petition presented (<i>Mr. Barton</i>) for leave to bring in, 26; ordered, 109, presented and read 1 ^o , 138; referred to Select Committee, 143; Mr. Lonsdale added to the Committee, 202; leave given for Committee to make visit of inspection, and to sit during any adjournment for the purpose of making such visit of inspection, 225; Report brought up, 275; Order of the Day postponed, 331, 397, 419, 425; read 2 ^o , and committed, 450; Order of the Day postponed, 453, 457; further considered in Committee and no report therefrom, 474.	5	693
SLATTERY, THOMAS MICHAEL, ESQUIRE :— Acceptance of office of Secretary for Mines by, reported, and seat of as Member for Boorowa declared vacant, 249; re-election reported, and sworn, 251.		
SMITH, FOREST RANGER (See "CIVIL SERVICE").		
SMITH, MR. MATTHEW (See "WHARF") "SOBRAON" :— Motion made (<i>Mr. Murphy</i>) for copies of all papers in connection with purchase of, 157; Return to Order laid on Table, 256	3	817
SOUTHERN RIFLE ASSOCIATION :— Motion made (<i>Mr. Rose</i>) for copies of all correspondence in connection with formation of headquarters of, at Moss Vale, 131; Return to Order laid on Table, 193	7	65
SPEAKER :— Election of Joseph Palmer Abbott, Esquire, 5. Adjournment of House for presentation of, 5. Presentation of, 7. Commission to, to Administer the Oath, read by Clerk, 7. Commission to Deputy, to Administer the Oath, read by Clerk, 36. Reports attendance of House in Council Chamber, to hear Opening Speech, 9. Lays on Table Warrant appointing Elections and Qualifications Committee, 8; withdraws Warrant and substitutes another therefor, 11; reports maturity of Warrant, 37, 65, 277, 289; reports resignation of Mr. Inglis, and lays on Warrant appointing Mr. R. G. D. Fitzgerald, 35; appoints meeting of the Committee, 65, 289; lays on Warrant appointing Mr. Henry Clarke in room of Mr. Suttor, 258; reports resignation of Dr. Ross, and lays on Warrant appointing Mr. Hayes, 269.		

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—15TH PARLIAMENT—SESSION OF 1891-2.		PAPERS.	
	VOL.	PAGE.	
S			
SPEAKER (continued) :—			
Lays paper on Table in reference to Parliamentary Reporting Staff, 190.			
Lays on Table Minute of Executive Council, 459.			
Reports presentation of Address of Congratulation to the Governor, 10.			
Reports return of Writ for Bourke, 11, 329; for Balranald, 35.			
Unavoidable absence of, 49, 341.			
Reports Governor's approval to Additional Standing Order (<i>Limitation of Speeches</i>), and makes observations on application of, 81.			
Do do (<i>interruption and renewal of proceedings of Bills</i>), 595.			
Reports issue and return of Writs, 119 (2), 251 (3), 252.			
Directs Clerk to amend Roll of Members, 137.			
States his intention to issue new Writ for Illawarra, 167.			
Directs Member to discontinue his Speech, 203, 316 (5), 334.			
Quotes practice as to Members attending as witnesses before Select Committees when requested so to attend, 420.			
Gives casting vote, 443.			
Declines to give any ruling or direction in reference to removal of Mr. Toolhey from the Chamber during the sitting of the Committee of Supply, 478.			
Presents Bills to Governor for Royal assent in Legislative Council Chamber, 606 (2).			
RULINGS OF :—			
That Contractors Lien Bill related to trade, and should have originated in a Committee of the Whole, 73.			
That amendment to omit words in the Representation of the People Bill (No. 2) was within province of the Committee, and therefore in order, 79.			
That amendment on motion that Monday be an additional Sitting Day was out of order, 154.			
That amendment to substitute Friday in motion that Monday be an additional Sitting Day was out of order, 154.			
That amendment on motion in reference to Liquor Traffic was in order, 162.			
That motion in reference to Import Duties on Agricultural Produce was similar to one already decided during the present Session, and could not be put, 163.			
That Balranald Irrigation Bill was properly before the House, 182.			
That Mining on Private Property Bill (No. 2) was beyond order of leave, 240.			
That Question to refer Seat of H. H. Brown, Esquire, to Committee of Elections and Qualifications was one of privilege, 257.			
That new clause proposed in Electoral Reform Bill was not relevant to subject matter or title of the Bill, 288.			
That amendment proposed to add words in reference to plebiscite on the fiscal question was similar to question already decided during the present Session and therefore inadmissible, 315.			
That clauses of Masters and Servants Bill were beyond the order of leave, 322.			
That Law Practitioners Bill was not out of order, 322.			
That Diseased Animals and Meat Bill (No. 2) was beyond order of leave, 333.			
That Resolution from Committee of Ways and Means for imposing new taxation differed essentially from mere abstract Resolutions on the same subject (Import Duties on Agricultural Produce), and was therefore in order, 356.			
That a Member having spoken to a question, may not conclude by moving "That the question be now put," 399.			
That the subject of a proposed motion for adjournment, viz., the introduction of a Coal-mines Bill, had already been discussed this Session and could not therefore be put, 414.			
That amendment to add words to Schedule C of Customs Duties Bill was inconsistent with previous decision in Schedule A of same Bill, and therefore out of order, 420.			
That amendment to add word "water" to Schedule C of Customs Duties Bill was such as to turn Proceedings of the Committee into a farce, and therefore out of order, 420.			
That, on amendment to omit words, it having been decided that the words stand, the debate was closed, 431.			
That Tolls on Stock Bill, again presented for consideration, a question decided by the House this Session, was contradictory of provisions of the Customs Duties Bill, and therefore out of order, 449.			
That Diseases in Sheep Acts Amendment Bill was not beyond order of leave, 449.			
SPECIAL ADJOURNMENT :—			
Motion made for, and passed, 202, 247, 250, 300, 350, 357, 392, 597.			
Motion made for, and withdrawn, 589.			
SPECIAL AREAS (See "CROWN LANDS").			
SPECIAL GRANT TO MUNICIPALITIES :—			
Motion made (<i>Mr. Davister</i>) for a Committee of the Whole to consider an Address to the Governor for, of 5s. in the £, for year ended 3rd February, 1891, 406; Order of the Day postponed, 472, 500.			
SPECIAL TRAINS AND TRAMS (See "RAILWAYS").			
SPIRITS, WINE, AND BEER—CONVICTIONS UNDER LICENSING ACT :—			
Annual Return to Order, laid on Table, 37, 581.		2	1107, 1113
STAFFORD, WILLIAM, EX-SERGEANT OF POLICE :—			
Petition from, presented, 158, 196.			1169, 1171
STANDING AND SELECT COMMITTEES :—			
Appointed during the Session—Sessional Paper.		1	847
STANDING ORDERS :—			
Suspension of, 234, 263, 338 (2), 404, 430, 457, 472.			
Motion made (<i>Mr. Dibbs</i>), that it is a case of urgent and pressing necessity that the 72nd be suspended, 457.			
LIMITATION OF SPEECHES :—			
Motion made (<i>Mr. Reid</i>) in favour of Standing Order to limit speeches in certain cases, 54;			
Speaker reports Governor's approval, 81; Speaker, under provisions of, directs Member to discontinue his Speech, 203, 316 (2).			
INTERRUPTION AND RENEWAL OF PROCEEDINGS ON BILLS :—			
Message from Council transmitting Standing Order in reference to, and inviting the Assembly to adopt one similar in character, 467; Order of the Day postponed, 488; House in Committee, Standing Orders (2), reported, agreed to, and Speaker authorised to present to Governor, 590; Message to Council, 591; Speaker reports Governor's approval, 595.			
STANDING ORDERS COMMITTEE :—			
Appointed by Sessional Order, 23.			
Motion made (<i>Mr. Traill</i>) that the whole of the Standing Orders be referred to, for consideration, suggestions, and report, 61.			

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—15TH PARLIAMENT—SESSION OF 1891-2.	PAPERS.	
	VOL.	PAGE.
S		
STATE CHILDREN'S RELIEF DEPARTMENT:— Report for 1890-91, laid on Table, 84	7	385
STATE FORESTS AND FOREST RESERVES:— Motion made (<i>Mr. O'Sullivan</i>) for return giving particulars of, 143; Return to Order laid on Table, 190	8	217
STATE NURSERY, GOSFORD:— Return showing persons employed at, laid on Table, 478	8	215
STATISTICS:— OF THE POPULATION AND TAXATION OF THE COLONY:— Motion made (<i>Mr. O'Sullivan</i>) for return giving number of Civil Servants, Police, and Military, with cost of same; the population of the Colony and amount of taxation per head, 137. MANUFACTURING INDUSTRIES—PRODUCTION OF MINERALS:— Motion made (<i>Mr. G. D. Clark</i>) for return giving statistics in reference to, 157. POPULATION OF NEW SOUTH WALES:— Return of, laid on Table, 547	7	1119
CENSUS AND INDUSTRIAL RETURNS ACT:— Information respecting, laid on Table, 411, 547	7	1079, 1103
STEAM BOILERS (See "LAND BOILERS INSPECTION BILL"). STEEL POINT BATTERY (See "DEFENCORS"). STEPHEN, SIR ALFRED:— Despatch respecting retirement of, from office of Lieutenant-Governor, laid on Table and read by Clerk, 378	2	1
STOCK (See also "TOLLS ON STOCK BILL"). Progress Return for 1891, laid on Table, 419	8	69
CHIEF INSPECTORS OF:— Report, &c., of meeting of, laid on Table, 77	8	25
AND BRANDS BRANCH, DEPARTMENT OF MINES:— Report for 1890 laid on Table, 158	8	1
STRANGERS, EXCLUSION OF:— Sessional Order passed, 29.		
STRIKES:— Report of Royal Commission on, laid on Table (not printed), 257.		
SUBURBS:— EXTENSION OF RAILWAY TO THE:— Report on, laid on Table, 153	5	349
SULLY, W. (See "CROWN LANDS"). SUNDAY (See also "SHOPS"). LABOUR:— Petition from citizens of Newcastle in opposition to extension of, presented, 500	8	1097
SUNK NETS BILL:— Ordered (<i>Mr. Frank Farnell</i>), presented, and read 1 ^o , 40; read 2 ^o , committed, reported with amendments, and report adopted, 131; read 3 ^o , passed, and sent to Council for concurrence, 185; agreed to by Council, with amendments, 368; Council's amendments agreed to, 461; Message to Council, 462; assent reported, 483.		
SUPPLY:— Committee of, Sessional Order passed, 28. Motion made (<i>Mr. Bruce Smith</i>) to enable House to go into Committee of, 103; Order of the Day discharged, 600. House in Committee, 265, 297, 411, 454, 457, 468, 473, 478, 493, 500, 505, 547, 562. Resolutions reported, 265, 297, 411, 473, 547, 562. Resolutions agreed to 265; 297, 412, 473, 549, 567.		
SUPPRESSION OF GAMBLING:— Petitions in reference to, presented, 154, 186, 234, 275	8	991-997
SUPREME COURT (See also "PUBLIC WORKS ACT OF 1888"). Rules laid on Table, 598	2	1001
SUPREME COURT PROCEDURE BILL:— Received from Council, and read 1 ^o , 138; read 2 ^o , committed, reported without amendment, and report adopted, 234; read 3 ^o , passed, and returned to Council, 254; assent reported, 271.		
SURVEYORS, LICENSED:— Return respecting Licenses to, under Real Property Act, laid on Table, 397	8	1041
Statement of Fees and Salaries paid to, during 1889 and 1890, laid on Table, 398	8	1039
SUTOR, FRANCIS BATHURST, ESQUIRE:— Acceptance of Office of Minister of Public Instruction by, reported, and seat of as Member for Bathurst declared vacant, 249; re-election reported, and sworn, 251.		
SYDNEY (See "WATER SUPPLY"). SYDNEY CORPORATION:— Return of Loans to, laid on Table, 202	3	833
Statement of receipts and expenditure for 1891, laid on Table, 516	3	829
SYDNEY ELECTRIC LIGHTING BILL:— Petition presented (<i>Mr. Dibbs</i>) for leave to bring in, 41; leave given, presented, and read 1 ^o , 44; referred to Select Committee, 53; Report brought up, 114; motion made for 2 ^o reading, and debate adjourned, 182; Order of the Day postponed, 210. Petition from Municipal Council of Sydney, in reference to, presented, 98.	7	745
Do from Residents of Sydney in favour of, presented, 175	7	743 765
SYDNEY FREE PUBLIC LIBRARY:— Report of Trustees, for 1890, laid on Table, 37	3	735
Do 1891, do 529	3	751
SYDNEY HOSPITAL COMPLETION BILL:— Motion made (<i>Mr. Lyne</i>) for Committee of the Whole, 486; Message from Governor, 489 House in Committee, 492; resolution agreed to, presented, and read 1 ^o , 493; read 2 ^o , committed, reported with amendments, and report adopted, 500; read 3 ^o , passed, and sent to Council for concurrence, 504; agreed to by Council without amendment, 529; assent reported, 530.	7	435
SYDNEY MECHANICS' SCHOOL OF ARTS:— Correspondence respecting use of, for theatrical purposes, laid on Table, 604	3	807

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—15TH PARLIAMENT.—SESSION OF 1891-2.	PAPERS.	
	VOL. PAGE.	
T		
TAMWORTH (See "WATER SUPPLY").		
TANKS:—		
Regulations for Government, laid on Table, 46 (2)	6 91, 93, 95	
TARGETS:—		
Return respecting Test of, laid on Table, 153	7 91	
TARIFF:—		
Proposed Duties and Free List, laid on Table, 297	2 881	
TARRAWINGEE TRAMWAY ACT:—		
Petition from Residents of the Barrier District in favour of amendment of, presented, 224	} 5 675	
Petition from Business people of Broken Hill, against any amendment of, presented, 313		677
TARRAWINGEE TRAMWAY ACT AMENDMENT BILL:—		
Received from Council and read 1 ^o , 398; Order of the Day postponed, 405; read 2 ^o , committed, reported with an amendment and report adopted, 533; read 3 ^o , passed, and returned to Council, 538; Message from Council agreeing to amendment, 556; assent reported, 603.		
TAXATION (See "STATISTICS").		
TECHNICAL EDUCATION:—		
Report on, at Paris Exhibition, by Edward Combes, C.M.G., laid on Table, 392	3 407	
TELEGRAPHIC:—		
Regulations laid on Table, 46 (2), 167, 378, 513 (2)	} 6 499-511	
Report of Conference held in 1891, laid on Table, 45		419
Return respecting cost of telephone connections, laid on Table, 256		513
Amended Telephone Regulations, laid on Table, 256		515
UNDERGROUND WIRES:—		
Correspondence respecting, laid on Table, 590	517	
TELLERS (See "NO TELLERS").		
TEST OF TARGETS (See "MILITARY").		
THE BRUSH RESERVE, WINGHAM (See "RESERVES").		
TIMBER LICENSES BILL:—		
Motion made (<i>Mr. Wall</i>) for Committee of the Whole, 52; Order of the Day postponed, 109.		
TIRES (See "WIDTH OF TIRES REGULATION BILL").		
TOBACCO LEAF:—		
Duty on:—		
Petition from Cigar Manufacturers in reference to, presented, 350	} 2 889	
TOCUMWAL (See "BRIDGES").		
TOLLS ON STOCK BILL:—		
Message from Governor, 423; Resolution, No. 10, from Committee of Ways and Means reported and agreed to, 436; ordered (<i>Mr. See</i>), presented, and read 1 ^o , 437; motion made for 2 ^o reading; Point of Order—That Bill again submitted for consideration a question the House had decided this Session in the Customs Duties Bill—sustained by Mr. Speaker; Order of the Day discharged, and Bill withdrawn, 449.	891	
TOM (See "MINING").		
TOOHEY, JAMES MATTHEW, ESQUIRE (See also "PRIVILEGE"):—		
Removal from Chamber by order of the Chairman of Committees for disobeying the Order of the Chair, reported from Committee of Supply, 478.		
TOWNS POLICE ACT:—		
Petition in reference to, from Citizens of Newcastle, presented, 449	2 1167	
TRADE DISPUTES CONCILIATION AND ARBITRATION BILL:—		
Motion made (<i>Sir Henry Parkes</i>) for Committee of the Whole, 38; Message from Governor, 60; House in Committee, and resolution agreed to, presented, and read 1 ^o , 63; Order of the Day postponed, 255, 301, 341; Order of the Day discharged, and Bill withdrawn, 437.	} 8 1101	
TRADE DISPUTES CONCILIATION AND ARBITRATION BILL (No. 2):—		
Message from Governor, 445; motion made (<i>Mr. Dibbs</i>) for Committee of the Whole, 452; House in Committee, and Resolution agreed to, 467; presented (<i>Mr. Barton</i>) and read 1 ^o , 473; motion made for 2 ^o reading and debate adjourned, 510; debate resumed, read 2 ^o , and committed, 517; further considered in Committee, 523, 529; reported with amendments and report adopted, 529; read 3 ^o , passed and sent to Council for concurrence, 531; agreed to by Council with amendments, 572; amendments agreed to, and message to Council, 583; assent reported, 603.	1103	
TRADE-MARKS ACT AMENDMENT BILL:—		
Ordered (<i>Mr. Reid</i>), 39.		
TRADE UNION ACT AMENDMENT BILL:—		
Ordered (<i>Mr. J. D. FitzGerald</i>), presented, and read 1 ^o , 166; Order of the Day discharged, and Bill withdrawn, 170.		
TRADE UNION ACT AMENDMENT BILL (No. 2):—		
Ordered (<i>Mr. J. D. FitzGerald</i>), presented, and read 1 ^o , 174; Order of the Day postponed, 216.		
TRAMWAYS (See also "WILLOUGHBY AND GORDON TRAMWAY ACT AMENDING BILL"; also "BROKEN HILL TRAMWAYS BILL"; also "KING TO OCEAN-STREET CABLE TRAMWAY BILL"; also "DEEPWATER AND MOUNT GALENA TRAMWAY BILL"):—		
PROPOSED CABLE TRAMWAY THROUGH GEORGE, PITT, AND HARRIS STREETS:—		
Report, together with Minutes of Evidence, Appendices, and Plans, from Parliamentary Standing Committee on Public Works, laid on Table, 8	} 863	
PROPOSED CABLE TRAMWAY FROM KING-STREET, VIA WILLIAM-STREET, TO OCEAN-STREET:—		
Report, together with Minutes of Evidence, Appendices, and Plans, from Parliamentary Standing Committee on Public Works, laid on Table, 8	935	
Motion made (<i>Mr. Lync</i>) that work should be carried out, 457.		
ACCIDENTS ON LINES:—		
Motion made (<i>Mr. O'Sullivan</i>) for return giving particulars of, since initiation of Tram Service, 131; Return to Order laid on Table, 234	5 861	
FOREST LODGE TO BALMAIN:—		
Notification of land resumed for, laid on Table, 180	841	
TO FIELD OF MARS COMMON:—		
Report of Mr. Stanley Alexander on, laid on Table, 327	561	
MAINTENANCE AND IMPROVEMENT OF:—		
Return showing amount expended on, laid on Table, 350	819	

REFERENCES TO THE VOICES AND PROCEEDINGS, VOL. I—15TH PARLIAMENT—SESSION OF 1891-2.		PAPERS.	
	VOL.	PAGE.	
T			
TRAMWAYS—(continued):—			
SPECIAL TRAINS AND TRAMS:—			
Return showing cost of, in connection with sittings of the House on 24th and 25th February, laid on Table, 539		5	839
ADVERTISING ON:—			
Return showing particulars of contracts for, laid on Table, 532		5	859
ELECTRIC FROM RANDWICK TO WAVERLEY:—			
Motion made (<i>Mr. Neild</i>) for Return showing cost of, &c., 546.			
TRAVELLING EXPENSES:—			
OF OFFICERS OF THE DEFENCE FORCE:—			
Return showing, laid on Table, 383		7	3
TREASURY BILLS (See "FINANCE").			
TREASURY BILLS BILL:—			
Message from Governor, 332; Standing Orders suspended, 333; Resolutions Nos. (3) to (7) from Committee of Ways and Means reported and agreed to, 339; ordered, presented, read 1 ^o , read 2 ^o , committed, reported without amendment, report adopted, read 3 ^o , passed and sent to Council for concurrence, 339; agreed to by Council without amendment, 341; assent reported, 362.		2	861
TREASURY INDEMNITY BILL:—			
Ordered (<i>Mr. See</i>), 504; presented, and read 1 ^o , 505; read 2 ^o , committed, reported without amendment, and report adopted, 509; read 3 ^o , passed and sent to Council for concurrence, 516; agreed to by Council without amendment, 539; assent reported, 572.			
TRIAL BAY (See "RAILWAYS"; also "PRISONS").			
TRICKETT, THE HONORABLE WILLIAM JOSEPH, M.L.C.:—			
As a witness before a Select Committee of the Legislative Assembly, 383, 393.			
TUESDAY:—			
Precedence of Government Business on, 215.			
TUG BOATS (See "DREDGES, TUG BOATS, PUNTS, BARGES, AND BRIDGES").			
TUG SERVICES:—			
Return respecting, North of Sydney, laid on Table, 275		8	1111
TUMUT (See "RAILWAYS").			
TUROSS LAKE:—			
Report of Mr. Stanley Alexander, on proposed Jetty on, laid on Table, 378		7	603
TYPHOID FEVER:—			
Report on, in Sydney and Suburbs, 1876 to 1890, laid on Table, 86			1113
Return of, and other Infectious Diseases, in Sydney and Suburbs from 1876 to 1891, laid on Table, 547		8	1119
U			
UNIVERSITY OF SYDNEY:—			
Report for 1890, laid on Table, 37			395
By-laws laid on Table [not printed, 37 ⁽⁴⁾ , 513			405
USE OF CAMELS PROHIBITION BILL:—			
Ordered (<i>Mr. Howe</i>), 174.			
Petition in reference to, from Freeholders and others, Bourke, presented, 202			1135
V			
VACANT SEATS:—			
The Haslings and Manning (James Henry Young, Esq.), 90.			
Central Cumberland (Robert Adam Ritchie, Esq., deceased), 93.			
Of Members of New Administration, 249 ⁽⁸⁾ .			
Bourke (J. P. Howe, Esq.), 252.			
VACCINATION:—			
Report for 1891 laid on Table, 516			1127
VACCINE LYMPH:—			
Return respecting, laid on Table, 322		8	83
"VERNON":—			
Report on, for 1890-91, laid on Table, 202		3	811
VESSELS:—			
Returns in connection with, under Quarantine Act, for 1891, laid on Table, 589		8	1129
VICE SUPPRESSION BILL:—			
Ordered (<i>Mr. Neild</i>), presented, and read 1 ^o , 161; Order of the Day postponed, 290, 378, 436.			
VICTORIA BARRACKS (See "MILITARY").			
VINE DISEASES ACTS FURTHER CONTINUATION BILL:—			
Ordered (<i>Mr. Slattery</i>), presented and read 1 ^o , 275; read 2 ^o , committed, reported without amendment, and report adopted, 281; read 3 ^o , passed, and sent to Council for concurrence, 287; agreed to by Council without amendment, 308; assent reported, 362.			
VIVIAN, WALTER HUSSEY (See "ELECTORAL").			
VOLUNTARY CONVEYANCES AMENDMENT BILL:—			
Received from Council, and read 1 ^o , 167; Order of the Day postponed, 224; read 2 ^o , committed, reported without amendment, and report adopted, 322; read 3 ^o , and passed, 326; returned to Council, 327; assent reported, 362.			
VOLUNTEER:—			
AND PERMANENT MILITARY FORCES:—			
Motion made (<i>Mr. Hugh McKinnon</i>) for Return of distribution of pay allowances and amendments to same since 1884, 149.			
Return showing pay and allowances to officers of, laid on Table, 441, 486		7	5, 15
VOTE OF CENSURE:—			
FISCAL POLICY OF THE GOVERNMENT:—			
Motion made (<i>Mr. Reid</i>), That this House deplors and will resist any attempt to bring about a conflict on the question of Free-trade and Protection until the verdict of the Electors can be recorded on the basis of "one man one vote," and debate adjourned, 311; debate resumed and adjourned, 313; debate resumed, and amendment to add certain words ruled out of order, 315; motion negatived, 316.			
VOTE OF CREDIT:—			
Messages from Governor recommending, laid on Table, 257, 398, 399, 472		2	835-841
VOICES AND PROCEEDINGS:—			
Nos. 1 to 112		1	1

REFERENCES TO THE VOICES AND PROCEEDINGS, VOL. I—15TH PARLIAMENT—SESSION OF 1891-2.	PAPERS.
	VOL. PAGE.
W	
WADDELL THOMAS, ESQUIRE (See "ELECTORAL").	
WAGES OF WORKMEN BILL (See also "ILLEGAL BENEVOLENT FUNDS BILL") :— Motion made (<i>Mr. Schey</i>) for Committee of the Whole, 41; Order of the Day postponed, 53; House in Committee, and resolution agreed to, 144; presented and read 1 ^o , 229.	
WAGGA WAGGA SCHOOL OF ARTS ENABLING BILL :— Petition presented (<i>Mr. Gormley</i>) for leave to bring in, 268; leave given, presented, and read 1 ^o , 280; referred to Select Committee, 287; Report brought up, 315; Order of the Day postponed, 397.	7 767
WALCHA (see "RAILWAYS").	
WALKA (See "WATER SUPPLY").	
WALKER-STREET NORTH, ST. LEONARDS (See "ROADS").	
WALKER THOMAS, ESQUIRE :— Directed, under Additional Standing Order, to discontinue his speech, 203.	
WALLACE AND COMPANY (See "CUSTOMS DUTIES BILL").	
WALLAGA LAKE (See "BRIDGES").	
WALLENDREEN (See "TANKS").	
WATER CONSERVATION :— Progress report on, by H. G. McKinney, laid on Table, 84 45 Return respecting, laid on Table, 229 79	
RESUMPTION OF LAND FOR, AT PATEBSON :— Motion made (<i>Mr. Garvan</i>) for copies of all papers in reference to, 196; Return to Order laid on Table, 207 81 Return to Order again laid on Table, and Order for Printing rescinded, 210.	
ARTESIAN BORING :— Report on, laid on Table, 405 241	
WATER CONSERVATION BILL :— Motion made (<i>Mr. Sydney Smith</i>) for Committee of the Whole, 38; Message from Governor, 60; House in Committee, and resolution reported, 64; agreed to, 222; presented and read 1 ^o , 229; Order of the Day discharged and Bill withdrawn (on Division), 255.	89
WATER SUPPLY (See also "BROKEN HILL AND DISTRICT WATER SUPPLY COMPANY"; also, "COUNTRY TOWNS WATER AND SEWERAGE ACT"; also, "BROKEN HILL WATER SUPPLY ACT AMENDMENT BILL"; also, "HUNTER DISTRICT WATER SUPPLY AND SEWERAGE BILL") :—	
ORANGE :— By-laws for, laid on Table, 98 6 29	
SYDNEY :— Notification of land resumed for, laid on Table, 161, 363, 486 33, 35, 37 Motion made (<i>Mr. Lyne</i>) that it be referred to the Parliamentary Standing Committee on Public Works to consider and report upon the construction of a reservoir at Centennial Park for, 579	
COOTAMUNDEA :— Notification of land resumed for, laid on Table, 363 39	
MANLY :— Notification of land resumed for, laid on Table, 421 41	
AND SEWERAGE BOARD :— By-laws of, laid on Table, 37, 431 1, 9 Transfer of Riley and Bourke Streets branch sewers to, Proclamation laid on Table, 37, 431 19, 23 Do Pyrmont Bridge Road and Glebe branch sewers to, do 37 17 Do Stoneware Pipe Sewer, North Sydney, do 77 21 Do Alexandria and Macdonaldtown, branch sewer do 449 25	
PLANT AND MATERIAL IMPORTED BY THE GOVERNMENT :— Return of, for years 1898-1890, laid on Table, 125 589	
WATER WORKS, RICHMOND :— Motion made (<i>Mr. Schey</i>), for copies of all correspondence, &c., in connection with purchase of land for, 556.	
FOR TAMWORTH :— Motion made (<i>Mr. Lyne</i>), that it be referred to the Parliamentary Standing Committee on Public Works to consider and report upon, 579.	
FOR WOLLONGONG :— Motion made (<i>Mr. Lyne</i>), that it be referred to the Parliamentary Standing Committee on Public Works to consider and report upon, 579.	
FOR LITHGOW :— Motion made (<i>Mr. Lyne</i>), that it be referred to the Parliamentary Standing Committee on Public Works to consider and report upon, 579.	
FOR ARMIDALE :— Motion made (<i>Mr. Lyne</i>), that it be referred to the Parliamentary Standing Committee on Public Works to consider and report upon, 579.	
SECOND PIPE-LINE FROM WALKA TO BUTTAL, FOR HUNTER RIVER :— Motion made (<i>Mr. Lyne</i>), that it be referred to the Parliamentary Standing Committee on Public Works to consider and report upon, 579.	
WATKINS-WALLIS TRUST ESTATE BILL :— Petition presented (<i>Mr. Barbour</i>) for leave to bring in, 311; leave given, presented, and read 1 ^o , 321; referred to Select Committee, 326; Report brought up, 349; read 2 ^o , committed, reported without amendment and report adopted, 450; read 3 ^o , passed, and sent to Council for con- currence, 453; agreed to by Council without amendment, 493; assent reported, 527.	7 775
WATSON'S BAY (See "PARK").	
WAVERLEY (See "TRAMWAYS").	
WAYS AND MEANS :— Estimates of, for 1892, laid on Table, 297 2 560 Committee of, Sessional Order passed, 28. Motion made (<i>Mr. Bruce Smith</i>) to enable House to go into Committee of, 103; Order of the Day discharged, 600. House in Committee, 265, 297, 309, 328, 333, 339, 341, 412, 436, 473, 549, 567. Resolutions reported, 265, 339 (°), 341 (°), 412, 436, 473, 549, 567. Resolutions received, 350 (°). Resolutions agreed to, 265, 339 (°), 356 (°), 412, 436, 473, 549, 567.	

REFERENCES TO THE VOTES AND PROCEEDINGS, VOL. I—15TH PARLIAMENT—SESSION OF 1891-2.	PAPERS.	
	VOL.	PAGE.
W		
WEEKLY ABSTRACTS OF PETITIONS :—		
Nos. 1 to 30	1	773
WEEKLY REPORTS OF DIVISIONS :—		621
Nos. 1 to 24		
WENTWORTH ELECTORATE SUBDIVISION ACT AMENDMENT BILL :—		
Ordered (<i>Mr. Cann</i>), 91; presented and read 1 ^o , 117; Order of the Day postponed, 180, 349.		
WESTINGHOUSE BRAKE (See "RAILWAYS").		
WESTON'S ESTATE MORTGAGE ENABLING BILL :—		
Received from Council and read 1 ^o , 573; read 2 ^o , committed, reported without amendment, and report adopted, 593; read 3 ^o , passed, and returned to Council, 598; assent reported, 605.		
WHALING ROAD, NORTH SYDNEY :—		
Motion made (<i>Mr. E. M. Clark</i>) for Select Committee to inquire into opening of, 345; <i>Mr. Want</i> , <i>Mr. Crick</i> , and <i>Mr. Hussall</i> discharged from, and <i>Mr. Rose</i> , <i>Mr. Donald</i> , and <i>Dr. Hollis</i> added to, the Committee, 473; Report brought up, 529	6	537
WHARF :—		
MORTON'S CREEK :—		
Notification of land resumed for, laid on Table, 264	7	619
AT NOOROOMA :—		
Report by <i>Mr. Stanley Alexander</i> on proposed, laid on Table, 378, 405	6	615
AT LANE COVE BRIDGE :—		643
Notification of land resumed for approach to, laid on Table, 449		
AT LIME AND ERSKINE STREETS :—		
Motion made (<i>Mr. Wright</i>) for copies of all papers in connection with application for a special lease by <i>Mr. Matthew Smith</i> , 461.		
WHARVES (See "MUNICIPAL WHARVES BILL").		
WHEAT, RUST IN :—		
Report of Conference on, held in Sydney, June, 1891, laid on Table, 322	8	87
WHEELER, JOHN, ESQUIRE :—		
Declared, by Elections and Qualifications Committee, not to have been duly elected for Canterbury, 132.		
WHITTON, MR. JOHN :—		
LATE ENGINEER-IN-CHIEF FOR RAILWAYS :—		
Return of payments to, since his retirement, laid on Table, 190	5	835
Copy of letter addressed to, laid on Table, (not printed) 207.		
WIDTH OF TIRES REGULATION BILL :—		
Ordered (<i>Mr. Lyne</i>), 52.		
WILKINSON ARMITAGE (See "CUSTOMS DUTIES BILL").		
WILLOUGHBY AND GORDON TRAMWAY ACTS AMENDING BILL :—		
Petition presented (<i>Mr. Barton</i>) for leave to bring in, 73; leave given, 97; presented and read 1 ^o , 98, referred to Select Committee, 107, Report brought up, 161; Order of the Day postponed, 216, 378, 425, 466, 499.	5	679
Petition from <i>George Brown</i> in reference to, presented, 125		691
WINDSOR (See "CORONER AT WINDSOR").		
WITNESS :—		
Member as, before Select Committee of Legislative Council, 280, 414, 462 (?), 510.		
WOLLONGONG (See also "WATER SUPPLY").		
FIRE BRIGADES BOARD :—		
Report of, laid on Table, 36	8	459
WOMEN (See also "EXTENSION OF THE FRANCHISE TO WOMEN").		1139
OF ABANDONED CHARACTER :—		
Return respecting, laid on Table, 322		
WOMEN'S COLLEGE (See "EDUCATION").		
WOOL (See "RAILWAYS").		
WORKMEN (See "WAGES OF WORKMEN BILL").		
WORKMEN'S COMBINATION LAWS DECLARATION BILL :—		
Ordered (<i>Mr. Langwell</i>), presented, and read 1 ^o , 39; read 2 ^o , committed, reported without amendment, and report adopted, 108; read 3 ^o , passed, and sent to Council for concurrence, 113.		
WRECKS ON THE COAST OF NEW SOUTH WALES :—		
Return giving particulars of, during 1891, laid on Table, 275	8	1143
WRITS OF ELECTION (See also "ELECTORAL") :—		
Issue and return of, reported by Speaker, 119 (?), 251 (?), 252.		
Y		
YALWAL (See "ROADS").		
YONGALEATHA MARBLE, FLAG, AND FLUX COMPANY BILL :—		
Petition presented (<i>Mr. Want</i>) for leave to bring in, 117; leave given, presented, read 1 ^o , and referred to Select Committee, 124; Report brought up, 138; Order of the Day postponed, 149; 174, 186; read 2 ^o , committed, reported without amendment, and report adopted, 210; read 3 ^o , passed, and sent to Council for concurrence, 220; agreed to by Council without amendment, 333; assent reported, 362.	5	665
Petition in reference to, from Property Owners, Broken Hill, presented, 180		673
YOUNG :—		
Delay in taking Poll for, reported by Clerk, 1.		
YOUNG, JAMES (See "CROWN LANDS").		
YOUNG, JAMES HENRY, ESQUIRE :—		
Sent of, as a Member for The Hastings and Manning, declared vacant by reason of his acceptance of the office of Secretary for Public Works, 90; re-election of, reported, and sworn, 119.		
YOUTHS :—		
SERVING FIRST SENTENCE IN DARLINGHURST GAOL :—		
Return of, laid on Table, 108	2	1173

1891.

(SECOND SESSION.)

NEW SOUTH WALES.

BOARD OF WATER SUPPLY AND SEWERAGE.

(AMENDED BY-LAWS UNDER THE METROPOLITAN WATER AND SEWERAGE ACTS 1880-1889.)

Presented to Parliament, pursuant to Act 43 Vic. No. 32.

Department of Public Works,
Sydney, 11th June, 1891.

His Excellency the Governor, with the advice of the Executive Council, has been pleased to approve of the following Amended Water By-laws, prepared by the Board of Water Supply and Sewerage, under and in accordance with the provisions of the "Metropolitan Water and Sewerage Acts, 1880-1889."

By-laws Nos. 2 to 47 inclusive, of the previous By-laws of 13th December, 1889, published in the *Government Gazette* of 24th March, 1890, are hereby cancelled.

BRUCE SMITH.

BOARD OF WATER SUPPLY AND SEWERAGE.

METROPOLITAN WATER BY-LAWS.

WHEREAS, by the Metropolitan Water and Sewerage Acts, 1880-1889, the Board of Water Supply and Sewerage is authorised and empowered from time to time to make, alter, and repeal By-laws.

Now the Board of Water Supply and Sewerage, under and by virtue of the powers contained in the Metropolitan Water and Sewerage Acts, 1880-1889, do hereby make the By-laws following, that is to say:—

1. The following rates and charges are those which the owners and occupiers of tenements, lands, and premises, shall pay in respect of water supplied by the Board, that is to say:—

For water supplied for domestic purposes otherwise than by measure.

Houses, &c.

- (i) Where the premises are of the assessed annual value of twenty pounds or under, ten shillings per annum.
- (ii) Where the premises are above the assessed annual value of twenty pounds, a rate of six pence for each pound sterling on the amount of the valuation up to three hundred pounds inclusive; five pence for each pound on the amount of the valuation in excess of three hundred pounds up to seven hundred pounds; four pence for each pound on the amount of the valuation in excess of seven hundred pounds up to one thousand pounds; three pence for each pound on the amount of the valuation in excess of one thousand pounds up to four thousand pounds; and two pence for each pound on the amount of the valuation in excess of four thousand pounds.

Vacant lands.

- (iii) Vacant lands of the assessed value of sixty pounds and over shall be subject to a rate of two pence for each pound sterling on the amount of the valuation.

Unfinished houses, &c.

- iv) The like rates as those above-mentioned shall be charged on all lands, tenements, and hereditaments not included in any valuation by the Municipal Council of the City of Sydney or Redfern, or of any Borough or Municipal

District, and on all lands for the time being valued by the said Municipal Council of the City of Sydney or Redfern, or by such Borough or Municipal District, at a sum less than the true value thereof.

For water supplied by measure.

Stand pipes.

- (v) The charge for water supplied from stand-pipes shall be one shilling and six pence per 1,000 gallons.

Supply by measure.

- (vi) The charge for water supplied from the mains by measure shall be one shilling and six pence per 1,000 gallons.
- (vii) The charge for water supplied to shipping will be one shilling and sixpence per 1,000 gallons. Her Majesty's Navy will be supplied free of charge.

For water for other than domestic purposes otherwise than by measure.

Water troughs.

- (viii) The charge for water-troughs shall be twenty shillings per annum each.

Gas engines.

- (ix) The charge for gas engines shall be five shillings per annum for each engine of two-horse power and under, and for every additional horse power beyond two-horse power an additional charge of one shilling per annum for each horse power.

Steam engines.

- (x) The charge for steam engines shall be one pound per annum up to three-horse power. No steam engine of more than three-horse power shall be supplied with water unless through meter.

Organs, &c.

- (xi) The charge for organs and such like shall be two pounds per annum up to one-half horse power. No organ or such like instrument of more than one-half horse power shall be supplied with water unless through meter.

Photography, &c.

- (xii) The charge for water used in the process of photography or any like process shall be two pounds per annum in each case.

Cleansing trips.

(xiii) The charge for water used in the business of cleansing trips shall be ten shillings per annum in each case.

Tyring Wheels

(xiv) The charge for water used for tyring purposes shall be ten shillings per annum in each case.

Ventilators.

(xv) The charge for water used for ventilators and refrigerators shall be—For trade purposes, two pounds per annum, and for private purposes, one pound per annum in each case.

Dentist's lathes.

(xvi) The charge for water used for dentists' lathes shall be one pound per annum in each case.

(xvii) The charge for water used for the business of a laundry shall be ten shillings per annum. This shall only apply in cases where not more than three persons are employed.

The Board reserve to themselves the right of insisting upon a meter being fixed at any time, notwithstanding the fact that the special fee may have been paid.

2. Assessed rates shall be paid half-yearly in advance whether a meter is used or not. In the case when a meter is used, the meter account will be rendered only when it is in excess of the assessment. Cheques and Post Office Orders will be received in payment of rates; but if the cheque tendered by any person as payment for rates due is dishonored the Board may cut off his service, and proceed for the recovery of the amount by warrant for distress or otherwise. Cheques and Post Office Orders must be crossed in favour of the Board.

Minimum charge by meter or otherwise, is the assessed rate.

3. The minimum charge for water, whether supplied through meter or otherwise, for domestic purposes and for purposes other than domestic, is the assessed annual rate. If the water is supplied by meter, and the meter account exceeds the assessment (calculated at the rate of one shilling and six pence per 1,000 gallons), then such excess shall be charged in addition to the assessment.

One meter for several tenements.

4. One meter may be allowed to supply several tenements, when such tenements are occupied by one person or firm as a place of business or abode, and the meter account will be credited with the assessments of all such tenements. One service only will be allowed under these conditions, upon which the meter will be fixed, and all the water for such tenements must pass through such meter. Where peculiar circumstances entail a departure from the above, and two services are absolutely necessary, then there shall be a meter on each service-pipe.

Building charges, &c.

5. The Board may supply water for building purposes at the rate of five shillings per room or by meter at one shilling and six pence per 1,000 gallons; and the minimum charge by meter shall be ten shillings and six pence for each work, which charge must be paid in advance. The Board may supply water for plastering rooms at two shillings and six pence per room, and for the building of wash-houses, water-closets, coppers, and chimneys at five shillings each. The Board may supply water for the making and mixing of concrete for foundations of wooden blocks, stone cubes, or other form of permanent roadway or pavement, at the rate of one pound ten shillings per 1,000 square yards, by superficial measurement of road surface; and for all other concrete, brickwork, or masonry, at the rate of three pence per cubic yard, as measured on the work.

Horses & cows.

6. Any person who maintains horses or cows may be supplied with water, without meter, from the domestic service for the sum of five shillings per annum for each animal, in addition to the assessed annual rate of the premises on which such animal is maintained or supplied with water.

Premises where horses and cows kept liable to extra rate.

7. All lands or premises on which any one or more head of horses or cattle shall be kept or maintained, whether such lands or premises are actually supplied with water from any main water-pipe of the Board, or are otherwise ratable or not, shall be liable to an extra rate or charge (beyond and in addition to the assessed annual rate of the premises) of five shillings per head for each head of horses or cattle kept or maintained on such lands or premises.

Gardens.

8. The Board may supply water for gardens (and for such purpose may permit hose and stand-pipe to be used) without meter, at the rate of ten shillings per annum for every 750 square feet superficial area, or part thereof, in addition to the assessed annual rate of the premises to which such garden belongs or is attached.

Fountains and waterfalls.

9. The Board may permit a supply of water for water-fountains or waterfalls of a size, construction, and form, and in position previously approved by the Board, without meter,

from the domestic service, for the sum of five shillings per annum for each such fountain or waterfall, in addition to the assessed annual rate of the premises on which such fountain or waterfall is maintained.

Board may require any premises to take the whole supply of water through meter.

10. If the Board shall in any case be of the opinion that the owner or occupier of any premises is wasting or misusing or otherwise illegally dealing with water, or that the whole supply of water to any premises should for any reason be by meter, they may give to the owner or occupier a notice directing him, within a given time to be therein mentioned, to fix a meter to such premises, and to receive the whole supply of water to such premises through such meter; and after the expiration of such notice, whether a meter has been fixed in accordance therewith or not, the Board may cut off any supply of such premises which is otherwise than by meter.

Before affixing service-pipes, &c., licenses to be obtained from Board.

11. Before any person shall affix any service-pipe to any pipe of the Board, or alter, repair, or in any manner interfere with any pipe of the Board, or any service-pipe, cock, or fitting connected with any pipe of the Board, he shall obtain from the Board a license in that behalf to execute any such work; and any unlicensed person affixing, altering, repairing, or in any manner interfering with any such pipe, service-pipe, cock, or fitting as aforesaid, shall be liable to a penalty not exceeding ten pounds.

Licensed plumber.

12. Before any such license shall be granted by the Board, the person applying for the same shall satisfy the Board that he is a competent plumber.

Before pipes can be uncovered two days' notice to Board must be given.

13. Any person, whether licensed as aforesaid or not, who shall offend by opening any ground so as to uncover any pipe or pipes, the property of the Board, or any pipe communicating therewith, without giving two days' notice to the Board of his intention so to do, or who shall in any way tamper, interfere with, or alter any pipe, the property of the Board, or any pipe communicating therewith, without the printed permit of the Board being first obtained, or who shall wilfully or negligently break, injure, or open any lock, cock, valve, pipe, work, or engine, the property of the Board, or whereby the water of the Board may be wasted or misused, shall be liable for each such offence to a penalty not exceeding twenty pounds.

Board or licensed plumber only empowered to tap mains, &c.

14. The Board only, or a plumber duly licensed by the Board, under the superintendence and according to the directions of the officer appointed by the Board for that purpose, is empowered to tap the main in the streets or elsewhere and attach service-pipes thereto, or extend the same generally as the case may be. Any person infringing this clause shall be liable to a penalty not exceeding twenty pounds.

Penalty for communicating with pipes of the Board without notice.

15. Any person, whether licensed as aforesaid or not, who shall lay any pipe so as either directly or indirectly to communicate with the pipe or pipes of the Board without giving two days' notice of the day and hour when such pipe is intended to be made to communicate with the pipe or pipes of the Board, and without having obtained the official printed permit of the Board, or who shall make such communication, except under the superintendence and according to the directions of some officer of the Board, or who shall lay any leader or other pipe to communicate as aforesaid with a pipe of the Board of a strength and material not sanctioned by the Board, shall be liable for each such offence to a penalty not exceeding five pounds; and, in the event of continuing the offence, to a further penalty of two pounds for each day after the notice of the offence from the Board until proper pipes are laid.

Fee for tapping main.

16. Every application for water must be accompanied by the payment of a fee of three shillings for the tapping of any main, and every application for reconnection with a main, after the water has been cut off for non-payment of rates or other charges, shall be accompanied by the payment of a fee of two shillings and six-pence.

Board may compel owner to connect premises with the water-mains.

17. Every owner or occupier of any house, tenements, or lands, shall, for the purpose of obtaining a supply of water to such house, tenements, or lands (after receiving from the Board the prescribed notice so to do), construct such connections and fittings from and in connection with such house, tenement, or lands to communicate with the water-main of the Board as are prescribed by the By-laws and Regulations of the said Board.

Penalty for using unauthorised fittings.

18. Any person who, being an owner or occupier of lands or premises supplied with water under the said cited Act, for the purpose of taking, in a manner not authorised by such Act, or these By-laws, any such water, uses in or places on, or

affixes or attaches to, such land or premises, or to any prescribed fitting, or wilfully permits to be used in or placed on, or affixed or attached to, such lands or premises, or to any prescribed fitting, any fitting, instrument, or thing not authorised in that behalf by the Board, or who alters, misuses, injures, or removes any prescribed fitting, except for the purpose of necessary repair, shall upon conviction thereof forfeit and pay to the Board a sum not greater than ten pounds, without prejudice to the right of the Board to recover from him damages in respect to any injury by such owner or occupier done, or wilfully permitted to be done, to the Board's property, and without prejudice to the Board's right to recover from him the value of any water wasted, misused, or unduly consumed.

Owner to lay and maintain servicees.

19. The owner or occupier of any house, tenement, or lands must, at his own expense, lay down and maintain all the pipes and apparatus upon his premises, and upon any street, lane, or land lying between his premises and the Board's mains. All pipes must be of galvanized wrought-iron, where possible, and where lead pipes are used they must be of equal thickness throughout, and of at least the respective weights following, viz. :—

Weight of lead pipes.	
3/4-in.....	5 lb. per yard.
1-in.....	6 lb. "
1 1/4-in.....	9 lb. "
1 1/2-in.....	12 lb. "
1 3/4-in.....	16 lb. "
2-in.....	20 lb. "

Where wrought-iron pipes are used, they must be of the kind known as galvanized wrought iron lap-welded steam tubes, unless otherwise permitted by the Board.

Defective fittings to be removed.

20. Any consumer's pipe, cock, cistern, or other fitting laid, fixed, or used otherwise than in accordance with these By-laws and with the provisions of the Act, or which shall, in the opinion of the Board, be or become of bad or defective quality, or shall conduce to the waste, misuse, or continuation of the water, shall, upon the Board giving notice in writing, be discontinued and disused; and the Board may require the same to be removed, replaced, or repaired, and may stop the supply of water to the said consumer until such pipe, cock, cistern, or other fitting shall have been removed, replaced, or repaired to the satisfaction of the Board.

Quality of fittings for iron pipes.

21. No person shall use, in connection with the water of the Board, any iron pipe, tee, thimble, bend, reducing coupling, plug, &c., unless it be of the best manufacture, true in section, straight, and of equal thickness, properly and truly cut with Whitworth's standard gas thread, and perfectly sound and new, and free from all defects. Every such tee, bend, tube, &c., shall be capable of withstanding a hydrostatic pressure equal to a column of water 600 feet in height.

Joints.

22. Every person shall make all joints between tees, bends, thimbles, couplings, elbows, and cocks, &c., with white or red lead and flax. All joints on lead pipes, and lead pipes with brass unions, shall be of the kind known as "wiped joints."

Depth of pipe.

23. No person shall lay any service pipe on private property, below the ground surface, at a less depth than ten inches in situations where it may be liable to injury from foot or other traffic, and in any public place, or in any roadway, whether public or private, at a less depth than eighteen inches, unless with the special permission of the Board first obtained. In situations where there is no traffic such service pipe may be on the surface.

Pipes through drains to be properly protected.

24. No person shall lay any pipe or other apparatus through any sewer, drain, ashpit, cistern, or manure tank, or through, in, or into any place where, in the event of the pipe becoming unsound, the water of the Board conveyed through such pipe would be liable to be fouled, or to escape without observation— unless such pipe or apparatus be laid to the satisfaction of the Board through an exterior cast-iron pipe or box of sufficient length and strength to afford due protection to the same, and to bring any leakage or waste within easy detection.

Approved fittings.

25. No person shall use any tap, stop-cock, bib-cock, ball-cock, valve, closet cistern, service-box, waste-not regulator, bath tap or valve, or other fitting in connection with a supply of water of the Board which is not of the best quality, and approved by and bearing the stamp of the Board.

Cocks.

26. No person shall use any stop or bib cock which is not loose-valve, screw-down, high-pressure cocks, made of hard brass or gun metal, and in every respect of best quality and workmanship, and approved by and bearing the stamp of the Board.

Cisterns.

27. No person shall use any cistern or tank that is not provided with an equilibrium ball-valve, and the over-flow pipe laid and fixed in a suitable manner, open to inspection, and in a position approved by the Board.

Service not to communicate with rain-water receptacles or underground tanks.

28. No person shall fix or use any service-pipe which communicates with any cistern, tank, or vessel intended or used for the reception of rain-water below the surface of the ground, except with the express permission of the Board.

Water-closets.

29. No person shall construct or use any water-closet fitting not approved by the Board, or supplied from the service pertaining to the tenement through a proper closet-cistern or service-box, fitted with approved waste-preventing apparatus. No person shall fix or use any service-pipe which communicates directly or indirectly with the basin or trap, or otherwise than with the cistern of a water-closet.

Meter to be fixed where water supplied without charge.

30. Every institution or place receiving water without charge shall provide and fix a meter on the service-pipe to indicate the amount of consumption at such institution or place, as a check against waste or undue use, with the following exception.

Urinals.

Public urinals will receive water without charge, and without meter, provided a cistern with a ball valve shall be provided to receive the water in the first instance in each case.

Baths.

31. The Board will not supply any water to any bath, the outlet of which is not distinct from and unconnected with the inlet or inlets; and the inlet or inlets shall be placed above the highest water-level of the bath. The outlet of such bath shall be provided with a perfectly water-tight plug, valve, or cock. No such bath shall have any overflow waste-pipe that is not laid and fixed in a suitable manner, open to inspection, and in a position approved by the Board. No bath shall exceed in dimensions 6 ft. 6 in. long by 2 ft. 6 in. wide by 2 ft. deep unless supplied by meter. The Board will not supply water to any bath unless the same shall be so constructed as to prevent a waste of water.

Service connection.

32. Except by the permission of the Board, every tenement shall have an independent service-pipe connected with the water-main, and such service shall be stop-cocked outside of the premises on footpath; and no person shall connect more than one tenement with the main of the Board from one service, except by permission of the Board. Where such permission is given to connect more than one tenement by one service, each such extra service shall have a separate stop-cock on the footpath or other convenient place outside of the premises, so that every such tenement can be shut off from the main without necessitating the operative shutting off the water entering or trespassing on private land.

Urinals.

33. No person shall fix or have fixed a service-pipe so as to communicate directly with any urinal, and every urinal shall be supplied only through a cistern or service-box, fitted with water-preventing apparatus approved by the Board.

Water for other than domestic purposes.

34. No person shall use water supplied by the Board for other than domestic purposes, except the supply is by meter, or excepted in the manner hereinbefore provided.

Dial of meters to be capable of registering 1,000,000 gallons.

35. No person, except with special consent of the Board, shall affix a meter, the dial of which is not capable of registering (1,000,000) one million gallons.

Meters registering incorrectly.

36. If any meter shall not correctly indicate the water passing through it, the Board may charge for the supply according to the average daily consumption for any month preceding the date upon which such meter shall have been examined and found to be in order; or at the request of the consumer, or by direction of the Board, the said meter shall be tested, and the charge for water supplied regulated accordingly.

Meters not to be interfered with.

37. No person not duly authorised by the Board shall disconnect any meter or other apparatus from the service-pipes, or in any way interfere with the same.

Steam boiler to have self-acting valve.

38. If any person shall connect any service-pipe or branch service-pipe with any steam boiler for the purpose of feeding or supplying the same with water, without first affixing a self-acting valve for preventing the pressure of the steam reversing or affecting the dial of the meter, he shall be liable to a penalty not exceeding five pounds; and a further penalty of two pounds for each day after notice of the offence from the Board to such offender.

No hose to be attached to any pipe for watering garden, &c., without meter.

39. Except as hereinbefore provided, no person shall use a hose attached to any tap or pipe (used for the purpose of supplying the water of the Board for domestic purposes to any house or premises) for watering any garden, laying dust, or for any other purpose whatsoever, unless where a water-meter is fixed and the water supplied by measure; and any person offending against this By-law shall be liable to a penalty not exceeding five pounds.

No tap to be in garden without meter.

40. Except as hereinbefore provided, no person shall have, maintain, or place any tap in any garden or screwed tap in any yard or to or outside of any dwelling or premises supplied with the water of the Board to which a hose could be attached unless a water-meter is fixed and the water supplied by measure; and any person offending against this By-law shall be liable to a penalty not exceeding five pounds.

Large services to terraces and connections.

41. Where owners of terraces require a large service or sub-main to feed more than one tenement, it shall be competent for such owners to lay such large service or sub-main in back lanes, but every house service from it shall be $\frac{3}{4}$ inch, having a $\frac{3}{4}$ inch stop-cock, so arranged that any one house can be shut off without interfering with the supply to the remaining houses, and the stop-cock must be so placed that the Board's operative can have access to it without entering private land or otherwise become a trespasser on private land. Such large service shall be submitted to the Engineer for Water Supply, in order to determine its dimensions, and the approval of the President shall be obtained before a permit for same shall be issued.

Pipes, &c., to be kept in proper repair.

42. Any person using water supplied by the Board shall keep all pipes and other appliances in connection with the supply of water to such person in a proper state of repair.

Inspection of work.

43. All work at any time done or to be done on private lands or premises in connection with the water supply, whether such work consist in the laying and fixing of new services, or in the extension or alteration of existing services and fittings, shall be inspected by the proper officer of the Board, and no such work shall be commenced until after the expiration of two days' notice thereof first given to the Board, and the necessary printed permit obtained. In no case shall the water be turned on to any lands or premises where any such work shall have been executed until the said work shall have been inspected by the said officer, and certified by him, on the prescribed form. No underground or enclosed work shall on any account be covered up or concealed from view until the same shall have been duly inspected and passed by the inspector; and any person offending against this By-law shall be liable to a penalty not exceeding five pounds.

Supply and use of water open to inspection.

44. The supply and use of water, whether for domestic purposes or under special agreement, shall be open to inspection and admeasurement whenever required; and such information must from time to time be afforded as will be sufficient to enable the Board to obtain a satisfactory account of the quantity of water actually consumed, and of the pipes, taps, cisterns, and other apparatus and conveniences for receiving and delivering such water. Any officer of the Board may at all reasonable times in the day-time enter on the premises of any person using water supplied by the Board, for the purpose of inspecting the service-pipes or other appliances on such premises.

Board may repair.

45. If the service-pipes or other appliances of any such person shall on any inspection be found to be out of repair, the Board may forthwith, without notice, repair the same in such manner as may be deemed necessary, and the cost of any such repairs may be recovered by the Board from the owner or occupier of such premises.

Board have control of water supplied to public parks, &c.

46. The water supply to the public parks and gardens shall be by meter, and shall be exclusively under the control and direction of the Board; and any person turning on the water, other than the person or persons duly authorised, or otherwise interfering with such water supply, shall be liable to a penalty not exceeding five pounds.

Notices and applications to be made upon printed forms.

47. All notices and applications required by these By-laws are to be made upon printed forms, to be obtained at the Board's office. Notices sent by post must be prepaid. Any sums paid by the Board on account of notices sent by post and not prepaid will be charged against and recovered from the sender.

Board may discontinue supply.

48. The Board shall be at liberty to discontinue and cut off the supply of water immediately on the discovery of any breach of these Regulations.

Interpretation of terms.

49. In the construction of these By-laws, the word "person" shall be deemed to extend to and include a corporation, or any body or number of persons, and the masculine shall include the feminine gender.

Penalties.

50. Any person committing a breach of any By-law to which no specific penalty is attached, or who shall refuse or neglect to obey any injunction in any such By-law, shall upon conviction be liable to pay a penalty not exceeding twenty pounds, and, in case of a continuing offence, a further penalty not exceeding five pounds for each day after notice of such offence shall have been given by the Board to such offender.

51. The following shall be the form of notice to connect to water-mains, prescribed under section 16, Metropolitan Water and Sewerage Act Amendment Act of 1889 and By-law No. 17:—

Notice to Connect to Water-mains.

Board of Water Supply and Sewerage,
Sydney, 18 .

To the Owner or Occupier.

NOTICE is hereby given that a water-main has been laid in (as the case may be) and is ready to distribute water. The Board of Water Supply and Sewerage hereby demand and require that the owner or occupier of the house, tenement, or lands at or on which this notice is left or exhibited, shall construct such connections or fittings from or in connection with such house, tenement, or lands, to communicate with such main, as are prescribed by the By-laws and Regulations of the said Board.

For the Board of Water Supply and Sewerage,

REGINALD BLOXSOME,
Secretary.

THOMAS ROWE,
President.

Department of Public Works,
Sydney, 11th June, 1891,

His Excellency the Governor, with the advice of the Executive Council, has been pleased to approve of the following Amended By-laws in connection with the Metropolitan Sewerage System, which have been prepared under and in accordance with the provisions of the "Metropolitan Water and Sewerage Acts, 1880-1889."

By-laws Nos. 2 to 25 inclusive, of the previous By-laws, published in the *Government Gazette* of the 30th December, 1889, are hereby cancelled.

BRUCE SMITH.

BOARD OF WATER SUPPLY AND SEWERAGE.

METROPOLITAN SEWERAGE BY-LAWS.

WHEREAS by the Metropolitan Water and Sewerage Acts, 1880-1889, the Board of Water Supply and Sewerage is authorised and empowered from time to time to make, alter, and repeal By-laws

Now the Board of Water Supply and Sewerage, under and by virtue of the powers contained in the above-mentioned Acts, do hereby make the By-laws following, that is to say:—

The following rates and charges are those which the owners and occupiers of tenements, lands, and premises shall pay in respect of sewerage, that is to say:—

- (i) Where the premises are of the assessed annual value of seventeen pounds or under, ten shillings per annum.
- (ii) Where the premises are above the assessed annual value of seventeen pounds, a rate of seven pence for each pound sterling on the amount of the valuation.
- (iii) Vacant lands of the assessed annual value of forty pounds and over shall be subject to a rate of three pence for each pound sterling on the amount of the valuation.

Drain-pipes, &c., to be removed, &c., on notice.

1. Any drain-pipe, soil-pipe, trap, water-closet, ventilator, urinal, sink, or other fittings or apparatus of dimensions, material, form, construction or arrangement otherwise than in accordance with these By-laws, shall upon notice from the Board be removed, repaired, or altered by the owner or occupier of the house, tenement, or lands to which such drain-pipe, soil-pipe, trap, water-closet, ventilator, urinal, sink, or other fitting or apparatus belongs, or in connection with which the same is used in the manner determined, and within the time fixed by the Board.

Drain-pipes, &c., to be cleansed, repaired or removed on notice.

2. If any drain-pipe, soil-pipe, trap, water-closet, ventilator, urinal, sink or other fitting or apparatus, shall, in the opinion of the Board, be or become of bad or defective quality or construction, or require to be cleansed, repaired, removed or altered, the Board may give to the owner or occupier of the house, tenement, or land to which such drain-pipe, soil-pipe, trap, water-closet, ventilator, urinal, sink or other fitting or apparatus belongs, or in connection with which the same is used, a notice to cleanse, repair, remove or alter the same, in the manner and within a time to be fixed by the Board, and if such owner or occupier shall fail to comply with such notice, within the time therein mentioned, the Board may cleanse, repair, remove or alter the said drain-pipe, soil-pipe, trap, water-closet, ventilator, urinal, sink, or other fitting or apparatus, and charge such owner or occupier with the cost incurred in so doing.

Drains, &c., not to be repaired, &c., without notice.

3. No person shall repair, remove, alter, or interfere with any drain-pipe, soil-pipe, trap, water-closet, ventilator, urinal, sink, or other fitting or apparatus communicating with any drain or with any sewer of the Board, or connected therewith unless he shall have previously given to the Board six days notice on one of the printed forms of the Board of his intention so to do.

Licensed drainer only to do work in connection with drainage, &c.

4. No builder, plumber, drainer, workman or other person, shall do or cause to be done any work, in connection with the sewerage or drainage of any premises, or in connection with any fittings or apparatus connected therewith, unless he shall have been first duly admitted by the Board as a "licensed plumber or drainer."

Material for drains, &c.

5. Every person who shall hereafter construct, alter, or repair any sewer or drain, shall in such construction, alteration or repair, use good sound pipes formed of glazed stoneware, or concrete or iron, or of other suitable material approved by the Board.

Size of drains, construction, &c.

(a) He shall cause every such sewer or drain to be of adequate size, and no such sewer or drain shall be used for conveying sewage unless the internal diameter thereof be not less than four inches, and, where directed by the Board, unless the same be laid in a bed of good concrete, or other equally suitable material, with a proper fall and with water-tight socketed or other suitable joints.

Drains laid beneath buildings.

(b) He shall cause every such sewer or drain to be so constructed as not to pass under any building, except in any case where any other mode of construction is impracticable, and if in any case a sewer or drain shall be so constructed as to pass under any building he shall cause such sewer or drain to be so laid in the ground that there shall be a distance equal at least to a full diameter thereof between the top of such drain at its highest point and the surface of the ground under such building. He shall cause the drain-pipe used in any such case to be of cast-iron, jointed with lead as is usual with water-pipes, or of stoneware, bedded in and surrounded with good cement concrete, at least six inches thick.

To be embedded in concrete, &c.

(c) He shall cause every such sewer or drain to be laid in a direct line for the whole distance beneath any building under which the same shall pass, and to be completely embedded in and covered and surrounded with good and solid concrete, at least six inches thick all round.

Drains to be ventilated.

(d) He shall cause such drain to be ventilated in manner hereinafter provided by these By-laws.

Inlets to be trapped.

(e) He shall cause every inlet to any drain (not being an inlet provided in pursuance of the By-law in that behalf as an opening for the ventilation of such drain) to be properly trapped.

Pipes to be tested.

(f) He shall cause all pipes, bends, and other apparatus necessary for any such house drain to be submitted to the Board for their testing and approval and passed by their inspector before being used.

Right angle junction not permitted.

(g) He shall not cause or allow any right angled junctions to be constructed or used, and he shall cause all curves to be formed by means of proper bend-pipes.

Drain to be in straight lines.

(h) He shall cause every house drain to be laid in straight lines, and where changes of direction occur, he shall cause the same to be made by open man-holes or bend-pipes, in such manner as the Board shall previously approve of.

Grades of sewers.

(i) He shall cause all pipes of such house drain to be laid with true gradients, and shall cause the inclination of the same to be as steep as the circumstances will permit, but he shall in no case cause or permit such inclination to be less than 1 foot in 40 feet for 4-inch pipes, or 1 foot in 60 feet for 6-inch pipes.

Joints of pipes.

(j) He shall cause all pipes to be carefully bedded on the barrel, on the solid ground, and shall cause all joints to be made with cement mortar, mixed in the proportion of one of cement to two of sand.

Concrete foundation.

(k) In all cases where the Board or their Inspector shall so direct, he shall cause all pipes to be bedded on concrete of proportions of one of cement, two clean sand, and five of stone, broken to 1½-inch gauge, or gravel approved of by such Inspector.

Inlets to junction pits.

(l) He shall cause all inlet pipes to junction pits to be fitted with stoneware flap-traps, if directed, and shall cause all such flaps to be of brass, with two gun-metal or copper shackles.

Joints in bad ground.

(m) He shall cause the following description of jointing to be carried out as circumstances require, viz:—In sandy ground, the joints to be made with gasket half depth of socket, and finished with cement mortar as described in Regulations. After the jointing is done, the pipe is to be wiped clean of surplus mortar, and left perfectly clean on the inside before another pipe is laid. In water-charged sandy ground, cast-iron pipes with gasket and lead joints, or stoneware pipes with gasket and full cement joints, on concrete foundations as may be directed, are to be used, and every precaution must be taken to prevent the entrance of sand or silt into the sewer pipes.

House-drains to be trapped from sewer.

6. The owner or occupier of every house or tenement shall cause every house drain of such house or tenement to be provided with a suitable disconnector trap at a point as distant as may be practicable from such house or tenement, and as near as may be practicable to the point at which such drain may be connected with the public sewer or other means of drainage, but if possible within the boundaries of the property.

Work to be inspected.

7. All work connected in any way with the sewerage or drainage of any house, tenement, or land, shall be inspected by an officer appointed by the Board for that purpose, and every person engaged upon such work shall afford every facility to such officer for making such inspection.

No work to be covered up until inspected.

8. No underground or enclosed work connected in any way with the sewerage or drainage of any house, tenement, or land, shall, on any account, be covered up or concealed from view until the same shall have been duly inspected and passed by the Inspector of the Board.

Position of water-closets.

9. Every person who shall construct a water-closet in a building, shall construct such water-closet in such a position that one of its sides at least shall be an external wall of such building, and not otherwise.

Every water-closet to have external windows.

10. In every water-closet in connection with any house tenement or land, whether the situation of such water-closet be or be not within such house, tenement or land, there shall be constructed by the owner or occupier of such house, tenement or land, in one of the walls of such water-closet, a window of not less dimensions than 2 feet by 1 foot exclusive of the frame, and opening directly into the external air.

Water-closet to have additional and permanent ventilation.

(a) There shall, in addition to such window, be provided by such owner or occupier adequate means of constant ventilation by at least one air-brick built in an external wall of such water-closet, or by an air-shaft, or by some other effectual method or appliance for ventilation.

Water-closet cisterns.

11. Every owner or occupier of any house, tenement, or land, in which a water-closet is constructed or used shall cause such water-closet to be supplied with a proper supply cistern fitted immediately over the closet. He shall also cause the following fittings to be constructed. The down pipe from such cistern shall in no case be less than 1½ inch internal diameter, and shall be fitted as straight as possible under the circumstances. The bottom of every such cistern shall be at least 5 feet clear above the closet seat, but in cases where this distance cannot be obtained in existing buildings without structural alteration four feet will be allowed, but the internal diameter of the down pipe must then be 1½ inch. Every such cistern shall be made and maintained of such materials and dimensions and of such plan of construction and with such ball-cocks, stop-cocks, down and waste pipes, and other appliances as shall be deemed requisite by the Board to prevent waste of water. In connection with every such cistern there shall be provided a service-box or compartment which will discharge not less than two gallons at each flush.

Storage of water.

12. The owner or occupier of every house, tenement, factory, institution, or place public or private shall provide the same with means of storing water for flushing and cleansing the pipes, drains, traps, and apparatus of water-closets and urinals connected therewith in the event of a temporary stoppage of water supply or otherwise, and such tanks or cisterns shall be of such capacity, dimensions, and arrangement as to contain in the aggregate a quantity of water equal to two days' supply of two gallons per head per diem, according to the possible requirements of such house, tenement, factory, institution or place.

Flushing apparatus for water-closets, urinals, housemaid's slop-sink

13. Every owner or occupier of any house, tenement, or lands in which a water-closet, urinal, or housemaid's slop-sink is constructed or used, shall furnish such water-closet, urinal, or housemaid's slop-sink with a suitable apparatus for the effectual application of water to any pan, basin, or other receptacle, with which such apparatus shall be connected and used, and for the effectual flushing and cleansing of such pan, basin, or other receptacle, and for the prompt and effectual removal therefrom of any solid or liquid filth which may from time to time be deposited therein.

Cisterns, &c., to be of materials, &c., approved by the Board.

14. No person shall erect or use any cistern or other apparatus in connection with any closet, urinal, or housemaid's slop-sink, which is not made of such materials and dimensions and of such model or plan of construction and with such ball-cocks, stop-cocks, waste-pipes and other appliances as shall be deemed requisite, and have been approved by the Board.

Water-closet to have proper basin.

15. Every owner or occupier of any house, tenement, or lands in which a water-closet is constructed or used, shall furnish such water-closet with a pan, basin, or other suitable receptacle of non-absorbent material, and of such shape, of such capacity, and of such mode of construction as to receive and contain a sufficient quantity of water, and to allow all filth which may from time to time be deposited in such pan, basin, or receptacle to fall free of the sides thereof, and directly into the water received and contained in such pan, basin, or receptacle.

16. Every owner or occupier of any house, tenement, or lands shall comply with the following requirements, viz. :—

(i) He shall provide at least two untrapped openings to the drains of such house, tenement, or lands, and in the provision of such openings, he shall adopt such of the two arrangements hereinafter specified as the circumstances of the case may render the more suitable and effectual, that is to say—

(a) One opening, being at or near the level of the surface of the ground adjoining such opening, shall communicate with the drains by means of a suitable pipe, shaft or disconnecting chamber, and shall be situated as near as may be practicable to the trap which, in pursuance of the By-law in that behalf, shall be provided between the main drain or other drain of the building, and the sewer or other means of drainage with which such drain may lawfully communicate. Such opening shall also in every case be situated on that side of the trap which is nearer to the building. The second opening shall be obtained by carrying up from a point in the drains, as far distant as may be practicable from the point at which the first-mentioned opening shall be situated, a pipe or shaft, vertically, to such a height and in such a manner as effectually to prevent any escape of foul air from such pipe or shaft into any building in the vicinity thereof.

(b) In every case where the foregoing arrangement of the openings to the drains may be impracticable, there shall be substituted the arrangement hereinafter prescribed. One opening shall be obtained by carrying up from a point, as near as may be practicable to the trap which, in pursuance of the By-law in that behalf, shall be provided between the main drain or other drain of the building and the sewer or other means of drainage with which such drain may lawfully communicate, a pipe or shaft, vertically, to such a height and in such a manner as effectually to prevent any escape of foul air from such pipe or shaft into any building in the vicinity thereof. Such opening shall also in every case be situated on that side of the trap which is the nearer to the building. The second opening, being at a point in the drains as far distant as may be practicable from the point at which such last-mentioned pipe or shaft shall be carried up, shall be at or near the level of the surface of the ground adjoining such opening, and shall communicate with the drains by means of a suitable pipe or shaft.

(iv) Every such owner or occupier shall cause every opening provided in accordance with either of the arrangements hereinbefore specified to be furnished with a suitable grating or other suitable cover for the purpose of preventing any obstruction in or injury to any pipe or drain by the introduction of any substance through any such opening. He shall, in every case, cause such grating or cover to be so constructed and fitted as to secure the free passage of air through such grating or cover by means of sufficient number of apertures, of which the aggregate extent shall be not less than the sectional area of the pipe or drain to which such grating or cover may be fitted.

(v) Every pipe or shaft which may be used in connection with either of the arrangements hereinbefore specified, shall be of a sectional area not less than that of the drain with which such pipe or shaft may communicate, and not less in any case than the sectional area of a pipe or shaft of the diameter of 4 inches.

(vi) No bend or angle shall (except by the special authority and permission of the Board) be formed in any pipe or shaft used in connection with either of the arrangements hereinbefore specified.

(vii) Every shaft used as a ventilating pipe must be provided with an approved cowl.

(viii) Provided always, that for the purpose of either of the arrangements hereinbefore specified, the soil-pipe of any water-closet, in every case where the situation, sectional area, height, and mode of construction of such soil-pipe shall be in accordance with the requirements applicable to the pipe or shaft to be carried up from the drains, may be deemed to provide the necessary opening for ventilation which would otherwise be obtained by means of such last-mentioned pipe or shaft.

No inlet to drains within buildings.

17. Any person who shall erect a new building shall not construct any drain of such building in such a manner as to allow any inlet to such drain (except such inlet as may be necessary from the apparatus of any water-closet) to be made within such building.

Size, situation, and ventilation of soil-pipe.

- (a) He shall cause the soil-pipe from every water-closet in such building to be at least 4 inches in diameter, and to be fixed outside such building, and to be continued upwards without diminution of its diameter and, except where unavoidable, without any bend or angle being formed in such soil-pipe to such a height and in such a position as to afford, by means of the open end of the soil-pipe, a safe outlet for sewer air.

Soil-pipe not to be trapped at foot.

- (b) He shall so construct, use, and maintain such soil-pipe that there shall not be any trap between such soil-pipe and the drains or any trap (other than such as may necessarily form part of the apparatus of any water-closet) in any part of such soil-pipe.

Waste-pipes to discharge into the open air.

- (c) He shall also cause the waste-pipe from every bath-sink (not being a slop-sink constructed or adapted to be used for receiving any solid or liquid filth) or lavatory, the overflow pipe from any cistern, and from any safe under any bath or water-closet, and every pipe in such building for carrying off waste water, to be taken through an external wall of such building and to discharge in the open air over a channel leading to a trapped gully grating, at least 18 inches distant, or as may be otherwise directed.

Slop-sinks to be a water-closets.

- (d) He shall, as regards the mode of construction, use and maintenance of the waste-pipe from any slop-sink constructed or adapted to be used for receiving within such building any solid or liquid filth, comply in all respects with such of the provisions of this By-law as are applicable to the soil-pipe from a water-closet.

Material, sizes and weights, soil-pipes, waste-pipes, &c.

18. No person shall construct any soil-pipe, waste-pipe, or other pipe whatsoever in connection with drainage or sewerage which is not of the best quality and of the following weights and dimensions:—

- (a) Lead soil-pipe to be not less than 4 inches internal diameter, and made of lead equal to 7 lbs. per superficial foot, or of equal thickness throughout of $\frac{7}{16}$ of an inch.
- (b) Waste-pipes from urinals to be of not less than $1\frac{1}{2}$ inch internal diameter, and to be made of lead not less than 7 lbs. per superficial foot, or of equal thickness throughout of $\frac{7}{16}$ of an inch.
Where two or more urinals are connected with same waste-pipe the internal diameter of such waste-pipe shall be not less than 2 inches internal diameter.
- (c) Waste-pipes from housemaid's slop-sinks to be not less than $2\frac{1}{4}$ inches internal diameter, and to be made of lead equal to 7 lbs. per superficial foot, or of equal thickness throughout of $\frac{7}{16}$ of an inch.
- (d) Waste-pipes from kitchen and pantry sinks to be not less than 2 inches internal diameter, and made of lead equal to 6 lbs. per superficial foot, or of equal thickness throughout of $\frac{3}{8}$ of an inch.
- (e) Waste-pipes from baths to be not less than 2 inches internal diameter, and made of lead equal to 6 lbs. per superficial foot, or of equal thickness throughout of $\frac{3}{8}$ of an inch.
- (f) Waste-pipes from lavatories, wash-basins, &c., to be not less than $1\frac{1}{2}$ inch internal diameter. Where two or more basins are connected with one waste, the internal diameter of such waste will not be less than 2 inches internal diameter. Pipes to be made of lead equal to 6 lb. per superficial foot, or of equal thickness throughout of $\frac{3}{8}$ of an inch.
- (g) All waste-pipes from urinals, housemaid's slop-sinks, lavatories, wash-basins, baths, to be trapped and properly vented; the traps in each case to be placed, unless otherwise directed, as near the outlet of fitting as possible.
- (h) All vent-pipes to be of the same diameter as the waste-pipes to which they are connected, and made of lead not less than 6 lb. per superficial foot, or of equal thickness throughout of $\frac{3}{8}$ of an inch. Vent-pipes from lavatories, basins, wash-up sinks, &c., must not be vented into soil pipes.

Cast-iron soil pipes.

19. Where cast-iron pipes are used for soil-pipes they shall be of uniform thickness throughout of $\frac{1}{2}$ inch, or equal in weight to not less than 37 lbs. per lineal yard. The sockets of pipes to be not less than 2 inches in depth, and joints to be made with gasket and lead or other approved material. Where joints are made in lead it is to be run in full and well caulked in all round, and set up with proper caulking tools. On no account will cement or putty joints be permitted.

20. All joints of lead soil-pipes and waste-pipes to be of the kind known as wiped joints.

Testing of joints, &c.

21. All soil and waste pipes shall be as direct as possible, and all parts of the work shall be so arranged that they may be at all times readily examined and repaired. Before fixtures are placed in connection with the plumbing of every house or building, and before the soil-pipe is connected with the drain, the outlet of the soil-pipe and all openings into it shall be hermetically sealed. The pipe shall then be filled with water to its top, and every joint shall be carefully examined for leakage, and all leaks shall be securely closed before connection with the soil-pipes are made, except that in cases of inspection of plumbing already existing the peppermint or smoke test may be substituted by the engineer.

Openings for ventilation.

22. All openings for ventilation made in accordance with these By-laws shall at all times be kept open and perfectly free from obstruction. Every owner or occupier of any house, tenement, or land, shall at all times see that all openings to the drains upon such house, tenement, or lands, whether for ventilation or otherwise, and that all traps and other fittings are at all times in good order, clean, and free from obstruction.

Officer of the Board may enter premises.

23. Any officer of the Board acting under their authority may enter between sunrise and sunset any house or premises connected with the sewers, in order to examine whether the drains and other fittings in such house or premises are in proper order. Any person refusing such admission, or in any way hindering such officer in the execution of his duty, shall be liable to a penalty as hereinafter mentioned.

Notice and plan of intended new building or rebuilding.

24. Every person who shall intend to erect a building, or rebuild, or make any addition or alterations to any building, shall give to the Board seven days' notice of such intention, which notice shall be accompanied by plans and section of such intended buildings, or addition or alteration, drawn to a scale of 1 inch to every 8 feet, showing the intended lines of drainage of such building, and the details of the arrangement proposed to be adopted for the ventilation of the drains.

Drainage of sub-soil.

25. Every person who shall erect a new building shall cause the sub-soil of the site of such building to be effectually drained by means of suitable stoneware pipes properly laid to a suitable outfall, wherever the dampness of the site renders such precaution necessary.

- (a) He shall not lay any such pipe in such a manner or in such a position as to communicate directly with any cesspool or with any drain constructed or adapted to be used for conveying sewage, but shall provide a suitable trap with a ventilator opening, at a point in the line of the sub-soil drain as near as may be practicable to such trap.

Lowest storey to be at level above sewer.

26. Every person who shall erect a new building shall construct the lowest storey of such building at such level as will allow of the construction of a drain sufficient for the effectual drainage of such building, and of the provision of the requisite communication with any sewer into which such drain may lawfully empty, at a point in the upper half diameter of such sewer, or with any other means of drainage with which such drains may lawfully communicate. The Board may in any case in which they think proper exempt any person from the provision of this By-law.

Deposit of solid matters in cesspits and house-drains.

27. No person shall cause or permit any solid matter, animal, or any other matter to be deposited in closet-traps, yard-sinks, or house-drains so as to endanger the efficiency of same.

Deposit of refuse in sewer.

28. No person shall deposit ashes, house refuse, or any other solid matter in any sewer or drain; suitable provision must be made to intercept and prevent same passing into such sewers or drains.

Discharges from hospitals, &c.

29. It shall not be lawful for any person to empty into any sewer or drain under the control of the Board, from any hospital, institution, or other private or public building, any solid or liquid discharges from patients suffering from typhoid fever or any other infectious or contagious disease, without first thoroughly disinfecting the same.

Refuse from gas or chemical works not to be discharged into sewers.

30. It shall not be lawful for any person to discharge, into any sewer or drain, any gaseous liquid or solid of an explosive nature.

Street gullies not to be connected to sewers without permission.

31. No person shall connect any gullies or pits for the disposal of road drainage into any sewer or drain under the control of the Board without first obtaining the consent of the Board to such connection or connections being made.

Cesspool or privy not to be connected with sewer of Board.

32. No person shall cause or permit any cesspool or privy to be connected with any sewer of the Board, or with any sewer or drain communicating or intending to communicate with any sewer of the Board; and no person shall cause or permit the contents of any such cesspool or privy to be emptied into any such sewer or drain.

Cesspools and privies to be emptied, disinfected, &c.

33. The owner or occupier of any house, tenement, or lands with which is connected any cesspool or privy shall cause such cesspool or privy to be emptied and disinfected, and shall substitute therefor a proper water-closet, constructed according to the By-laws of the Board; and every such owner or occupier shall cause the part of such cesspool or privy, which shall be under the pan and S trap of such water-closet, to be bricked up or supported as directed, and filled up with clean sand or other suitable material, and no such cesspool shall be filled up before being inspected by an officer of the Board. Floors of all water-closets to be left in good and sound condition.

Place of communication with sewers.

34. No person shall make any connection with any sewer of the Board, or with any sewer or drain communicating therewith, at any other place than shall be approved of by the Board.

Size of house drains.

35. Every owner or occupier of any house, tenement, or lands shall cause every house drain of such house, tenement, or lands to be not less than 4 inches in diameter, and to be constructed of glazed stoneware or cast-iron pipes of the best quality, and shall not cause or permit any soft-burnt, cracked, crooked, or distorted pipes to be used.

Houses to be provided with sink, &c.

36. Every owner or occupier of any house, tenement, or lands shall cause such house, tenement, or lands to be provided with a sink or yard gully, for kitchen and house slops, and of a design approved by the Board, and fitted with traps and connected with the drains of such house, tenement, or lands, and shall cause all inlets of such sink or yard-gully to be protected with suitable gratings. Each house shall have a separate sink or yard-gully.

Soil pipes, &c., to be outside buildings.

37. No person shall cause or permit any soil-pipe from a water-closet, or any waste-pipe from any lavatory, urinal, or other sanitary fitting to be fixed or to be within any house or tenement.

Soil-pipes.

38. The owner or occupier of any house or tenement shall cause all soil-pipes to be placed outside the walls thereof, and shall cause the connection of every soil-pipe with any closet, urinal, lavatory or other sanitary fitting inside such house or tenement to be or be made as short and straight as possible.

- (a) He shall cause every soil-pipe to be ventilated by being carried up above the roof of such house or tenement in such manner as the Board shall in each case direct.
- (b) No person shall cause or permit to be fixed or used any soil-pipe which shall be less than 4 inches internal diameter, or any continuation thereof or ventilation which shall be less than 4 inches internal diameter.
- (c) No person shall cause or permit to be fixed any soil-pipe which is not of cast-iron or lead, and connected with the sewer or drain in such manner as the Board shall in each case approve of, and no person shall fix, or cause or permit to be fixed, any intervening trap on any soil-pipe.

Waste-pipes, &c., to discharge over traps.

39. The owner or occupier of every house or tenement shall cause all waste or overflow pipes from sinks, baths, cisterns and all other such pipes to be brought outside the house by the shortest possible route and then discharge over or into the side of a properly ventilated disconnector trap. He shall cause every such pipe to be protected by a flap valve.

Seats of water-closets to be removable.

40. The owner or occupier of every house or tenement shall cause the seats of all water-closets connected therewith to be so constructed that the same may be easily removed, in order that every part of the closet may be inspected with facility.

Traps of indoor closets to be provided with inspection caps, &c.

41. He shall cause the trap of every indoor closet to be provided with an inspection cap and ventilation pipe 2 inches in diameter from the top of the trap to the main ventilator outside the buildings, or to the soil-pipe above the highest inlet into same.

Sinks or gullies inside buildings.

42. No person shall cause or permit any sink or gully to be constructed or be inside any buildings unless where approved of and in the manner directed by the Board.

Ventilating openings to be protected.

43. The owner or occupier of every house or tenement shall cause all outlets to the drains of such house or tenement or openings for ventilators to be efficiently protected by proper gratings of ample area, and he shall cause the aggregate area of the apertures in all gratings covering any ventilation opening to be not less than the sectional area of the pipe or drain to which such grating is fixed.

Drains to be self-cleansing.

44. The owner or occupier of every house or tenement shall cause every drain of such house or tenement to be so arranged as to be self-cleansing, in order that it may remain at all times free from deposit, and where such cannot be effected without flushing proper flushing apparatus shall be provided in manner directed by the Board.

Rain-water pipes not to be connected direct with sewers.

45. The owner or occupier of every house, tenement, or land shall cause all rain-water pipes thereof to discharge over or into the side of an open gully, provided with a proper trap and ventilator or on to an open channel leading to such trap and ventilator and shall not permit the same to communicate direct with any drain-pipe.

Ventilating openings to be kept free.

46. The owner or occupier of every house or tenement shall cause all openings for ventilation made in accordance with these By-laws, to be kept open and perfectly free from obstruction, and shall at all times keep all openings to the drains upon his premises, whether for ventilation or otherwise, and all traps and other fittings in good order clean, and free from obstruction.

Work to be inspected.

47. All work at any time done or to be done in connection with sewerage or drainage shall be inspected by the proper officer of the Board, and no such work shall be commenced (unless in cases of urgency) until after the expiration of two days' notice thereof first given to the Board, and the necessary printed permit obtained. In no case shall any pipes, drains, or apparatus in connection with sewerage or drainage be used where any such work shall have been executed until the said work shall have been inspected by the said officer and certified by him on the prescribed form. No underground or enclosed work shall on any account be covered up or concealed from view until the same shall have been duly inspected and passed by the inspector.

Notices to be prepaid.

48. All notices and applications required by these By-laws are to be made upon printed forms to be obtained at the office of the Board. Notices sent by post must be prepaid. All sums paid by the Board on account of notices sent by post and not prepaid will be charged against and recovered from the sender.

"Person" includes corporation, &c.

49. In the construction of these By-laws the word "person" shall be deemed to extend to and include a corporation, or any body or number of persons, and the masculine shall include the feminine gender.

Penalties.

50. Any person committing a breach of any By-laws to which no specific penalty is attached, or who shall refuse or neglect to obey any injunction in any such By-law, or to comply with any requirements therein contained, shall upon conviction be liable to pay a penalty not exceeding £20. And in case of a continuing offence, a further penalty not exceeding £5 for each day after notice of such offence shall have been given by the Board to such offender.

The following shall be the form of notice to connect to sewers prescribed under section 5, "Metropolitan Water and Sewerage Act, 1889."

Notice to Connect to sewer under the Control of the Board of Water Supply and Sewerage.

Board of Water Supply and Sewerage,
Sydney, 189 .

To the Owner or Occupier.

Notice is hereby given that a sewer has been laid in (as the case may be), and is ready for receiving sewage. The Board of Water Supply and Sewerage hereby demand and require that the owner or occupier of the house, tenement or lands at or on which this notice is left or exhibited shall construct the drains, cisterns, and fittings from and in connection with such house, tenement, or lands, to communicate with such sewer, as are prescribed by the By-laws and Regulations of the said Board.

For the Board of Water Supply and Sewerage,

Secretary.

The following shall be the form of demand prescribed under Sub-section II. to Section VI. of "Metropolitan Water and Sewerage Act Amendment Act of 1889."

Demand for Payment of Expenses of Drainage and Ventilation of Premises.

Board of Water Supply and Sewerage,
Sydney, 189 .

To the Owner or Occupier.

You are hereby required within twenty-one (21) days from the date of this notice to pay to the Board of Water Supply and Sewerage the sum of £ (as the case may be) being the full amount of as the case may be)

to premises No. Street, (as the case may be). And take notice that unless the abovementioned sum of £ be paid by you within the time abovementioned proceedings for the recovery of such sum will be taken against you without further notice.

For the Board of Water Supply and Sewerage,

Secretary.

THOS. ROWE,

President.

REGD. BLOXSOME,
Secretary.

1891-2.

NEW SOUTH WALES.

METROPOLITAN WATER AND SEWERAGE ACTS, 1880-1889.

(ADDITIONAL AND AMENDED BY-LAWS.)

Presented to Parliament, pursuant to Acts 43 Vic. No. 32, and 51 Vic. No. 28.

Department of Public Works,
Sydney, 29th January, 1892.

HIS Excellency the Governor, with the advice of the Executive Council, has been pleased to approve of the following amended Water By-laws, prepared by the Board of Water Supply and Sewerage, under and in accordance with the provisions of the "Metropolitan Water and Sewerage Acts, 1880-1889."

The previous By-laws of 11th June, 1891, published in the Gazette of 15th June, 1891, are hereby repealed; but such repeal shall not apply to prejudice or affect the payment or recovery of any rate, charge, or sum now due under such By-laws.

WILLIAM JOHN LYNE.

BOARD OF WATER SUPPLY AND SEWERAGE.

METROPOLITAN WATER BY-LAWS.

WHEREAS, by the Metropolitan Water and Sewerage Acts, 1880-1889, the Board of Water Supply and Sewerage is authorised and empowered from time to time to make, alter, and repeal By-laws:

Now the Board of Water Supply and Sewerage, under and by virtue of the powers contained in the Metropolitan Water and Sewerage Acts, 1880-1889, do hereby make the By-laws following, that is to say:—

1. The following rates and charges are those which the owners and occupiers of tenements, lands, and premises shall pay in respect of water supplied by the Board, that is to say:—

For water supplied for domestic purposes otherwise than by measure.

Houses, &c.

- (I) Where the premises are of the assessed annual value of twenty pounds or under, ten shillings per annum.
- (II) Where the premises are above the assessed annual value of twenty pounds, a rate of sixpence for each pound sterling on the amount of the valuation up to three hundred pounds inclusive; fivepence for each pound on the amount of the valuation in excess of three hundred pounds up to seven hundred pounds; fourpence for each pound on the amount of the valuation in excess of seven hundred pounds up to one thousand pounds; threepence for each pound on the amount of the valuation in excess of one thousand pounds up to four thousand pounds; and twopence for each pound on the amount of the valuation in excess of four thousand pounds.

Vacant lands.

- (III) Vacant lands of the assessed value of sixty pounds and over shall be subject to a rate of twopence for each pound sterling on the amount of the valuation.

Unfinished houses, &c.

- (IV) The like rates as those above mentioned shall be charged on all lands, tenements, and hereditaments not included in any valuation by the Municipal Council of the City of Sydney or Redfern, or of any Borough or Municipal District, and on all lands for the time being valued by the said Municipal Council of the City of Sydney or Redfern, or by such Borough or Municipal District, at a sum less than the true value thereof.

For water supplied by measure.

Stand-pipes.

- (V) The charge for water supplied from stand-pipes shall be one shilling per 1,000 gallons.

Supply by measure.

- (VI) The charge for water supplied from the mains by measure shall be one shilling per 1,000 gallons.
- (VII) The charge for water supplied to shipping will be one shilling per 1,000 gallons. Her Majesty's Navy will be supplied free of charge.

For water for other than domestic purposes otherwise than by measure.

Water-troughs.

- (VIII) The charge for water-troughs shall be twenty shillings per annum each.

Gas engines.

- (IX) The charge for water supplied to gas engines shall be five shillings per annum for each engine of two-horse power and under, and for every additional horse power beyond two-horse power an additional charge of two shillings and sixpence per annum for each horse power.

Steam boilers.

- (X) The charge for water supplied to steam boilers shall be one pound per annum for each steam boiler up to three-horse power. And for every additional horse power beyond three-horse power an additional charge of five shillings per annum for each horse power.

Organ motors, &c.

- (xv) The charge for water supplied for organ motors and such like mechanism, shall be two pounds per annum for each motor up to one half-horse power, and for every additional one half-horse power beyond one half-horse power an additional charge of twenty shillings per annum for each one half-horse power.
- (a) The charge for water supplied for ventilating and refrigerating motors, used for trade purposes, shall be two pounds per annum for each motor, and for private purposes one pound per annum for each motor.
- (b) The charge for water supplied for dentists lathes motor shall be one pound per annum for each motor. No person shall use water in connection with any motor unless the nozzle supplying such motor has been first approved of by the Board. The waste-pipe from each motor shall be so fixed that the waste water can be measured at any time.

Water for trade purposes, &c.

- (xvi) The charge for water supplied for purposes of the undermentioned or other trades shall be at such rates upon such terms and subject to such conditions as may be agreed upon by the Board and the person requiring to be supplied: Provided, however, that for any year or part thereof, the minimum charge for water supplied for the undermentioned trades shall be that in each hereunder case set opposite the trade, viz. :-

Photography, and any ... like process	5s. per annum
Tripe-cleaning	5s. per annum
Tyring purposes	5s. per annum
Laundries	5s. per annum
Dyers	10s. per annum
Condiment making	5s. per annum
Bottle-washing	5s. per annum
Small goods (sweets)	5s. per annum
Waterfalls and fountains	5s. per annum
Shop fronts, by hose	5s. per annum

Washing vehicles.

- (xvii) The Board may supply water for the washing of vehicles with a hose, without meter, at the rate of 5s. per annum for each vehicle.

In all cases where special fees are charged, the Board reserve to themselves the right of insisting upon a meter being fixed at any time, notwithstanding the fact that the special fee may have been paid. All special fees are in addition to the assessed annual rate of the premises on which such fees are charged, and are payable in advance. All premises on which water is used for other than domestic purposes, and upon which special fees are paid, shall be open for inspection by the Inspectors of the Board at any reasonable hour.

2. Assessed rates shall be paid half-yearly in advance whether a meter is used or not. In the case where a meter is used, the meter account will be rendered only when it is in excess of the assessment. Cheques and Post Office Orders will be received in payment of rates; but if the cheque tendered by any person as payment for rates due is dishonored the Board may cut off his service, and proceed for the recovery of the amount by Warrant for Distress or otherwise. Cheques and Post Office Orders must be crossed in favour of the Board.

Minimum charge by meter or otherwise is the assessed rate.

3. The minimum charge for water, whether supplied through meter or otherwise, for domestic purposes and for purposes other than domestic, is the assessed annual rate. If the water is supplied by meter, and the meter account exceeds the assessment (calculated at the rate of one shilling per 1,000 gallons), then such excess shall be charged in addition to the assessment.

One meter for several tenements.

4. One meter may be allowed to supply several tenements, when such tenements are occupied by one person or firm as a place of business or abode, and the meter account will be credited with the assessments of all such tenements. One service only will be allowed under these conditions, upon which the meter will be fixed, and all the water for such tenements must pass through such meter. Where peculiar circumstances entail a departure from the above, and two services are absolutely necessary, then there shall be a meter on each service-pipe.

Building charges, &c.

5. The charge for water supplied for building and plastering purposes generally shall be at the rate of one half-penny per cubic yard on the cubical contents of each building, and the minimum charge in each case for such purpose shall be two shillings and sixpence. The Board will not supply water for

building purposes through meter, excepting in cases where additions are being made to premises which are then supplied by meter for domestic purposes.

- (1.) The charge for water supplied for plastering rooms only shall be two shillings and sixpence for each room, and for the building of wash-houses, water-closets, coppers and chimneys only two shillings and sixpence each.
- (2.) The charge for water supplied for the making and mixing of concrete for foundations of wooden blocks, stone cubes, or other form of permanent roadway or pavement, shall be at the rate of one pound ten shillings per 1,000 square yards, by superficial measurement of road surface; and for all other concrete, brickwork, or masonry, at the rate of three-pence per cubic yard, as measured on the work.

Horses and cows.

6. Any person who maintains horses or cows may be supplied with water, without meter, from the domestic service for the sum of five shillings per annum for each animal, in addition to the assessed annual rate of the premises on which such animal is maintained or supplied with water.

Premises where horses and cows kept liable to extra rate.

7. All lands or premises actually supplied with water by the Board, on which any one or more head of horses or cattle shall be kept or maintained, shall be liable to an extra rate or charge (beyond and in addition to the assessed annual rate of the premises) of five shillings per head for each head of horses or cattle kept or maintained on such lands or premises. And where such lands or premises are not actually supplied with water by the Board they shall be liable to an extra rate or charge (beyond and in addition to the assessed annual rate of the premises) of two shillings and sixpence per head for each head of horses or cattle kept or maintained on such lands or premises.

Gardens.

8. The Board may supply water for gardens (and for such purpose may permit a hose and stand-pipe to be used) without meter, at the rate of ten shillings per annum for every 750 square feet superficial area, or part thereof, in addition to the assessed annual rate of the premises to which such garden belongs or is attached.

Board may require any premises to take the whole supply of water through meter.

9. If the Board shall in any case be of opinion that the owner or occupier of any premises is wasting or misusing or otherwise illegally dealing with water, or that the whole supply of water to any premises should for any reason be by meter, they may give to the owner or occupier a notice directing him, within a given time to be therein mentioned, to fix a meter to such premises, and to receive the whole supply of water to such premises through such meter; and after the expiration of such notice, whether a meter has been fixed in accordance therewith or not, the Board may cut off any supply of such premises which is otherwise than by meter.

Before affixing service-pipes, &c., licenses to be obtained from Board.

10. Before any person shall affix any service-pipe to any pipe of the Board, or alter, repair, or in any manner interfere with any pipe of the Board, or any service-pipe, cock, or fitting connected with any pipe of the Board, he shall obtain from the Board a license in that behalf to execute any such work; and any unlicensed person affixing, altering, repairing, or in any manner interfering with any such pipe, service-pipe, cock, or fitting as aforesaid, shall be liable to a penalty not exceeding ten pounds.

Licensed plumber.

11. Before any such license shall be granted by the Board, the person applying for same shall satisfy the Board that he is a competent plumber.

Before pipes can be uncovered two days' notice to Board must be given.

12. Any person, whether licensed as aforesaid or not, who shall offend by opening any ground so as to uncover any pipe or pipes, the property of the Board, or any pipe communicating therewith, without giving two days' notice to the Board of his intention so to do, or who shall in any way tamper, interfere with, or alter any pipe, the property of the Board, or any pipe communicating therewith, without the printed permit of the Board being first obtained, or who shall wilfully or negligently break, injure, or open any lock, cock, valve, pipe, work, or engine, the property of the Board, or whereby the water of the Board may be wasted or misused, shall be liable for each such offence to a penalty not exceeding twenty pounds.

Board or licensed plumber only empowered to tap mains, &c.

13. The Board only, or a plumber duly licensed by the Board, under the superintendence and according to the directions of the officer appointed by the Board for that purpose, is empowered to tap the main in the streets or elsewhere and attach service-pipes thereto, or extend the same generally as the case may be. Any person infringing this clause shall be liable to a penalty not exceeding twenty pounds.

Penalty for communicating with pipes of the Board without notice.

14. Any person, whether licensed as aforesaid or not, who shall lay any pipe so as either directly or indirectly to communicate with the pipe or pipes of the Board without giving two days' notice of the day and hour when such pipe is intended to be made to communicate with the pipe or pipes of the Board, and without having obtained the official printed permit of the Board, or who shall make such communication, except under the superintendence and according to the directions of some officer of the Board, or who shall lay any leaden or other pipe to communicate as aforesaid with a pipe of the Board of a strength and material not sanctioned by the Board, shall be liable for each such offence to a penalty not exceeding five pounds; and, in the event of continuing the offence, to a further penalty of two pounds for each day after the notice of the offence from the Board until proper pipes are laid.

Fee for tapping main

15. Every application for water must be accompanied by the payment of a fee of three shillings for the tapping of any main, and every application for reconnection with a main, after the water has been cut off for non-payment of rates or other charges, shall be accompanied by the payment of a fee of two shillings and sixpence.

Board may compel owner to connect premises with the water-mains.

16. Every owner or occupier of any house, tenement, or lands, shall, for the purpose of obtaining a supply of water to such house, tenement, or lands (after receiving from the Board the prescribed notice so to do), construct such connections and fittings from and in connection with such house, tenement, or lands to communicate with the water-main of the Board as are prescribed by the By-laws and Regulations of the said Board.

Penalty for using unauthorised fittings.

17. Any person who, being an owner or occupier of lands or premises supplied with water under the said cited Acts, for the purpose of taking, in a manner not authorised by such Acts or these By-laws, any such water, uses in or places on, or affixes or attaches to, such land or premises, or to any prescribed fitting, or wilfully permits to be used in or placed on, or affixed or attached to, such lands or premises, or to any prescribed fitting, any fitting, instrument, or thing not authorised in that behalf by the Board, or who alters, misuses, injures, or removes any prescribed fitting, except for the purpose of necessary repair, shall upon conviction thereof forfeit and pay to the Board a sum not greater than ten pounds, without prejudice to the right of the Board to recover from him damages in respect to any injury by such owner or occupier done, or wilfully permitted to be done, to the Board's property, and without prejudice to the Board's right to recover from him the value of any water wasted, misused, or unduly consumed.

Owner to lay and maintain services.

18. The owner or occupier of any house, tenement or lands must, at his own expense, lay down and maintain all the pipes and apparatus upon his premises, and upon any street, lane or land lying between his premises and the Board's mains. All pipes must be of galvanised wrought-iron, where possible, and where lead pipes are used they must be of equal thickness throughout, and of at least the respective weights following, viz. :—

Weight of lead pipes.

$\frac{3}{4}$ -in.	5 lb. per yard
$\frac{1}{2}$ -in.	6 lb. "
$\frac{3}{8}$ -in.	9 lb. "
1-in.	12 lb. "
1 $\frac{1}{4}$ -in.	16 lb. "
1 $\frac{1}{2}$ -in.	20 lb. "

Where wrought-iron pipes are used, they must be of the kind known as galvanised wrought-iron lap-welded steam tubes, unless otherwise permitted by the Board.

Defective fittings to be removed.

19. Any consumer's pipe, cock, cistern, or other fitting laid, fixed, or used otherwise than in accordance with these By-laws and with the provisions of the Acts, or which shall, in the opinion of the Board, be or become of bad or defective quality, or shall conduce to the waste, misuse, or contamination of the water, shall, upon the Board giving notice in writing, be discontinued and disused; and the Board may require the same to be removed, replaced, or repaired, and may stop the supply of water to the said consumer until such pipe, cock, cistern, or other fitting shall have been removed, replaced, or repaired to the satisfaction of the Board.

Quality of fittings for iron pipes.

20. No person shall use, in connection with the water of the Board, any iron pipe, tee, thimble, bend, reducing coupling, plug, &c., unless it be of the best manufacture, true in section, straight, and of equal thickness, properly and truly

cut with Whitworth's standard gas thread, and perfectly sound and new, and free from all defects. Every such tee, bend, tube, &c., shall be capable of withstanding a hydrostatic pressure equal to a column of water 600 feet in height.

Joints.

21. Every person shall make all joints between tees, bends, thimbles, couplings, elbows, and cocks, &c., with white or red lead and flux. All joints on lead pipes, and lead pipes with brass unions, shall be of the kind known as "wiped joints."

Depth of pipe.

22. No person shall lay any service pipe on private property, below the ground surface, at a less depth than ten inches in situations where it may be liable to injury from foot or other traffic, and in any public place, or in any roadway, whether public or private, at a less depth than eighteen inches unless with the special permission of the Board first obtained. In situations where there is no traffic such service-pipe may be on the surface.

Pipes through drains to be properly protected.

23. No person shall lay any pipe or other apparatus through any sewer, drain, ash-pit, cistern, or manure tank, or through, in, or into any place where, in the event of the pipe becoming unsound, the water of the Board conveyed through such pipe would be liable to be fouled, or to escape without observation—unless such pipe or apparatus be laid to the satisfaction of the Board through an exterior cast-iron pipe or box of sufficient length and strength to afford due protection to the same, and to bring any leakage or waste within easy detection.

Approved fittings.

24. No person shall use any tap, stop-cock, bib-cock, ball-cock, valve, closet cistern, service-box, waste-not regulator, bath tap or valve, or other fitting in connection with a supply of water of the Board which is not of the best quality, and approved by and bearing the stamp of the Board.

Cocks.

25. No person shall use any stop or bib-cock which is not loose-valve, screw-down, high-pressure cocks, made of hard brass or gun-metal, and in every respect of best quality and workmanship, and approved by and bearing the stamp of the Board.

Cisterns.

26. No person shall use any cistern or tank that is not provided with an equilibrium ball-valve, and the overflow-pipe laid and fixed in a suitable manner, open to inspection, and in a position approved by the Board.

Service not to communicate with rain-water receptacles or underground tanks.

27. No person shall fix or use any service-pipe which communicates with any cistern, tank, or vessel intended or used for the reception of rain-water below the surface of the ground, except where a meter is used, and otherwise in accordance with these By-laws.

Water-closets.

28. No person shall construct or use any water-closet fitting not approved by the Board, or supplied from the service pertaining to the tenement unless the same have a proper closet-cistern or service-box, fitted with approved waste-preventing apparatus. No person shall fix or use any service-pipe which communicates directly or indirectly with the basin or trap, or otherwise than with the cistern of a water-closet.

Meter to be fixed where water supplied without charge, except in case of public urinals.

29. Every institution or place receiving water without charge shall provide and fix a meter on the service-pipe to indicate the amount of consumption at such institution or place, as a check against waste or undue use: Provided that this By-law shall not apply to public urinals, which will receive water without charge, and without meter, provided a cistern with a ball valve shall be provided to receive the water in the first instance in each case.

Baths.

30. The Board will not supply any water to any bath, the outlet of which is not distinct from and unconnected with the inlet or inlets; and the inlet or inlets shall be placed above the highest water-level of the bath. The outlet of such bath shall be provided with a perfectly water-tight plug, valve, or cock. No such bath shall have any overflow waste-pipe that is not laid and fixed in a suitable manner, open to inspection, and in a position approved by the Board. No bath shall exceed in dimensions 6 ft. 6 in. long, by 2 ft. 6 in. wide, by 2 ft. deep, unless supplied by meter. The Board will not supply water to any bath unless the same shall be so constructed as to prevent a waste of water.

Service connection.

31. Except by the permission of the Board, every tenement shall have an independent service-pipe connected with the water-main, and such service shall be stop-cocked outside of the premises on footpath; and no person shall connect more than one tenement with the main of the Board from one service, except by permission of the Board. Where such permission is given to connect more than one tenement by one service, each such extra service shall have a separate stop-cock on the footpath or other convenient place outside of the premises, so that every such tenement can be shut off from the main without necessitating the operative shutting off the water entering or trespassing on private land.

Urinals.

32. No person shall fix or have fixed a service-pipe so as to communicate directly with any urinal, and every urinal shall be supplied only through a cistern or service-box, fitted with waste-preventing apparatus approved by the Board.

Water for other than domestic purposes.

33. No person shall use water supplied by the Board for other than domestic purposes, except the supply is by meter, or excepted in the manner hereinbefore provided.

Dial of meters to be capable of registering 1,000,000 gallons.

34. No person, except with special consent of the Board, shall affix a meter, the dial of which is not capable of registering (1,000,000) one million gallons.

Meters registering incorrectly.

35. If any meter shall not correctly indicate the water passing through it, the Board may charge for the supply according to the average daily consumption for any month preceding the date upon which such meter shall have been examined and found to be in order; or at the request of the consumer, or by direction of the Board, the said meter shall be tested, and the charge for water supplied regulated accordingly.

Meters not to be interfered with.

36. No person not duly authorised by the Board shall disconnect any meter or other apparatus from the service-pipes, or in any way interfere with the same.

Steam boiler to have self-acting valve.

37. If any person shall connect any service-pipe, or branch service-pipe, with any steam boiler for the purpose of feeding or supplying the same with water, without first affixing a self-acting valve for preventing the pressure of the steam reversing or affecting the dial of the meter, he shall be liable to a penalty not exceeding five pounds; and a further penalty of two pounds for each day after notice of the offence from the Board to such offender.

No hose to be attached to any pipe for watering a garden, &c., without meter.

38. Except as hereinbefore provided, no person shall use a hose attached to any tap or pipe (used for the purpose of supplying the water of the Board for domestic purposes to any house or premises) for watering any garden, laying dust, or for any other purpose whatsoever, unless where a water-meter is fixed and the water supplied by measure, or unless the special fee (if any) fixed by the Board has been paid; and any person offending against this By-law shall be liable to a penalty not exceeding five pounds.

No tap to be in garden without meter.

39. Except as hereinbefore provided, no person shall have, maintain, or place any tap in any garden or screwed tap in any yard or to or outside of any dwelling or premises supplied with the water of the Board to which a hose could be attached unless a water-meter is fixed and the water supplied by measure, or unless the special fee (if any) fixed by the Board has been paid; and any person offending against this By-law shall be liable to a penalty not exceeding five pounds.

Large services to terraces and connections.

40. Where owners of terraces require a large service or sub-main to feed more than one tenement, it shall be competent for such owners to lay such large service or sub-main in back lanes, but every house service from it shall be $\frac{3}{4}$ -inch, having a $\frac{3}{4}$ -inch stop-cock, so arranged that any one house can be shut off without interfering with the supply to the remaining houses, and the stop-cock must be so placed that the Board's operative can have access to it without entering private land or otherwise become a trespasser on private land: Provided that such large service shall be first submitted to the Engineer for Water Supply for approval, and in order to determine its dimensions.

Pipes, &c., to be kept in proper repair.

41. Any person using water supplied by the Board shall keep all pipes and other appliances in connection with the supply of water to such person in a proper state of repair.

Inspection of work.

42. All work at any time done or to be done on private lands or premises in connection with the water supply, whether such work consist in the laying and fixing of new services, or in the extension or alteration of existing services and fittings, shall be inspected by the proper officer of the Board, and no such work shall be commenced until after the expiration of two days' notice thereof first given to the Board, and the necessary printed permit obtained. In no case shall the water be turned on to any lands or premises where any such work shall have been executed until the said work shall have been inspected by the said officer, and certified by him, on the prescribed form. No underground or enclosed work shall on any account be covered up or concealed from view until the same shall have been duly inspected and passed by the inspector; and any person offending against this By-law shall be liable to a penalty not exceeding five pounds.

Supply and use of water open to inspection.

43. The supply and use of water, whether for domestic purposes or under special agreement, shall be open to inspection and admeasurement whenever required; and such information must from time to time be afforded as will be sufficient to enable the Board to obtain a satisfactory account of the quantity of water actually consumed, and of the pipes, taps, cisterns, and other apparatus and conveniences for receiving and delivering such water. Any officer of the Board may at all reasonable times in the day-time enter on the premises of any person using water supplied by the Board, for the purpose of inspecting the service-pipes or other appliances on such premises.

Board may repair.

44. If the service-pipes or other appliances of any such person shall on any inspection be found to be out of repair, the Board may forthwith, without notice, repair the same in such manner as may be deemed necessary, and the cost of any such repairs may be recovered by the Board from the owner or occupier of such premises.

Board have control of water supplied to public parks, &c.

45. The water supply to the public parks and gardens shall be by meter, and shall be exclusively under the control and direction of the Board; and any person turning on the water, other than the person or persons duly authorised, or otherwise interfering with such water supply, shall be liable to a penalty not exceeding five pounds.

Notices and applications to be made upon printed forms.

46. All notices and applications required by these By-laws are to be made upon printed forms, to be obtained at the Board's office. Notices sent by post must be prepaid. Any sums paid by the Board on account of notices sent by post and not prepaid will be charged against and recovered from the sender.

Board may discontinue supply.

47. The Board shall be at liberty to discontinue and cut off the supply of water immediately on the discovery of any breach of these By-laws.

Interpretation of terms.

48. In the construction of these By-laws, the word "person" shall be deemed to extend to and include a corporation, or any body or number of persons, and the masculine shall include the feminine gender.

Penalties.

49. Any person committing a breach of any By-law to which no specific penalty is attached, or who shall refuse or neglect to obey any injunction in any such By-law, shall upon conviction be liable to pay a penalty not exceeding twenty pounds, and, in case of a continuing offence, a further penalty not exceeding five pounds for each day after notice of such offence shall have been given by the Board to such offender.

50. The following shall be the form of notice to connect to water-mains, prescribed under section 16, Metropolitan Water and Sewerage Act Amendment Act of 1889, and By-law No. 16:—

Notice to connect to Water Mains.

Board of Water Supply and Sewerage,
Sydney,

189

To the Owner or Occupier.

NOTICE is hereby given that a water-main has been laid in (as the case may be) and is ready to distribute water. The Board of Water Supply and Sewerage hereby demand and require that the owner or occupier of the house, tenement, or lands at or on which this notice is left or exhibited, shall construct such connections or fittings from or in connection with such house, tenement, or lands, to communicate with such main, as are prescribed by the By-laws and Regulations of the said Board.

For the Board of Water Supply and Sewerage,

REGINALD BLOXSOME,
Secretary.

THOMAS ROWE,
President.

Department of Public Works,

Sydney, 29th January, 1892.

His Excellency the Governor, with the advice of the Executive Council, has been pleased to approve of the following amended Water By-laws for Country Districts in the county of Cumberland, prepared by the Board of Water Supply and Sewerage, under and in accordance with the provisions of the "Metropolitan Water and Sewerage Acts, 1880-1889."

The previous By-laws of 20th June, 1890, published in the Gazette of 5th July, 1890, are hereby repealed; but such repeal shall not apply to prejudice or affect the payment or recovery of any rate, charge, or sum now due under such By-laws.

WILLIAM JOHN LYNE.

BOARD OF WATER SUPPLY AND SEWERAGE.

METROPOLITAN WATER BY-LAWS.

For Country Districts in County of Cumberland.

WHEREAS, by the Metropolitan Water and Sewerage Acts, 1880-1889, the Board of Water Supply and Sewerage is authorised and empowered from time to time to make, alter, and repeal By-laws:

Now the Board of Water Supply and Sewerage, under and by virtue of the powers contained in the Metropolitan Water and Sewerage Acts, 1880-1889, do hereby make the By-laws following, that is to say:—

1. The following rates and charges are those which the owners and occupiers of tenements, lands, and premises shall pay in respect of water supplied by the Board, that is to say:—

For water supplied for domestic purposes otherwise than by measure.

Houses, &c.

- (i) On every house, tenement, or land of £10 assessed annual value and under, 10s. per annum.
 (ii) On every house, tenement, or land above the assessed annual value of £10, a rate of 1s. for each pound sterling on the amount of the valuation.

Vacant lands.

- (iii) Vacant lands of the assessed value of £30 and over shall be subject to a rate of 4d. for each pound sterling on the amount of the valuation.

Unfinished houses, &c.

- (iv) The like rates of those above mentioned shall be charged on all lands, tenements, and hereditaments not included in any valuation by any Borough or Municipal District, and on all lands for the time being valued by any such Borough or Municipal District at a sum less than the true value thereof.

For water supplied by measure.

Stand-pipes.

- (v) The charge for water supplied from stand-pipes shall be one shilling per 1,000 gallons.

Supply by measure.

- (vi) The charge for water supplied from the mains by measure shall be one shilling per 1,000 gallons.
 (vii) The charge for water supplied to shipping will be one shilling per 1,000 gallons. Her Majesty's Navy will be supplied free of charge.

For water for other than domestic purposes otherwise than by measure.

Water-troughs.

- (viii) The charge for water-troughs shall be twenty shillings per annum each.

Gas engines.

- (ix) The charge for water supplied to gas engines shall be five shillings per annum for each engine of two-horse power and under, and for every additional horse power beyond two-horse power an additional charge of two shillings and sixpence per annum for each horse power.

Steam boilers.

- (x) The charge for water supplied to steam boilers shall be one pound per annum for each steam boiler up to three-horse power. And for every additional horse power beyond three-horse power an additional charge of five shillings per annum for each horse power.

Organ motors, &c.

- (xi) The charge for water supplied for organ motors and such like mechanism, shall be two pounds per annum for each motor up to one half-horse power, and for every additional one half-horse power beyond one half-horse power an additional charge of twenty shillings per annum for each one half-horse power.

(a) The charge for water supplied for ventilating and refrigerating motors, used for trade purposes, shall be two pounds per annum for each motor, and for private purposes, one pound per annum for each motor.

(b) The charge for water supplied for dentists lathes motors shall be one pound per annum for each motor. No person shall use water in connection with any motor unless the nozzle supplying such motor has been first approved of by the Board. The waste-pipe from each motor shall be so fixed that the waste water can be measured at any time.

Water for trade purposes, &c.

- (xii) The charge for water supplied for purposes of the undermentioned or other trades shall be at such rates upon such terms and subject to such conditions as may be agreed upon by the Board and the person requiring to be supplied: Provided, however, that for any year or part thereof, the minimum charge for water supplied for the undermentioned trades shall be that in each hereunder case set opposite the trade, viz.:—

Photography, and any like process	5s. per annum.
Tripe-cleaning	5s. per annum.
Tying purposes	5s. per annum.
Laundries	5s. per annum.
Dyers	10s. per annum.
Condiment making	5s. per annum.
Bottle-washing	5s. per annum.
Small goods (sweets)	5s. per annum.
Waterfalls and fountains ...	5s. per annum.
Shop fronts, by hose	5s. per annum.

Washing vehicles.

- (xiii) The Board may supply water for the washing of vehicles with a hose, without meter, at the rate of 5s. per annum for each vehicle.

In all cases where special fees are charged, the Board reserve to themselves the right of insisting upon a meter being fixed at any time, notwithstanding the fact that the special fee may have been paid. All special fees are in addition to the assessed annual rate of the premises on which such fees are charged, and are payable in advance. All premises on which water is used for other than domestic purposes, and upon which special fees are paid shall be open for inspection by the inspectors of the Board at any reasonable hour.

2. Assessed rates shall be paid half-yearly in advance whether a meter is used or not. In the case when a meter is used, the meter account will be rendered only when it is in excess of the assessment. Cheques and Post Office Orders will be received in payment of rates; but if the cheque tendered by any person as payment for rates due is dishonored the Board may cut off his service, and proceed for the recovery of the amount by warrant for distress or otherwise. Cheques and Post Office Orders must be crossed in favour of the Board.

Minimum charge by meter, or otherwise, is the assessed rate.

3. The minimum charge for water, whether supplied through meter or otherwise, for domestic purposes and for purposes other than domestic, is the assessed annual rate. If the water is supplied by meter, and the meter account exceeds the assessment (calculated at the rate of one shilling per 1,000 gallons), then such excess shall be charged in addition to the assessment.

One meter for several tenements.

4. One meter may be allowed to supply several tenements, when such tenements are occupied by one person or firm as a place of business or abode, and the meter account will be credited with the assessments of all such tenements. No service only will be allowed under these conditions, upon which the meter will be fixed, and all the water for such tenements must pass through such meter. Where peculiar circumstances entail a departure from the above, and two services are absolutely necessary, then there shall be a meter on each service-pipe.

Building charges, &c.

5. The charge for water supplied for building and plastering purposes generally shall be at the rate of one half-penny per cubic yard on the cubical contents of each building, and the minimum charge in each case for such purpose shall be two shillings and sixpence. The Board will not supply water for

building purposes through meter, excepting in cases where additions are being made to premises which are then supplied by meter for domestic purposes.

- (1.) The charge for water supplied for plastering rooms only shall be two shillings and sixpence for each room, and for the building of wash-houses, water-closets, coppers and chimneys only two shillings and sixpence each.
- (2.) The charge for water supplied for the making and mixing of concrete for foundation of wooden blocks, stone cubes, or other form of permanent roadway or pavement, shall be at the rate of one pound ten shillings per 1,000 square yards, by superficial measurement of road surface; and for all other concrete, brickwork or masonry, at the rate of three pence per cubic yard, as measured on the work.

Horses and cows.

6. Any person who maintains horses or cows may be supplied with water, without meter, from the domestic service for the sum of five shillings per annum for each animal, in addition to the assessed annual rate of the premises on which such animal is maintained or supplied with water.

Premises where horses and cows kept liable to extra rate.

7. All lands or premises actually supplied with water by the Board, on which any one or more head of horses or cattle shall be kept or maintained, shall be liable to an extra rate or charge (beyond and in addition to the assessed annual rate of the premises) of five shillings per head for each head of horses or cattle kept or maintained on such lands or premises. And where such lands or premises are not actually supplied with water by the Board they shall be liable to an extra rate or charge (beyond and in addition to the assessed annual rate of the premises) of two shillings and sixpence per head for each head of horses or cattle kept or maintained on such lands or premises.

Gardens.

8. The Board may supply water for gardens (and for such purpose may permit a hose and stand-pipe to be used) without meter, at the rate of ten shillings per annum for every 750 square feet superficial area, or part thereof, in addition to the assessed annual rate of the premises to which such garden belongs or is attached.

Board may require any premises to take the whole supply of water through meter.

9. If the Board shall in any case be of opinion that the owner or occupier of any premises is wasting or misusing or otherwise illegally dealing with water, or that the whole supply of water to any premises should for any reason be by meter, they may give to the owner or occupier a notice directing him, within a given time to be therein mentioned, to fix a meter to such premises, and to receive the whole supply of water to such premises through such meter; and after the expiration of such notice, whether a meter has been fixed in accordance therewith or not, the Board may cut off any supply of such premises which is otherwise than by meter.

Before affixing service-pipes, &c., licenses to be obtained from Board.

10. Before any person shall affix any service-pipe to any pipe of the Board, or alter, repair, or in any manner interfere with any pipe of the Board, or any service-pipe, cock, or fitting connected with any pipe of the Board, he shall obtain from the Board a license in that behalf to execute any such work; and any unlicensed person affixing, altering, repairing, or in any manner interfering with any such pipe, service-pipe, cock, or fitting as aforesaid, shall be liable to a penalty not exceeding ten pounds.

Licensed plumber.

11. Before any such license shall be granted by the Board, the person applying for the same shall satisfy the Board that he is a competent plumber.

Before pipes can be uncovered two days' notice to Board must be given.

12. Any person, whether licensed as aforesaid or not, who shall offend by opening any ground so as to uncover any pipe or pipes, the property of the Board, or any pipe communicating therewith, without giving two days' notice to the Board of his intention so to do, or who shall in any way tamper, interfere with, or alter any pipe, the property of the Board, or any pipe communicating therewith, without the printed permit of the Board being first obtained, or who shall wilfully or negligently break, injure, or open any lock, cock, valve, pipe, work, or engine, the property of the Board, or whereby the water of the Board may be wasted or misused, shall be liable for each such offence to a penalty not exceeding twenty pounds.

Board or licensed plumber only empowered to tap mains, &c.

13. The Board only, or a plumber duly licensed by the Board, under the superintendence and according to the directions of the officer appointed by the Board for that purpose, is empowered to tap the main in the streets or elsewhere and attach service-pipes thereto, or extend the same generally as the case may be. Any person infringing this clause shall be liable to a penalty not exceeding twenty pounds.

Penalty for communicating with pipes of the Board without notice.

14. Any person, whether licensed as aforesaid or not, who shall lay any pipe so as either directly or indirectly to communicate with the pipe or pipes of the Board without giving two days' notice of the day and hour when such pipe is intended to be made to communicate with the pipe or pipes of the Board, and without having obtained the official printed permit of the Board, or who shall make such communication, except under the superintendence and according to the directions of some officer of the Board, or who shall lay any leaden or other pipe to communicate as aforesaid with a pipe of the Board of a strength and material not sanctioned by the Board, shall be liable for each such offence to a penalty not exceeding five pounds; and, in the event of continuing the offence, to a further penalty of two pounds for each day after the notice of the offence from the Board until proper pipes are laid.

Fee for tapping main.

15. Every application for water must be accompanied by the payment of a fee of three shillings for the tapping of any main, and every application for reconnection with a main, after the water has been cut off for non-payment of rates or other charges, shall be accompanied by the payment of a fee of two shillings and sixpence.

Board may compel owner to connect premises with the water-mains.

16. Every owner or occupier of any house, tenement, or lands, shall, for the purpose of obtaining a supply of water to such house, tenement, or lands (after receiving from the Board the prescribed notice so to do), construct such connections and fittings from and in connection with such house, tenement, or lands to communicate with the water-main of the Board as are prescribed by the By-laws and Regulations of the said Board.

Penalty for using unauthorised fittings.

17. Any person who, being an owner or occupier of lands or premises supplied with water under the said cited Acts, for the purpose of taking, in a manner not authorised by such Acts or these By-laws, any such water, uses in or places on, or affixes or attaches to, such lands or premises, or to any prescribed fitting, or wilfully permits to be used in or placed on, or affixed or attached to, such lands or premises, or to any prescribed fitting, any fitting, instrument, or thing not authorised in that behalf by the Board, or who alters, misuses, injures, or removes any prescribed fitting, except for the purpose of necessary repair, shall, upon conviction thereof, forfeit and pay to the Board a sum not greater than ten pounds, without prejudice to the right of the Board to recover from him damages in respect to any injury by such owner or occupier done, or wilfully permitted to be done, to the Board's property, and without prejudice to the Board's right to recover from him the value of any water wasted, misused, or unduly consumed.

Owner to lay and maintain services.

18. The owner or occupier of any house, tenement, or lands must, at his own expense, lay down and maintain all the pipes and apparatus upon his premises, and upon any street, lane, or land lying between his premises and the Board's mains. All pipes must be of galvanised wrought-iron where possible, and where lead pipes are used they must be of equal thickness throughout, and of at least the respective weights following, viz. :-

* Weight of lead pipes.

3-in.	5 lb. per yard.
1/2-in.	6 lb. "
3/4-in.	9 lb. "
1-in.	12 lb. "
1 1/4-in.	16 lb. "
1 1/2-in.	20 lb. "

Where wrought-iron pipes are used they must be of the kind known as galvanised wrought-iron lap-welded steam tubes, unless otherwise permitted by the Board.

Defective fittings to be removed.

19. Any consumer's pipe, cock, cistern, or other fitting laid, fixed, or used otherwise than in accordance with these By-laws and with the provisions of the Act, or which shall in the opinion of the Board, be or become of bad or defective quality, or shall conduce to the waste, misuse, or contamination of the water, shall, upon the Board giving notice in writing, be discontinued and disused; and the Board may require the same to be removed, replaced, or repaired, and may stop the supply of water to the said consumer until such pipe, cock, cistern, or other fitting shall have been removed, replaced, or repaired to the satisfaction of the Board.

Quality of fittings for iron pipes.

20. No person shall use, in connection with the water of the Board, any iron pipe, tee, thimble, bend, reducing coupling, plug, &c., unless it be of the best manufacture, true in section, straight, and of equal thickness, properly and truly cut with Whitworth's standard gas thread, and perfectly sound and new, and free from all defects. Every such tee, bend, tube, &c., shall be capable of withstanding a hydrostatic pressure equal to a column of water 600 feet in height.

Joints.

21. Every person shall make all joints between tees, bends, thimbles, couplings, elbows, and cocks, &c., with white or red lead and flax. All joints on lead pipes, and lead pipes with brass unions, shall be of the kind known as "wiped joints."

Depth of pipe.

22. No person shall lay any service-pipe on private property, below the ground surface, at a less depth than 10 inches in situations where it may be liable to injury from foot or other traffic, and in any public place, or in any roadway, whether public or private, at a less depth than 18 inches unless with the special permission of the Board first obtained. In situations where there is no traffic such service-pipe may be on the surface.

Pipes through drains to be properly protected.

23. No person shall lay any pipe or other apparatus through any sewer, drain, ashpit, cistern, or manure tank, or through, in, or into any place where, in the event of the pipe becoming unsound, the water of the Board conveyed through such pipe would be liable to be fouled, or to escape without observation—unless such pipe or apparatus be laid to the satisfaction of the Board through an exterior cast-iron pipe or box of sufficient length and strength to afford due protection to the same, and to bring any leakage or waste within easy detection.

Approved fittings.

24. No person shall use any tap, stop-cock, bib-cock, ball-cock, valve, closet-cistern, service-box, waste-not regulator, bath tap or valve, or other fitting in connection with a supply of water of the Board which is not of the best quality, and approved by and bearing the stamp of the Board.

Cocks.

25. No person shall use any stop or bib cock which is not a loose-valve, screw-down, high-pressure cock, made of hard brass or gun-metal, and in every respect of best quality and workmanship, and approved by and bearing the stamp of the Board.

Cisterns.

26. No person shall use any cistern or tank that is not provided with an equilibrium ball-valve, and the overflow-pipe laid and fixed in a suitable manner, open to inspection, and in a position approved by the Board.

Service not to communicate with rain-water receptacles or underground tanks.

27. No person shall fix or use any service-pipe which communicates with any cistern, tank, or vessel intended or used for the reception of rain-water below the surface of the ground, except where a meter is used, and otherwise in accordance with these By-laws.

Water-closets.

28. No person shall construct or use any water-closet fitting not approved by the Board, or supplied from the service pertaining to the tenement, unless the same have a proper closet cistern, or service-box, fitted with approved waste-preventing apparatus. No person shall fix or use any service-pipe which communicates directly or indirectly with the basin or trap, or otherwise than with the cistern of a water-closet.

Meter to be fixed where water supplied without charge, except in case of public urinals.

29. Every institution or place receiving water without charge shall provide and fix a meter on the service-pipe to indicate the amount of consumption at such institution or place, as a check against waste or undue use: Provided that this By-law shall not apply to public urinals, which will receive water without charge, and without meter: Provided a cistern with a ball-valve shall be provided to receive the water in the first instance in each case.

Baths.

30. The Board will not supply any water to any bath, the outlet of which is not distinct from and unconnected with the inlet or inlets; and the inlet or inlets shall be placed above the highest water-level of the bath. The outlet of such bath shall be provided with a perfectly water-tight plug, valve, or cock. No such bath shall have any overflow waste-pipe that is not laid and fixed in a suitable manner, open to inspection, and in a position approved by the Board. No bath shall exceed in dimensions 6 feet 6 inches long, by 2 feet 6 inches wide, by 2 feet deep, unless supplied by meter. The Board will not supply water to any bath, unless the same shall be so constructed as to prevent a waste of water.

Service connection.

31. Except by permission of the Board, every tenement shall have an independent service-pipe connected with the water-main, and such service shall be stop-cocked outside of the premises on footpath; and no person shall connect more than one tenement with the main of the Board from one service, except by permission of the Board. Where such permission is given to connect more than one tenement by one service, each such extra service shall have a separate stop-cock on the footpath or other convenient place outside of the premises, so that every such tenement can be shut off from the main without necessitating the operative shutting off the water entering or trespassing on private land.

Urinals.

32. No person shall fix or have fixed a service-pipe so as to communicate directly with any urinal; and every urinal shall be supplied only through a cistern or service-box, fitted with waste-preventing apparatus approved by the Board.

Water for other than domestic purposes.

33. No person shall use water supplied by the Board for other than domestic purposes, except the supply is by meter, or excepted in the manner hereinbefore provided.

Dial of meters to be capable of registering 1,000,000 gallons.

34. No person, except with special consent of the Board, shall affix a meter, the dial of which is not capable of registering (1,000,000) one million gallons.

Meters registering incorrectly.

35. If any meter shall not correctly indicate the water passing through it, the Board may charge for the supply according to the average daily consumption for any month preceding the date upon which such meter shall have been examined and found to be in order; or at the request of the consumer, or by direction of the Board, the said meter shall be tested, and the charge for water supplied regulated accordingly.

Meters not to be interfered with.

36. No person not duly authorised by the Board shall disconnect any meter or other apparatus from the service-pipes, or in any way interfere with the same.

Steam boiler to have self-acting valve.

37. If any person shall connect any service-pipe, or branch service-pipe, with any steam boiler for the purpose of feeding or supplying the same with water, without first affixing a self-acting valve for preventing the pressure of the steam reversing or affecting the dial of the meter, he shall be liable to a penalty not exceeding five pounds, and a further penalty of two pounds for each day after notice of the offence from the Board to such offender.

No hose to be attached to any pipe for watering garden, &c., without meter.

38. Except as hereinbefore provided, no person shall use a hose attached to any tap or pipe (used for the purpose of supplying the water of the Board for domestic purposes to any house or premises) for watering any garden, laying dust, or for any other purpose whatsoever, unless where a water-meter is fixed and the water supplied by measure, or unless the special fee (if any) fixed by the Board has been paid; and any person offending against this By-law shall be liable to a penalty not exceeding five pounds.

No tap to be in a garden without meter.

39. Except as hereinbefore provided, no person shall have, maintain, or place any tap in any garden, or screwed tap in any yard, or to or outside of any dwelling or premises supplied with the water of the Board to which a hose could be attached, unless a water-meter is fixed and the water supplied by measure, or unless the special fee (if any) fixed by the Board has been paid; and any person offending against this By-law shall be liable to a penalty not exceeding five pounds.

Large services to terraces and connections.

40. Where owners of terraces require a large service or sub-main to feed more than one tenement, it shall be competent for such owners to lay such large service or sub-main in back lanes, but every house service from it shall be $\frac{3}{4}$ -inch, having a $\frac{3}{4}$ -inch stop-cock, so arranged that any one house can be shut off without interfering with the supply to the remaining houses, and the stop-cock must be so placed that the Board's operative can have access to it without entering private land or otherwise become a trespasser on private land. Provided that such large service shall be first submitted to the Engineer for Water Supply for approval, and in order to determine its dimensions.

Pipes, &c., to be kept in proper repair.

41. Any person using water supplied by the Board shall keep all pipes and other appliances in connection with the supply of water to such person in a proper state of repair.

Inspection of work.

42. All work at any time done or to be done on private lands or premises in connection with the water supply, whether such work consist in the laying and fixing of new services or in the extension or alteration of existing services and fittings, shall be inspected by the proper officer of the Board; and no such work shall be commenced until after the expiration of two days' notice thereof first given to the Board, and the necessary printed permit obtained. In no case shall the water be turned on to any lands or premises where any such work shall have been executed until the said work shall have been inspected by the said officer, and certified by him on the prescribed form. No underground or enclosed work shall on any account be covered up or concealed from view until the same shall have been duly inspected and passed by the inspector; and any person offending against this by-law shall be liable to a penalty not exceeding five pounds.

Supply and use of water open to inspection.

43. The supply and use of water, whether for domestic purposes or under special agreement, shall be open to inspection and admeasurement whenever required; and such information must from time to time be afforded as will be sufficient to enable the Board to obtain a satisfactory account of the quantity of water actually consumed, and of the pipes, taps, cisterns, and other apparatus and conveniences for receiving and delivering such water. Any officer of the Board may at all reasonable times in the day-time enter on the premises of any person using water supplied by the Board, for the purpose of inspecting the service-pipes or other appliances on such premises.

Board may repair.

44. If the service-pipes or other appliances of any such person shall on any inspection be found to be out of repair, the Board may forthwith, without notice, repair the same in such manner as may be deemed necessary; and the cost of any such repairs may be recovered by the Board from the owner or occupier of such premises.

Board have control of water supply to public parks, &c.

45. The water supply to the public parks and gardens shall be by meter, and shall be exclusively under the control and direction of the Board; and any person turning on the water other than the person or persons duly authorised, or otherwise interfering with such water supply, shall be liable to a penalty not exceeding five pounds.

Notices and applications to be made upon printed forms.

46. All notices and applications required by these by-laws are to be made upon printed forms, to be obtained at the Board's office. Notices sent by post must be prepaid. Any sums paid by the Board on account of notices sent by post and not prepaid will be charged against and recovered from the sender.

Board may discontinue supply.

47. The Board shall be at liberty to discontinue and cut off the supply of water immediately on the discovery of any breach of these regulations.

Interpretation of terms.

48. In the construction of these by-laws, the word "person" shall be deemed to extend to and include a corporation, or any body or number of persons, and the masculine shall include the feminine gender.

Penalties.

49. Any person committing a breach of any by-law to which no specific penalty is attached, or who shall refuse or neglect to obey any injunction in any such by-law, shall upon conviction be liable to pay a penalty not exceeding twenty pounds, and in case of a continuing offence, a further penalty not exceeding five pounds for each day after notice of such offence shall have been given by the Board to such offender.

50. The following shall be the form of notice to connect to water-mains, prescribed under section 16, Metropolitan Water and Sewerage Act Amendment Act of 1889 and by-law No. 16:—

Notice to connect to Water Mains.

Board of Water Supply and Sewerage,
Sydney, 189

To the Owner or Occupier.

NOTICE is hereby given that a water-main has been laid in (as the case may be), and is ready to distribute water. The Board of Water Supply and Sewerage hereby demand and require that the owner or occupier of the house, tenement, or lands at or on which this notice is left or exhibited, shall construct such connections or fittings from or in connection with such house, tenement, or lands, to communicate with such main, as are prescribed by the by-laws and regulations of the said Board.

For the Board of Water Supply and Sewerage,

THOMAS ROWE,

REGINALD BLONSOME,
Secretary.

President.

Department of Public Works,
Sydney, 29th January, 1892.

HIS Excellency the Governor, with the advice of the Executive Council, has been pleased to approve of the following additional By-laws, which have been prepared under and in accordance with the provisions of the "Metropolitan Water and Sewerage Acts, 1880-1889," and which are intended to be incorporated with the By-laws under the said Acts published in the Gazette, on the 16th June, 1891.

WILLIAM JOHN LYNE.

BOARD OF WATER AND SEWERAGE.

ADDITIONAL METROPOLITAN SEWERAGE BY-LAWS.

WHEREAS by the Metropolitan Water and Sewerage Acts, 1880-1889, the Board of Water Supply and Sewerage is authorised and empowered from time to time to make, alter, and repeal By-laws.

Now the Board of Water Supply and Sewerage, under and by virtue of the powers contained in the above-mentioned Acts, do hereby make the By-laws following, that is to say:—

1. Every owner or occupier of any house or tenement in which an internal water-closet is constructed or used, shall cause such internal water-closet to be provided with a safe and escape pipe attached thereto. Such escape pipe shall be in each case of such construction and form, and in such position as shall be first approved of by the Board, provided that this By-law shall not apply to any water-closet situated on the ground floor of any such house or tenement.

2. Every owner or occupier of any house or tenement in which an internal urinal is constructed or used, shall cause such internal urinal to be provided with a safe, and to be flushed automatically from a perforated copper pipe.

3. Every owner or occupier of any house, tenement, or lands in which a bath or wash basin is constructed or used, shall provide such bath or wash basin with an outlet of such dimensions as to admit of waste water from the same being discharged quickly. Such outlet from such bath or wash basin shall be of the same area as the waste-pipe thereof.

1891.

(SECOND SESSION.)

NEW SOUTH WALES.

BOARD OF WATER SUPPLY AND SEWERAGE.

(TRANSFER OF STORM-WATER SEWER ALONG PYRMONT BRIDGE ROAD, &c., IN THE BOROUGH OF THE GLEBE, TO THE.)

Presented to Parliament, pursuant to the Act 54 Vic. No. 32.

NEW SOUTH WALES, } Proclamation by His Excellency The Right Honourable VICTOR ALBERT GEORGE,
to wit. } EARL OF JERSEY, a Member of Her Majesty's Most Honourable Privy Council,
(L.S.) } Knight Grand Cross of the Most Distinguished Order of Saint Michael and
JERSEY, } Saint George, Governor and Commander-in-Chief of the Colony of New South
Governor. } Wales and its Dependencies.

IN pursuance of the provisions of the "Metropolitan Water and Sewerage Act Amendment Act of 1889," I, VICTOR ALBERT GEORGE, EARL OF JERSEY, the Governor aforesaid, do hereby proclaim and declare that the provisions of the 13th section of the "Metropolitan Water and Sewerage Act Amendment Act of 1889" aforesaid, shall from the date hereof come into force in respect of the works hereinafter mentioned, which have been reported complete to me by the Minister for Public Works:—

Storm-water sewer along Pyrmont Bridge Road, Brougham and Lyndhurst Streets, from Blackwattle Cove to Brougham-lane, in the Borough of the Glebe, county of Cumberland.

Given under my Hand and Seal, at Government House, Sydney, this tenth day of July, in the year of our Lord one thousand eight hundred and ninety-one, and in the fifty-fifth year of Her Majesty's Reign.

By His Excellency's Command,
BRUCE SMITH.

GOD SAVE THE QUEEN!

Department of Public Works, Sydney, 10th July, 1891.

NOTIFICATION OF TRANSFER OF WORKS UNDER METROPOLITAN WATER AND SEWERAGE ACT AMENDMENT ACT OF 1889.

It is hereby notified, for public information, that, pursuant to the provisions of the above-mentioned Act, the portions of work constructed under the authority of the Minister for Public Works hereinafter described, are hereby transferred to the Board of Water Supply and Sewerage.

BRUCE SMITH.

DESCRIPTION OF WORK TRANSFERRED.

Storm-water sewer along Pyrmont Bridge Road, Brougham and Lyndhurst Streets, from Blackwattle Cove to Brougham-lane, in the Borough of the Glebe, county of Cumberland.

1891.

(SECOND SESSION.)

NEW SOUTH WALES.

BOARD OF WATER SUPPLY AND SEWERAGE.

(TRANSFER OF RILEY-STREET AND BOURKE-STREET BRANCH SEWERS TO THE.)

Presented to Parliament, pursuant to Act 54 Vic. No. 32.

PROCLAMATION.

NEW SOUTH WALES, } Proclamation by His Excellency the Right Honorable VICTOR ALBERT GEORGE,
 to wit. } EARL OF JERSEY, a Member of Her Majesty's Most Honorable Privy Council,
 (L.S.) } Knight Grand Cross of the Most Distinguished Order of Saint Michael and
 JERSEY, } Saint George, Governor and Commander-in-Chief of the Colony of New South
 Governor. } Wales and its Dependencies.

IN pursuance of the provisions of the "Metropolitan Water and Sewerage Act Amendment Act of 1889," I, VICTOR ALBERT GEORGE, EARL OF JERSEY, Governor aforesaid, do hereby proclaim and declare that the provisions of the thirteenth section of the "Metropolitan Water and Sewerage Act Amendment Act of 1889" aforesaid shall, from the date hereof, come into force in respect of the work hereinafter mentioned, which has been reported complete to me by the Minister for Public Works:—

The Riley-street branch sewer, which commences in Riley-street, near its junction with Liverpool-street, and extending in a northerly direction along Riley-street to its junction with Stanley-lane; thence along this lane to its junction with Stream-lane, being a total length of 12·12 chains.

The Bourke-street branch sewer, which commences in Bourke-street, near its junction with Liverpool-street, and extending in a northerly direction along Bourke-street to near Corfu-street, being a total length of 21·54 chains.

Given under my hand and seal, at Government House, Sydney, this seventh day of May, in the year of our Lord one thousand eight hundred and ninety-one, and in the fifty-fourth year of Her Majesty's Reign.

By His Excellency's Command,
 BRUCE SMITH.

GOD SAVE THE QUEEN!

NOTIFICATION.

Department of Public Works, Sydney, 22 May, 1891.

NOTIFICATION OF TRANSFER OF WORKS UNDER METROPOLITAN WATER AND SEWERAGE ACT AMENDMENT ACT OF 1889.

It is hereby notified that, pursuant to the provisions of the above-mentioned Act, the portions of the work constructed under the authority of the Minister for Public Works hereinafter described are hereby transferred to the Board of Water Supply and Sewerage.

BRUCE SMITH.

DESCRIPTION OF WORK TRANSFERRED.

The Riley-street branch sewer, which commences in Riley-street, near its junction with Liverpool-street, and extending in a northerly direction along Riley-street to its junction with Stanley-lane; thence along this lane to its junction with Stream-lane, being a total length of 12·12 chains.

The Bourke-street branch sewer, which commences in Bourke-street, near its junction with Liverpool-street, and extending in a northerly direction along Bourke-street to near Corfu-street, being a total length of 21·54 chains.

1891.
(SECOND SESSION.)

NEW SOUTH WALES.

BOARD OF WATER SUPPLY AND SEWERAGE.

(TRANSFER OF STONEWARE PIPE SEWER IN VARIOUS STREETS, NORTH SYDNEY, TO.)

Presented to Parliament, pursuant to Act 43 Vic. No. 32, and 53 Vic. No. 16.

NEW SOUTH WALES, } Proclamation by His Excellency The Right Honourable VICTOR ALBERT GEORGE, EARL OF JERSEY,
to wit. } a Member of Her Majesty's Most Honourable Privy Council, Knight Grand Cross of the Most
(L.S.) } Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief of the
JERSEY, } Colony of New South Wales and its Dependencies.
Governor.

IN pursuance of the provisions of the "Metropolitan Water and Sewerage Act Amendment Act of 1889," I, VICTOR ALBERT GEORGE, EARL OF JERSEY, the Governor aforesaid, do hereby proclaim and declare that the provisions of the thirteenth section of the "Metropolitan Water and Sewerage Act Amendment Act of 1889" aforesaid shall, from the date hereof, come into force in respect of the works hereinafter mentioned, which have been reported complete to me by the Minister for Public Works:—

Stoneware pipe sewer with man-holes, lamp-holes, and flushing chambers in the undermentioned streets in the Municipality of North Sydney, viz.:—

From creek near Ernest-street along Walker-street to Falcon-street; from Walker-street along Falcon-street to West-street; from Falcon-street along Miller-street to Carlow-street; from Miller-street along Carlow-street to near West-street; from lane near Falcon-street along West-street to a point 5 chains south of Ridge-street; from West-street along Myrtle-street to a point 4 chains 25 links west of Eden-street; from creek crossing Arthur-street along Arthur-street to Mount-street; from Arthur-street along Mount-street to Miller-street; from Mount-street along Miller-street to Berry-street; from Mount-street along Lane Cove Road to Berry-street; from a point 3 chains south of Berry-street in Miller-street along line of creek in a westerly direction to near Berry-street; from last-mentioned pipe sewer along lanes between Lane Cove Road and Miller-street; from Mount-street along Walker-street to Spring-street; from Walker-street along Spring-street to Dennison-street; from Spring-street along Dennison-street to northern end of Dennison-street; from Spring-street along Spring-street to the northern end of Spring-street; from Mount-street along Elizabeth-street to James-street.

Given under my Hand and Seal, at Government House, Sydney, this twenty-seventh day of July, in the year of our Lord one thousand eight hundred and ninety-one, and in the fifty-fifth year of Her Majesty's Reign.

By His Excellency's Command,
BRUCE SMITH.

GOD SAVE THE QUEEN!

Department of Public Works,
Sydney, 27th July, 1891.

**NOTIFICATION OF TRANSFER OF WORKS UNDER METROPOLITAN WATER AND SEWERAGE ACT
AMENDMENT ACT OF 1889.**

It is hereby notified, for public information, that pursuant to the provisions of the abovementioned Act, the portions of the work constructed under the authority of the Minister for Public Works hereinafter described are hereby transferred to the Board of Water Supply and Sewerage.

BRUCE SMITH.

DESCRIPTION OF WORKS TRANSFERRED.

Stoneware pipe-sewer with man-holes, lamp-holes, and flushing chambers in the undermentioned streets in the Municipality of North Sydney, viz.:—

From creek near Ernest-street along Walker-street to Falcon-street; from Walker-street along Falcon-street to West-street; from Falcon-street along Miller-street to Carlow-street; from Miller-street along Carlow-street to near West-street; from lane near Falcon-street along West-street to a point 5 chains south of Ridge-street; from West-street along Myrtle-street to a point 4 chains 25 links west of Eden-street; from creek crossing Arthur-street along Arthur-street to Mount-street; from Arthur-street along Mount-street to Miller-street; from Mount-street along Miller-street to Berry-street; from Mount-street along Lane Cove Road to Berry-street; from a point 3 chains south of Berry-street in Miller-street along line of creek in a westerly direction to near Berry-street; from last-mentioned pipe sewer along lanes between Lane Cove Road and Miller-street; from Mount-street along Walker-street to Spring-street; from Walker-street along Spring-street to Dennison-street; from Spring-street along Dennison-street to northern end of Dennison-street; from Spring-street along Spring-street to the northern end of Spring-street; from Mount-street along Elizabeth-street to James-street.

1891-2.

NEW SOUTH WALES.

METROPOLITAN WATER AND SEWERAGE ACTS, 1880-89.

(PROCLAMATION AND NOTIFICATION IN CONNECTION WITH THE TRANSFER TO THE BOARD OF WATER SUPPLY AND SEWERAGE OF THE EXTENSION OF BOURKE-STREET BRANCH SEWER.)

Presented to Parliament, pursuant to Acts 43 Vic. No. 32, and 51 Vic. No. 28.

NEW SOUTH WALES, } Proclamation by His Excellency The Right Honorable VICTOR ALBERT GEORGE,
 to wit. } EARL OF JERSEY, a Member of Her Majesty's Most Honorable Privy Council,
 (L.S.) } Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint
 JERSEY, } George, Governor and Commander-in-Chief of the Colony of New South Wales
 Governor. } and its Dependencies.

IN pursuance of the provisions of the "Metropolitan Water and Sewerage Act Amendment Act of 1889," I, VICTOR ALBERT GEORGE, EARL OF JERSEY, Governor aforesaid, do hereby proclaim and declare that the provisions of the 13th section of the "Metropolitan Water and Sewerage Act Amendment Act of 1889" aforesaid shall, from the date hereof, come into force in respect of the work hereinafter mentioned, which has been reported complete to me by the Minister for Public Works:—

The extension of Bourke-street Branch Sewer, comprising 4·53 chains of 4 feet 6 inches by 3 feet brick and concrete sewer, 33·41 chains of 3 feet 3 inches by 2 feet 2 inches brick and concrete sewer, 9·19 chains of 18 inches diameter earthenware pipes: Commencing at junction of Bourke and Corfu Streets, and extending along Corfu-street, Judge-lane, Dowling-street, Fitzroy Avenue, and Victoria-street to its north end, being a total distance of 47·13 chains, together with all intercepting branches connected therewith.

Given under my Hand and Seal, at Government House, Sydney, this nineteenth day of January, in the year of our Lord one thousand eight hundred and ninety-two, and in the fifty-fifth year of Her Majesty's Reign.

By His Excellency's Command,
 WILLIAM JOHN LYNE.

GOD SAVE THE QUEEN!

Department of Public Works, Sydney, 22 January, 1892.

NOTIFICATION OF TRANSFER OF WORKS UNDER METROPOLITAN WATER AND SEWERAGE ACT AMENDMENT ACT OF 1889.

It is hereby notified, for public information, that, pursuant to the provisions of the above-mentioned Act, the portions of the work constructed under the authority of the Minister for Public Works hereinafter described, are hereby transferred to the Board of Water Supply and Sewerage.

WILLIAM JOHN LYNE.

DESCRIPTION OF WORKS TRANSFERRED.

The extension of Bourke-street Branch Sewer, comprising 4·53 chains of 4 feet 6 inches by 3 feet brick and concrete sewer, 33·41 chains of 3 feet 3 inches by 2 feet 2 inches brick and concrete sewer, 9·19 chains of 18 inches diameter earthenware pipes: Commencing at junction of Bourke and Corfu Streets, and extending along Corfu-street, Judge-lane, Dowling-street, Fitzroy Avenue, and Victoria-street to its north end, being a total distance of 47·13 chains, together with all intercepting branches connected therewith.

1891-2.

NEW SOUTH WALES.

METROPOLITAN WATER AND SEWERAGE ACTS, 1880-89.

(PROCLAMATION AND NOTIFICATION IN CONNECTION WITH THE TRANSFER TO THE BOARD OF WATER SUPPLY AND SEWERAGE OF THE ALEXANDRIA AND MACDONALDTOWN BRANCH SEWER.)

Presented to Parliament, pursuant to the Metropolitan Water and Sewerage Acts, 1880-1889.

NEW SOUTH WALES, } Proclamation by His Excellency The Right Honorable VICTOR ALBERT GEORGE,
to wit. } EARL OF JERSEY, a Member of Her Majesty's Most Honorable Privy Council,
(L.S.) } Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint
JERSEY, } George, Governor and Commander-in-Chief of the Colony of New South Wales
Governor. } and its Dependencies.

IN pursuance of the provisions of the "Metropolitan Water and Sewerage Act Amendment Act of 1889," I, VICTOR ALBERT GEORGE, EARL OF JERSEY, Governor aforesaid, do hereby proclaim and declare that the provisions of the 13th section of the "Metropolitan Water and Sewerage Act Amendment Act of 1889" aforesaid shall, from the date hereof, come into force in respect of the works hereinafter mentioned, which have been reported complete to me by the Minister for Public Works:—

The Alexandria and Macdonaldtown Branch Sewer: Commencing at a point in the main Botany Sewer, distant 2 miles 18 chains from its starting-point, on the north shore of Cook's River, and extending across the Shea's Creek Valley in a north-westerly direction; and thence along Harley-street to its junction with Mitchell Road, Alexandria, being a total length of 52 chains, and comprising 1,200 lineal feet of 30-inch diameter wrought-iron aqueduct across Shea's Creek Valley, with masonry piers, junction chambers, &c., and of about 2,232 lineal feet of 30-inch diameter cast-iron pipes, with concrete junctions and ventilating chambers, shafts, &c.

Given under my Hand and Seal, at Government House, Sydney, this fourth day of February, in the year of our Lord one thousand eight hundred and ninety-two, and in the fifty-fifth year of Her Majesty's Reign.

By His Excellency's Command,

WILLIAM JOHN LYNE.

GOD SAVE THE QUEEN!

Department of Public Works, Sydney, 4 February, 1892.

NOTIFICATION OF TRANSFER OF WORKS UNDER METROPOLITAN WATER AND SEWERAGE ACT AMENDMENT ACT OF 1889.

It is hereby notified, for public information, that, pursuant to the provisions of the above-mentioned Act, the portions of the work constructed under the authority of the Minister for Public Works hereinafter described are hereby transferred to the Board of Water Supply and Sewerage.

WILLIAM JOHN LYNE.

DESCRIPTION OF WORK TRANSFERRED.

The Alexandria and Macdonaldtown Branch Sewer: Commencing at a point in the main Botany Sewer, distant 2 miles 18 chains from its starting-point, on the north shore of Cook's River, and extending across the Shea's Creek Valley in a north-westerly direction; and thence along Harley-street to its junction with Mitchell Road, Alexandria, being a total length of 52 chains, and comprising 1,200 lineal feet of 30-inch diameter wrought-iron aqueduct across Shea's Creek Valley, with masonry piers, junction chambers, &c., and of about 2,232 feet of 30-inch diameter cast-iron pipes, with concrete junctions and ventilating chambers, shafts, &c.

1891.
(SECOND SESSION.)

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

COUNTRY TOWNS WATER AND SEWERAGE ACT OF 1880.
(CONSTRUCTION OF WATERWORKS UNDER THE.)

Ordered by the Legislative Assembly to be printed, 19 November, 1891.

[Laid upon the Table of the House in answer to Question No. 4 of 28th September, 1891.]

Question.

(4.) CONSTRUCTION OF WATERWORKS UNDER COUNTRY TOWNS WATER AND SEWERAGE ACT OF 1880:—
MR. HUTCHINSON *asked* THE SECRETARY FOR PUBLIC WORKS,—

- (1.) In what Towns have the Government, under the provisions of the Country Town Water and Sewerage Act of 1880, constructed waterworks?
- (2.) What is the cost respectively of such waterworks, and how are the repayments made; if by annual instalments, what amounts severally have been paid on account of such waterworks?
- (3.) Have any loans been made by the Government to municipalities on account of waterworks that have been already or partly constructed by such municipalities; if so, what are the amounts?
- (4.) What is the total cost of the Nepean Water Supply Scheme for the city of Sydney and suburbs; and also the cost of Western Suburbs and City Sewerage Scheme; and what are the terms and conditions for the payment of interest and repayment of loans on account of such works; and the annual payments (if any) that have been made up to the present time?

Answer.
(1 and 2.)

City or Town.	Cost.	Repayments by annual Instalments.	Remarks.
	£ s. d.	£ s. d.	£ s. d.
Hunter River District	381,714 2 7	.....	Revenue received and } paid to Treasury } 23,286 12 0
Albury	45,674 2 9	.....	" " } 486 9 2
Wagga Wagga	38,001 8 10	.....	" " } 378 10 4
Bathurst	51,523 13 5	.....	" " } 192 7 2
Goulburn	55,036 13 4	.....	" " } 408 13 9
Orange	29,704 6 4		
Jerilderie	1,066 7 1		
Cargo	1,628 5 7		
Liverpool	352 17 1		
Bourke	14,166 10 9		
Wentworth	9,573 13 7		
Lismore	8,708 12 9		
Campbelltown	163 10 6		
Balranald	7,693 11 11		
Manly	22,120 1 9		
Deniliquin	17,957 9 7	1,033 6 5	Expenditure to date—£344 8s. 10d., 1st instalment; £688 17s. 7d., interest.

2

(3.)

Forbes	£9,027 2 6	
Hay	7,072 5 9	
Wilcannia	8,159 10 7	{ £160, 1st instalment. 320, Interest.
		<u>£480</u>

(4.)

WATER SUPPLY SERVICE—SYDNEY AND SUBURBS.

Total cost of the Nepean Water Supply Service—

Expended by Harbours and Rivers	£2,695,222 11 0	{ Does not include interest charged by Treasury.
Expended by Water and Sewerage Board	377,057 12 0	
	<u>£3,072,280 3 0</u>	

Total revenue collected by Water and Sewerage Board paid to Treasury £512,048 0 10
(Debentures of £5,000, which fell due in 1889, to be paid from this sum.)

SEWERAGE SERVICE—SYDNEY AND WESTERN SUBURBS.

Amount expended by Sewerage Branch—City	£906,765 0 0
Amount expended by Water and Sewerage Board—City	359,470 16 6
	<u>£1,266,235 16 6</u>

Western Suburbs.

Expenditure to date by Sewerage Branch	£74,923 0 0
(Estimated to complete, £1,068,669.)	
Total sewerage revenue collected by Water and Sewerage Board and paid to Treasury	£134,558 18 7

1891.

(SECOND SESSION.)

NEW SOUTH WALES.

COUNTRY TOWNS WATER AND SEWERAGE ACT, 1880.
(BOROUGH OF ORANGE—BY-LAWS.)

Presented to Parliament, pursuant to Act 44 Vic. No. 14.

Department of Public Works,
Sydney, 7th August, 1891.

It is hereby notified that His Excellency the Governor, with the advice of Executive Council, has been pleased to approve of the following By-laws in connection with the Water Supply of the Borough of Orange, which have been prepared in accordance with the provisions of the Country Towns Water and Sewerage Act of 1880, 44 Victoria No. 14.

BRUCE SMITH.

BOROUGH OF ORANGE.—BY-LAWS.

COUNTRY TOWNS WATER AND SEWERAGE ACT OF 1880.

WHEREAS by the Country Towns Water and Sewerage Act of 1880 the Council of any Borough not situate wholly or in part in the County of Cumberland are authorised and empowered from time to time to make, alter, and repeal By-laws.

Now the Council of the Borough of Orange under and by virtue of the powers contained in the Country Towns Water and Sewerage Act of 1880, do hereby make the By-laws following that is to say:—

1. The following rates and charges are those which the owners and occupiers of lands and tenements shall pay in respect of water supplied by the Council of the Borough of Orange or in respect of the liability of such owners and occupiers for rates and charges under the Country Towns Water and Sewerage Act of 1880, that is to say:—

For water supplied for domestic purposes otherwise than by measure.

- (1.) On every house, tenement, or land of ten pounds assessed annual value and under ten shillings per annum.
- (2.) On every house, tenement, or land above the assessed annual value of ten pounds a rate of one shilling for each pound sterling on the amount of the valuation.
- (3.) If the Council shall in any case be of opinion that the consumption of water at any business or other premises supplied with water for domestic purposes otherwise than by measure will be small, or that no water is likely to be used at such premises or that for any other reason the rate upon any such premises should be reduced, they shall rate the same at one shilling in the pound sterling on the annual value of such premises up to one hundred pounds, and at sixpence in the pound sterling on the annual value thereof over one hundred pounds.
- (4.) Vacant lands of the assessed value of ten pounds and over shall be subject to a rate of one shilling for each pound sterling on the amount of the valuation.

For water supplied by measure.

- (5.) The rate to be charged for water supplied from stand-pipes shall be two shillings per 1,000 gallons but for such supply to the owners of water-carts the charge shall be ten shillings for each cart, payable monthly in advance.
- (6.) The rate to be charged for water supplied from the mains by measure, shall be as follows, namely:—
 - (1.) To vegetable gardens, orchards, and other lands under crop, public baths, wool scouring establishments, and for all purposes by which the quantity of water to be used is likely to exceed 100,000 gallons per annum, the charge shall be (unless otherwise agreed upon) at the rate of one shilling per 1,000 gallons, and the minimum quantity of water to be charged for shall be at the rate of 100,000 gallons per annum.
 - (2.) To breweries, arated water, and cordial manufactories, soap and candle factories, recreation, pleasure, or show grounds, livery stables other than hotel stables, steam power saw mills, laundries, and for all purposes by which the quantity of water required is likely to exceed 50,000 gallons but less than 100,000 gallons per annum, the charge shall be (unless otherwise agreed upon) at the rate of two shillings per 1,000 gallons and the minimum quantity of water to be charged for shall be at the rate of 50,000 gallons per annum.
 - (3.) To hotel premises where required for general purposes including stable use, the charge shall (unless otherwise agreed upon) be at the rate of two shillings and sixpence per 1,000 gallons, and the minimum quantity of water to be so charged for shall be at the rate of 50,000 gallons per annum.
 - (4.) To hotels and large schools where the water is required for household use only and where the service pipe does not connect with any pipe used for other than household purposes, the charge for the supply of such water shall be (unless otherwise agreed upon) at the rate of two shillings per 1,000 gallons, and the minimum quantity of water to be so charged for shall be at the rate of 50,000 gallons per annum.

- (5.) To private premises for domestic use the charge shall be (unless otherwise agreed upon) at the rate of two shillings per 1,000 gallons, and the minimum quantity to be charged for shall be 40,000 gallons per annum.
- (6.) In all other cases unless otherwise provided for, the charge shall be two shillings per 1,000 gallons, and the minimum quantity to be charged for shall be 40,000 gallons per annum.
- (7.) Water troughs shall be charged for at the rate of ten shillings per annum each.
- (8.) Gas engines shall be charged for at the rate of twenty shillings per annum each.
- (9.) Water for steam boilers shall be charged for by measure at the rate of ten shillings per annum for each horse power of such steam boilers.

Charges when payable

2. The charges for the supply of water by measure up to the quarterly proportion of the minimum quantity, and all other charges under these By-laws for and in connection with the supply of water shall be payable quarterly in advance except where otherwise provided for, and any water beyond such quarterly proportion of the minimum quantity aforesaid which at the end of the quarter the meter indicates has been used and any other charges for or in connection with the supply of water which cannot be ascertained in advance shall be paid within fourteen days after service by the Council of a notice in writing of the amount of same or of the same having been made as the case may be, and any such service may be made either personally on the person named in such notice or by posting the notice to his last known place of abode or business or by leaving or posting the same at, to, or on the premises charged.

Contracts for supply of water by measure.

3. When any person requires a supply of water for domestic or other purposes by measure at the rates before mentioned, he shall enter into a contract with the Council on such terms as the Council may from time to time prescribe.

Minimum charge by meter or otherwise.

4. The minimum charge for water whether supplied through meter or otherwise for domestic purposes and for purposes other than domestic (except where otherwise provided for) is the assessed annual rate. If the water is supplied by meter and the meter account exceeds the assessment (calculated at the rate per 1,000 gallons before mentioned), then such excess shall be charged in addition to the assessment, provided however that in no case where the supply is by meter shall be less than 10,000 gallons per quarter be charged for unless by special agreement.

Gardens.

5. The Council may supply water for gardens (and for such purpose may permit a hose and stand-pipe to be used) without meter at the rate of ten shillings per annum for every 750 square feet superficial area or part thereof (unlimited area) in addition to the assessed annual rate of the premises to which such garden belongs or is attached.

Horses and cows.

6. Any person who maintains not more than two horses or cows, may be supplied with water without meter from the domestic service for the sum of ten shillings per annum for each animal in addition to the assessed annual rate of the premises upon which such animal is maintained or supplied with water.

Building charges, &c.

7. The Council may supply water for building purposes at the rate of one pound per cent. on the amount of the contract for stonework, brickwork, and plastering, or at the rate of five shillings per room, or by meter at one shilling and sixpence per 1,000 gallons, and the minimum charge by meter shall be ten shillings for each work. The Council may supply water for the making and mixing of concrete for foundations for wooden blocks, stone cubes, or other form of permanent roadway or pavement at the rate of thirty shillings per 1,000 square yards by superficial measurement of road surface and for all other concrete, brickwork, or masonry at the rate of threepence per cubic yard as measured on the work.

Council may require premises to take whole supply of water through meters.

8. If the Council shall in any case be of opinion that the owner or occupier of any premises is wasting or misusing or otherwise illegally dealing with water or that the whole supply of water to any premises should for any reason be by meter, they may give to the owner or occupier a notice directing him within a time to be therein mentioned to fix a meter to such premises and to receive the whole supply of water to such

premises through such meter, and after the expiration of such notice whether a meter has been fixed in accordance or not, the Council may cut off any supply of such premises which is otherwise than by meter.

Penalty for taking away water.

9. Any person supplied with water by the Council who shall take and carry away such water from his premises, or who shall permit or allow any person to take or carry away such water as aforesaid, or who shall sell the same to any other person shall be liable to a penalty not exceeding five pounds.

Penalty for fixing meters, pipes, &c., without license.

10. Before any person shall affix any service pipe, to any pipe or main of the Council, or disconnect, alter, or repair, or in any manner interfere with any meter or pipe of the Council, or any service pipe, cock, apparatus, or fitting connected with or leading to any pipe or main of the Council, he shall obtain from the Council a license in that behalf to execute such work. Any unlicensed person affixing, altering, repairing, or in any manner interfering with any such meter, service-pipe, cock, apparatus, or fitting as aforesaid, shall be liable to a penalty not exceeding ten pounds. Before any such license shall be granted by the Council upon the recommendation of the Council's Inspector, the person applying for the same shall satisfy the Council that he is a competent plumber by the production of a certificate from a competent and known master plumber.

Penalty for laying pipes of unauthorised strength.

11. Any person who shall lay any leaden or other pipe to communicate with a pipe of the Council of a strength and material not sanctioned by the Council, shall be liable for each such offence to a penalty not exceeding five pounds, and to a further penalty of two pounds for each day after notice of the offence from the Council.

Regulations to be incorporated with By-laws

12. All licensed plumbers shall receive with their license a copy of the rules and regulations made for their guidance in the performance or all works required to be done under these By-laws, and all such existing rules and regulations or subsequent alterations thereof when made and notified to such licensed plumbers, shall be considered to be equally binding as if the same formed part of these By-laws, and to be incorporated therewith.

Uncovering pipes, &c., without notice.

13. Any person whether licensed as aforesaid or not who shall open any ground so as to uncover any main or pipe of the Council without giving two days' notice to the Council of his intention so to do, or who shall in any way tamper with or alter any pipe of the Council without the permission of the Council in writing being first obtained, or who shall wilfully or carelessly break any lock, cock, valve, pipe, work, main, or engine, the property of the Council shall be liable for each such offence to a penalty not exceeding twenty pounds.

Council or licensed plumber only allowed tap mains, &c.

14. The Council only or a plumber duly licensed by the Council under the superintendence and according to the directions of the officer appointed by the Council for that purpose is empowered to tap the mains in the streets or elsewhere, and attach service pipes thereto, or extend the same generally as the case may be. Any person infringing this By-law shall be liable to a penalty not exceeding twenty pounds.

Fee for tapping main.

15. Every application for water must be accompanied by the payment of a fee of three shillings for the tapping of any main where such tapping is necessary.

Injuring public fountains.—Washing water, &c.

16. Any person who shall negligently injure any public fountain, pump, cock, or water pipe or any part thereof, shall pay the cost of repairing the same, and if the injury be wilfully done, shall also forfeit a sum not exceeding twenty pounds nor less than one pound; and any person who shall have in his possession any private key for the purpose of opening any cock; and any person who shall open or leave open any cock of any public fountain or pump, or stand pipe, so that the water may or shall run to waste, shall forfeit a sum not exceeding two pounds nor less than five shillings. And any person who shall wash any clothes, omnibus, carriage, cart, or other vehicle, or any horse at a public fountain or pump, shall forfeit and pay a sum not exceeding one pound nor less than five shillings.

Owners to lay down and maintain services.

17. The owner or occupier must at his own expense lay down and maintain all the pipes and apparatus from the main, and upon his premises. All pipes must be of galvanized

wrought iron where possible, and where lead pipes are used, they must be of equal thickness throughout and of at least the respective weights following, viz. :—

inch,	5 lbs. per yard.
$\frac{3}{4}$	6
$\frac{1}{2}$	9
1	12
$1\frac{1}{4}$	16
$1\frac{1}{2}$	20

Where wrought iron pipes are used they must be of the kind known as galvanized wrought iron, lap-welded steam tubes.

Defective fittings to be removed.

18. Any consumer's pipe, cock, cistern, or other fitting laid, fixed, or used otherwise than in accordance with these By-laws and with the provisions of the Act, or which shall in the opinion of the Council be or become of bad or defective quality or shall conduce to the waste, misuse or contamination of the water shall upon the Council giving notice in writing be discontinued and disused; and the Council may require the same to be removed, replaced, or repaired, and may stop the supply of water to the said consumer until such pipe, cock, cistern, or other fitting shall have been removed, replaced, or repaired to the satisfaction of the Council.

Quality of fittings for iron pipes.

19. No person shall use in connection with the water of the Council any iron pipe, tee, thimble, bend, reducing, coupling, plug, &c., unless it be of the best manufacture, true in section, straight, and of equal thickness properly and truly cut with Whitworth's standard gas thread, and perfectly sound and new and free from all defects. Every such tee, bend, tube, &c., shall be capable of withstanding a hydrostatic pressure equal to a column of water 400 feet in height.

Joints.

20. Every person shall make all joints between tees, bends, thimbles, coupling elbows, and cocks, &c. with white or red lead and flax. All joints or lead pipes and lead pipes with brass unions shall be of the kind known as white joints.

Depth of pipe.

21. No person shall lay any service pipe on private property below the ground service at a less depth than 10 inches.

Pipes through drains to be properly protected.

22. No person shall lay any pipe or other apparatus through any sewer, ash pit, cistern, or manure tank, or through, in or into any place where in the event of the pipe becoming unsound, the water of the Council conveyed through such pipe should be liable to be fouled, or to escape without observation unless such pipe or apparatus be laid through an exterior cast-iron pipe or box of sufficient length and strength to afford due protection to the same and to bring any leakage or waste within easy detection.

Approved fittings.

23. No person shall use any tap, stop-cock, bile-cock, valve, closet cistern, service-box, waste-not regulator, bath, tap or valve or other fitting in connection with a supply of water of the Council which is not of the best quality and approved by the Council or their officer.

Cocks.

24. No person shall use any stop, or bile-cock, which is not loose valve, screw-down high pressure cocks made of hard brass or gun metal, and in every respect of best quality and workmanship.

Cisterns.

25. No person shall use any cistern or tank that is not provided with an equilibrium ball-valve, and the overflow pipe laid and fixed in a suitable manner open to inspection and in a position approved by the Council.

Service not to communicate with rain water receptacles or underground tanks.

26. No person shall fix or use any service pipe which communicates with any cistern, tank, or vessel intended or used for the reception of rain-water, or made or used below the surface of the ground except with the express permission of the Council.

Water closets

27. No person shall construct or use any water-closet fitting not approved by the Inspector or supplied from the service pertaining to the tenement through a proper closet cistern or service box fitted with approved waste preventing apparatus. No person shall fix or use any service pipe which communicates directly or indirectly with the basin or trap or otherwise than with the cistern of a water-closet.

Baths.

28. The Council will not supply any water to any bath the outlet of which is not distinct from and incommunicated with the inlet or inlets; and the inlet or inlets shall be placed above the highest water level of the bath. The outlet of such bath shall be provided with a perfectly watertight plug-valve or cock. No such bath shall have any overflow waste-pipe that is not laid and fixed in a suitable manner open to inspection and in a position approved of by the Council. No bath shall exceed in dimension 6 feet 6 inches long by 2 feet 6 inches wide by 2 feet deep unless supplied by meter. The Council will not supply water to any bath unless the same shall be constructed as to prevent a waste of water.

Service connection.

29. Except by the permission of the Council every tenement shall have an independent service pipe connected with the main of the Council. And no person shall connect more than one tenement with the main of the Council from one service except by permission of the Council.

Urinals.

30. No person shall fix a service pipe so as to communicate directly with any urinal, and every urinal shall be supplied only through a cistern or service box fitted with waste-preventing apparatus approved by the Council.

Water for other than domestic purposes.

31. No person shall use water supplied by the Council for other than domestic purposes, except the supply is by meter, or except in the manner hereinbefore provided.

Meters to be capable of registering 1,000,000 gallons.

32. No person except with special consent of the Council, shall affix a meter the dial of which is not capable of registering (1,000,000) one million gallons.

Meters registering incorrectly.

33. If any meter shall not correctly indicate the water passing through it, the Council may charge for the supply according to the average daily consumption for any month preceeding the date upon which such meter shall have been examined and found to be in order; or at the request of the consumer or by direction of the Council, the said meter shall be tested, and the charges for water supplied regulated accordingly.

Meters not to be interfered with.

34. No person not duly authorised by the Council, shall disconnect any meter or other apparatus from the service-pipes or in any way interfere with the same.

Pipes, &c., to be kept in repair.

35. Any person using water supplied by the Council, shall keep all pipes and other appliances in connection with the supply of water to such person in a proper state of repair.

Inspection of works.

36. All work at any time done or to be done on private lands or premises in connection with the water supply whether such work consist in the laying and fixing of new services, or in the extension or alteration of existing services and fittings shall be inspected by the proper officer of the Council. And no such work shall be commenced until after the expiration of two days' notice thereof first given to the Council. In no case shall the water be turned on to any lands or premises where any such work shall have been executed until the said work shall have been inspected by the said officer and certified by him on the prescribed form. No underground or enclosed works shall on any account be covered up or concealed from view until the same shall have been duly inspected and passed by the Inspector. And any person offending against this By-law shall be liable to a penalty not exceeding five pounds.

Council may repair.

37. If the service pipes or other appliances of any such person shall on any inspection be found to be out of repair, the Council may forthwith without notice repair the same in such manner as may be deemed necessary, and the cost of any such repairs may be recovered by the Council from the owner or occupier.

38. The supply and use of water whether for domestic purposes or under special agreement, shall be open to inspection and admeasurement whenever required, and such information must from time to time be afforded as will be sufficient to enable the Council to obtain a satisfactory account of the quantity of water actually consumed and of the pipes, taps, cisterns, and other apparatus and conveniences for receiving and delivering such waters. Any officer of the Council may at all reasonable times in the daytime enter on the premises of any person using water supplied by the Council for the purpose of inspecting the service-pipes, or other appliances on such premises.

1891.

(SECOND SESSION.)

NEW SOUTH WALES.

PUBLIC WORKS ACT OF 1888.

(RESUMPTION OF LAND IN CONNECTION WITH THE SYDNEY WATER SUPPLY, PARISH OF CONCORD, COUNTY OF CUMBERLAND.)

Presented to Parliament, pursuant to Act 51 Vic. No. 37.

NOTIFICATION OF RESUMPTION OF LAND UNDER THE "PUBLIC WORKS ACT OF 1888."

NEW SOUTH WALES, } Proclamation by His Excellency The
to wit, } Right Honourable VICTOR ALBERT
GEORGE, EARL OF JERSEY, a Member
of Her Majesty's Most Honourable
(L.S.) } Privy Council, Knight Grand Cross
of the Most Distinguished Order of
JERSEY, } Governor and Commander-in-Chief of
Governor. } the Colony of New South Wales and
its Dependencies.

WHEREAS by an Act of the Parliament of the said Colony 53 Victoria No. 18, intituled the "Sydney Water Supply (Partial Duplication) Act of 1889," it is enacted that the public work more particularly described in the Schedule thereto should be carried out by the Secretary for Public Works or the Member of the Executive Council for the time being, charged with the duties of the said Minister, and such Minister or Member should for the purposes of that Act and the "Public Works Act of 1888" be deemed and taken to be the constructing authority authorised to enter into contracts and to exercise all powers, do all acts and things, and be responsible in respect of all obligations and liabilities which could be done or incurred by a constructing authority under or pursuant to that Act or the said Public Works Act, so far as might be necessary for the carrying out of the work thereby sanctioned; and whereas the lands described in the schedule hereto are required for the purpose of erecting thereon the public work authorised to be carried out under the said Act 53 Victoria No. 18, that is to say, the laying of a second pipe in connection with the Sydney Water Supply between Pott's Hill, in the parish of Liberty Plains, and Crown-street, in the City of Sydney: Now, therefore, I, VICTOR ALBERT GEORGE, EARL OF JERSEY, the Governor aforesaid, with the advice of the Executive Council, in pursuance of the provisions of the "Public Works Act of 1888," do hereby direct that the lands described in the Schedule hereto, which in my opinion are required for the said authorised work, shall be acquired and taken under the "Lands for Public Purposes Acquisition Act," and I do declare by this notification to be published in the Government Gazette and in one or more newspapers published or circulated in the Police District wherein the said lands are situated, that the said lands described in the said schedule hereto, so far as the same are Crown Lands, have been appropriated, and so far as the same are private properties have been resumed, for the public purpose hereinbefore expressed, that is to say for the purpose of laying a second pipe in connection with the Sydney Water Supply, to the intent that upon the publication of this notification in the Gazette, the lands described in the said schedule hereto shall forthwith be vested in the said Minister as the constructing authority on behalf of Her Majesty for the purposes of the said "Public Works Act of 1888," for an estate in fee simple in possession freed and discharged from all trusts, obligations, estates, interests, contracts,

charges, rates, rights-of-way, or other easements whatsoever, and to the intent that the legal estate therein together with all powers incident thereto or conferred by that Act shall be vested in such authority as a trustee, and I declare that the following is the schedule of lands hereinbefore referred to:—

SCHEDULE.

1st. All that piece or parcel of land situate in the parish of Concord, county of Cumberland, and Colony of New South Wales, being part of a grant of 570 acres to James Wilshire, and also comprised within certificate of title registered in the Land Titles Office, Sydney, volume 79, folio 194: Commencing on the west boundary of the Punch Bowl Road, at a point bearing north 89 degrees 24 minutes west and distant 164 feet 3 inches from the junction of the east boundary of that road with the southern boundary of Cervetto-street; and bounded thence on the south by other part of the said grant by a line bearing north 89 degrees 24 minutes west 139 feet 4 inches to the eastern boundary of the Liverpool Road; on the west by that boundary bearing north 5 degrees 34 minutes east 33 feet 2 inches; on the north by other part of the said grant bearing south 89 degrees 24 minutes east 136 feet 3 inches to the aforesaid west boundary of the Punch Bowl Road; and on the east by that boundary bearing south 33 feet to the point of commencement, be the said several dimensions a little more or less, containing 16½ perches or thereabouts and said to be in the possession and occupation of Mrs. Cross.

2nd. All that piece or parcel of land situate in the parish of Concord, county of Cumberland, and Colony of New South Wales, being part of allotment 15, section 2 of a subdivision of a grant of 860 acres to Simeon Lord, known as the Adelaide Park Estate: Commencing at the north-eastern corner of allotment 14, section 2 of the aforesaid subdivision; and bounded thence on the south by the northern boundary of the said allotment bearing north 89 degrees 12 minutes west 137 feet 11 inches to the eastern boundary of Cervetto-street now Julian-street; on the west by that boundary bearing north 50 minutes east 33 feet; on the north by other part of the aforesaid allotment 15, by a line bearing south 89 degrees 12 minutes east 137 feet 10 inches to the western boundary of Purves-street; on the east by that boundary bearing south 44 minutes west 33 feet to the point of commencement; be the said several dimensions a little more or less containing 16½ perches or thereabouts, and said to be in the possession and occupation of Hudson Brothers.

3rd. All that piece or parcel of land situate in the parish of Concord, county of Cumberland, and Colony of New South Wales, being part of allotment 4, section 3 of a subdivision of a grant of 800 acres to Simeon Lord, known as the Adelaide Park Estate: Commencing on the eastern boundary of Purves-street, at a point distant 18 feet 6 inches southerly from the north-western corner of the said allotment; and bounded thence on the west by the eastern boundary of Purves-street aforesaid, bearing south 44 minutes west 40 feet; on the south by other part of the said allotment by a line bearing south 89

degrees 35 minutes east 141 feet 7 inches to the western boundary of section 86 of the Brighton Estate; on the east by that boundary bearing north 48 minutes east 40 feet; and on the north by other part of the said allotment by a line bearing north 88 degrees 35 minutes west 141 feet 8 inches to the point of commencement. Be the said several dimensions a little more or less, containing 21 perches or thereabouts and said to be in the possession and occupation of Messrs. Batt, Rodd, & Purves.

4th. All that piece or parcel of land situate in the parish of Concord, county of Cumberland, and Colony of New South Wales, being part of section 86 of a subdivision of a grant of 800 acres to Simeon Lord, known as the Brighton Estate: Commencing on the eastern boundary of allotment 4, section 3 of the Adelaide Park Estate, at a point distant 20 feet 2 inches southerly from the north-eastern corner of the said allotment 4; and bounded thence on the north by other part of section 86 aforesaid, by a line bearing south 88 degrees 35 minutes east 333 feet 2 inches to the western boundary of section 85 of the said Brighton Estate; on the east by that boundary bearing south 37 minutes west 40 feet; on the south by other part of the said section 86, by a line bearing north 88 degrees 35 minutes west 333 feet 4 inches to the aforesaid eastern boundary of allotment 4; and on the west by that boundary bearing north 48 minutes east 40 feet to the point of commencement. Be the said several dimensions a little more or less, containing 1 rood 9 perches or thereabouts, and said to be in the possession and occupation of Messrs. Rapp Brothers.

5th. All that piece or parcel of land situate in the parish of Concord, county of Cumberland, and Colony of New South Wales, being allotment 39 of a subdivision of a grant of 800 acres to Simeon Lord, known as the Meads Estate: Commencing on the eastern boundary of Waratah-street, at the south-western corner of allotment 38; and bounded thence on the north by the southern boundary of the said allotment 38 bearing south 89 degrees 11 minutes east 140 feet 9 inches to its south-eastern corner; thence on the east by the western boundary of section 2 of the Badminton Estate, bearing south 32 minutes west 40 feet; on the south by the northern boundary of allotment 40 of the Meads Estate aforesaid bearing north 89 degrees 11 minutes west 140 feet 11 inches to the aforesaid eastern boundary of Waratah-street; and on the west by that boundary bearing north 45 minutes east 40 feet to the point of commencement, be the said several dimensions a little more or less, containing 20½ perches or thereabouts, and said to be in the possession and occupation of W. Harrison.

6th. All that piece or parcel of land situate in the parish of Concord, county of Cumberland, and Colony of New South Wales, being part of section 2 of a subdivision of a grant of 800 acres to Simeon Lord, known as the Badminton Estate, comprised in certificates of title registered in the Land Titles Office, Sydney, volume 236, folios 114 and 115: Commencing at the north-eastern corner of allotment 38 of the Meads Estate; and bounded thence on the north-west by the south-eastern boundary of the Austinleigh Estate, bearing north 71 degrees 48 minutes east 97 feet 4 inches to the south-eastern corner of that estate; thence again on the north-west by other part of the said Badminton Estate, bearing north 71 degrees 57 minutes east 274 feet 6 inches to the north-western corner of Gordon-street; on the north-east by the south-western boundary of that street bearing south 17 degrees 55 minutes east 50 feet; thence on the south-east by other part of the Badminton Estate aforesaid, by a line bearing south 63 degrees 4 minutes 30 seconds west 415 feet to the north-eastern corner of allotment 40 of the Meads Estate aforesaid; and thence on the west by the eastern boundaries of allotments 39 and 38 of that estate bearing north 32 minutes east 120 feet, to the point of commencement, be the said several dimensions a little more or less, containing 2 roods 3¼ perches or thereabouts, and said to be in the possession and occupation of P. O. Williams.

7th. All that piece or parcel of land situate in the parish of Concord, county of Cumberland, and Colony of New South Wales, being part of section 2 of a subdivision of a grant of 800 acres to Simeon Lord, known as the Badminton Estate, comprised in certificate of title registered volume 857, folio 186: Commencing at the junction of the eastern boundary of the Badminton Road with the southern boundary of Gordon-street; and bounded thence on the north-west by other part of the said Badminton Estate bearing north 71 degrees 36 minutes east 257 feet to the western boundary of section 67 of the Brighton Estate; thence on the east by that boundary bearing south 49 minutes west 165 feet 9 inches; thence on the south by other part of the Badminton Estate aforesaid, by a line bearing north 85 degrees 43 minutes west 409 feet 10 inches to the aforesaid southern boundary of Gordon-street; and thence again on the north-west by that boundary bearing north 72 degrees 5 minutes east 175 feet 9 inches, to the point of commencement, be the said several dimensions a little more or less, containing 3 roods 4 perches or thereabouts, and said to be in the possession and occupation of P. O. Williams.

8th. All that piece or parcel of land situate in the parish of Concord, county of Cumberland, and Colony of New South Wales, being part of section 67 of a subdivision of a grant of 800

acres to Simeon Lord, known as the Brighton Estate: Commencing on the western boundary of the said section 67, at a point distant 157 feet 11 inches southerly from its north-western corner; and bounded thence on the north by other part of the said section, by a line bearing north 83 degrees 43 minutes east 335 feet 6 inches to the western boundary of section 69 of the said estate; on the east by that boundary bearing south 1 degree 15 minutes west 66 feet 7 inches; on the south by other part of section 67 aforesaid, by a line bearing south 83 degrees 43 minutes west 335 feet to the eastern boundary of section 2 of the Badminton Estate; and on the west by that boundary bearing north 49 minutes east 66 feet 6 inches to the point of commencement, be the said several dimensions a little more or less, containing 2 roods 1¼ perches or thereabouts, and said to be in the possession and occupation of Mrs. B. Austin.

9th. All that piece or parcel of land situate in the parish of Concord, county of Cumberland, and Colony of New South Wales, being part of section 69 of a subdivision of a grant of 800 acres to Simeon Lord, known as the Brighton Estate: Commencing on the southern boundary of Arthur-street, at a point bearing south 83 degrees 43 minutes west and distant 184 feet 6 inches from its junction with the western boundary of Croydon Avenue; and bounded thence on the south by other part of section 69 aforesaid, by a line bearing south 83 degrees 43 minutes west 341 feet 4 inches to the eastern boundary of section 67; on the west by that boundary bearing north 1 degree 15 minutes east 66 feet 7 inches; on the north by other part of section 69 aforesaid; by a line bearing north 83 degrees 43 minutes east 340 feet 7 inches to the eastern boundary of section 69 aforesaid; and on the east by that boundary bearing south 34 minutes west 66 feet 6 inches to the point of commencement, be the said several dimensions a little more or less, containing 2 roods 2½ perches or thereabouts, and said to be in the possession and occupation of Dr. A. G. Hanson.

10th. All that piece or parcel of land situate in the parish of Concord, county of Cumberland, and Colony of New South Wales, being part of allotment 38 of a subdivision of a grant of 90 acres to Nicholas Devine, known as the Macdonald Estate. Commencing at the intersection of the eastern boundary of Toogood-street with the southern boundary of the Erskineville Estate; and bounded thence on the east by the western boundary of allotment 21 of the said Macdonald Estate, bearing south 2 degrees 36 minutes west 49 feet 6 inches to the north-eastern corner of Campbell-street; on the south by the northern boundary of that street bearing north 83 degrees 56 minutes west 33 feet to the north-western corner of Campbell-street aforesaid; on the west by the prolongation of the western boundary of that street being a line bearing north 2 degrees 36 minutes east 51 feet 4 inches to the southern boundary of Toogood-street; and on the north by that boundary bearing south 80 degrees 44 minutes east 33 feet 2 inches, to the point of commencement, be the said several dimensions a little more or less, containing 6 perches or thereabouts, and said to be in the possession and occupation of F. J. Croker.

11th. All that piece or parcel of land situate in the parish of Concord, county of Cumberland, and Colony of New South Wales, being part of allotments 19, 20, and 21 of a subdivision of a grant of 90 acres to Nicholas Devine, known as the Macdonald Estate. Commencing at the intersection of the north-eastern boundary of Toogood-street with the southern boundary of the Erskineville Estate; and bounded thence on the north by part of the southern boundary of the Erskineville Estate aforesaid, and the southern boundaries of Prospect and Pleasant Streets, being a line bearing south 80 degrees 44 minutes east 363 feet; thence again on the north by part of the southern boundary of the Erskineville Estate, and part of the southern boundary of Cambrian-street, being a line bearing north 87 degrees 14 minutes east 69 feet 7 inches; thence on the east by part of the western boundary of Cambrian-street aforesaid, bearing south 3 degrees 44 minutes west 19 feet 8 inches to the junction of the southern boundary of that street with the western boundary of allotment 18 of the Macdonald Estate aforesaid; thence on the south by other part of allotments 19, 20, and 21 aforesaid, by lines bearing south 87 degrees 14 minutes west 71 feet 5 inches, and north 80 degrees 44 minutes west 361 feet to the eastern boundary of allotment 38 of the Macdonald Estate aforesaid; and on the west by that boundary bearing north 2 degrees 36 minutes east 20 feet to the point of commencement, be the said several dimensions a little more or less, containing 31½ perches or thereabouts, and said to be in the possession and occupation of the Trustees of the children of John Byen.

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 twentieth day of August, in the year of our Lord one thousand eight hundred and ninety-one, and in the fifty-fifth year of Her Majesty's Reign.

By His Excellency's Command,

BRUCE SMITH.

GOD SAVE THE QUEEN!

1891-2.

NEW SOUTH WALES.

PUBLIC WORKS ACT OF 1888.

(RESUMPTION OF LAND FOR AND IN CONNECTION WITH THE SYDNEY WATER SUPPLY, PARISH OF CONCORD, COUNTY OF CUMBERLAND.)

Presented to Parliament, pursuant to Act 51 Vic. No. 37.

NOTIFICATION OF RESUMPTION OF LAND UNDER THE "PUBLIC WORKS ACT OF 1888."

NEW SOUTH WALES, } Proclamation by His Excellency The
to wit. } Right Honourable VICTOR ALBERT
GEORGE, EARL OF JERSEY, a Member
(L.S.) } of Her Majesty's Most Honourable
Privy Council, Knight Grand Cross
of the Most Distinguished Order of
Saint Michael and Saint George,
JERSEY, } Governor and Commander-in-Chief
Governor. } of the Colony of New South Wales and
its Dependencies.

WHEREAS by an Act of the Parliament of the said Colony, 53 Victoria No. 18, intitled the "Sydney Water Supply (Partial Duplication) Act of 1883," it is enacted that the public work more particularly described in the Schedule thereto should be carried out by the Secretary for Public Works or the Member of the Executive Council for the time being charged with the duties of the said Minister, and such Minister or Member should, for the purposes of that Act and the "Public Works Act of 1888," be deemed and taken to be the Constructing Authority, authorised to enter into contracts, and to exercise all powers, do all acts and things, and be responsible in respect of all obligations and liabilities which could be done or incurred by a Constructing Authority under or pursuant to that Act or the said Public Works Act, so far as might be necessary for the carrying out of the work thereby sanctioned: And whereas the land described in the Schedule hereto is required for the purpose of erecting thereon the public work authorised to be carried out under the said Act 53 Victoria No. 18, that is to say, the laying of a second pipe in connection with the Sydney Water Supply between Pott's Hill, in the parish of Liberty Plains, and Crown-street, in the City of Sydney: Now, therefore, I, VICTOR ALBERT GEORGE, EARL OF JERSEY, the Governor aforesaid, with the advice of the Executive Council, in pursuance of the provisions of the "Public Works Act of 1888," do hereby direct that the land described in the Schedule hereto, which in my opinion is required for the said authorised work, shall be acquired and taken under the "Lands for Public Purposes Acquisition Act," as adopted by the "Public Works Act of 1888": And I do declare by this notification to be published in the Government Gazette, and in one or more newspapers published or circulated in the Police District wherein the said land is situated, that the said land described in the said Schedule hereto, so far as the same is Crown Land, has

been appropriated, and so far as the same is private property has been resumed, for the public purpose hereinbefore expressed, that is to say, for the purpose of laying a second pipe in connection with the Sydney Water Supply, to the intent that upon the publication of this notification in the Gazette, the land described in the said Schedule hereto shall forthwith be vested in the said Minister as the Constructing Authority on behalf of Her Majesty, for the purposes of the said "Public Works Act of 1888," for an estate in fee simple in possession, freed and discharged from all trusts, obligations, estates, interests, contracts, charges, rates, rights-of-way, or other encumbrances whatsoever; and to the intent that the legal estate therein, together with all powers incident thereto or conferred by that Act, shall be vested in such Authority as a Trustee; and I declare that the following is the Schedule of land hereinbefore referred to:—

SCHEDULE.

All that piece or parcel of land situate in the parish of Concord, county of Cumberland, and Colony of New South Wales, being part of section 85 of a subdivision of a grant of 800 acres to Simcon Lord, known as the Brighton Estate: Commencing on the west boundary of Baker-street, at a point bearing north 88 degrees 25 minutes west and distant 40 feet from the intersection of the eastern boundary of Baker-street aforesaid with the northern boundary of Ann-street; and bounded thence on the north by other part of the said section 85 bearing north 88 degrees 25 minutes west 840 feet to the eastern boundary of section 86 of the said estate; thence on the west by a line bearing south 37 minutes west 31 feet 3 inches; thence on the south by a line bearing south 89 degrees 32 minutes east 840 feet 2 inches; and thence on the east by a line bearing north 46 minutes east 15 feet to the point of commencement,—be the said several dimensions a little more or less, containing 1 rood 31½ perches or thereabouts, and said to be in the possession and occupation of Luigi Cervetto.

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 twelfth day of December, in the year of our Lord one thousand eight hundred and ninety-one, and in the fifty-fifth year of Her Majesty's Reign.

By His Excellency's Command,

WILLIAM JOHN LYNE.

GOD SAVE THE QUEEN!

1891-2.

NEW SOUTH WALES.

PUBLIC WORKS ACT OF 1888.

(RESUMPTION OF LAND FOR AND IN CONNECTION WITH THE SYDNEY WATER SUPPLY, PARISH OF CONCORD, COUNTY OF CUMBERLAND.)

Presented to Parliament, pursuant to Act 51 Vic. No. 37.

NOTIFICATION OF RESUMPTION OF LAND UNDER THE "PUBLIC WORKS ACT OF 1888."

NEW SOUTH WALES, } Proclamation by His Excellency The
to wit. } Right Honourable VICTOR ALBERT
GEORGE, EARL OF JERSEY, a Member
of Her Majesty's Most Honourable
(L.S.) Privy Council, Knight Grand Cross
of the Most Distinguished Order of
Saint Michael and Saint George.
JERSEY, Governor and Commander-in-Chief
Governor. of the Colony of New South Wales and
its Dependencies.

WHEREAS by an Act of the Parliament of the said Colony, 53 Victoria No. 18, intitled the "Sydney Water Supply (Partial Duplication) Act of 1889," it is enacted that the Public Work more particularly described in the Schedule thereto should be carried out by the Secretary for Public Works or the Member of the Executive Council for the time being charged with the duties of the said Minister, and such Minister or Member should, for the purposes of that Act and the "Public Works Act of 1888," be deemed and taken to be the Constructing Authority authorised to enter into contracts, and to exercise all powers, do all acts and things, and be responsible in respect of all obligations and liabilities which could be done or incurred by a Constructing Authority under or pursuant to that Act or the said Public Works Act, so far as might be necessary for the carrying out of the work thereby sanctioned: And whereas the land described in the Schedule hereto is required for the purpose of erecting thereon the Public Work authorised to be carried out under the said Act 53 Victoria No. 18, that is to say, the laying of a second pipe in connection with the Sydney Water Supply, between Pott's Hill, in the parish of Liberty Plains, and Crown-street, in the City of Sydney: Now, therefore, I, VICTOR ALBERT GEORGE, EARL OF JERSEY, the Governor aforesaid, with the advice of the Executive Council, in pursuance of the provisions of the "Public Works Act of 1888," do hereby direct that the land described in the Schedule hereto, which in my opinion is required for the said authorised work, shall be acquired by taking the same under the "Lands for Public Purposes Acquisition Act" as adopted by the "Public Works Act of 1888": And I do declare by this notification, to be published in the Government Gazette and in one or more newspapers published or circulated in the Police District wherein the said land is situated, that the said land described in the said Schedule hereto, so far as the same is Crown Land, has been appropriated, and so far as the same is private property has been resumed, for the public purpose hereinbefore expressed, that is to say, for the purpose of laying a second pipe in

connection with the Sydney Water Supply, to the intent that upon the publication of this notification in the Gazette, the land described in the said Schedule hereto shall forthwith be vested in the said Minister as the Constructing Authority on behalf of Her Majesty, for the purposes of the said "Public Works Act of 1888," for an estate in fee simple in possession, freed and discharged from all trusts, obligations, estates, interests, contracts, charges, rates, rights-of-way, or other easements whatsoever; and to the intent that the legal estate therein, together with all powers incident thereto or conferred by that Act, shall be vested in such Authority as a Trustee; and I declare that the following is the Schedule of land hereinbefore referred to:—

SCHEDULE.

All that piece or parcel of land situate in the parish of Concord, county of Cumberland, and Colony of New South Wales, being part of a grant of 2 $\frac{3}{8}$ acres to Joseph Newton, comprised in certificate of title, registered in the Land Titles Office, Sydney, volume 271, folio 159, and shown on application plan 3,724, as a lane 50 links wide dividing two parcels of land in the possession of J. F. Josephson of 7 acres 1 rood 33 perches and 221 acres respectively: Commencing on the eastern boundary of the said grant at a point bearing northerly and distant 15 chains 30 links from its intersection with the north-eastern boundary of the Liverpool Road, which point is also the north-east corner of the 7 acres 1 rood 33 perches parcel; and bounded thence on the south by the northern boundary of the said parcel bearing westerly 7 chains to the eastern boundary of a road 1 chain wide; thence on the west by part of that boundary bearing northerly 50 links to the most south-western corner of the 221-acre parcel aforesaid; thence on the north by the most southern boundary of the said parcel bearing easterly 7 chains to the eastern boundary of the aforesaid grant; and thence on the east by part of that boundary bearing southerly 50 links, to the point of commencement, be the said several dimensions a little more or less, containing 1 rood 16 perches, and said to be in the possession and occupation of Joshua F. Josephson.

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 nineteenth day of February, in the year of our Lord one thousand eight hundred and ninety-two, and in the fifty-fifth year of Her Majesty's Reign.

By His Excellency's Command,

WILLIAM JOHN LYNE.

GOD SAVE THE QUEEN!

1891-2.

NEW SOUTH WALES.

PUBLIC WORKS ACT OF 1888.

(RESUMPTION OF LAND FOR AND IN CONNECTION WITH THE SUPPLY OF WATER TO THE TOWN OF COOTAMUNDRA, PARISH OF COOTAMUNDRA, COUNTY OF HARDEN.)

Presented to Parliament, pursuant to Act 51 Vic. No. 37.

NOTIFICATION OF RESUMPTION OF LAND UNDER THE "PUBLIC WORKS ACT OF 1888," 51 VICTORIA No. 37.

NEW SOUTH WALES, } Proclamation by His Excellency The
 to wit. } Right Honourable VICTOR ALBERT
 GEORGE, EARL OF JERSEY, 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.

WHEREAS I, VICTOR ALBERT GEORGE, EARL OF JERSEY, the Governor aforesaid, with the advice of the Executive Council, have directed that a certain public work, that is to say, the construction of a Service Reservoir in connection with the supply of water to the Town of Cootamundra, in the said Colony, for which public funds are lawfully available, the estimated cost of which does not exceed twenty thousand pounds, shall be carried out under the provisions of the "Public Works Act of 1888," as an authorised work by the Minister for Public Works as Constructing Authority, and that the land described in the Schedule hereto, which is in my opinion required for carrying out the said work, shall be acquired by taking the same under the "Lands for Public Purposes Acquisition Act," as adopted by the "Public Works Act of 1888": Now, therefore, I, the said Governor, with the advice aforesaid, in pursuance of the "Public Works Act of 1888," do declare by this notification, to be published in the Government Gazette and in one or more newspapers published or circulated in the Police District wherein the said land is situated, that the Crown Land comprised within the description set forth in the Schedule hereto has been appropriated, and the private property within such description has been resumed, for the public purpose aforesaid, to the intent that upon the publication of this notification in the Gazette, the said land described in the said Schedule hereto shall forthwith be vested in the said Constructing Authority as a corporation sole on behalf of Her Majesty, for the purposes of the said "Public Works Act of

1888," for an estate in fee simple in possession, freed and discharged from all trusts, obligations, estates, interests, contracts, charges, rates, rights-of-way, or other easements whatsoever; and to the further intent that the legal estate therein, together with all powers incident thereto or conferred by the said last-mentioned Act, shall be vested in such Constructing Authority as a Trustee: And I declare that the following is the Schedule of land hereinbefore referred to—

SCHEDULE.

All that piece or parcel of land situate in the parish of Cootamundra, county of Harden, and Colony of New South Wales, being part of a grant of 167 acres, portions 1 and 2, registered volume 20, folio 192: Commencing on the western boundary of Poole-street 1 chain 50 links wide, at a point bearing south 24 degrees 21 minutes 33 seconds west, and distant 12 chains 21 links from the north-east corner of portion 2 aforesaid; and bounded thence on the north by a line bearing north 80 degrees west 4 chains 54 $\frac{3}{4}$ links; thence on the west by a line bearing south 10 degrees west 2 chains 27 $\frac{3}{4}$ links; thence on the south by a line bearing south 80 degrees east 4 chains 54 $\frac{3}{4}$ links to the western boundary of Poole-street aforesaid; and thence on the east by that boundary bearing north 10 degrees east 2 chains 27 $\frac{3}{4}$ links to the point of commencement, be the said several dimensions a little more or less,—containing 1 acre 5 $\frac{2}{3}$ perches or thereabouts, and said to be in the possession and occupation of J. B. Hurley.

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 fourteenth day of December, in the year of our Lord one thousand eight hundred and ninety-one, and in the fifty-fifth year of Her Majesty's Reign.

By His Excellency's Command,

WILLIAM JOHN LYNE.

[9160]

GOD SAVE THE QUEEN!

1891-2.

NEW SOUTH WALES.

PUBLIC WORKS ACT OF 1888.

(RESUMPTION OF LAND FOR AND IN CONNECTION WITH THE SUPPLY OF WATER TO THE VILLAGE OF MANLY, PARISH OF MANLY COVE, COUNTY OF CUMBERLAND.)

Presented to Parliament, pursuant to Act 51 Vic. No. 37.

NOTIFICATION OF RESUMPTION OF LAND UNDER THE "PUBLIC WORKS ACT OF 1888," 51 VICTORIA No. 37.

NEW SOUTH WALES, } Proclamation by His Excellency The
to wit. } Right Honourable VICTOR ALBERT
GEORGE, EARL OF JERSEY, a Member
of Her Majesty's Most Honourable
(L.S.) } Privy Council, Knight Grand Cross
of the Most Distinguished Order of
JERSEY, } Saint Michael and Saint George,
Governor. } Governor and Commander-in-Chief of
the Colony of New South Wales and
its Dependencies.

WHEREAS I, VICTOR ALBERT GEORGE, EARL OF JERSEY, the Governor aforesaid, with the advice of the Executive Council, have directed that a certain public work, that is to say, the supply of water to the village of Manly, in the said Colony, for which public funds are lawfully available, the estimated cost of which does not exceed twenty thousand pounds, shall be carried out under the provisions of the "Public Works Act of 1888," as an authorised work by the Minister for Public Works as Constructing Authority; and that the Lands described in the Schedule hereto, which are in my opinion required for carrying out the said work, shall be acquired by taking the same under the Lands for Public Purposes Acquisition Act, as adopted by the Public Works Act of 1888: Now therefore, I, the said Governor, with the advice aforesaid, in pursuance of the "Public Works Act of 1888," do declare by this notification, to be published in the Government Gazette and in one or more newspapers published or circulated in the Police District wherein the said lands are situated, that the Crown Land comprised within the descriptions set forth in the Schedule hereto has been appropriated, and the private property within such descriptions has been resumed for the public purpose aforesaid, to the intent that upon the publication of this notification in the Gazette the said lands described in the said Schedule hereto shall forthwith be vested in the said Constructing Authority as a corporation sole on behalf of Her Majesty for the purposes of the said Public Works Act of 1888 for an estate in fee simple in possession, freed and discharged from all trusts, obligations, estates, interests, contracts, charges, rates, rights-of-way, or other encumbrances whatsoever; and to the further intent that the legal estate therein, together with all powers incident thereto, or conferred by the

said last-mentioned Act, shall be vested in such Constructing Authority as a trustee; and I declare that the following is the Schedule of the lands hereinbefore referred to:—

SCHEDULE.

1st. All that piece or parcel of land situated in the parish of Manly Cove, county of Cumberland, being James H. French's 41 acres 0 roods 12 perches, numbered 58 on parish map: Commencing on the south side of a road 1 chain wide dividing the said land from S. H. and James Pearce's 200 acres, at a point south from the south-east corner of that 200 acres; and bounded on the north by the south side of that road bearing west 15 chains 80 links; on the west by a line bearing south 26 chains; on the south by a line bearing east 15 chains 50 links; and on the east by a line bearing north 26 chains, to the point of commencement,—being the land sold as lot 7, in pursuance of the proclamation of the 23rd June, 1856, containing 41 acres 0 roods 12 perches or thereabouts, and said to be in the possession and occupation of the original grantee, James Harris French.

2nd. All that piece or parcel of land situated in the parish of Manly Cove, county of Cumberland, being William George Ainsworth's 12 acres 2 roods 22 perches, portion numbered 1,192 on parish map: Commencing on a road 1 chain wide, at the north-west corner of a measured portion of 12 acres 2 roods 22 perches; and bounded thence on the south by the north boundary line of that land bearing east 15 chains 80 links; on the east by a line bearing north 8 chains; on the north by a line dividing it partly from the appropriation for general cemetery bearing west 15 chains 80 links to the road aforesaid; and on the west by that road separating it from part of J. H. French's 41 acres 0 roods 12 perches bearing south 8 chains to the point of commencement,—being the land sold as lot 21, in pursuance of the proclamation of the 19th July, 1858, containing 12 acres 2 roods 22 perches or thereabouts, and said to be in the possession and occupation of the original grantee, William George Ainsworth.

3rd. All that piece or parcel of land situate in the parish of Manly Cove, county of Cumberland, being William Redman's 12 acres 2 roods 22 perches, portion numbered 1,193 on parish map: Commencing at a point bearing east and distant 1 chain from the south-east corner of J. H. French's portion 54 of 41 acres 0 roods 12 perches; and bounded thence on the south by a road 1 chain wide separating it from a measured portion of 10 acres bearing east 15 chains 80 links; on the east by a line bearing north 8 chains; on the north by the south boundary line of a measured portion of 12 acres 2 roods 22 perches bearing west 15 chains 80 links to a road 1 chain wide; and on the west by that road separating it from part of J. H. French's 41 acres 0 roods 12 perches aforesaid bearing south 8 chains, to

the point of commencement,—being the land sold as lot 22, in pursuance of the proclamation of the 19th July, 1858, containing 12 acres 2 roods 22 perches or thereabouts, and said to be in the possession and occupation of the original grantee, William Redman.

4th. All that piece or parcel of land situated in the parish of Manly Cove, county of Cumberland, being John C. Rutter's 10 acres, portion numbered 68 on parish map, and embraced in certificate of title, reg. vol. 316, folio 37: Commencing at the north-western corner of James Jones' 9 acres; and bounded thence on the west by a road 1 chain wide from Rodborough to Middle Harbour bearing north 6 chains 33 links; on the north by a road 1 chain wide bearing east 16 chains 80 links; on the east by a line bearing south 6 chains 33 links; and on the south by the northern boundary of James Jones' 9 acres aforesaid bearing west 15 chains 80 links, to the point of commencement,—being the land originally sold as lot 44, containing 10 acres or thereabouts, and said to be in the possession and occupation of John Champley Rutter.

5th. All that piece or parcel of land situated in the parish of Manly Cove, county of Cumberland, being James Jones' 9 acres, portion numbered 70 on parish map: Commencing on a road 1 chain wide, at the south-east corner of a measured portion of 10 acres; and bounded on the north by the southern boundary of that land, being a line bearing west 15 chains 80 links to a road 1 chain wide from Rodborough to Middle Harbour; on the west by that road dividing it from part of a measured portion of 5 acres bearing south 5 chains 75 links; on the south by a road 1 chain wide dividing it from a measured portion of 10 acres bearing east 15 chains 80 links; and on the east by the first-mentioned road bearing north 5 chains 75 links to the south-east corner of the 10 acres first mentioned,—being the land sold as lot 24, in pursuance of the proclamation of the 31st August, 1857, containing 9 acres or thereabouts, and said to be in the possession and occupation of the original grantee, James Jones.

6th. All that piece or parcel of land situated in the parish of Manly Cove, county of Cumberland, being Henry Lane's 10 acres, portion numbered 71 on parish map: Commencing at the north-east corner, being a point bearing south and distant 1 chain from the south-east corner of a measured portion of 9 acres; and bounded on the north by a road 1 chain wide, dividing it from that land bearing west 15 chains 80 links; on the south-west by a road from Rodborough to Middle Harbour, 1 chain wide south-easterly 8 chains 84 links to the north-west corner of a measured portion of 10 acres; on the south by the northern boundary of that land, being a line bearing east 11 chains 10 links; and on the east by a road 1 chain wide bearing north 7 chains 50 links, to the point of commencement,—being the land sold as lot 25, in pursuance of the proclamation of the 31st August, 1857, containing 10 acres or thereabouts, and said to be in the possession and occupation of the original grantee, Henry Lane.

7th. All that piece or parcel of land situated in the parish of Manly Cove, county of Cumberland, being John C. Rutter's 10 acres, portion numbered 72 on parish map, and embraced in certificate of title reg. vol. 316, folio 42: Commencing on the north-eastern side of the road from Rodborough to Middle Harbour, at the south-western corner of Henry Lane's 10 acres; and bounded thence on the south-west by that road bearing south-easterly in a direct line about 21 chains; on the east by a road 1 chain wide and a line in all bearing north 16 chains 50 links; and on the north by the southern boundary of Henry Lane's 10 acres aforesaid bearing west 11 chains 10 links, to the point of commencement,—being the land originally sold as lot 45, containing 10 acres or thereabouts, and said to be in the possession and occupation of the original grantee, John Champley Rutter.

8th. All that piece or parcel of land situated in the parish of Manly Cove, county of Cumberland, being John C. Rutter's 10 acres, portion numbered 74 on parish map, and embraced in certificate of title reg. vol. 316, folio 41: Commencing at a point bearing south 41 degrees 30 minutes east and distant 1 chain 35 links from the south-eastern corner of a portion of 10 acres of J. C. Rutter's; and bounded thence on the west by a road 1 chain wide bearing north 6 chains 76 links; on the north by a line bearing east 14 chains 80 links; on the east by a line bearing south 6 chains 76 links; and on the south by a line bearing west 14 chains 80 links, to the point of commencement,—being the land originally sold as lot 46, containing 10 acres or thereabouts, and said to be in the possession and occupation of the original grantee, John Champley Rutter.

9th. All that piece or parcel of land situated in the parish of Manly Cove, county of Cumberland, being John C. Rutter's 14 acres 2 roods, portion numbered 76 on parish map, and embraced in certificate of title reg. vol. 316, folio 40: Commencing on the north-eastern side of the road from Rodborough to Middle Harbour, at the north-western corner of a portion of 10 acres of J. C. Rutter's; and bounded thence on the south-west by that road bearing north-westerly in a direct line about 16 chains and 25 links; on the north by a line bearing east 16 chains; on the east by a line bearing south 12 chains 9

links; and on the south by part of the northern boundary of the aforesaid 10 acres bearing west 5 chains 58 links, to the point of commencement,—being the land originally sold as lot 47, containing 14 acres 2 roods or thereabouts, and said to be in the possession and occupation of the original grantee, John Champley Rutter.

10th. All that piece or parcel of land situated in the parish of Manly Cove, county of Cumberland, being John C. Rutter's 10 acres, portion numbered 77 on parish map, and embraced in certificate of title reg. vol. 316, folio 39: Commencing at the south-western corner of J. C. Rutter's 14 acres 2 roods; and bounded thence on the south-west by the north-eastern side of the road from Rodborough to Middle Harbour bearing south-easterly in a direct line about 8 chains 50 links; on the south by the northern boundary of J. C. Rutter's southernmost 10 acres bearing east 11 chains; on the east by a line bearing north 8 chains; and on the north by a line and the southern boundary of the aforesaid 14 acres 2 roods, in all bearing west 14 chains 35 links, to the point of commencement,—being the land originally sold as lot 48, containing 10 acres or thereabouts, and said to be in the possession and occupation of the original grantee, John Champley Rutter.

11th. All that piece or parcel of land situated in the parish of Manly Cove, county of Cumberland, being John C. Rutter's 10 acres, portion numbered 78 on parish map, and embraced in certificate of title reg. vol. 316 folio 38: Commencing at a point distant 1 chain east from the south-eastern corner of J. W. Bligh's 12 acres 3 roods; and bounded thence on the west by the road from Rodborough to Middle Harbour bearing northerly in a direct line about 10 chains; on the north by the southern boundary of a portion of 10 acres of J. C. Rutter's bearing east 11 chains; on the east by a line bearing south 10 chains; and on the south by a road 1 chain wide bearing west 10 chains 50 links to the point of commencement,—being the land originally sold as lot 49, containing 10 acres or thereabouts, and said to be in the possession and occupation of the original grantee, John Champley Rutter.

12th. All that piece or parcel of land situated in the parish of Manly Cove, county of Cumberland, being part of James Wm. Bligh's 30 acres 1 rood, portion numbered 62 on parish map: Commencing at a point on the northern boundary bearing easterly, and distant 4 chains from the north-west corner of the said James Wm. Bligh's 30 acres 1 rood; and bounded thence on the north by part of the southern boundary of a road 1 chain wide, and part of the southern boundary of water reserve 2,282, bearing easterly 19 chains 32 links; thence on the east by the western boundary of a road bearing southerly 10 chains; and thence on the south-west by other part of the said J. W. Bligh's portion 62, bearing north-westerly 21 chains 50 links, to the point of commencement, be the said several dimensions a little more or less,—being part of the land proclaimed as lot 4 on the 17th of February, 1857, containing 9 acres 2 roods 25 perches or thereabouts, and said to be in the possession and occupation of the original grantee, James William Bligh.

13th. All that piece or parcel of land situated in the parish of Manly Cove, county of Cumberland, being part of Andrew Mercer's 40 acres, portion numbered 1,146 on parish map: Commencing at the intersection of the eastern boundary of a road 2 chains wide (separating the said portion 1,146 from portion 63 and part of portion 62) with part of the southern boundary of water reserve 2,282; and bounded thence on the north by part of the southern boundary of the said reserve bearing easterly 20 chains; thence on the east by part of the western boundary of a road 1 chain wide bearing southerly 7 chains 50 links; thence on the south by other part of Andrew Mercer's portion 1,146 bearing westerly 20 chains to the eastern boundary of the road aforesaid 2 chains wide; and thence on the west by part of the eastern boundary of that road bearing northerly 7 chains, to the point of commencement, be the said several dimensions a little more or less,—being part of the land sold as lot 3, in pursuance of the proclamation of the 23rd November, 1857, containing 14 acres 2 roods or thereabouts, and said to be in the possession and occupation of the original grantee, Andrew Mercer.

14th. All that piece or parcel of land situated in the parish of Manly Cove, county of Cumberland, being part of William T. Cape's 20 acres 2 roods, portion numbered 1,196 on parish map: Commencing at the intersection of the eastern boundary of a road 1 chain wide (separating the said portion 1,196 from Andrew Mercer's portion 1,146) with part of the southern boundary of water reserve 2,282; and bounded thence on the north by part of the southern boundary of the said reserve bearing easterly 8 chains 9 links to the south-western boundary of a road 1 chain wide; thence on the north-east by the south-western boundary of that road bearing generally south-easterly 7 chains 14 links and 4 chains; thence on the south by other part of Wm. T. Cape's portion 1,196 bearing westerly 15 chains 60 links to the eastern boundary of the first-mentioned road 1 chain wide; and thence on the west by part of the eastern boundary of that road bearing northerly 7 chains 50 links, to the point of com-

mencement, be the said several dimensions a little more or less,—being part of the land proclaimed as lot 9 on the 22nd November, 1858, containing 9 acres 2 roods 2 perches or thereabouts, and said to be in the possession and occupation of the original grantee, William Timothy Cape.

15th. All that piece or parcel of land situated in the parish of Manly Cove, county of Cumberland, being part of William T. Cape's 25 acres, portion numbered 1,195 on parish map: Commencing at the north-east corner of the said portion 1,195 of 25 acres; and bounded thence on the east by part of the western boundary of a road 1 chain wide bearing southerly 8 chains and 50 links; thence on the north by part of the southern boundary of the said road bearing easterly 1 chain; thence on the east by part of the western boundary of a road 2 chains wide bearing southerly 3 chains 75 links; thence on the south by other part of Wm. T. Cape's 25 acres bearing westerly 18 chains 90 links to the north-eastern boundary of a road 1 chain wide; thence on the south-west by the north-eastern boundary of that road bearing generally north-westerly 4 chains 60 links and 6 chains to its intersection with

part of the southern boundary of reserve 2,282; and thence on the north by part of the said southern boundary of that reserve bearing easterly 24 chains 58 links, to the point of commencement, be the said several dimensions a little more or less,—being part of the land proclaimed as lot 9 on the 22nd November, 1858, containing 15 acres 1 rood 11 perches, or thereabouts, and said to be in the possession and occupation of the original grantee, William Timothy Cape.

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-seventh day of January, in the year of our Lord one thousand eight hundred and ninety-two, and in the fifty-fifth year of Her Majesty's Reign.

By His Excellency's Command,

WILLIAM JOHN LYNE.

GOD SAVE THE QUEEN!

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1891.

(SECOND SESSION.)

NEW SOUTH WALES.

WATER CONSERVATION.

DEPARTMENT OF MINES AND AGRICULTURE.

PROGRESS REPORT

PREPARED UNDER INSTRUCTIONS FROM

THE HONORABLE SYDNEY SMITH, M.P.,
MINISTER FOR MINES AND AGRICULTURE.

BY

H. G. MCKINNEY, M. INST. C.E.,
COMMISSIONER IN CHARGE OF THE RIVER MURRAY AND CHIEF ENGINEER FOR WATER CONSERVATION.

Presented to Parliament by Command.



SYDNEY: GEORGE STEPHEN CHAPMAN, ACTING GOVERNMENT PRINTER.

1891

To the Under Secretary, Mines Department.

Sir,

Sydney, 29 June, 1891.

In accordance with the instructions of the Honourable Sydney Smith, Minister for Mines and Agriculture, I have the honour to submit herewith my first Annual Report on the progress made with surveys and works in connection with Water Conservation. The preparation of this Report has been carried out at intervals, as other duties permitted, and the task, owing to such interruptions, has been a very onerous one. It would, in fact, have been almost impossible for me to go in detail through the field-work, and examine and summarise the results arrived at, as I have done, if it had not been for the extent to which I could leave the ordinary duties of the Department at the Head Office to Mr. M'Mordie. Having, under the Minister's directions, carried out the task of organising this new Department, and brought it into satisfactory working order, it was impossible for me, at such an early period in the life of the Department, to relax my attention to its development, especially as the staff employed is small, while the duties are rapidly increasing in amount and variety. Hence, this Report has been prepared under the great disadvantage of constant interruptions. I trust, however, that it will give a fair idea as to the magnitude and importance of the work in hand, and of the progress which has been made.

I have the honour to be,

Sir,

Your obedient servant,

H. G. McKINNEY,
Chief Engineer for Water Conservation.

FIRST ANNUAL REPORT

OF

CHIEF ENGINEER FOR WATER CONSERVATION.

1. PREFATORY.

IN presenting this First Annual Report for the information of the Honorable the Minister for Mines and Agriculture, I beg to explain that I have held it back some time, pending the completion of necessary plans, and particularly the map showing the drainage area of the River Murray. As the present organisation of the Water Conservation Department was formally sanctioned only at the beginning of last year, and the Drafting Staff was not filled up till several months later, very little over a year has elapsed since the Department began to be in full working order.

This being the first Annual Report dealing with a class of work which must inevitably play a most important part in the development of this country, it is necessary to state that, at the outset, the aims and objects in view, before describing the methods by which these objects are proposed to be attained. I have, therefore, prefaced my Report with a brief outline descriptive of the field to be dealt with, and of the conditions now existing.

The chief work of the Department has been the prosecution of preliminary surveying and levelling, with a view to determine the best means of utilising the available supply of water. Notwithstanding the extreme wetness of the past year, good progress has been made with this class of work, and the results are described at some length in the Report, and are, in addition, illustrated by plans and diagrams. The gauging of the rivers, which is a necessary adjunct to this work, has been pushed on as rapidly as possible, and the diagrams appended show the progress made and the results obtained. After the formation of the Department, General and Special Conditions for contracts were prepared, and, in addition, standard plans, specifications, and conditions for small works.

With regard to the construction of works, it may be mentioned that, even if the surveys and plans had been completed, large works such as are contemplated could not have been commenced, owing to want of legislative authority. Some minor works have, however, been undertaken, the most important of which are the construction of a weir over the River Lachlan, at the head of the Willandra Billabong, and the improvement of Yanko Creek. In the districts affecting the flow in the River Lachlan and in the Yanko Creek, the rainfall during the past year has been exceptionally heavy, so that in both cases the contractors have had to contend with great difficulties. Both works are, however, almost complete, and particulars regarding them are set forth in the Report.

2. THE FIELD FOR WATER CONSERVATION IN NEW SOUTH WALES.

Of the total area of New South Wales, the extent lying between the summit of the Dividing Range and the coast amounts to 50,100 square miles. The most favoured position of the country, so far as regards rainfall, lies within this area, and it may be assumed that both for this reason and on account of the nature of the difficulties to be overcome, irrigation will here be confined within comparatively narrow limits, and chiefly to the higher classes of products. In a number of instances, irrigation of orchards is successfully practiced in the valley of the Hawkesbury, and the passing of the Mulgoa Irrigation Bill, to conserve and utilise a portion of the waters which now run to the sea through the Hawkesbury River, shows that considerable development of fruit-growing by irrigation is anticipated. Proposals have also been made for irrigation in the valley of the River Hunter. It is, on the whole, evident

evident that the legislation which is to be proceeded with to settle the question of rights to water must be applicable to the coastal rivers, as well as to the rivers of the western drainage area. The part to be played by the coastal district, so far as regards irrigation, may be summed up in the statement that large works, from which irrigation can be conducted on an extensive scale, need not be here expected, but that the irrigation of orchards and vineyards, and of crops of an expensive character, is certain to extend, and must be provided for in any Act dealing with water rights.

The great field for water conservation and irrigation in New South Wales lies in the immense alluvial plains in the country west of the Dividing Range. With the exceptions of the basins of the Snowy River and Lake George, and of a dry tract of land about 20,000 square miles in extent, situated in the extreme north-west of the Colony, the whole of the country west of the Dividing Range, amounting to nearly 234,400 square miles in area, is included within the drainage area of the River Murray. Of this total area, 158,900 square miles may be described as non-effective catchment, consisting as it does of immense plains with occasional low hills or gently undulating country which contributes nothing, or very little, to the waters of the river system. The extent thus left to be classed as effective catchment area is only 75,500 square miles, and it is necessary to explain that much of this is effective only in a moderate degree. It is scarcely necessary to state that as the source of a river is not a fixed point, and the distance traversed by particular supplies of river water is constantly varying, so the bounding line between effective and non-effective catchments is altogether undefined. Still, the determination of the approximate position of this line under average conditions is on several grounds a matter of much importance. In the accompanying map of the catchment area of the River Murray, the comparative areas of effective and non-effective catchment are clearly indicated, and a tabular statement of them in detail is appended. As the non-effective areas consist chiefly of either plain or gently undulating country in which the rainfall is slight and uncertain, and as the soil only requires watering at suitable intervals to make it productive in a high degree, it is clear that this is the field in which irrigation may be expected to produce the most widespread benefits.

3. EXISTING CONDITIONS.

The present state of affairs in the interior of the Colony, as regards water supply, may be very briefly summed up. Pastoralists and others requiring a supply of water for live stock can provide it by the construction of tanks or wells, but the latter source is available only in a limited number of districts. Persons who possess frontage to a river or creek may make use of water there available, but have no right to conserve the surplus water flowing past. Hence, any one who has the capital and enterprise to construct a dam on any creek or river, or who, in fact, carries out any works or uses any machinery for the utilization of creek or river water for irrigation, or any such purpose, renders himself liable to an action at law. The laws relating to such matters are so hopelessly complicated that they are seldom appealed to. The remedy generally adopted by landholders who believe, or profess to believe, that damage or loss is caused to them by a dam, or any such work on a neighbouring property, is to take the first opportunity to destroy such dam or work. As a general rule, overshot dams, or dams provided with a good by-wash, are actually a benefit to owners of frontage below them. When the bed of a river or creek becomes dry, a very large quantity of water is lost in the channel before a flow can again take place. A large proportion of this loss can be prevented by keeping supplies of water held up in the channel, and thus a small rise in a creek or river will cause a flow to a much greater distance than would take place under natural conditions. It is to be feared, however, that in some cases where dams have been destroyed, malice, as well as ignorance, has been present; but whatever be the motive, the position of the destroyers is secure. What is wanted to remedy this state of affairs is a law which will not only protect but encourage works for water conservation.

4. THE OBJECT OF PROPOSED WORKS.

The object held in view is to discover and carry out the best method of utilising the waters of our western rivers—the best method being that which will confer the most widespread benefits while giving a fair return on the outlay.

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The main objects of water conservation in New South Wales are—(1) domestic purposes and for live stock, (2) for irrigation, (3) for mining and manufacturing purposes, (4) for water power. In the driest districts only the first of these objects can be fully attained, but the third object can also be attained where good holding ground and sufficient storage are available. The extent of the works to provide for domestic and stock requirements which could be constructed with remunerative results, will differ widely in different districts. When this subject was taken up in Victoria in 1880, the rule in regard to provision of water in the northern plains was to aim at having a permanent supply at a distance of not more than 3 miles throughout the districts dealt with.

Until lately it was frequently stated that the development of the Colony is not sufficiently advanced for the use of irrigation as an aid to agriculture, and that, in short, irrigation would not give a remunerative return. This question is now set at rest by the fact that irrigation has already been practised with success in almost every part of the Colony. In many cases mistakes have been made which were calculated to retard the progress and injure the reputation of this important aid to pastoral and agricultural enterprise. Expensive pumping machinery has been in some cases erected before the question of sufficiency of supply or of the means of its distribution had been properly considered. In other cases, flooding has been carried to excess and the crops have been killed. Notwithstanding such mishaps there has been a steady progress made in knowledge of the benefits of irrigation, and the methods best adapted to particular circumstances.

It may be laid down as a general rule that irrigation should take the next place in importance after providing for domestic purposes and for live stock, and that wherever the requirements of navigation can be provided for in addition, such provision should be made. The nature of the irrigation which can profitably be carried on varies widely under different conditions in various parts of the Colony. In the great plains of the Western and Central Divisions it is highly remunerative in dry seasons to irrigate the native grasses wherever the water for this purpose can be obtained at a moderate cost. Irrigation of limited areas of lucerne and other fodder crops has also been carried out with much success. It is generally admitted by those most competent to judge of the question that the future of agriculture and horticulture in this Colony depends very largely on the extent to which irrigation can be resorted to. But the question of immediate importance is, "What is the extent and nature of the field for irrigation under existing conditions?" With reference to this point, I have been favoured with opinions, both verbal and written, from landholders in different parts of the Colony, and these opinions, added to my own observations, justify the conclusion that even in districts now devoted exclusively, or almost exclusively, to pastoral purposes, irrigation would be carried on to the extent of at least 100 acres of lucerne, wheat, or maize, to every 10,000 acres of pasture, if the water were supplied at a fair rate. Another conclusion arrived at is that in dry seasons there would be a very extensive demand for water for flooding the native grasses if sufficient water for a 3-inch flooding could be supplied at a cost of from 6d. to 1s. an acre. In the natural course of events, the irrigation of cereals and fodder crops, and of fruit-trees, would extend, while that of grass land would diminish; but the point which it is here desired to establish is that, even under existing conditions, there is a widespread demand for water for irrigation. It has to be borne in mind that since the beginning of the year 1887 till the present time, the year 1888 may be regarded as the only break in a period of almost unprecedented rainfall. Opinions regarding the necessity of irrigation given at the present time are, under such circumstances, not likely to be over-favourable. It is sufficient to establish that an immediate demand for water for irrigation on a considerable scale can be depended on. As regards the future, there can be no doubt that the demand will, in course of time, greatly exceed the supply.

5. THE AVAILABLE SUPPLY OF WATER.

In the coastal district it may be laid down as a general rule that the supply of water for domestic and stock purposes is abundant, and that apart from the requirements of large towns no large works for providing water for these purposes will be required. As regards irrigation in the coastal district the question as to the sufficiency of the available supply of water is not likely to give rise to any serious difficulty. The mean rainfall in the coastal district as calculated from the published returns

returns of the Government Astronomer up to date is $36\frac{3}{4}$ inches, and the configuration of the country is unfavourable to the construction of large works for irrigation. With these points in view it may safely be inferred that irrigation in the coastal district will be confined within comparatively narrow limits, and that the sufficiency of supply is not likely to be a question of importance in the near future. I have, however, commenced the gauging of the coastal rivers, and have had gauges erected at Menangle and Penrith, on the Nepean. When the river was exceptionally low at Penrith, the gauge registering 1 foot $10\frac{1}{2}$ inches, the discharge gauged was 92 cubic feet per second, or somewhat under 50,000,000 gallons per day; but it is to be remembered that there are very extensive deposits of water-bearing drift near Penrith, and the gauging taken at Menangle tends to show that between that place and Penrith Bridge there is a large decrease in the discharge, owing probably to this cause. The observations have not yet been sufficiently extended to determine the conditions and amount of this decrease.

In the case of the rivers of the western drainage area, the question as to the available supply is one of great and immediate importance. As already explained, the non-effective portion of the drainage area of the River Murray, in this Colony, may be taken at 158,900 square miles, and throughout this great extent of country the rainfall varies from 20 inches down to 9 or 10 inches. The map of the drainage area of the River Murray shows clearly the position which the non-effective portion of the catchment occupies. This position may be described as that of a central basin into which the waters from the surrounding effective catchments empty themselves, and in which a large proportion of these waters disappears. A portion of the southern boundary, a portion of the northern boundary, and the whole of the eastern boundary of this great drainage area are well defined, the watershed line ranging generally from 2,000 to 5,000 feet in height above the sea-level, and reaching in the Snowy Range, on the Upper Murray, a height of about 7,700 feet. The descent from the watershed line to the great alluvial plains is, as a rule, very gradual, the higher parts of the catchment area including a large extent of table-land. The most effective division of the whole drainage area is that of the Upper Murray. With a catchment of 6,900 square miles, the discharge of the Murray River, at Albury, very rarely falls below 1,000 cubic feet per second, even in the driest seasons, while in the case of the Murrumbidgee at Wagga Wagga, a catchment of 11,000 square miles has frequently failed to afford a discharge of 600 cubic feet per second, and the catchment area of the River Lachlan is still less satisfactory. As a source of supply for irrigation canals the River Murray is unrivalled in this Colony, while as an inland waterway for navigation, it also holds an important position. While the value of the waters of the River Murray, for the purposes of irrigation, greatly exceed their value for navigation, the recent experience of other countries shows that the latter object increases in importance with increase of population, and that inland navigation though it may be in a large measure temporarily superseded by the construction of railways, ultimately more than regains its position as a trade carrying agency.

During the past year discharge observations have been made at Albury, Tocumwal, Moama, Euston, and Wentworth, on the River Murray; at Wagga Wagga, Narrandera, Hay, and Balranald, on the River Murrumbidgee; at Willanthry, on the River Lachlan; at Dubbo and Warren, on the Macquarie; and at Bourke and Wilcannia, on the Darling. The results for the most important stations on the Murray and Murrumbidgee, and also for Bourke on the Darling, and for Dubbo on the Macquarie, are shown on the accompanying diagrams.

The discharge observations have been carried out under my directions, by Mr. C. E. Blomfield, Assistant Engineer. The system followed is that which I had found to be the simplest and most trustworthy, when carrying out such observations myself. Chiefly on account of the low velocities which generally have to be dealt with, I found floats preferable to the current meter, and among floats I found rods preferable to double floats for determining mean velocities. In a shallow stream, such as is ordinarily to be found in the Nepean, at Menangle, and below Penrith, surface floats are necessarily used.

The diagram showing the discharge of the River Murray at Albury, from 1879 to 1890, inclusive, shows that in every year during that period, a supply of 2,000 cubic feet per second could have been drawn from that river during the months

months of August, September, October, and November, and that with the exception of a very few brief periods, this would have left a larger supply in the river than is ever likely to be utilised. It is to be borne in mind that this period of maximum available supply includes the spring and early summer, when water for irrigation would be in greatest demand. The diagrams also show that for the remainder of the year a supply of from 500 to 1,500 cubic feet per second would be available, and that the former quantity may be regarded as the minimum. On the whole it appears to me that the supply is ample to justify the construction of a canal capable of carrying 2,000 cubic feet per second, as I ventured to suggest five years ago.

In the case of the discharge of the River Murray at Euston, the results obtained show sufficiently clearly that during the months in which navigation is carried on uninterruptedly under existing conditions the whole of the irrigation schemes yet proposed will not interfere with the navigation to any important extent.

The diagram of discharges of the River Murrumbidgee at Wagga Wagga from 1879 till 1890 inclusive, show a much more valuable supply than that river is generally credited with. The state of the river is sometimes very low, but it is scarcely necessary to explain that the question is not whether the discharge at the end of summer sometimes falls below 500 cubic feet per second at Wagga Wagga, and below 200 cubic feet per second at Hay. The practical question is whether Lakes Urana and Cullivel on the south side of the Murrumbidgee, and Lakes Mejum and Coolacumpama on the north side can be filled once every year, and whether in addition a supply of 2,500 cubic feet per second is generally available for distribution during the months of August, September, and October, and a moderate supply during five other months. It appears on examination of the diagrams that during the twelve years ending with 1890, there were only three years during which the supply would have fallen short of this, namely, 1884, 1885, and 1888. Even in these years a half supply could have been given to the storage reservoirs, and in addition about two-thirds of the full supply allowed for direct irrigation.

With the supply shown to be available from the Murrumbidgee I consider that the circumstances warrant the construction of two canals with headworks at Pomingalarna, near Wagga Wagga—that on the north side to carry 1,000 cubic feet per second, and that on the south side 500 cubic feet per second—and a third canal on the south side of the river at Narrandera to carry 2,000 cubic feet per second. The northern canal would annually fill Lakes Coolacumpama and Mejum, and from these a smaller canal capable of carrying about 600 cubic feet per second would deliver a regular supply as far as the One Tree Plain. The upper southern canal would command an important strip of land from Pomingalarna to the Boree Creek Ridge, and would annually fill Lake Cullivel, which would thus aid in giving a regular supply for irrigation in the Brookong Plain. The lower southern canal would fill Lake Urana annually through a branch canal capable of carrying 1,100 cubic feet per second, and would distribute the balance of its supply through the Old Man Plain.

In the case of the Macquarie River, the records extend back only to 1885. Of the years shown in that diagram two were exceptionally dry, namely, 1885 and 1888, while the other four may be regarded as indicating the normal discharge. With the data to hand it would be premature to offer an opinion as to the quantity of water which can be made available; but it seems probable that from 700 to 1,000 cubic feet per second will generally be available, during at least three months in the spring, and that a smaller supply will be available during the greater part of the remaining months of the year.

Gaugings of the River Lachlan at Willanthry, have been taken for different heights of the river, and a complete table of discharges for that place has been prepared, but the records are insufficient to render it possible to state what supply of water can be considered available under average conditions.

Gaugings of the River Darling at Bourke and Wilcannia have been taken, but the question as to what supply should be regarded as available at different places on that river, and under average conditions, is so complicated and depends on so many circumstances that no estimate can at present be given. The surveys now in progress, and the further gaugings yet to be taken, will, however, throw much light on the matter.

No gaugings of the Namoi, Gwydir, or M'Intyre, have yet been taken, but gauges have been erected and records are maintained.

I may here remark that in several instances it has been necessary to alter the gauges for the reason that they have been fixed much too high. A statement of the alterations which have thus been made is given in an appendix, as is also a complete list of places for which records are now kept.

6. PROGRESS MADE AND RESULTS OBTAINED.

Since the beginning of 1890, six surveyors have been in the field carrying on preliminary surveying and levelling. The work throughout is done by contract, every precaution being taken to ensure accuracy, and checks being made by staff officers whenever they are deemed necessary. Up till the end of January of the present year, the combined length of the lines surveyed and levelled amounted to 5,400 miles, and it would have been considerably more if the season had been less unfavourable in the Northern districts. In the system pursued in connection with surveys, I have aimed at adapting Indian experience to Australian requirements, and have utilised as far as possible my intimate knowledge of the country, not only in determining the scope and object of the surveys, but in deciding on the lines which it was necessary to level.

The result of the surveys, so far as they have gone, has been very satisfactory. In regard to the Murray and Murrumbidgee, it is particularly gratifying to me that the schemes which I proposed five years ago, when the information at my disposal was meagre and fragmentary, have been proved to be practicable in almost every detail. At that period also, I drew attention to the case of the Macquarie River district as a place where the facilities for distributing the river waters to the utmost advantage at a moderate outlay appeared exceptionally great. The annexed plan, showing the result of surveys through a large portion of that district, illustrates how fully anticipations have been realised. It is necessary, however, to indicate what conclusions have been arrived at in regard to each river which has yet been dealt with.

(a) RIVER MURRAY.

When inspecting the River Murray, nearly six years ago, with a view of ascertaining what could be done towards utilising the waters of that river in the district lying between it and the Billabong Creek, I came to the conclusion that there is only one favourable place for a canal off-take, and that this is at the common boundary of the counties of Goulburn and Hume, and at a distance of about 7 miles from Albury. On the publication of my report regarding this matter it was arranged by the then Chief Secretary of Victoria, the Honorable Alfred Deakin, that two leading members of the Water Commission of Victoria should visit the proposed site, chiefly with a view to ascertain whether it was suitable for the requirements of New South Wales, as had been reported, it could also be utilised for the head of a canal on the southern side of the Murray also. The result of this inspection was entirely to confirm the conclusion at which I had arrived, but the site was not deemed suitable for the head of a canal which would serve a portion of the northern plains of Victoria. I had anticipated the latter conclusion, the only effect of which, is that the latter colony cannot be expected to share the cost of constructing the necessary weir.

The mean height of the bed of the River Murray at the proposed site above sea-level is 475 feet, while that of the low land on the Victorian side of the river is about 490 feet. This land is subject to inundation during periods of exceptionally high floods. Under these circumstances it will be necessary when constructing a weir to avoid raising the flood level, and this can be done by the adoption of a movable weir. Taking 480 as the reduced level of the canal bed at the head, and a fall of 6 inches per mile for the first 10 miles, the line will skirt the common boundary of high lands and the river flats, and will avoid deep cuttings except for a length of about 40 chains near the Bungowannah homestead. From the 10th to the 20th mile the cutting will vary from 9 feet to 15 feet. Beyond the 20th mile the cutting will diminish, and after the 24th mile is passed, the channel will be partially in embankment. At 26 miles the Tocumwal Branch will strike off, and from that neighbourhood, flooding by gravitation will begin. Beyond this place, practically the whole district westward to Moulamein, and northward to the Billabong Creek,

Creek, can be irrigated by gravitation. The area thus commanded may be taken roughly as 2,000,000 acres. If we assume that 1 cubic foot per second will irrigate 150 acres of crop, which is probably not over the duty which would ultimately be attained in practice, the total area which could be irrigated in one season would be 300,000 acres, or about one-seventh of the irrigable area.

With the exception of the weir on the River Murray, there will be no work of a heavy or unusual character. It will be necessary to provide an escape outlet near Howlong, and a viaduct will be required to carry the Culcairn-Corowa Railway over the canal, and these, with the regulators at the heads of the branch canals, will be the only important works besides the weir. The head of the Tocumwal Branch may be regarded as the point from which flow irrigation can be conducted. I estimate the cost of works to this place as follows :—

Head works	£29,000
Canal excavation	263,000
Escape head, bridges, culverts, &c... ..	22,000
Total	£314,000

This amounts to only £157 for every cubic foot per second of the full supply. Interest on £314,000 at 4 per cent. is £12,560 per annum, and if the annual cost of maintenance of this portion of the works be taken at £1,440, we have a gross annual charge of £14,000 to be met, or £7 on every cubic foot per second. In other words, if the Government constructed the works as far as this point, and decided to allow the distribution of water to be arranged for and managed by a Trust, it would give a fair direct return on the outlay if the Trust were to pay £14,000 per annum to the Government for this right. In order to ascertain to what extent this arrangement would be profitable to the land-holders, it is necessary to determine the cost of distribution of the water. In regard to this, I estimate that the cost of the main canal and branches, from the end of the 26th mile, will be £300,000, the cost of the land required being excluded in both this case and that of the first length. The total cost of this system of canals would thus be £614,000, exclusive of land, surveys, management of construction, and contingencies. Omitting the land, and allowing £36,000 for the other items mentioned, we have, on a reasonable estimate, a gross amount of £650,000. This is considerably less than the rough estimate which I submitted before the surveys were commenced, the difference being due chiefly to the quantity of deep excavation being less than I anticipated, and to the rates now assumed being less than those originally adopted. In the present estimate I have taken the rate for the first 26 miles at 1s. per cubic yard, and the rate beyond that at 9d. per cubic yard.

From the information I have obtained, I believe that from the outset the minimum amount of irrigation of fodder and grain crops might be taken at 10,000 acres of lucerne, 10,000 acres of wheat, oats, and barley, and 10,000 acres of maize and sorghum.

The area thus under constant irrigation would amount to about 100 acres to every 10,000 acres, included within the bounds of the irrigable district. Taking 10s. per acre for the lucerne, and 5s. for any of the other crops, the total revenue from this source would be £10,000 per annum. This would not require more than about 300 cubic feet per second of the supply, so that the balance would be available for flooding pasture land. The information which I have been able to obtain is sufficient to show that irrigation of pasture land will not be resorted to on any considerable scale, except in very dry seasons, but that then the demand will be universal. It is, therefore, a point of the utmost importance to determine what the canals could do in a period of drought. If we assume that on an average for the whole canal the losses due to absorption, percolation, and evaporation before the water reaches the land where it is to be used, amounts to one-third of the supply, we find that the net amount available is 1,334 cubic feet per second in the spring and early summer months, and 1,000 cubic feet per second during the great part of the remainder of the year. Allowing 300 cubic feet per second as already described for the irrigation of crops, we have in round numbers 1,000 cubic feet per second available for four months and 700 cubic feet per second for four other months. This supply, in reckoning which allowance for loss in channel has already been made, would theoretically give a 3-inch flooding to about 1,645,000 acres. Bearing in mind that in the case assumed there would be a demand for water throughout the district, and that

that therefore every effort would naturally be made to lose none, it is improbable that the area actually watered would be less than 1,400,000 acres. It may be here remarked parenthetically that in many cases the same land would be flooded more than once, but each complete flooding would be paid for, and the area would in every case be reckoned. The return from 1,400,000 acres at sixpence per acre would be £35,000, to which is to be added £10,000 for crops, making a total £45,000 as the return under existing circumstances in a dry year. I have been careful in this estimate to keep within the limits indicated by the information and opinions which I have received from those who have had practical experience of irrigation from our western rivers, but I may here remark that 10s. per acre is a very low rate for the irrigation of lucerne, which would require water more or less throughout the year, while 5s. per acre is certainly not a high rate for other crops. In regard to the rate for flooding grass land, it is perfectly well known that in a period of drought a rate much higher than 6d. per acre for a 3-inch flooding would be gladly paid. On the whole it might fairly be expected that the users of canals would, in addition to paying the rates mentioned, contribute a sufficient sum to keep the canals in repair.

An important feature in connection with the Murray Canal is the water-power which will be made available. At the head of the Daysdale Branch there will be a fall of 6 feet and 2 miles further on a fall of 8 feet. It is a question to be determined by further survey whether it would be advisable to combine these in one fall of 14 feet; but in either case a drop of that amount has to be made in the bed of the canal. Even taking the minimum discharge of the canal—that is 500 cubic feet per second—we have nearly 800 horse-power available, and except about three months annually the power to be obtained will be from double to four times this amount. It is extremely improbable that such power available in the midst of a first-class agricultural district would long be allowed to go to waste, especially as the increased cultivation induced by the canal would necessarily lead to increased railway communication. In the United States, water-power is supplied by companies, who let it out on lease for such periods as may be agreed on. In the case of the power derived from the lower falls of the Genessee River, the amount charged for 15 horse-power is 700 dollars, or say, £140 per annum; for 10 horse-power, 475 dollars, or say, £95 per annum, and for smaller power higher rates proportionally. The former rate gives slightly over £9 per horse-power per annum. In this case, in addition to the two falls mentioned, there will be two other falls of 6 feet each, so that it will be considerably within the mark to state that 1,000 horse-power will be available throughout the year, and more than double that amount for eight months annually. Judging from the figures given, it is clear that once the utilisation of the available horse-power is taken up it should, on a very moderate estimate, be the means of bringing in a revenue of £5,000 per annum to the credit of the canal. The interest on £650,000, at 4 per cent., amounts to £26,000. In a year of drought, without reckoning on any return from the water power available, the returns would pay interest on the cost and leave a balance of £19,000. If the succeeding year proved one with good rainfall, and no grass lands were irrigated, and only the extent of crops mentioned, there would still at the end of that year be a credit of £3,000. If the third year prove also very favourable and only the same area of crops is irrigated, there will at the end of that year be a deficiency of £13,000. But will anyone acquainted with the circumstances of the district, between the Billabong Creek on the north, and the Murray and Edward Rivers on the south, believe that a constant supply of water available at moderate rates for all kinds of irrigation will be allowed to flow to waste for two years in succession? The effect of such works in increasing the value of the land is so marked that if all the land affected in this case were under one owner, and that owner had authority to construct, I do not think there can be the slightest doubt that the works would very quickly be constructed. As only a comparatively small proportion of the land directly affected by the proposed works remains unalienated, the increase in the value of the land near the lines of the canal would chiefly benefit private landowners. Still it proves that the extent of Crown land within 5 miles of the proposed lines of the canal is about 204,000 acres. Land similarly circumstanced in Victoria has in many cases been doubled, and in some trebled, or even quadrupled in value, through the construction of works of the same class as those contemplated, and these great increases occurred before the works causing them had been brought into full working order. It will be well within the mark to assume that the 204,000 acres of Crown land referred to will increase in value by an average of £1 per acre, so that
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in this way alone, nearly a third of the entire outlay would be recouped to the Government. The fact that the increase in value of the whole land affected would repay the outlay several times over, would alone decide the question of the construction of the works, if there were no complications as to the authority for the works, and the incidence of their cost.

(b) RIVER MURRUMBIDGEE.

On the first occasion on which I inspected the Murrumbidgee River, with a view to determining the best means of utilising its waters, I arrived at the conclusion that the best site for withdrawing supplies for the lands on both sides of the river, is at Pomingalarna, about 6 miles by road from Wagga Wagga. As in the case of the Murray, the information then available was extremely meagre, and it proved in one case of some importance to be actually incorrect. The best maps available, as well as the testimony of those who were reckoned the best authorities, were very clear as to the existence of a depression through which the flood-waters of the Murrumbidgee had reached Brookong Plain. After a laborious investigation, I proved conclusively that no such depression exists; but on the contrary even, the most favourable route for conducting the waters of the Murrumbidgee to the Brookong Plain, is crossed by a ridge which reaches an elevation of 620 feet above sea-level, or more than 50 feet above the offtake at Pomingalarna. This ridge is a very serious obstacle, but it is the only one to be encountered between the proposed site for headworks and the Brookong Plain.

This discovery led to the investigation of the question whether some better position for tapping the Murrumbidgee could not be obtained. This question has been most satisfactorily solved, so far as provision for filling Lake Urana, and for supplying water throughout the Old Man Plain are concerned. The levels which have been taken show conclusively that without the construction of a weir across the Murrumbidgee, a supply can be drawn from the south side of that river near Narrandera, and that the conditions for supplying water from this place for the district lying westward to beyond Hay, and southward to the Billabong Creek, are most favourable.

The surveys further show that for the supply of water to the plains lying north of the Murrumbidgee, as well as for the supply to Brookong Plain and its neighbourhood, the best, if not the only practical site for head works, is that originally selected at Pomingalarna.

In connection with the question of the available supply, I have already pointed out that so far as that is concerned the conditions are such as to warrant the construction of a canal near Narrandera, capable of carrying 2,000 cubic feet per second, as well as of a canal on the north side of the river from Pomingalarna to carry 1,000 cubic feet per second, and one on the south side from the same place to carry 500 cubic feet per second. The full supply is available on an average three months in the year, during which time Lakes Urana and Cullivel on the south side, and Lakes Mejum and Coolacumpama on the north side would be filled.

As regards position, Pomingalarna, on the Murrumbidgee, corresponds closely with Bungowannah on the Murray, the differences which exist being in favour of the latter as a site for a weir. The range of surface level of the Murrumbidgee at Pomingalarna is much greater than that of the Murray at Bungowannah, so that works of a more massive character will be necessary. During high floods the fall of the surface of the river from Wagga Wagga to Pomingalarna is 11 feet, and it is scarcely necessary to state that the flood-level at the former place must on no account be raised. I propose to have the bed level of both canals at about 568 feet above sea-level, and the level of full supply in each, as well as the crest of the weir at about 575. The reduced level of zero of the gauge at Wagga Wagga is 561.22. So that when the canals are running full the height on that gauge will not be less than 13.78. To avoid raising the flood-level it will be necessary to make a considerable portion of the weir movable, and also to cut away a portion of the ridge which runs down to the river's edge on the right side at the proposed weir site. The end of this ridge plays an important part in impeding the flow of flood-waters, and it would not be by any means a difficult or costly work to clear away sufficient to reduce the flood-level at Wagga Wagga below its present maximum.

(b1) UPPER MURRUMBIDGEE SOUTHERN CANAL.

In the case of the Southern Canal from Pomingalarna there is no difficulty of any importance from the Head to the Boree Creek Ridge—a distance of 40 miles. From the place at which the channel would enter deep cutting on the northern side of the ridge to the place at which deep cutting would end on the southern side is a distance of 4 miles. The nature of the material to be passed through has not been tested, but as this ridge may be regarded as a spur from the Galore, it is not unlikely that rock of a character similar to that found in this hill will be met with at no great depth. If so, the least costly arrangement to meet the difficulty will be to have a tunnel 2 miles in length, and about a mile of deep cutting at each end. As the level land north of this ridge is fully 100 feet higher than the Brookong Plain which lies to the south-west of it, the tunnel can have a rapid fall, and therefore a small section. I estimate the approximate cost of this canal as follows:—

Excavation of channel	...	...	..	£82,000
2 miles of tunnel	...	...	...	42,000
Half cost of weir and head works	...	...	...	30,000
Bridges, culverts, &c.	...	...	...	16,000
				£170,000

Four per cent. on this amount is £6,800 per annum, and if maintenance and management be taken to increase the annual charge to £9,000 per annum, and it be assumed that the quantity of water used or lost between the Head and the ridge amount to 100 cubic feet per second, the cost of the available supply at the southern side of the ridge will be £22 10s. per cubic foot per second. Under the favourable circumstances for distribution of the water which here exist, every cubic foot per second should irrigate 100 acres, making a total of 40,000 acres annually. This is equal to a charge of only 4s. 6d. per acre, but to this is to be added the charge due to the cost of the works for distributing the water after the Boree Creek Ridge is passed. The land through which the canal would pass or which can be irrigated from it is of a highly productive character throughout. As in the case of the Murray Canal and its branches, a great proportion of this land has been alienated, but there are still 48,000 acres belonging to the Government situated within 5 miles of the proposed line of canal.

(b2) MURRUMBIDGEE NORTHERN CANAL.

On this canal the only heavy works from the head to Lake Mejum will be a flume of half a mile in length, in the 13th mile another flume 3 miles in length at the Long Plain Creek, near the Grong Grong Station, on the South Western Railway, and a viaduct to carry that railway over the canal in the 49th mile. By making detours the lengths of these flumes can be reduced. Detail surveys at the places mentioned have yet to be made to determine whether long flumes or a greater length of canals with short flumes will be most advantageous.

The great feature of this canal is the splendid natural storage reservoir furnished by Lakes Mejum and Coolacumpama. The capacity of the latter lake alone is over 5,000 millions of cubic feet, all the water thus stored can be drawn off by gravitation to afford a steady supply of water through the country extending to the One Tree Plain. Lake Mejum, reckoning back as far as the existing dam at the natural inlet to the lake, has an approximate capacity of eighteen hundred millions of cubic feet. The arrangement which I propose is to construct a canal capable of carrying 1000 cubic feet per second as far as these lakes, to keep up the supply to these lakes as long as it is available from the Murrumbidgee, and to draw off the supply by a canal capable of carrying 600 cubic feet per second. The extent of the storage reservoirs available would warrant the construction of a larger supply canal than that mentioned, as would also the discharge of the Murrumbidgee in wet years. In times of flood the entire supply proposed to be taken from the Murrumbidgee for the three systems of canals now proposed—that is 3,500 cubic feet per second—is only a small fraction of the total discharge of the river. When the height of the river at Wagga Wagga reaches 22 feet on the gauge, which is not by any means an unusual occurrence in winter or early spring, the discharge reaches 26,000 cubic feet per second. Unfortunately floods in the Murrumbidgee are generally of short duration, so that the
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construction of large works which would be operative only during high floods would not be warranted, and the point to be decided in the designing of canals is the maximum carrying capacity which the requirements of the immediate future demand, and which the extent of the available supply would justify.

It has been mentioned that the storage capacity of Lake Coolacumpama is over 5,000 millions of cubic feet. The inlet to this lake from Lake Mejum is narrow, and can be banked across at no great expense so that the former can, if desired, be used without the latter. Lake Mejum is divided into two parts by a narrow neck in the valley, and a dam has already been constructed across this neck by the owner of the adjoining lands. The combined storage capacity of the part below the dam and that of Lake Coolacumpama, is about 6,900 millions of cubic feet. If the lower part of Lake Mejum be used in conjunction with Lake Coolacumpama as a storage reservoir it will be necessary to increase the height of the existing dam, and to provide for the surplus water from the upper part of Lake Mejum. But the whole of the latter lake can be utilised, and this would give a total storage capacity of over 9,000 millions of cubic feet. In the latter case, however, the amount of compensation which would be required on account of the submergence of valuable land, and the necessity for removing the Lake Mejum homestead, would add materially to the cost of the works. The best course to adopt will be decided by the detail survey which has yet to be made. The demand for water particularly in the first few years after the construction of the proposed works might be expected to fluctuate greatly. The experience of irrigators in Western America, has taught them that with an uncertain climate such as that in the district extending from Lake Coolacumpama to the River Lachlan, it is best to lease the right to a certain quantity of water yearly. Considering that in dry seasons the demand for water in this case will greatly exceed the supply, it is more than probable that land owners will soon conclude that it will be to their interest to follow a similar course. Taking Lake Coolacumpama and the lower part of Lake Mejum as the storage reservoir, we have a capacity of 6,900 millions of cubic feet, which is equal to a stream of 600 cubic feet per second for 133 days, or a stream of 1,000 cubic feet per second for 80 days. During the winter months when the Murrumbidgee is high, and little or no demand exists for water, the supply canal would be kept running at its full capacity into the storage reservoir. As the spring advances, the river falls and the demand for water increases, so that the discharge in the supply canal would gradually diminish, while the quantity of water sent down the distributing canal would be increased. The figures given above show that the quantity of water stored, would be sufficient to keep this running full for four months after the supply channel had ceased delivering into the reservoir. It is not too much to conclude that the security thus afforded to the district extending along the north side of the Murrumbidgee to the One Tree Plain, would afford the means of tiding over bad seasons, as well as of introducing a better system of utilising the great natural productiveness of the land.

The necessarily great length of the supply canal before the storage reservoir is reached is a disadvantage, and naturally has an important effect in raising the cost of the project. Nevertheless, I estimate that including the half cost of the weir and headworks on the Murrumbidgee, but excluding the cost of land, the canal, as far as the storage reservoir, can be constructed at a total cost of £363,000. The main distributing canal and the branches shown in the plan can be constructed at a further cost of £146,000, making the gross cost of the project exclusive of land £509,000.

In estimating the returns to cover interest on this sum, as well as the maintenance of the works, it must be assumed that little irrigation will be done above the reservoir, that is, in the narrow strip of land between the supply canal and the River Murrumbidgee. Below the reservoir the area commanded by the distributing channel may be taken at 1,500,000 acres, while within 5 miles of the proposed works there is still nearly 200,000 acres of Crown land. The cost of scheme as estimated is thus equal to about 6s. 9d. for every acre of irrigable land, and considering that by providing the means of tiding over bad seasons, the value of the whole irrigable area will be increased in all probability by at least £1 per acre, the project will unquestionably be a reproductive work. This estimate of the increase, which may be expected in the value of land, is a very moderate one when judged in the light of American and Victorian experience. As already mentioned, the value of land in the immediate neighbourhood of canals in Victoria has in many cases doubled or trebled

trebled in value, and there is more reason for such an increase in this case. A report recently presented to the Senate of the United States by the Select Committee on irrigation bears forcible testimony on this point. As an instance, the following remarks on irrigation in the valley of the Rio Grande in New Mexico may be quoted:—

“The ditch system partly completed, and now in process of construction, can supply water for 175,000 acres, and with a proper storage system will furnish enough to reclaim 400,000 acres. Your Committee mentions this system, because, with the exception of one other in the northern part of the Territory, upon the Maxwell Grant, it is the only one of modern character within the limits of New Mexico. Two years since there was not a house on the town site of Roswell, now there are 1,500 to 2,000 inhabitants. Land that had really no market value is selling at from 25 to 75 dollars an acre.”

The direct revenue from the Northern Murrumbidgee Canal may be expected to be derived chiefly from the irrigation of grain and fodder crops, the whole irrigable district being dotted over with irrigated patches of land. If 50,000 acres were thus irrigated at an average charge of 10s. per acre, the direct revenue thus obtained would cover interest on the outlay as well as the cost of maintenance and management. This is equal to one acre for 30 acres of irrigable land, or, in other words, the holder of 900 acres would insure his live stock by irrigating 30 acres; while the holder of 90,000 acres would irrigate 3,000 acres. The general effect of works such as are proposed is to encourage the subdivision of large estates, and it is generally found that on small holdings a much larger proportion of land is irrigated. Hence while on the larger estates the proportion of irrigated land might be much less than has been stated, it would be much greater on small holdings, and these in the natural course of events would rapidly increase in number when it became apparent that it would be more profitable to subdivide and sell large estates than to retain them for purely pastoral purposes.

(b3) LOWER MURRUMBIDGEE SOUTHERN CANAL.

It has been explained that in the course of the surveys which I have conducted, it proved that the land lying between the Murrumbidgee River and the Billabong Creek can, with the exception of Brookong and Emu Plains, be best served by a canal taken from the Murrumbidgee near Narrandera. The surveys have shown that the conditions for such a canal are remarkably favourable; no weir being required across the Murrumbidgee, and no great length of deep cutting being involved. The only large works required near the head of the canal will be a flood-gate and regulator at the place where the canal will reach the high bank of the Murrumbidgee, and a second flood-gate and regulator at the place where it will leave the Goonerah Lagoon.

At the proposed off-take, which is in the parish of Gilbenbah and slightly over a mile down stream from the railway bridge, there is a shallow lagoon, the channel of which can be utilised so as to diminish the depth of cutting. At the place where the canal will leave the river flats and cross to the Goonerah Lagoon, there will be a cutting averaging about 20 feet deep for a distance of 2 miles. Beyond this the channel will gradually run into the Goonerah Lagoon, where little or no cutting will be required for a distance of a mile and a half. Beyond this lagoon, for a distance of 4 miles, the cutting will vary from 12 to 15 feet in depth, and further on the depth will diminish till at 13½ miles from the head, where it is proposed to take off the Urana Branch, flooding by gravitation can begin. In this respect, this point corresponds to mile 26 on the Murray Canal, so that in this case, without the intervention of a weir at the head, the circumstances are as favourable for irrigation at 13½ miles as they are in the case of the Murray Canal, with the assistance of a weir at 26 miles.

As an outline of the character and objects of this canal system, it is necessary to explain that I propose to make the first 13½ miles capable of carrying 2,000 cubic feet per second, and beyond that, to have the Main Canal turning towards the west, and the Urana Branch continuing south, each capable of discharging slightly over half that quantity. The Urana Branch would be run to its full capacity only when the Murrumbidgee is high, that is on an average of three months annually. The Main Canal, running westward through the Old Man Plain, and the Branches
from

from it, would have a full supply during the months of August, September, and October, occasionally a full supply and always a partial supply in November, a partial supply in December, and a supply more or less interrupted during a greater part of the remaining months. The result of the discharge observations, as applied to the records of river gauges, show clearly what would have been the position of the proposed canals as regards supply from 1879 till 1890 inclusive. As already explained, it is proposed to draw a supply of 1,500 cubic feet per second from the Murrumbidgee, at Pomingalarna, 500 cubic feet per second on the south side of the river and 1,000 cubic feet per second on the north side. In regard to the latter, the storage furnished by Lakes Mejum and Coolacumpama is such that if the full supply to them be maintained for only three months annually, and a supply of half or even less be delivered during two or three other months a steady supply could be kept up in the distribution channels of the Northern Canal System during the months of greatest demand. So also in regard to the Lower Southern Canal, the full supply of 2,000 cubic feet per second would not be required for more than three months annually, as in that time the Urana Branch would completely fill Urana Lake. In short, what is aimed at is to fill Lakes Urana, Mejum, and Coolacumpama annually, and to have a supply of water during the spring and early summer months for the One Tree, Old Man, Brookong, and Emu Plains.

Comparing the available supply with the requirements stated, it is shown, that from 1879 till 1883 inclusive, the storage reservoirs could have been kept full, and the canals could have been worked throughout the spring and part of the summer every year. In 1884 the reservoirs would have received about half their usual supply, and the quantity available for direct distribution would have been from a half to two-thirds of that provided for. In 1885, the reservoirs would have been two-thirds filled while the direct distribution canals would have carried their full supply during only two months, though they would have had a partial supply during two other months. In 1886 the reservoirs would have been filled, and there would have been a supply for direct distribution during the last five months of the year. The year 1887 was an exceptionally wet one, and there would have been little demand for water, which was available in abundance. 1888 was an exceptionally dry year, yet the storage reservoirs could have been filled, and in addition the canals directly distributing water could have had a full supply during the greater part of January, the greater part of August, September, and October, and the last half of December. It will thus be seen that even during the severest droughts a large supply of water is available. Heavy losses were occasioned by drought in 1886, and during that time a most valuable supply of water was going to waste. If 2,000 cubic feet per second had been used for flooding the native grasses, as might have been if canals and distributaries had been in existence, a million and a half of acres could have been flooded to a depth of three inches. In fact the losses which would have been averted if the proposed canal system had been in existence would have been equivalent to a recoupment of a very large proportion of the cost of the works in that one season.

The storage reservoir in connection with this great system of canals, south of the Murrumbidgee, is in one important feature inferior to Lake Coalacumpama. The former is not well adapted for irrigation by natural flow, and it may be assumed that the greater part of the water stored will be used by pumping. The cost of the water is so low that this will not by any means be a serious drawback, and the height of the lift will not average more than about twelve feet. The cost of the storage of water in Lake Urana is arrived at as follows:—

Half-cost of Main Canal from head to Urana Branch ...	£103,000
Excavation of Urana Branch	59,000
Headworks, bridges, &c.	18,000
	£180,000
Total, exclusive of land.....	£180,000

Taking interest on this at 4 per cent., the annual charge is £7,200 and if £1,800 be allowed for maintenance and management, which seems ample under such circumstances, the total annual charge is £9,000. The capacity of Lake Urana is nine thousand millions of cubic feet, and this can be replenished annually. Allowing that one third of this will be lost by evaporation, absorption, and percolation, we have a supply of 6,000 millions of cubic feet at a cost of £9,000,

or

or over 33,000 cubic feet for one shilling. This is sufficient to give three waterings of three inches each to an acre of land. As Lake Urana is situated in the midst of a large and fertile district which under existing conditions has no large supply of permanent water, there can be no doubt that crops requiring a steady supply of water would soon be irrigated on a considerable scale in the neighbourhood of the Lake. With the use of large pumping plant the cost of pumping should not exceed the cost of the water as already stated, so that the rate at which the water would actually be available for flooding the land would be about 16,500 cubic feet for 1s. This quantity of water would cover an acre to the depth of $4\frac{1}{2}$ inches. To illustrate the lowness of this rate, it is sufficient to mention that in Northern Victoria 2d. to 1s. an acre, according to circumstances, is reckoned a fair rate for every inch in depth of water. Hence, even if the latter Victorian rate was adopted, there would be a fair return on the outlay if only one-fourth of the available supply were used.

In regard to the natural facilities for distributing the water delivered in Lake Urana it should be mentioned that a constant supply will be available in Urana Creek to above the township of Urana, and that more than half the supply can be run off by gravitation through the Cocketgedong Creek. In short, both the quantity of water available, and the means of distributing it, are such as would warrant the erection of pumping appliances at convenient places on the Urana, Cocketgedong, and Billabong Creeks, as well as on a portion of Colombo Creek.

In estimating the cost of the water discharged into Urana Lake no account has been taken of the irrigation which can be carried on by gravitation from the Urana Branch. The primary object of that Branch is the filling of Lake Urana; but flooding by gravitation can be carried on throughout its entire length, and as the adjacent lands are of a fertile description, and as a large proportion of their area is well adapted for irrigation, there is no doubt that there will be a considerable demand for water from the outset.

The Main Canal from the head of the Urana Branch, and the other Branches shown on the plan will be used for direct irrigation, and should receive preference over Urana Lake during the spring and early summer months whenever the available supply from the river is less than 2,000 cubic feet per second. I estimate that the total cost of this western part of the system, exclusive of land, will be as follows:—

Excavation	...	...	...	...	...	£155,000
Regulators, Drops, Bridges, and Flumes	...	...	...	...	...	110,000
Half-cost of first $13\frac{1}{2}$ miles	...	...	...	...	...	103,000
						£368,000
Total	...	...	...	...	...	£368,000

Interest on this sum at 4 per cent. amounts to £14,720. It may be assumed that the cost of maintenance and management would bring up the annual charge to £18,000. To afford this return it would be necessary to irrigate 60,000 acres of crop at 6s. per acre. As this is less than 180 acres for every mile of canal and branch, that is less than 90 acres for every mile of canal frontage, it is not by any means a high estimate. The system of canals should, with fairly good management, irrigate 100,000 acres of crop during the spring and early summer months besides flooding a large area of grass land during freshets, and irrigating a considerable area of summer crops. In regard to the flooding of grass-land, it is admitted by the best authorities that in a dry season the demand would be much greater than the full supply of water would meet. The water carried by the canals would be sufficient to cover nearly 8,000 acres per day to a depth of 3 inches, and those who are best acquainted with the magnitude of the losses sustained by pastoralists in a drought should be able to realise what the effect of such a supply of water would be.

It may be explained that the system of branch canals shown is that which the levels and the known fertility of the land suggest, but in a case such as this, where there is a choice of lines, &c., and the supply of water is limited, it would be necessary to be guided largely by the extent of the demand in particular localities when deciding on the exact position of the branch canals.

The extent of Crown land, situated within 5 miles of the lower system of canals from the Murrumbidgee, is nearly 270,000 acres. As already stated, the cost of this system of canals, including the Urana branch, is estimated at £548,000, exclusive of land, which is slightly over £2 per acre on the Crown land affected.

Judging

Judging from the experience of Victoria, it may be reckoned that the value of this Crown land will be raised on an average by £1 per acre through the construction of the works. In other words, half the cost of the works would be returned directly to the Crown, while the revenue arising from increased railway traffic and other sources, would in a large measure cover the interest on the other half of the outlay. But in a district such as that lying between Hay and Jerilderie, where the seasons are very uncertain, and the means of insuring against loss are available, there can be no doubt that such system of insurance will not be neglected. This means practically that the land-owners will lease the right to a certain supply of water yearly. The experience elsewhere has been that land-owners will adopt this system especially when they know that during a drought many applications for water will have to be refused. It is, therefore, quite probable that, from the outset, the direct revenue from the sale of water will be sufficient to pay interest on the outlay.

The most equitable system, however, would be to have, as in Upper India, two sources of revenue, one from the owners of land which is increased in value by the canals, and the other from the users of the water. On a low estimate the increase in the value of the land affected by this lower system of canals on the south side of the Murrumbidgee, will be a million and a half sterling. One per cent. on this increase would give £15,000 annually, so that it is clear that if this system of rating were adopted the charges made for the use of the water could be fixed at a very low figure. It is clear from these considerations that the proposed works would be highly remunerative, if carried out and managed so that fair rates would be paid by those who benefited directly or indirectly by the works.

(b 4) COMPENSATION WEIRS.

In my first report on irrigation from the Murrumbidgee River I pointed out that if large supplies of water were diverted from the river near Narrandera or Wagga Wagga it would be necessary, by the way of compensation, to construct weirs at several places between Hay and the junction of the Murrumbidgee with the Murray. This part of the question has not been overlooked, but the levels and surveys required in connection with it have not yet been completed. There is no doubt, however, that a system of weirs, which will give the land-holders the benefit of every considerable rise in the river, will place them in a much better position than they are at present. The low-lying lands along the lower part of the Murrumbidgee are benefited to an important degree by inundation during high floods. But the occurrence of these floods is very irregular, and a moderate rise in the river is of little or no service. The construction of the proposed weirs will make a large supply of water available for flooding the land during the spring months, and occasionally at other periods throughout the year.

(b 5) WORKS UNDERTAKEN.

The only work yet carried out in connection with the Murrumbidgee River, is the improvement of Yanko Creek. The question of dealing with this creek was made over to the late Water Commission, and, as engineer to that Commission, I was directed to report on the matter. In my report I recommended that a new outlet should be cut to the creek from the river, that the course of the creek should be straightened at a number of places, and that it should be dressed to a certain minimum cross-section. My report was adopted by the Commission and forwarded to the Works Department with a recommendation that it should be acted on. The work was put in hand by the Department of Harbours and Rivers, and considerable progress had been made when it was transferred to the Water Conservation Department. Under the supervision of Mr. Wade, Assistant Engineer, this work, after being interrupted by a series of floods, is now practically complete. In regard to the importance of this work, it may be mentioned that the sum spent originally by the land-owners themselves in an endeavour to improve Yanko Creek, far exceeded what has recently been expended by Government. From the Murrumbidgee River to the head of Colombo Creek the length of Yanko Creek is about 30 miles. At that point its waters divide, about two-thirds continuing in Yanko Creek channel, and about one-third flowing in the Colombo. The course of the latter is probably not less than 80 miles, while that of the former is little, if anything, under

140 miles. These channels run through land of the most fertile description, and in years of short rainfall they are of great value to the land holders. The Yanko Creek in its natural state carried off a portion of the waters of the Murrumbidgee during high floods. The object of the works now complete is to enable the creek to carry off a portion of the waters of the Murrumbidgee during every moderate rise in the river. The attainment of this object in a season like the present, when water is abundant, is much less appreciated than it would be in a drought, or even in an average season.

(c) RIVER LACHLAN.

In the case of the River Lachlan, the surveys and investigations relating to the quantity of water available, and the best means of distributing and utilising it, are less advanced than in the case of either the Murrumbidgee or the Murray. On the other hand, on the River Lachlan an important, though not relatively a costly work, is almost completed: this is a weir at the head of the Willandra Billabong. Before any surveys were started, the importance of the Willandra Billabong as a natural distributary was so obvious, and the immense value of a weir was so manifest, that sanction for the construction of a weir was granted, and the work was put in hand in June, 1890. The weir, which was so designed as not to interfere with the ordinary summer flow of the river, was specified to be constructed of cribwork, the materials for which were obtainable in the neighbourhood, and the amount for the contract was £4,560. The site selected was such that freshets in the river, or even an ordinary flood, would not necessarily stop the work. In an average season the work could have gone on from start to finish without interruption; but, in June, 1890, almost immediately after the contract was let, the river rose rapidly till the discharge exceeded 3,000 cubic feet per second, and within a few weeks afterwards the discharge exceeded the carrying capacity of the channel, and consequently the low lands on the left side were flooded. The surface level reached a height of 2 feet 6 inches above that of any flood which had taken place for nearly ten years. This had the effect of stopping the work, and since then, although the height of the floods has not been remarkable, their duration has been unprecedented since the district of the Lower Lachlan was settled. The latest report shows that the weir is complete, and it only remains to turn the waters of the Lachlan over it—a very simple task in an ordinary season. But once more it is announced that a high flood has come down, and that the contractor has lost his life in it.

The Willandra Billabong, into which the weir will divert a portion of the waters of the Lachlan during every moderate rise, is a great natural effluent, which, under existing conditions, is affected only by high floods. During the early days of settlement, the land-holders near the Willandra Billabong combined, under the leadership of Mr. Desailly, and expended a large sum of money—according to some accounts, as much as £20,000—in constructing a rough dam of logs, and improving the channel of the Billabong. Subsequently the dam was cut by residents on the lower part of the Lachlan, but the improvements which are made along the creek itself are still beneficial to an important degree. These facts show the great importance attached to the Willandra Billabong—an importance easily understood when it is considered that it conveys the flood waters of the Lachlan to a distance of over 100 miles in a direct line, or probably 250 miles as the channel runs, through a highly fertile district, in which the rainfall is uncertain, and averages only from $10\frac{1}{2}$ to 15 inches. A large proportion of the land along the Willandra Billabong has been alienated, but there still remain over 80,000 acres of Crown land within 3 miles of its channel. The total area of rich alluvial land whose value is affected in an important degree by the Willandra Billabong is not less than 500,000 acres.

In regard to the general question of utilising the waters of the River Lachlan, it is necessary to state that the supply, especially in the lower part of the river, is very uncertain, and that large irrigation works, which would be justified in the case of the Murray and the Murrumbidgee, would not be warranted. The effective catchment of the Lachlan is about 20,000 square miles; but this, as a rule, is not effective in a high degree. Owing to the general absence of precipitous mountains, to the absorbent nature of the soil, and to the presence of wide valleys and extensive flats within the bounds of the hilly district, a moderate rainfall has very little effect on the river. Here, too, there are no heavy snows such as occur on the Upper Murrumbidgee and the Murray. From a point between Cowra and
Forbes

Forbes the channel of the River Lachlan is, as a rule, incapable of carrying off a high flood, so that the waters spread over the alluvial deposits on both sides. A large proportion of the waters is thus lost to the lower part of the river; and as the channel in this part is gradually diminishing in section, the amount of this loss is increasing. At the Willandra Weir the channel of the river is not capable of carrying more than 4,500 cubic feet per second, so that above this discharge the waters spread over the flats. The inspections and surveys which have been made indicate that the methods of utilising the waters of the River Lachlan to the greatest advantage will not require any heavy or costly works. Lake Cowal and Lake Cudgellico are natural storage reservoirs of great extent which can be easily kept permanently filled with flood water. The large natural depressions near the Willandra Billabong and the Lower Lachlan are being surveyed with a view to testing how far they are suitable for storage reservoirs, and already it is known that several of them can thus be utilised. The construction of a flood-gate on Lake Creek to retain the flood water in Lake Cudgellico is about to be started, and the construction of a weir on the River Lachlan near Hillston would have been in hand had it not been for the long continuance of the floods. The surveys from the Lachlan have been connected with those from the Lower Darling, and it has been found that water can be taken at a moderate cost through the centre of the dry country between these rivers. In my next Report I hope to furnish plans showing this in detail.

(d) MACQUARIE RIVER.

The effective catchment area of the Macquarie River may be taken at about 9,800 square miles, and the mean rainfall throughout this area at about 24 inches. On the other hand, the mean rainfall throughout the great alluvial plains which constitute the delta land of the Macquarie is scarcely 16 inches. As the accompanying diagrams show clearly, the flow of the river is irregular, great floods being quickly followed by periods during which the discharge falls very low, or the flow ceases altogether. The valley of the Macquarie ceases to have any defined limits beyond Narromine, and the plains on both sides from that place are more or less subject to inundation. The land thus subject to inundation has a length of about 140 miles and a width varying up to as much as 40 miles. The effect of the irregularity of the rainfall and of the discharge of the river is that while in one season from 2,000 to 3,000 square miles of land may be flooded for weeks and a considerable portion of that area for months, the river in the succeeding season may cease to flow and the plains be reduced to the condition of a desert. What is wanted to bring about more equable conditions is, in the first place, some means of conserving and distributing the available supply of water, and, in the second place, means for carrying off the surplus.

The surveys to determine the methods of attaining these objects are still incomplete, but the progress made up to February of the present year is shown on the map appended to this Report. It is clear that remarkable natural facilities exist for the distribution of the waters of the Macquarie, the numerous creeks which flow in a north-westerly direction being natural distributaries, which require comparatively little in the way of remodelling or improvement, while the River Bogan takes the place of an outflow for surplus water, as the Billabong Creek does in the case of the Murrumbidgee. For the purpose of utilising the available supply of water carried by the Macquarie River, it is only necessary to construct a series of weirs, and to improve the existing channels.

Three weirs are proposed in the first instance—one in the parish of Wentworth and county of Narromine, the second near Bugaboo Point, in the parish of Buddha and the county of Narromine, and the third near Warren, in the county of Oxley.

In regard to the first-mentioned place, a detailed survey is required to determine whether a high weir with a cutting of about $1\frac{1}{2}$ mile in length, or a weir of moderate height and a cutting of about 5 miles in length, will be preferable. In either case, the principle will be the same, the objects of the weir being, in the first place, to divert a portion of the waters of the Macquarie into the Boggy Cowal, which would then be utilised as a distributary, as shown on the plan; and, in the second place, to hold back a supply in the river channel which would be available for irrigation purposes by pumping. If a weir of 36 feet in height be constructed, I estimate that the quantity of water held back would be sufficient to flood 4,700 acres to a depth of 1 foot. As the supply in the river above the weir would be kept up by the
flow,

flow, except in severe droughts, the area which could be irrigated under average circumstances would greatly exceed that stated. The weir will have a rock foundation, and as stone of suitable quality is obtainable in the immediate neighbourhood, concrete can be largely used in its construction. The cost of the weir, together with the channel leading to Boggy Cowal, should not exceed £20,000.

The second weir is proposed to be constructed near Bungaboo Point, where there is a natural outflow to Buddah Lake. The Reduced Level of the left bank of the river at this place is slightly over 750, while the level of the water in the river, when the depth on the gauge at Dubbo is 2 feet, is 708·64. During floods the river overflows at this place, first through a shallow depression, the bottom of which is at 749·35; so that a rise of over 40 feet is required in order to cause an overflow under existing circumstances. The distance to Buddah Lake is slightly over $5\frac{1}{2}$ miles, and the surface level in it, when full, is 724. There is thus a fall of 26 feet in $5\frac{1}{2}$ miles, so that there is considerable choice as to height of weir and depth of cutting which should be adopted. The object of the works here, as at other places on this river, are—(1) To retain a supply of water in the river channel, which will be available for pumping; (2) to divert a portion of the waters of the river for the purpose of flooding by gravitation; and (3) to divert sufficient water to keep a good permanent supply in the existing creeks between the Macquarie and the Bogan. The preliminary surveys which have been carried out show clearly the practicability of attaining these objects, and they prove that, for the diversion of part of the waters of the Macquarie into Buddah Lake, as in the case of the provision of a supply for storage in and distribution through Boggy Cowal, the only works of a heavy or costly nature are the weir on the river, and the cutting for a comparatively short distance from it.

Buddah Lake bears the appearance of having been a wide and deep reach in a river channel, and, like the principal effluents from the Macquarie, its direction is from south-east to north-west. The lake is not much over 1,000 feet in width in its widest part, while its extreme length is about 2 miles. The country surrounding the lake consists of uniform plains of a most fertile description, and well suited for irrigation. At the time of my inspection, the water in the lake was from $2\frac{1}{2}$ to 3 feet below the level of the adjoining land, but the flood-marks showed that the water had on some occasions been 18 inches higher; but at this level the water must have been flowing off at the north-west end of the lake. In existing circumstances, the height of the Macquarie on the gauge at Dubbo has to be about 38 feet before there is any overflow towards Buddah Lake; so that, on account of the comparatively small storage capacity of the lake, it is of little or no use towards affording a supply for irrigation purposes. By the construction of a weir, and the frequent replenishment of the supply in the lake, this state of affairs will be altered, and sufficient water for the irrigation of a considerable area will be assured.

In the construction of a weir at this place, the question of the practicability of diverting a portion of the waters of the Macquarie from the right bank as well as from the left, will have to be taken into account. As already indicated, it will be necessary to have a detailed survey before deciding on the height of the weir, and the depth of the cutting at Bugaboo Point; but in any case, the water in the river channel will be held back to Narromine.

The third weir which can advantageously fulfil the same functions as those already referred to, will be near the common boundary of the parishes of Egelabra and Warren, in the county of Oxley. This weir will afford the means of utilising Gunningbar Creek, Duck Creek, and Crooked Creek as distributaries. It is necessary to explain that, although these and other creeks on the west side of the Macquarie are shallow and ill-defined in some places, they yet have in many places larger channels than the river itself. The storage afforded by deep reaches in these creeks is therefore very considerable, and would in a number of places warrant the erection of pumping plant for the irrigation of plots of land as a security against drought. The great fertility of the district, and the uncertainty of the seasons, give special value to such insurance. In illustration of this, I may explain that my first inspection of the district of the Macquarie was made during a severe drought, when the country was a complete desert, and no live stock were to be seen. My second visit was made in the succeeding year, after an abundant rain had fallen, and the grass was from 2 to 3 feet in height. There were still no live stock to be seen, the reason assigned being that the cost of store sheep, delivered in the district, was such that it would not pay to stock the land. A very moderate
area

area of irrigation in small plots at suitable places throughout the district, would have averted an important portion of the losses thus sustained. The great benefit derived from such irrigated plots has already been exemplified in some cases in the Macquarie district, and there is no doubt that if a more regular and more abundant supply of water were available, this method of providing against bad seasons would be largely availed of.

It has been mentioned that when the height of the Macquarie at Dubbo reaches 38 feet on the gauge, an overflow to Buddah Lake begins. As the distance from Dubbo increases, the cross section of the river diminishes; so that while a height of 38 feet on the gauge at Dubbo is required to cause an overflow at Bugaboo Point, a height of from 14 feet to 18 feet will cause an overflow at Warren. When the river reaches 18 feet in height at Dubbo, the country around Warren becomes flooded; above that height the overflow extends up the channel; so that in the highest floods the river banks below Narromine become like almost continuous weirs, over which the water flows, inundating almost the entire district northward to the River Darling, and westward to the Bogan. This immense spread of flood-waters has the effect of preventing any great rise at Warren and its neighbourhood, the surface level at that place, being comparatively little affected after the height of 18 feet is reached on the Dubbo gauge. The defined channel of the Macquarie continues to diminish in section below Warren, till it is finally lost in the reed-beds in the parish of Willie, county of Gregory. In short, under existing circumstances, when the height of the Macquarie on the Dubbo gauge is under 14 feet, the water is lost in the reed-beds, and when the height exceeds 18 feet the district is converted into a lake, through which communications become interrupted to a very serious extent. What is required to remedy this state of affairs is the construction of works which will bring the water under control, and utilise it to the best advantage.

In previous reports I have pointed out that, in several important particulars, there is a resemblance between the natural conditions of the Wimmera district in Victoria, and those of the Macquarie district in New South Wales. In both cases the soil is rich alluvium; in both cases the rivers which deposited the soil gradually diminish in discharging capacity, till the defined channels disappear altogether; in both cases the seasons are very uncertain and the rainfall light; and in both cases there are natural effluents from the rivers which can be utilised as distributaries for the water. The case of the Wimmera has already been dealt with by the construction of a series of weirs, the utilisation of natural creeks and depressions, and the construction of artificial channels wherever necessary. At the time of my visit, it was stated by those best qualified to judge that the expenditure of £100,000 had raised the value of the land in the district by at least £1,000,000. Considering the comparatively small supply of water available, the change produced has been most remarkable. The Macquarie has a much larger effective catchment area than the Wimmera, and a much greater discharge, commands a more extensive area, and has far better natural facilities for the distribution of water. Under these circumstances, it is unnecessary to state more, as to the great development of the Macquarie district which is easily attainable. The survey, as already stated, is not sufficiently advanced to enable me to furnish any detailed estimate; but from the evidence obtained, I believe that the construction of the three weirs proposed, together with channels connecting with Boggy Cowal, Beleringar Creek, and Gunningbar Creek, can be done at a total cost of less than £60,000.

(e) RIVER DARLING.

The question as to how the waters of the River Darling can be utilised to the best advantage of the country is one of the greatest importance. Throughout the whole of its length of about 1,200 miles from Walgett to Wentworth, the country adjacent to the river consists, as a general rule, of fertile alluvial plains. The rainfall varies from an average of about 11 inches at Wentworth to about 18 inches at Walgett. Throughout the whole of this distance the rainfall is too small and too uncertain in its occurrence to make agriculture or horticulture practicable. In no case in New South Wales is the opinion of the late Mr. W. C. Bennett, Chief Engineer for Roads and Bridges, more applicable—that the chief function of our western rivers is not so much the carrying of produce as the production of something to carry.

A large amount of work has been done, and a heavy expenditure been made by the Department of Harbours and Rivers in improving the navigation of the River Darling. In addition to this, much information has in recent years been compiled by the same Department, on the subject of further improving the navigation of that river, by the construction of weirs and locks. The results of these investigations have recently been summarised and dealt with in a very important and instructive report by Mr. C. W. Darley, the Chief Engineer of that Department. This report, which deals with the whole length of the river from Bourke to Wentworth, fully bears out the conclusion arrived at some years ago in a report by Mr. George Gordon, M.I.C.E., on that portion of the Darling from Wilcannia to Wentworth. The conclusion arrived at in regard to the construction of weirs and locks to provide for permanent navigation is, that "no immediate direct return for the expenditure can be counted upon"—in fact, on examination of the papers connected with Mr. Darley's report, it appears quite doubtful whether the return from navigation would pay working expenses.

Under these circumstances, the question arises, whether any expenditure should be incurred in the interests of navigation. In answer to this, I believe that the general opinion of all who are acquainted with the fertility of the soil, and the necessity for irrigation in the Darling River District, is that, looking to the development of the resources of the country, the interests of irrigation greatly exceed those of navigation, but that if both can be provided for by the same weirs, such provision should be made. That this can be done there seems no reason to doubt, but the most advantageous sites for weirs, so far as irrigation is concerned, have yet to be decided on, the surveys to determine this point being now in progress. The methods by which the waters of the Darling can be made available for irrigation may be classed under three heads:—First, by storage in the channel of the river, and in the lagoons and ana-branches connected with it; secondly, by the diversion of water from the river and the direct flooding of the land; and thirdly, by the diversion of portions of the surplus waters into lakes and large natural depressions through natural or artificial channels. The first method necessitates the construction of weirs of considerable height, in order to provide the maximum amount of storage, consistent with economy and with the safety of the works. The second and third methods require the judicious selection of weir-sites, so as to utilise storage basins and existing channels to the greatest advantage, and, as a rule, these methods also will be best served by high weirs. These considerations make clear that the height of the weir proposed by Mr. Darley, namely, 10 feet, would, as a rule, be much too low for the requirements of irrigation. The increased height of the weirs necessary for this purpose would have the effect of diminishing the number of them, which would be required. On the other hand, as sites best suited for irrigation purposes would have to be adopted, irrespective of their necessity for navigation, there would be a tendency to increase the total number of weirs beyond that required for navigation alone. On the whole, however, I have no doubt that a material diminution in the number of weirs could be made by increasing their height to meet the requirements of irrigation. Bearing in mind that in a river like the Darling the foundations of a weir will generally be the most costly part of the work, it may be expected that the cost of the diminished number of high weirs will not differ much from that involved by the proposed low weirs.

Regarding the nature of the weirs, I observe that Mr. Darley proposes to have fixed weirs only. While these would, no doubt, be suitable for navigation, they could not be adopted of sufficient height for the requirements of irrigation, though weirs partly fixed and partly movable might be adopted, which would meet both purposes. A very serious objection to the use of fixed weirs on the Darling lies in the fact that in some places at least they are likely to cause silting up to near the crest-level of the weir. This would increase the overflow in times of flood, and would tend to gradually divert the main current from the present channel. I have not yet obtained definite results as to the rate of silting up which might be expected in the river Darling at various places between Bourke and Wentworth, but I have this information regarding the same river at Walgett. In the last six years the depth of silt which has collected around the gauge on one of the piles of Dangar Bridge, at that place, amounts to no less than 5 feet 6 inches. It may safely be assumed that the quantity of silt carried in suspension diminishes as the river passes on to Bourke and Wentworth, but if the deposit takes place at only one-third of the rate found at

Walgett,

Walgett, the question of dealing with it would be a very large one. For some years past great strides have been made in the construction of movable weirs. Until lately such weirs, though long used and highly appreciated in France, and adopted with great advantage in India and the United States, were scarcely known in the United Kingdom. This state of affairs is now entirely altered; not only have movable weirs been constructed in several places in England and Ireland, but there is little doubt that a distinct advance has been made beyond Continental practice. This advance has been due chiefly to the attention drawn to French and Indian practice, and to the improved designs recently introduced; the main feature in one of the most important of these designs consisting in the use of movable weirs on free rollers, an arrangement which has been tried with success, not only in the United Kingdom, but in India and South America. Among recent important works in which these weirs have been adopted is the Manchester Ship Canal, where some of the sluices used are 30 feet wide by 26 feet high, and can be worked by one man. As already indicated, I am not yet in a position to furnish details regarding the best sites for weirs for the purposes of water conservation and irrigation; but I consider it highly probable that when this is decided it will be found that some system of movable weirs or sluices embodying recent improvements will be found the most useful.

Mr. Darley estimates that the cost of the works required to secure permanent navigation from Wentworth to Bourke will be £1,080,000, and he shows clearly that it is hopeless to look to navigation alone for anything like a reasonable return on this outlay. The position of the question is, however, entirely different, if provision for regular irrigation be regarded as the first object to be attained, while the maintenance of continuous navigation takes the second place in importance. Keeping in view the objects for which works for water conservation on the river Darling are proposed, the following would be legitimate sources of revenue on account of these works:—(1) Rights to pump water for irrigation from the river Darling, and the lagoons connected with it; (2) rights to pump from lakes or other natural depressions into which the waters of the river would be diverted; (3) irrigation by direct flow through natural or artificial channels from the river; (4) increase in the value of land due to the works; (5) navigation tolls.

In regard to the first of these sources of revenue, it may be reckoned that, on a moderate estimate, the quantity of water held back by a suitable system of weirs between Wentworth and Bourke would amount to ten thousand millions of cubic feet. As a general rule, this supply would be maintained by the flow of the river; but in very dry seasons only this quantity would be available for irrigation. If only this supply be reckoned, we should have sufficient to irrigate 200,000 acres of land, or over 220 acres to every mile of river frontage. A pumping license equivalent to 5s. per acre would be a very reasonable one in such a district, and this alone would give a revenue of £50,000 per annum. Considering that the growth of cereals and fodder along the course of the Darling would afford complete insurance against drought throughout a district in which enormous losses are sustained under existing circumstances, and that in an average year a much larger area than that stated could be irrigated, this estimate is, I believe, within the mark.

The second source of revenue is one which would be steadier, though probably much less extensive than the first; but as the amount of storage available at a distance from the river has not yet been examined, no estimate can be made. There is no doubt, however, that the revenue from this source will be considerable.

The third source of revenue will be an important one only in seasons when there is a high river and lack of pasturage. At such times the water would be available for flooding large areas of the natural grasses, and as the water could be supplied at a very low rate, there is no doubt that it would be largely availed of. On this point also it is impossible to form an estimate of the probable revenue, as the surveys are only now in progress which will show the extent of land which can be flooded.

The fourth source of revenue should be the most important one. The production of an ample supply of cereals and fodder along the course of the Darling, added to the facilities for water carriage, will have an effect on the whole of the Western District. Reckoning, however, only the land within 3 miles of the river Darling, or of the channels or lakes which will be affected by the proposed works, and judging from the experience of both America and Victoria, it is safe to conclude that on a low estimate the amount of the increase in the value of the land
thus

thus directly affected will be more than double the amount of Mr. Darley's estimate of the outlay required for navigation purposes. I have pointed out that the adaptation of the works to the purposes of water conservation and irrigation is not likely to add much to that estimate. In other words, therefore, the outlay will be recouped twofold by the increase in the value of the land, and as a large proportion of the land still belongs to the Crown, it is clearly on this ground alone to the interest of the Government to undertake the works.

On the whole, if the third source of revenue be omitted altogether, I believe that the three remaining will afford a fair direct return on the outlay after paying working expenses. I trust to be in a position to furnish in my next Report details which will establish this point. The navigation dues will constitute a fifth source of revenue, and they will probably be sufficient to influence to some extent the rate at which water can be supplied for irrigation.

In regard to the surveys in progress, it is necessary to add that one survey party is at work on the Lower Darling, and one on the Upper Darling. The survey of the latter has been connected with that of the Namoi at Walgett, and with that of the Macquarie and Castlereagh at Coonamble. The survey embraces connections with the Cato and Tarrion Creeks, with Lake Narran, and with the Bokhara, Birie, and Culgoa rivers. The survey on the Lower Darling which commenced from Wilcannia, has been connected with that of the Lachlan on the Willandra Billabong, and will be connected with that of the Murrumbidgee at Paika Lake and Balranald. The Lower Darling survey includes connections with the systems of lakes on both sides of the river, and with the natural channels which assist in carrying off flood-waters. These surveys were delayed by floods, but are now progressing satisfactorily.

(f) NAMOI AND GWYDIR RIVERS.

Although the Namoi River has an effective catchment of about 9,500 square miles, and the Gwydir 4,800 square miles, these rivers, like the Macquarie and Lachlan, are very uncertain in their flow. The storage of water in time of flood to maintain the flow in periods of drought is, therefore, a very important question to be dealt with. The surveys, which were greatly delayed by floods, are now making good progress; but I am not yet in a position to give any details as to the results obtained.

(7) GENERAL REMARKS AND CONCLUSIONS.

As the subject of the construction and management of large works for water conservation and irrigation in this Colony is still in an initiatory stage, it is necessary to add some remarks regarding the methods which are adopted elsewhere for carrying out such works. These methods differ widely in different countries, and under different conditions, and important lessons may be drawn even from examination of systems which could not be adopted here. In regard to the general question of management of the water supply, I append a reprint of a paper on this subject, which I had the honor to read before the Royal Society of New South Wales some four years ago. The information contained in it applies still, and the paper contains a brief summary of the practice of other countries in regard to water conservation. It is necessary now to refer to only two countries in which the conditions are analogous to those existing in New South Wales. These countries are the Western States of America and the neighbouring Colony of Victoria.

The system followed in America is, briefly, to leave everything to private enterprise, to go largely on the principle of granting unalienated water-rights to applicants as long as such rights are left available, and to have no State interference or assistance in carrying out works. This system has stimulated the construction of irrigation works to a remarkable degree; and if proper provision had been made for the equitable granting of such rights, and for the definition of their extent, there would have been considerable ground for the adoption of such a system. Legislation providing for the administration of the rivers has been recommended by a Select Committee of the Senate, and the necessity for recognition of State ownership of the waters urged; but there is no tendency shown towards the limiting of private and local enterprise in the construction of works. On the contrary, while the necessity for irrigation is forcibly stated, and its encouragement by every

every reasonable means recommended, it is expressly stated that the Government should not construct the works. It appears, however, to be settled that the preliminary surveys should be carried out by the Central Government, and considerable progress has already been made with them.

In Victoria, the larger works, or those which can be termed the "National Works," are carried out by the Government, while works of less importance are constructed by Trusts, with money raised by Government loans. The only important exception to this rule is the Mildura Irrigation Colony, which is managed after American models, by Messrs. Chaffey Brothers. The educational effect of this colony, managed as it is by experts in the different branches of the work, is, undoubtedly, valuable, while the work done and the progress made are unexampled in these Colonies. Still, it is necessary to bear in mind that irrigation is in its infancy in Victoria, and that both systems are still on their trial. Doubts have been raised as to the success of the management of works by Trusts, but judging from the undoubted increase in the value of land due to the works which have been carried out, or are in progress, it would appear that if the system of rating property, according to the benefits received, be fully and fairly carried out, there should be no difficulty in obtaining a fair return on the outlay.

The progress made under the American system has certainly been remarkable. During last year the number of acres actually under irrigation in the Western States was reported as over seven and a half millions. The Report already mentioned, which was prepared by a Select Committee of the Senate of the United States, referring to this irrigation, and to the value of the land before and after the irrigation works were constructed, made the following statement:—"Not an acre of land in the arid region was worth over 5 dollars; 97 per cent. of it would not have brought the pre-emptive price of public land, a dollar and a quarter per acre. Its average price per acre now is not less than 30 dollars."

APPENDIX No. 1.

Notes on the Experience of other Countries in the Administration of their Water Supply.

By H. G. McKINNEY, M.E., M. INST. C.E.

[Read before the Royal Society of N.S.W., 6 July, 1887.]

Now, whilst the importance of the question of water conservation in New South Wales is beginning to be understood, and the necessity for legislation regarding it is generally admitted, a concise statement of the lessons in administration which may be learned from the experience of other countries appears opportune. It may be suggested by some that in dealing with such a question I am trespassing on ground which properly belongs to gentlemen of the legal profession; but this is an opinion which I cannot agree to. I maintain that no one is more entitled to be heard on the general principles of administration of the water supply of a country than an engineer who has had practical experience both of the value of good laws and the mischief caused by bad ones. Legal technicalities and questions of legal detail do not, in fact, come within the bounds of an inquiry into the general principles with which I now propose to deal.

The countries from which the most useful lessons in water administration can be obtained are Spain, Italy, India, France, and the Colony of Victoria; while America and England furnish striking instances of mistakes which we should do our utmost to avoid. There are other countries from which some useful hints can be obtained and which will be incidentally referred to; but those enumerated will supply nearly all the information now brought forward.

The scanty rainfall and high temperature in Spain early led to the introduction of irrigation in that country, while the smallness of the available supply of water necessitated the framing of regulations for its use. Hence, we find that during the occupation of Spain by the Moors irrigation was widely practiced, works for this purpose having been constructed then which even now occupy an important position both from an engineering and from a utilitarian point of view. The value of the customs and laws under which irrigation works were managed by the Moors was fully recognized by their conquerors. An excellent instance of this occurred early in the thirteenth century, when the King of Arragon, by whom the Moors had been expelled, issued a decree that the customs observed by them in regard to the utilization of water should be adopted and adhered to. In short, the Spaniards were indebted to the Moors, not only for their irrigation work, but for their system of administration and their sound and practical methods of dealing with water rights. The Spanish Law of Waters, which was passed in 1866, and which is probably the most comprehensive Act of its kind in existence, is little more than a codification of previously existing laws and a legalisation of established customs. Generally speaking, every irrigation work in Spain has a code of rules for its management, and the administration of these rules is in the hands of the irrigators. The Law of Water deals with the general question of the rights of the State and of individuals to water, and is sufficiently wide in its scope to provide as well for the most ancient irrigation work in the land as for those recently carried out by English Companies. This Law consists of 300 Articles or Clauses; but the first twenty-nine of these relate to the waters of the sea, and deal with coastal works and with the belt of sea throughout which Spanish jurisdiction extends. In the remaining 271 clauses, the subject of rights to rain-water, and to rivers, lakes, and subterranean supplies is treated exhaustively. The basis of this Law, briefly stated, is that all large natural supplies of water are public property. Article 31 declares that "There pertain to the public property the rain-water which flows through torrents or watercourses, the channels of which belong to the same public property." Article 33 proclaims that "There pertain to the public or public property—

- (1) The waters which spring perennially or intermittently within the public lands.
- (2) Those of the rivers.
- (3) Those, whether perennial or intermittent, which flow through their natural channels."

Article 44, dealing with the stagnant water, declares that "There pertain to the public property the lakes and marshes formed by nature, covering public land and fed by public streams." In the case of subterranean waters, these belong to the owner of the land under which they are obtained. Article 45 on this subject states—"There pertain to the owner of an estate in full possession the subterranean waters which have been obtained in it by means of ordinary wells, whatever may be the apparatus employed to draw it."

Among the numerous points provided for in the Spanish Law of Waters, one of the most important is the power to obtain a right-of-way for water for irrigation purposes. It is at once obvious that in a case where extensive irrigation works are constructed, it is absolutely necessary that all persons owning property within a reasonable distance of the works, and to whom it is desirable that a supply of water should be afforded, should have a right to construct the necessary channels on payment of fair compensation to the owners of the land through which these channels have to be taken. Another very important subject dealt with is the provision of regulations under which concessions can be granted to companies or to individuals for the construction of works for irrigation or for water supply to towns. As an instance of the terms on which concessions have been granted, the case of the Iberian Irrigation Company may be quoted. The principal conditions under which the concession was granted to this Company were that it would, at its own cost and risk, construct canals for irrigation purposes, that it would not have authority to charge at a higher rate than 28s. per acre of land watered, and that after 99 years the canals would become the property of the State, to which they should be made over in good working order. The following remarks of Moncrieff on this concession are suggestive:—"In return for all this, what the Government give is the use of a river running to waste, and which they themselves could not employ; and this use is in order to benefit their own country, increasing the general prosperity of the district, and directly swelling the revenue, by enabling them to impose on the watered lands a heavier assessment."

Legislation on the subject of water rights in the various States which are now combined in Northern Italy, dates back in some instances as far as the tenth century. The laws and customs of these States have been altered and improved on as occasion required; but the general basis of the enactments in

in force is that the State is the owner of the rivers and of all their tributaries of any importance. This point is enunciated in the Code of Victor Emanuel, which was passed on the union of the Italian States, and which proclaims that the rivers and torrents form part of the public domain. Starting with this position, most complete regulations are laid down in regard to the utilization of the national supply of water. All owners and occupiers of land are bound to obtain sanction from the authorities before any works can be constructed by them for this purpose. The works must be carried out and the water used in the manner sanctioned, and no alteration of existing works can be made without first obtaining approval. The owners or users of canals are bound to maintain them in good working order, and have to provide for the escape of all surplus water, which, if not required for use by other irrigators, has to be allowed to flow to the river from which it originally came.

The portion of the Civil Code of Italy which treats of water-rights is very comprehensive, and holds a corresponding position there to that occupied by the Laws of Water in Spain. The conditions existing in these two countries differ materially, and the legislation to provide for these conditions naturally exhibits a corresponding difference. In Italy the rainfall is much higher, and the supply of water in the rivers more abundant and more regular. Hence the necessity for drainage works in connection with irrigation in Northern Italy is felt in a degree unknown in Spain. On this account, the subject of drainage is dealt with more exhaustively in the Italian enactments. Among points relating to drainage provided for in these, the most important are—(1) the right-of-way for drainage water, (2) the obligation to keep drainage works in repair, and (3) the right of an owner or occupier of land to enter the lands of others in order to repair any drainage work, from the condition of which he has reason to apprehend danger or loss. Under the Italian laws no man has a right to waste water. When a supply of water is granted to any person for the irrigation of a certain plot of land, the surplus left after that land is watered belongs to the person or authority from whom the supply was obtained.

The same reasons which in Italy called for special provisions regarding drainage also necessitated comprehensive regulations in regard to right-of-way for water. Not only is a right-of-way for water through public or private lands, and over or under canals provided for, but even cases in which it may be desirable to conduct water into and for a certain distance through a canal or channel already in operation has not been overlooked.

The canals of Italy having been constructed under a great variety of conditions, and, in most cases, many centuries ago, there is considerable diversity in the nature of their ownership. Hence we find that some of these works are the property of Government, others of corporations or of associations of irrigators, and others of private individuals or companies. Since the union of Italian States, the principle of having irrigation and drainage works constructed and managed by the persons interested has been fostered and encouraged. Still the only great irrigation work constructed within a comparatively recent period—namely the Cavour Canal—was carried out by an English company under a special concession from the Government; but the system of management by associations, which corresponds closely with what we should term "Irrigation Trusts," is in full operation and works very satisfactorily, as might be expected. The Italian Civil Code not only sanctions voluntary associations for the management of irrigation and drainage works, and prescribes regulations for their guidance, but it provides for the compulsory formation of associations of this description for the public benefit, when a majority of the land-holders of a district so desires. It is necessary to add that, in cases of the latter description, an association can be formed only when the majority of the land-holders who are in favour of it represents more than half of the total interests involved.

The procedure laid down for cases in which a supply of water from a river or lake is required is, in the main, similar to that adopted in France, as will presently be explained. Applications for such supplies have to be made to the Government through the local authorities, and every application must state the nature and extent of the concession asked for, explain the objects in view and show their utility, and must be accompanied by plans and sections in explanation and support of the claims advanced. To deal with such proposals and with the management of the water supply generally, there is a staff of highly trained hydraulic engineers in the service of the Government. Projects for the diversion of water from the rivers, or for drainage, or for the alteration of existing works for irrigation or drainage purposes, are referred to those engineers who have to inquire into not only the engineering aspect of the proposed works, but also as to the benefits likely to arise from them, and the actual or possible objections to their construction. The local authorities are also called on to furnish their opinions. The information and opinions thus obtained are considered by the Government, and if it be decided to grant the concession asked for, the terms on which it can be allowed are arranged in detail.

The Cavour Canal, which has already been referred to, being a national work in importance, magnitude, and cost, was to have been constructed by Government, but owing to the state of the public finances, an advantageous offer made by a Company, composed chiefly of Englishmen, to carry out the works was gladly accepted. The terms of the concession were so favourable to the Government that, as has been tersely stated by Moncrieff, the canal has proved a source of wealth and prosperity to all connected with it except the shareholders. The principal points in the agreement were that the Company should, within a given period, carry out a project, the main features of which had already been determined on, for the construction of a canal from the River Po; that this canal should be capable of discharging a stated quantity of water; and that its main object should be to augment the supply in several existing canals. The Company was to manage and maintain the works, and to receive the revenue from them for fifty years, after which period it was to hand them over in good repair to the Government. The charges for water made by the Company were not to exceed rates which had obtained the approval of the Government; but the latter guaranteed a return of 6 per cent. on what it recognised as the capital of the Company. It is manifest that an agreement of this description carries with it a certain advantage free from risk to the Government which makes it, and to the land-holders on whose behalf it is made, while the risk all falls on the Company which undertakes to construct and maintain the works.

In France, questions relating to irrigation and navigation have to be considered together when dealing with the rivers. The system of inland navigation in that country has long been one of the most important in the world, and holds a very prominent position in promoting trade by reducing the cost of carriage. The extent to which the value of the rivers and canals of France are appreciated may be judged from the fact that not many years ago the sum of forty millions sterling was voted for their improvement and development.

Although irrigation is practiced in almost all parts of France and over extensive areas, and although its general effect is to raise the value of land by 50 per cent., still it is not of such vital importance as in Spain, nor is it even so much of a necessity as in Italy. Hence it is not surprising that the laws of France relating to water supply, having to deal with all the requirements of both navigation and irrigation, are more complicated than those of Spain or Italy; but the principle of the State right to streams is made sufficiently clear, and the rights of the public are so defined as to prevent the obstruction of useful works. The Code of Napoleon declares that rivers and streams which will carry floats or rafts are considered as dependencies on the public domain, and a subsequent enactment specifies the streams and parts of streams which were to be deemed navigable or raftable. In cases where rights to supplies of water had been acquired, previous to the passing of these enactments, compensation was allowed to the owners of these rights. Subject to such conditions, the Government also reserves to itself the right to declare streams, or parts of streams, navigable or raftable in addition to those already proclaimed.

When any private individuals or syndicates propose to obtain a supply of water from a river, the matter has to be referred to the Prefect of the district in which the supply is required. Investigations are made by him into the circumstances of the proposal, and the subject is then made over to the engineer of the Department, who reports on the merits of the project from an engineering standpoint. As in Italy, applications for water privileges must be accompanied by plans and sections, and also as in that country, the engineer to whom they are made over for report is a highly trained Government officer. Having investigated the application, the engineer returns it with his report to the Prefect who adds any remarks he may consider necessary, and then forwards all the papers to the Central Government where they are considered by the Council of State. If the application be granted, the proposed works must be carried out under terms prescribed by Government, and subject to the supervision and approval of the Government engineers. [The foregoing is the procedure in the case of large works or claims, but for water privileges of minor importance the Prefect has discretionary powers to grant claims which are recommended by the engineer.]

The fact that the State does not lay claim to rivers and streams which are not navigable, has led indirectly to difficulties in the way of irrigation enterprise. Another cause of injury to irrigation prospects has been the difficulty and expense attendant on obtaining a right-of-way for water, and a right to abut a dam on the property of others. These difficulties have in a great measure been surmounted by the system of having works constructed and managed by syndicates or associations composed of the persons directly interested in them. Two kinds of such syndicates are recognised by the Laws—the one termed “free,” because its members in all cases join it voluntarily and are at liberty to leave it if they desire, the other termed “authorised,” because it is empowered by the State to exercise certain rights, and among others to acquire any land which may be necessary for its purposes. On the whole, a free syndicate bears to an authorised syndicate nearly the same relation as a Progress Committee in this Colony bears to a Municipal Council. The main principle of either kind of syndicate is purely that of local government, the construction and management of irrigation or other kindred works being in the responsible charge of a body elected by those directly interested.

In Upper India, the Canal Act of 1873 deals in a concise, as well as comprehensive manner with the question of water conservation and supply. This Act is the outcome of two excellent reports, which were furnished to the Indian Government at different times by two engineers, who were specially deputed to visit irrigation works in the South of Europe, and to report on their character and administration. The countries drawn on for information and experience were Italy, Spain, and France, and there can be no doubt that these were the countries which could furnish the most valuable suggestions and present examples most worthy of imitation.

The Northern India Canal and Drainage Act commences with the announcement of the right of the State “to use and control for public purposes the water of all rivers and streams flowing in natural channels, and of all lakes and other natural collections of still water.” Part I of this Act is of a preliminary nature, and furnishes a statement of the territories to which it applies, specifies the previous Acts which it supersedes, and defines the application of the terms used in it. Part II, relating to the application of water for public purposes, describes the procedure to be adopted when a supply is proposed to be utilised, and states the powers of canal officers, the conditions under which compensation may or may not be awarded, and the method of inquiry into claims. Part III, dealing with the construction and maintenance of works, gives to canal officers the power of entry on private lands, and describes the procedure followed when granting supplies of water from a canal and the responsibilities of the persons to whom such supplies are granted. Part IV, on the Supply of Water, describes the cases under which a supply may be stopped, forbids the subletting of such supply, and ordains that any contract for water between the Government and a land-holder shall be transferable with the land. Part V, dealing with water rates, distinguishes between the occupier's rate and the owner's rate, and describes the mode of treatment of each. The remaining six parts into which the Act is divided deal respectively with Canal Navigation, Drainage, Obtaining Labour for Canal and Drainage Works, Jurisdiction, Offences and Penalties, and Subsidiary Rules.

It is well to call attention here to the title of this Act, which shows that it applies only to Northern India. Madras, which has a Governor and Government of its own, is much behind the northern provinces in regard to such legislation, and, in this respect, at least, justifies the name of “the Benighted Presidency,” which is frequently applied to it.

For the administration of the Act described, the engineers in charge of canals in full operation are required to pass a qualifying examination to show that they have acquired the requisite proficiency in knowledge of Canal Law and of the Code of Criminal Procedure. On passing this examination they are gazetted as Canal Magistrates, with powers to try and to pass judgment on offences against the Canal Act. Appeal can be made in such cases to the District Magistrate; but this is very seldom resorted to. The position of canal engineer is thus one of very considerable responsibility, as he has not only to see that the main canals and distributaries are in thorough working order, but he has to supply the water without fail to the cultivators according to an appointed rotation, to punish any attempt to interfere with this rotation, to decide regarding applications for new supplies or for the transfer of the position of outlets, and to prevent any kind of waste. The canal engineers, whether they be Royal Engineers or civilians are the outcome of the competitive system, the only exceptions to this rule being furnished in the cases of a few civilians and Staff Corps Officers of long service. For many years past the

the first step towards the attainment of an appointment in the Department of Public Works in India, whether the candidate proposes to enter the service as a Royal Engineer or as a civilian, is the passing of an open competitive examination. The course of training necessarily differs, as the curriculum for civilians includes only civil and mechanical engineering, and subjects bearing on these, while that of the military cadet, though involving these subjects to an important extent, embraces also the studies necessary to qualify for the higher scientific branch of the military service.

The canals and other great irrigation works in India are in all cases constructed by Government and managed in the manner described. The success of the system of canal administration in Upper India is beyond question, though the attempt to engraft the principle of local government on it proved a failure. The management of branch canals and distributaries will probably in the course of time be placed with satisfactory results in the charge of local associations of landholders. It does not, however, seem surprising that a nation which has been the victim of successive conquests from time immemorial, and which has never hitherto been permitted to have a voice in the administration of its own affairs, should be slow to develop a talent for governing itself. The present system is undoubtedly that best suited to the conditions of the people, though it is not altogether in accordance with the spirit of the present tendency of European nations. Hence, while we can learn useful lessons from the principles of Indian Canal Law, there are many points in its administration which we are not likely to imitate. The great principle which lies at the root of the legislation in Northern India, as well as in Spain, Italy, and France, is that all great natural supplies of water belong to Government, and that it is the duty of the Government to deal with them in the manner most advantageous to the public. This is the principle on which was based the Draft Bill given in the First Report of the late Royal Commission on the Conservation of Water in this Colony; it is the principle adopted (avowedly from that Draft Bill) in recent legislation in Victoria; and, so far as can be judged from the experience of other countries, it is the only sound basis on which the natural water supply of a country can be administered.

Spain, Italy, France, and India take the leading positions in regard to administration of rivers and other sources of water supply, and furnish the best examples for our information and guidance; but there are other nations which afford corroborative evidence of the soundness of the systems which they follow. For instance, in Prussia, Bavaria, and Saxony, the Government claims absolute ownership of the rivers, and will not permit even the tributary streams to be interfered with until sanction has been granted. The general principles adopted in the management of the rivers in these countries bear much resemblance to those acted on in France, and the result is equally satisfactory.

In America the various states are permitted to deal with the rivers and lakes within their boundaries; but, as a general rule, the British Law of Riparian Rights is still recognised. One exception to this rule is furnished by Colorado, in which a law was passed regarding the rivers, which might be summed up in the familiar expression "first come first served." The immediate effect of this law was that a rush was made by speculators to secure the right to every important river. In this way individuals and companies obtained rights which placed them in a position to utilise the waters or not as they pleased, to prevent others from making use of the waters, and to make their own terms with those who required supplies. It is not surprising that under these conditions Colorado soon became an unrivalled field for the irrigation lawyer, and that irrigation enterprise was checked and even threatened with extinction. In California the operation of the British Law of Riparian Rights has been at least as mischievous in its effects as the attempt at legislation as Colorado. With reference to this point, the following quotation from Mr. Deakin's very instructive report places the question in a clear light:—"According to the last message of the Governor of California to its Legislature, 'rights to use water under the Civil Code are undefined and unproven claims, the extent and dates of which are known only to their holders or claimants,' a state of affairs which necessarily involves all parties interested in doubt and loss. How serious the loss is, owing to this unsatisfactory condition of legislation, may be better judged when it is recollected that almost the whole of the 150,000 people who inhabit Southern California are directly or indirectly dependent upon irrigation for their support. The value of the property in irrigated lands and in works threatened in this State is publicly stated at £40,000,000. The injurious results of the uncertainty as to the position of appropriators are discovering themselves on every hand. The splendid fruits of irrigation upon desert lands have all sprung from schemes commenced before this issue was raised. From that hour all projects for new works, or the enlargement of works in existence have been paralysed. Canals which have a capacity for supplying 40,000 acres, with but little addition, continue to supply only 20,000 acres, as they did when the doubt was first raised. Only under most exceptional circumstances or on the smallest scale are any new projects being carried out in California. Where, as at Ontario or Redlands, extensive expenditure is being incurred, it is because the question of riparian rights cannot be raised. The proprietors of existing canals are, many of them, involved in a web of litigation; the legal expenses on one canal alone, which is not a special subject of contention, having added £4,000 a year to its cost of maintenance." Since these words of Mr. Deakin were written, the public of California has been thoroughly aroused to the pitch of exasperation by a decision of the highest legal tribunal of that State. This decision, which considerably aggravated the state of uncertainty so lucidly described by Mr. Deakin, resulted in the establishment anti-riparian leagues, the members of which were pledged to use their best exertions to have the Law of Riparian Rights repealed, and something more reasonable substituted for it.

When we turned to England for information on the subject of water conservancy we were confronted by a state of affairs which, on this point at least, justifies the statement that the English laws are the best in the world for the lawyers. A concise statement of the British Law of Riparian Rights appeared some time ago in the columns of the *Sydney Morning Herald*, under the well known initials of Mr. Oliver, the Parliamentary Draftsman, who has made a special study of this subject. According to this law, a riparian proprietor has a right only to what one authority terms the "ordinary use," and what another terms the "reasonable use" of the water. All authorities seem to agree that no person has a right to take so much of the water of a river as will injuriously affect the supply lower down; and some appear to lay down the general rule that every riparian owner who makes use of the water of a river is bound to return the water undiminished in quantity, and unaltered in quality. One high authority is of opinion that a person has a right to put a dam across a stream in his own property, and another equally high authority has ruled that no person has any right to obstruct the flow of a stream. Where large interests are involved, the question as to the exact meaning of the terms "ordinary" and "reasonable"

as applied to the use of water, would afford a wide field for legal hair-splitting. Then the question as to what quantity of water, if any, could be taken out of a stream without injuriously affecting interests lower down, would present another series of difficulties. Take, for instance, the case of such a river as the Macquarie, which is frequently dry at Warren when there is a good supply flowing past Dubbo. On such occasions the stream beyond the latter place gradually diminishes till it disappears altogether. It will be easily understood that under those circumstances the abstraction of a very moderate supply at Dubbo would reduce by miles the distance traversed by the stream. Such considerations as these show that wherever the British Law of Riparian Rights is in force, the opportunities for raising difficulties in the way of making any use whatever of the water of rivers are practically endless. It is particularly interesting to note that a person who wishes to construct a dam has a high legal authority in support of his right to do so, while his neighbour, who is determined to prevent the construction of any dam, has an equally high authority to rely on. It is, on the whole, a matter for regret, that when Charles Dickens was in the vein for writing such sketches as that on the "Circumlocution Office" and "How Not to Do It," he was not brought into collision with this remarkable jumble of vague and discordant opinions, known as the British Law of Riparian Rights. But it may be urged that while this so called Law is unsuitable to the requirements of countries which have a hot climate and a scanty rainfall, it may be sufficient to meet the requirements of the country in which it originated, and where these conditions are, in a great measure, reversed. It would be well for the credit of English administration if this were so, but the facts are far different. In Spain, Italy, and Northern India the rights of the State and of individuals are clearly defined, so that the initiation of works for water conservancy, or the development of existing works, presents no legal difficulties, and affords no ground for heavy preliminary expenses or for unreasonable delay. In England, on the other hand, it is impossible to interfere in the slightest degree with a stream, lake, or marsh, without first setting in motion the whole cumbrous machinery of the legislature, and stirring up afresh the muddy waters of riparian rights. I have not been able to obtain a statement of the number of English enactments relating solely to water conservation, but I have ascertained, on good authority, that the number of public and private Acts of Parliament which deal with rivers, canals, harbours, and docks is little, if anything, short of 4,000. The confusion, uncertainty, and loss necessarily arising from such multiplicity of laws are greatly increased by the number and variety of the Boards which have been created to administer them. The chief objects of river conservancy in England are (1) protection against floods; (2) facilitating navigation; (3) reclamation of swamps; (4) industrial purposes; and (5) fish breeding. Such a list of objects has resulted in much piecemeal legislation and called into existence a great variety of Boards or Commissions whose interests are widely divergent. Very little consideration is required to show that the interests of residents on one part of a river frequently differ entirely from those of residents on another part. For instance, persons residing on the higher part of a river in England, naturally desire to afford every facility for the rapid discharge of flood water, while those on the lower land near the mouth of the river view with apprehension any steps taken with this object, as the violence of floods on the lower part of the river would be thereby increased. Divergent interests such as these afford a wide field for disagreement between different Boards, and it is, therefore, not surprising that when one Board or Commission desires to carry out works for water conservancy or for river improvements of any kind, it generally finds several other Boards standing in the way to oppose it. As an instance of the result of this state of affairs, the feuds between the different Boards on the little River Nene have, during the last fifty years, cost £100,000. In the case of the Ouse, the amount expended merely in obtaining parliamentary powers for carrying out necessary improvements have been £150,000. Nearly the whole of these sums can be put down as direct loss or waste, and there can be no doubt that the indirect loss due to the retardation of enterprise, and the delay in carrying out useful improvements must have been much greater.

The extent to which responsibility in regard to river conservancy in England has been divided is almost incredible. In the case of the little river Witham there are seventeen separate authorities which have more or less jurisdiction over its banks and main tributaries, and these do not include the Drainage Commissioners in the fen lands near the river's mouth. These, if added, would make altogether forty different Boards possessed of jurisdiction over the Witham and its tributaries. Another notable instance of divided authority is that furnished by the River Nene. In the length of 30 miles between Peterborough and the sea, that river is under the charge of fourteen Boards of Commissioners. Three of these Boards have jurisdiction over the river channel, five over the north bank, and six over the south bank. It would be easy to furnish numerous instances of the pernicious effects of multiplying administrative Boards in this haphazard manner, and dealing piecemeal with the great question of river conservancy; but a few will suffice to illustrate the manner in which such effects make themselves felt. In one case, necessary improvements at the mouth of a river were carried out only after the question had remained in dispute for eighty years. In another, a sum of £150,000 was expended in improving a portion of a river, but as the authorities possessed of jurisdiction on other parts of the river refused to make corresponding improvements, no benefit whatever was derived from this expenditure. In a third case a disastrous inundation was prevented by persons acting on their own responsibility, while the authorities directly interested in preventing the inundation had no jurisdiction over the river banks.

The engineers who have had the most extensive experience in connection with water conservation and supply in England, are fully alive to the glaring defects of the administration in regard to these matters, and are unanimous in the opinion that sweeping reforms are necessary. Two eminent engineers, who were appointed as a Royal Commission to inquire into and report on this subject, gave the opinion that all the river should be under one jurisdiction, with a central office in London, and a Cabinet Minister at its head; but the difficulties in the way of carrying out useful legislation have prevented any such measure from being passed. Besides, in a country like England, where numerous and complicated rights to water have been acquired, the difficulties to be encountered and overcome in passing such laws as would place the question of water conservation on a sound basis, would be very great. In a new country, where settlement is incomplete and the development of the natural resources has only commenced, the obstacles in the way of passing suitable laws dealing exhaustively with the general principles of water conservation and supply are comparatively trifling. But delay in this matter is dangerous, and the cases of England and America show the nature of the danger and the fate of the water supply when enterprise is fettered by the British Law of Riparian Rights—the law which is still in force in New South Wales, as some of our most enterprising pastoralists know to their cost.

APPENDIX No. 1.

MEAN Annual Rainfall for Coastal Basins in New South Wales.

Catchment area of River.	Mean annual rainfall.	Square miles.	Product.	Remarks
Tweed.....	70.67	430	30,388.10	} Minor Coast Basins. Mean average—36.78.
Richmond	55.81	2,660	148,454.60	
Clarence	39.29	8,340	327,678.60	
Macleay	24.69	4,200	103,698.00	
Shoalhaven	27.03	2,840	76,765.20	
Hasting's	61.92	2,000	123,840.00	
Manning.....	43.19	3,100	133,889.00	
Hunter	27.41	8,300	227,503.00	
Hawkesbury	34.38	8,400	288,792.00	
Queensland to Manning	46.26	1,700	78,642.00	
Manning to Shoalhaven	42.21	3,500	147,735.00	
Shoalhaven to Victoria.....	33.68	4,800	161,664.00	
		50,270	1,849,049.50	

APPENDIX No. 1A.

MEAN Annual Rainfall in the Minor Coastal Basins in New South Wales.

Station.	Number of years for Mean.	Mean annual rainfall.	Station.	Number of years for Mean.	Mean annual rainfall.
QUEENSLAND TO MANNING RIVER.					
94 Kempsey (West)	7	45.51	74 Clarence Heads	12	52.68
90 Grafton	17	36.12	98 Lismore	5	50.72
			Mean average		46.26
MANNING RIVER TO SHOALHAVEN.					
116 Port Stephens	14	50.58	90 Gosford.....	8	43.37
164 Taree.....	6	43.02	96 Kiama	4	47.86
122 Sydney	31	49.23	134 Wollongong	15	39.21
72 Campbelltown	7	24.90	114 Parramatta	23	37.75
110 Newcastle	28	46.93	106 Moss Vale.....	17	39.22
			Mean average		42.21
SHOALHAVEN TO BORDER (VICTORIA).					
112 Nowra	5	33.70	142 Bombala	5	21.21
72 Cape St. George	23	50.19	82 Eden	20	35.01
106 Moruya Heads.....	13	34.79	142 Braidwood	13	27.19
					33.68

APPENDIX No. 2.

DETAILS Regarding River Gauges.

River.	Reduced Level of Zero of Gauges.	Remarks.
Murray	Albury	(1) In many cases the gauges were placed too high, so that the new marks were frequently above the river surface. On this account a number of changes have been made, and others are yet to be made. The levels given are those of the gauges as they now stand. The following changes have been made:— (a) Albury, gauge lowered 8 feet in March, 1885. (b) Tocumwal, gauge lowered 3 feet in August, 1886. (c) Moama, gauge lowered 6 feet on 2nd April, 1890. (d) Euston, gauge lowered 5 feet on 24th April, 1890. (e) Balranald, gauge lowered 1½ foot in May, 1886.
	Tocumwal	
	Moama	
	Euston	
Murrumbidgee.	Wentworth	
	Gundagai	
	Wagga	
	Narrandera	
Lachlan	Hay	
	Balranald	
Macquarie	Willandra Weir	
	Dubbo	
Darling and Barwon	Warren	
	Mungundi.....	
	Collarindabri	
	Walgett	
Gwydir	Bourke	
	Wilcannia	
Edward	Menindie	
	Wentworth	
Namoi.....	Bingara	
	Deniliquin	
Nepean	Narrabri	
	Walgett	
	Mcangle	
	Penrith.....	(2) The old gauges are being gradually replaced by new ones of enamelled iron.
		(3) In many cases the old gauges were of a very rough description. When the present gauges were fixed at Euston and Tocumwal there were really no gauges at those places, the old ones having been washed away by floods.
		(4) In addition to the gauges mentioned in the list, others are being established at all places where records are required.

Plans and Diagrams accompanying this Report.

- Plan No. 1.—Drainage area of the River Murray.
 „ 2.—District of the Murray, Murrumbidgee, and Lachlan Rivers.
 „ 3.— „ Macquarie and Bogan Rivers.
 „ 4.—Lake Urana.
- Diagram No. 1.—Discharge of the River Murray at Albury.
 „ 2.— „ „ at Moama.
 „ 3.— „ „ at Euston.
 „ 4.— „ River Murrumbidgee at Wagga Wagga.
 „ 5.— „ River Darling at Bourke.
 „ 6.— „ River Macquarie at Dubbo.
 „ 7.—Deposit of silt in River Murray at Euston.
 „ 8.— „ „ „ „

[12 plans.]



WATER CONSERVATION AND SUPPLY
in the
MURRAY MURRUMBIDGEE
and
LACHLAN RIVERS
+
DISTRICTS

Scale
1:100,000

Natural Channels to be utilized are shown thus
Artificial Channels required are shown thus
Approximate position of proposed Works are shown thus



H. C. McEwen
Chief Engineer for Water Conservation
1890



PLAN N^o 3 to accompany 1st ANNUAL REPORT
of the
CHIEF ENGINEER FOR WATER CONSERVATION
1890



WATER CONSERVATION AND SUPPLY
in the

MACQUARIE

and

BOGAN RIVERS

+

DISTRICTS



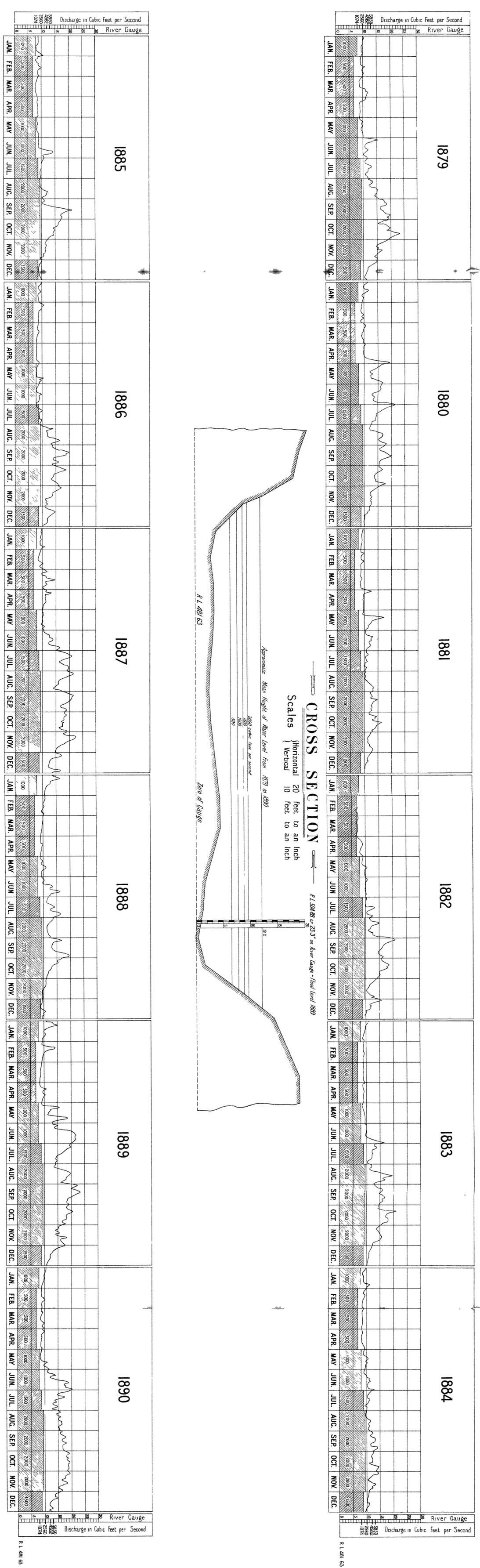
Natural Channels proposed to be utilized are shown thus
Artificial Channels required are shown thus
Approximate position of Proposed Weirs shown thus



John McManis
Chief Engineer for Water Conservation

DIAGRAM Showing HEIGHT AND DISCHARGE OF THE MURRAY RIVER AT ALBURY

DIAGRAM No. 1.



20. 2 97

NOTE: The Numbers in shaded Portions show the Quantities in Cubic Feet per Second proposed to be diverted each Month, when available.

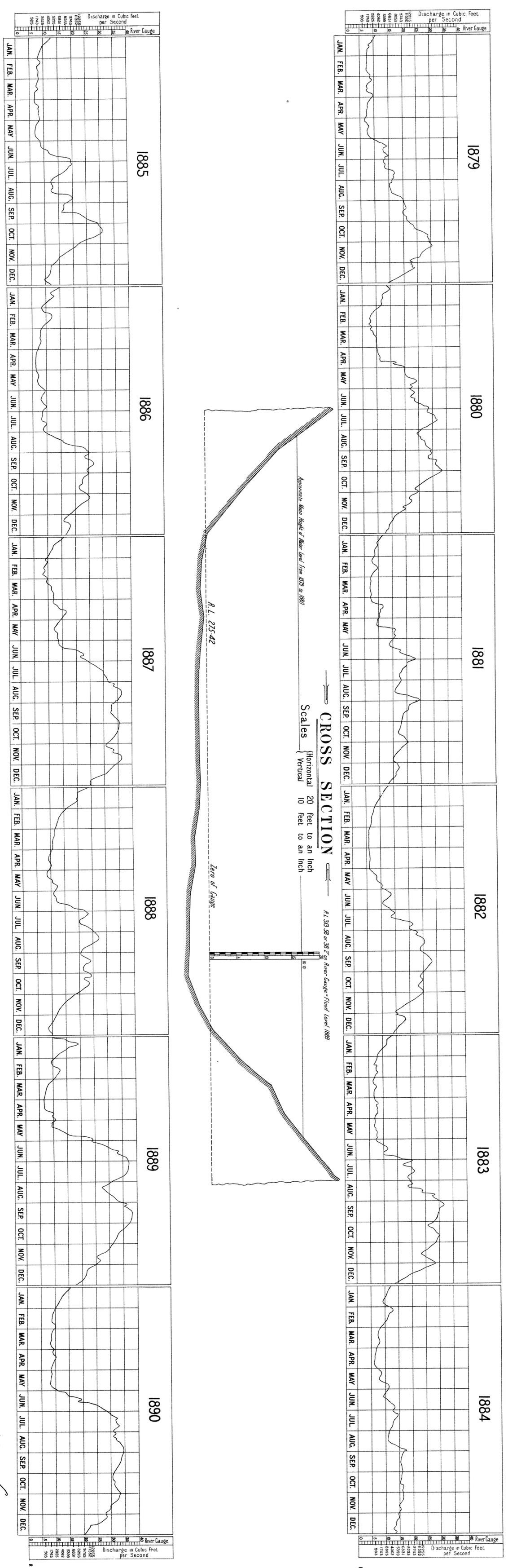
W. B. McHenry
Commissioner-in-charge of the Murray River

DIAGRAM

Showing

HEIGHT AND DISCHARGE OF THE MURRAY RIVER AT MOAMA

DIAGRAM No 2



R.L. 275.42

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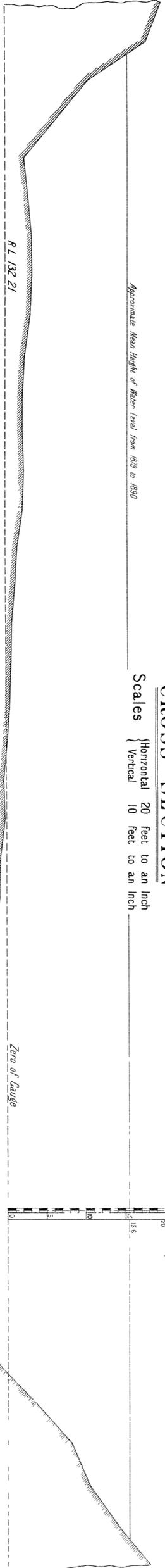
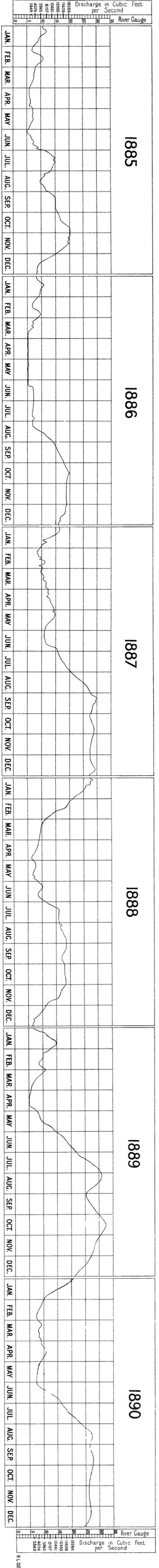
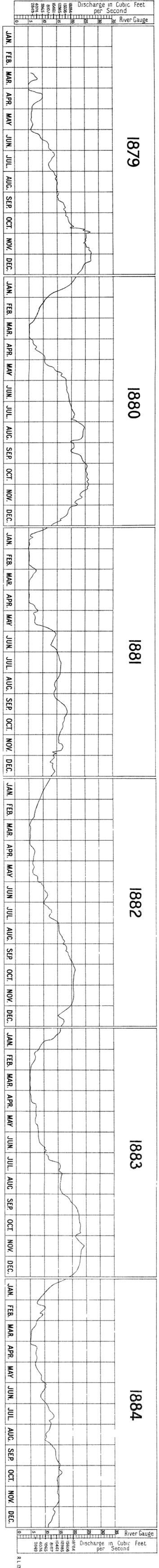
W. B. Schumway
Commissioner-in-charge of the Murray River

DIAGRAM

DIAGRAM No 3

HEIGHT AND DISCHARGE OF THE MURRAY RIVER AT EUSTON

Showing



CROSS SECTION

Scales } Horizontal 20 feet to an inch
 } Vertical 10 feet to an inch

R. L. 162 21 or 37 0 01 River Gauge - Flood Level 1889

W.B.M.C. 4. 3. 91

W.B. McKinstry
Commissioner-in-charge of the Murray River

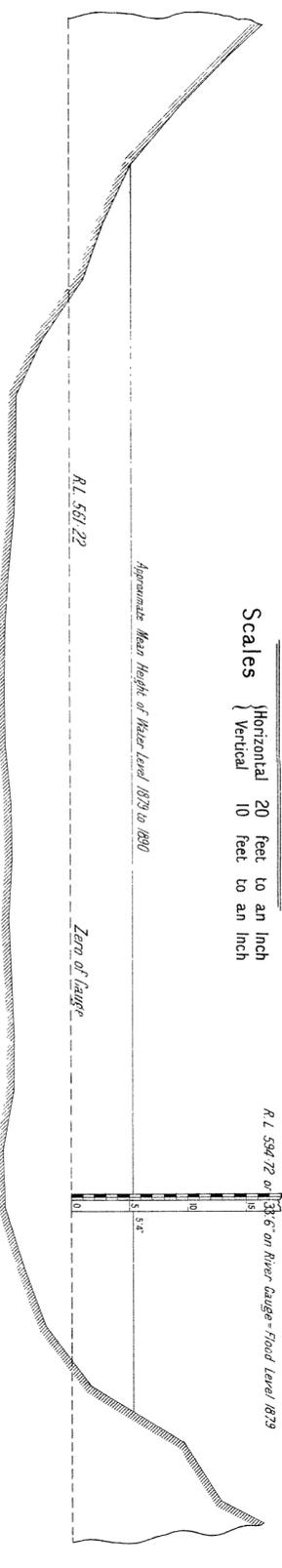
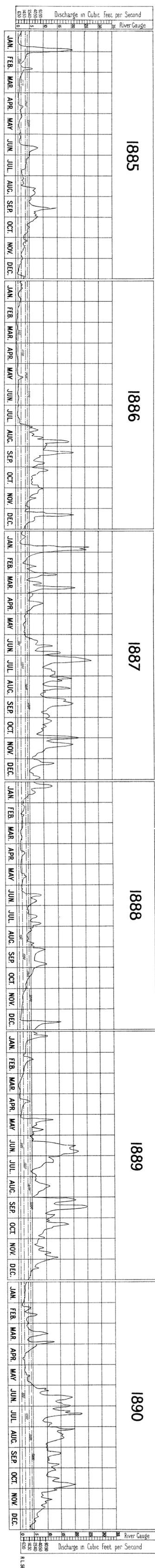
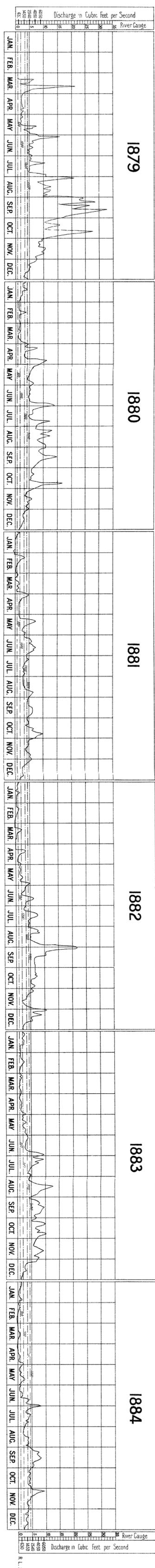
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HEIGHT AND DISCHARGE OF THE MURRUMBIDGEE RIVER AT WAGGA WAGGA

DIAGRAM

Showing

DIAGRAM No. 4



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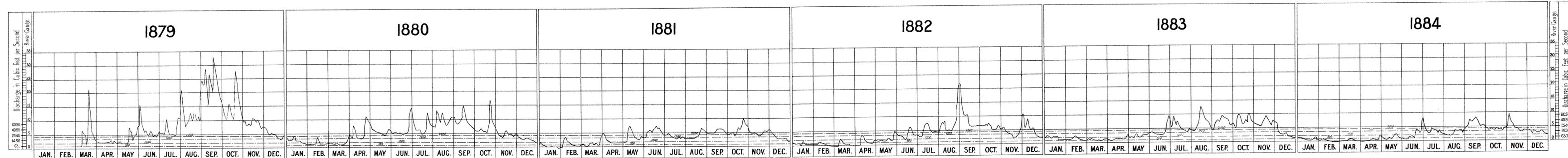
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W. B. McWilliam
 Chief Engineer and
 Commissioner-in-charge of the Murray River

DIAGRAM

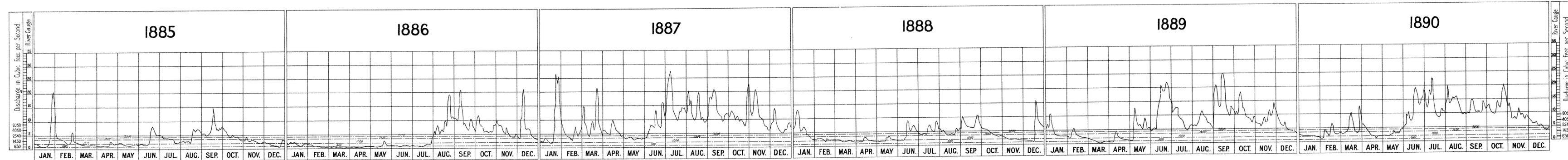
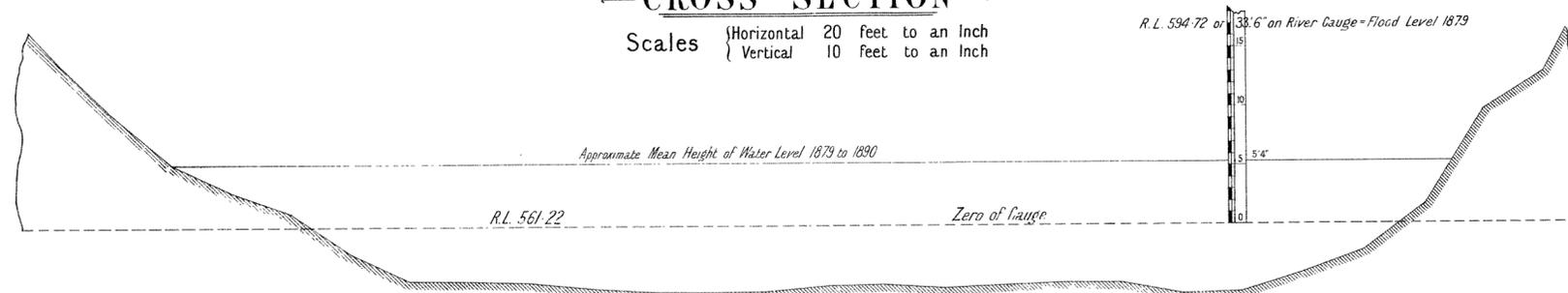
Showing

HEIGHT AND DISCHARGE OF THE MURRUMBIDGEE RIVER AT WAGGA WAGGA



CROSS SECTION

Scales { Horizontal 20 feet to an Inch, Vertical 10 feet to an Inch



W.E.H. 9.3.91

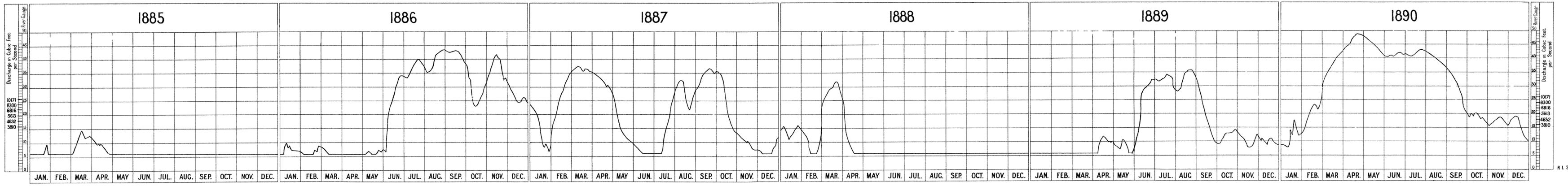
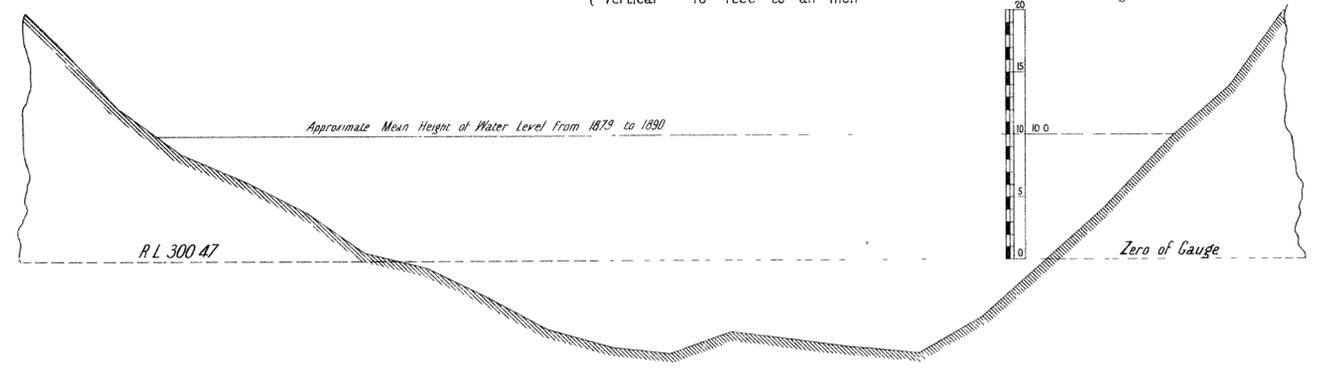
W.E.H. Chief Engineer and Commissioner-in-charge of the Murray River

DIAGRAM
 Showing
HEIGHT AND DISCHARGE OF THE DARLING RIVER AT BOURKE

DIAGRAM No. 5.

CROSS SECTION

Scales { Horizontal 20 feet to an Inch
 { Vertical 10 feet to an Inch



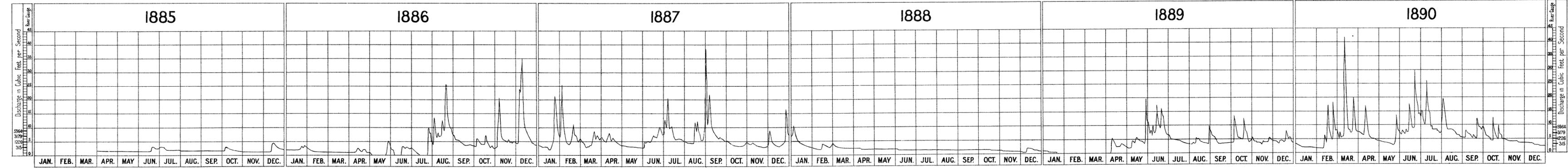
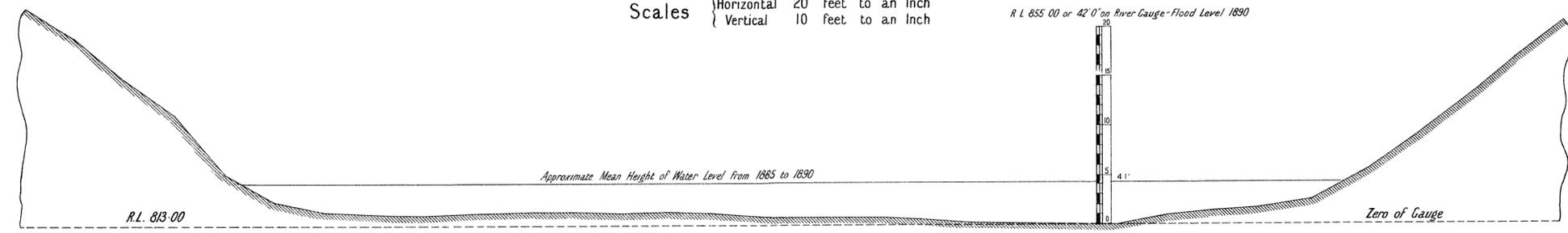
W.E.M.
9.3.91.

W.E. Murray
 Chief Engineer and
 Commissioner-in-charge of the Murray River

DIAGRAM
 Showing
HEIGHT AND DISCHARGE OF THE MACQUARIE RIVER AT DUBBO

CROSS SECTION

Scales { Horizontal 20 feet to an Inch
 Vertical 10 feet to an Inch



W.H.H.
9.3.91

W. H. H.
 Chief Engineer and
 Commissioner-in-charge of the Murray River

NOTE - Lower Section For Discharge Observations.
Distance from Middle to Lower Section 100 feet

DIAGRAM No. 8

RIVER MURRAY AT EUSTON

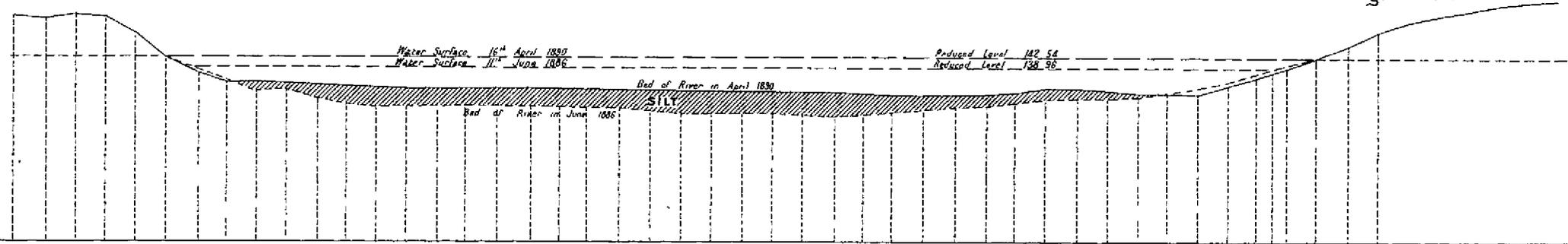
— Cross Section —

Showing silting up of bed from 11th June 1886 to 16th April 1890

Scale 50 feet to an inch.

Left bank

Right bank



Depth of Water 11/6.86.	0 0	3.6	8.5	7.3	10.2	12.4	13.3	13.4	12.9	13.0	13.2	13.1	13.1	13.6	13.7	15.0	15.6	15.4	15.2	15.7	16.0	16.1	15.9	14.7	13.6	13.5	12.8	11.5	10.5	10.4	10.3	10.0	8.6	6.1	4.0	1.2	0.0	Area 4137 sq. feet															
Reduced distance from left edge 11/6.86.	0	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190	200	210	220	230	240	250	260	270	280	290	300	310	320	330	340	350	355																
Height above water 13/4	12.9	14.3	13.2	8.0																																				3.3	8.7	11.9	13.4	15.4	17.5	18.7	19.0						
Depth of Water 16/4.90.	0 0	4.5	8.5	8.3	8.5	8.8	9.1	9.4	10.0	9.9	10.0	10.0	10.2	10.3	10.5	10.6	10.8	11.0	11.2	11.2	11.2	11.5	11.6	12.0	12.7	12.6	12.7	12.7	12.7	10.8	10.5	11.2	12.0	12.0	12.0	11.7	9.1	6.2	3.1	0.0	Area 3791 sq. feet												
Reduced distance from left edge 16/4.90.	50	40	30	20	10	0	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190	200	210	220	230	240	250	260	270	280	290	300	310	320	330	340	350	360	370	380	390	400	410	420	430	440	450	460	
Depth of silting						3.78	2.38	4.98	6.88	7.48	6.98	6.58	6.58	6.78	6.48	6.38	6.68	6.68	7.78	8.18	7.78	7.58	8.08	8.08	7.48	5.58	4.48	4.48	3.68	2.38	3.28	3.48	2.68	1.58	0.16																		

W.E.H.N. 21. 1. 91

J. G. Macfarlane

1891.
(SECOND SESSION.)
—
LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

WATER CONSERVATION DEPARTMENT.
(RETURN RESPECTING.)

Ordered by the Legislative Assembly to be printed, 13 October, 1891.

[Laid upon the Table of the House in answer to Question No. 1 of 25th September, 1891.]

Questions.

- (1.) WATER CONSERVATION DEPARTMENT:—MR. GOEMLY *asked* THE SECRETARY FOR MINES,—
(1.) How long has the Department of Water Conservation been established?
(2.) What has been the entire cost of maintaining the Department; and what has been the result of the outlay incurred?

Answers.

WATER CONSERVATION.

- (1.) Since April, 1889.
(2.)

	Salaries.	Caretaker's Wages.	Incidental.	Inspectors' Travelling Expenses.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
From April, 1889	2,939 10 0	6,322 10 0	243 10 0	999 4 6
1890	5,170 1 7	8,350 11 11	585 18 8	1,639 0 9
1891	4,596 19 4	5,675 1 11	156 14 9	1,231 4 4
	12,706 10 11	20,348 3 10	986 3 5	2,869 9 7

Cost of administration since April, 1889, £36,910 7s. 9d.

Works for Water Supply completed—14.

Name of Work.	Road.
1. The Rock Tank	Wagga to Albury.
2. Grong Grong Tank	Southern Line.
3. Willandra Weir	Lachlan River.
4. Yanko Creek Improvement	
5. Nymagee Additional Works	Nymagee.
6. Stockinbingal Dam	Cootamundra to Temora
7. Dolo Tank	Wilcannia to Silverton.
8. Little Topar Tank	do
9. Myala	do
10. Emmaville Tank	Emmaville Tin Field.
11. Peak Hill Tank	Peak Hill.
12. Milparinka Dam	Milparinka Gold-field.
13. Hobby's Yard Dam	Newbridge to Goulburn.
14. Bulla Bulla Tank Appliances	Cobar to Wilcannia.

Miscellaneous Contracts completed—5.

1. Buckled Plate Service Tanks.
2. Steel Troughing.
3. Wrought-iron Inlet Pipes.
4. Buoys, Valves, &c.
5. Evaporation Gauges and Covers.

Works in progress—12.

Name of Work.	Road.
1. Hillgrove Water Supply	Hillgrove.
Do do Pipe-laying	do
Do do Supply of Pipes	do
2. Sunny Corner Water Supply	Sunny Corner.
Do do Supply of Pipes	do
3. Claypan Tank Appliances	Milparinka to Wanaaring.
4. Scrope's Range Tank	Wilcannia to Silverton.
5. Wormingil Tank	do
6. 18-mile Well	do
7. J.K. Tank	Wilcannia to Tibbooburra.
8. Waddell Tank	Bourke to Byerock.
9. Little Bumble Tank	Narrabri to Moree.
10. Tyeannah Tank	do
11. Urana Dam	Urana.
12. Old Gunbar Tank	Carrathool to Hillston.

Tenders invited or about to be invited—8.

1. Byerock Tank	Byerock.
2. Coolabah Tank	Coolabah.
3. Stuart Town Tank	Stuart Town.
4. Mount McDonald Dam	Mount McDonald.
5. Dolo Tank Appliances, Fencing, &c.	Wilcannia to Silverton.
6. Little Topar Tank do	do
7. Myala Tank do	do
8. Thuddungara Tank	Young to Morangarell.

Large Repairs in progress and completed.

1. Boonoonna Tank	Cleaning out.
2. Polygonum Hut Well	Renewal of Windmill.
3. Kerrigundi Tank... ..	Renewal of Troughing, &c., washed away by flood.

NOTE.—Over 100 applications for water supplies have been received, dealt with, and are in various stages of progress.

ARTESIAN BORINGS.

No.	Contracts let.
1. Bourke Trucking Yards Bore	Contractors, Petrolia Boring Company.
2. Three Bores, Bourke to Barrington	do do
Three Bores, Bourke to Hungerford	do do
3. One Bore at Nyngan	Contractor, William Watkins.
One Bore at Coonamble... ..	do
4. Two Bores, Collarendabri to Angledool... ..	Contractor, C. E. Mayes.
5. Two Bores, Moree to Boggabrilla	do
6. Five Bores, Ivanhoe to Menindie Road... ..	Contractor, J. H. Stubbs.
9. One Bore, Box Creek to Arumpo	do
Four Bores, Euston to Pooncarie	do
10. Five Bores, Milparinka to Wanaaring... ..	Contractor, Wm. Pickering.
11. Five Bores, Silverton to Lake Cobham... ..	Contractors, Petrolia Boring Company.
12. Four Bores in existing Wells	do do
13. Two Bores, Louth to Wanaaring	Contractor, Wm. Pickering.
14. Completion of two Bores, Milparinka to Wanaaring	do

1. Supply of Artesian Well Tubing in such quantities as may be required. Contractors, A. and J. Stewart and Clydesdale, Glasgow (by their Attorney, Mr. T. J. MacWilliam.)

Bores completed.

- Bourke Trucking Yards, 1,475 feet; no supply.
- Native Dog Bore, Bourke to Barrington Road, depth 475 feet; 2,000,000 gallons per diem.
- Youngerrina Bore, depth 166 feet; supply, 250,000 gallons per diem.

Total Bores let—41.

Bores in progress.

Barrington	Bourke to Barrington Road.
Yantabulla	Bourke to Hungerford Road.
Nyngan	At Nyngan.
Moongulla	Collarendabri to Angledool.
No. 1 Bore	Ivanhoe to Menindie.
121-mile Bore	Milparinka to Wanaaring.
26-mile Bore... ..	Louth to Wanaaring.

NOTE.—Plants for Contracts recently let not yet on the ground.

CONTRACT SURVEYS

In various parts of the Colony, with a view to the ultimate laying down of Canals, Weirs, Storage, Reservoirs.

Miles surveyed and levelled—8,960.

In addition to these matters, the Department is charged with administration of Public Watering Places, of which there are now upwards of 200; supervision of tenants and caretakers; protection of reserves and works; notifications of Public Watering Places; repairs and alterations; records of gauge readings, rainfall, evaporation, state of pasture at each Public Watering Place; gaugings of the rivers; artesian boring records, &c., &c.

1891.

(SECOND SESSION.)

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

WATER CONSERVATION.

(RESUMPTION OF LAND AT PATERSON FOR.)

Ordered by the Legislative Assembly to be printed, 1 October, 1891.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 29th September, 1891, That there be laid upon the Table of this House,—

“Copies of all papers, &c., in connection with resumption of land at Paterson last October for the purpose of water conservation.”

(*Mr. O'Sullivan, for Mr. Garvan.*)

Mr. H. H. Brown to The Under Secretary for Mines.

Sir,

Reform Club, Sydney, 3 March, 1890.

I enclose description of a property of mine situated in the town boundary of Paterson, which I am willing to sell, and to be dedicated as a public watering-place, for the convenience of travelling stock and residents of Paterson township. The property is on the high road to Maitland, and is the only place where travelling stock passing through to the Maitland Sale-yards is very considerable. The large lagoon in the driest season always has an abundant supply of water when other places fail. The surveyed line of railway passes close to the land, and the water would also be useful for railway purposes. The Northern Coast railway line is the one I refer to. I am willing to sell the property in question for £450, and as a watering-place the price I ask is considerably below value. The Clerk of Petty Sessions of Paterson will point out the property to any one you may send to inspect.

I have, &c.,
H. H. BROWN.

The back road going through the town, used by travelling stock, is on the boundary of the top end of the lagoon. Mr. Maynard attach litho.—J.W.B., 7/3/90.

[*Enclosure.*]

DESCRIPTION.

ALL that piece or parcel of land situated in the town of Paterson, county of Durham, Colony of New South Wales, and marked on the map or plans of the lands exhibited at the time of sale “Reserve of ten allotments.” Bounded on the south by a line running west from High-street of about 9 chains; on the west by Wilson's allotment by a line running north at about 5 chains; on the north partly by Lake-street by a line running east of about 4 chains to the lagoon; then by a line through the lagoon still running east till it comes to Ward's allotments at the north-east corner of said lagoon, and after that taking a course south-easterly partly by a line running east from the said lagoon, and dividing it from Wilson's allotments 3 chains 15 links, and on the east by a line running south along High-street 2 chains 24 links to the commencement point;—together with all buildings and erections thereon, rights, members, and appurtenances thereunto belonging or usually held, occupied, enjoyed therewith; and all the estate, right, title, and interest, benefit, claim, and demand, both at law and in equity, of him, the said William Morris, in or to the said land, hereditaments, and every part thereof.

T. Cooper, Esq., and others, to The Under Secretary for Mines.

Sir,

Paterson, — April, 1890.

We understand that Mr. Brown is disposed to sell his property in the township of Paterson, known as the Lagoon. Such being the case, we respectfully suggest that the same should be resumed and dedicated for public watering purposes, being situated on the main stock route to the Maitland markets, and is also invaluable for watering stock belonging to the residents in the township.

In

[895 copies—Approximate Cost of Printing (labour and material), £9 15s. 3d.]

In ordinary dry seasons the lagoon contains the only water for travelling stock to Maitland.

We have, &c.,

THEOPHILUS COOPER, J.P., Gostwyck, Paterson.
E. W. DOYLE, J.P., Clevedon, Gresford.
JAMES LANIGAN, Llatian, Gresford.
GEORGE GREY, Gresford.
W. REYNOLDS, J.P. (grazier), Gresford.
WILLIAM KEEPIE (auctioneer), Paterson.
JOHN KEEPIE (wheelwright), Paterson.
JOHN BROOKER (butcher), Paterson.
W. R. HOUTER (manager C.B.C.), Paterson.
S. REYNOLDS (grazier), Dumnold.
U. TINKLIN (grazier), Paterson.

The Chief Inspector of Stock for report as to the need for this lagoon for stock purposes.—
H.W., 16/4/90. Mr. Sealy for inquiry and report—A.B., B.C., 17/4/90.

Mr. Acting-Inspector Sealy to The Chief Inspector of Stock.

Sir,

Stock Office, West Maitland, 1 May, 1890.

I have the honor to report that, in accordance with your instructions of 17th April, I proceeded to the township of Paterson, on the 25th ultimo, and made an examination of Mr. H. H. Brown's land, and the adjacent roads, &c. The land consists of about 3½ acres, within the surveyed township, fronting on the main high road from Dungog to Maitland, and includes nearly the whole of the lagoon, which is a sheet of water about 1½ acres in extent, with a depth of 8 or 10 feet in the centre, lying on a bed of stiff clay.

I made inquiries, and find that the lagoon has never been known to dry up, even in the driest seasons, and it is the drinking-place of all the cattle and horses in the neighbourhood, being the only water available in dry weather.

The main stock route from Gloucester, Rawdon Vale, and the Upper Manning country to Maitland passes along this road, and there is large stock reserve, T.S.R. No. 70, situated a short distance to the north of it.

The River Paterson runs between steep high banks, and is inaccessible to stock; consequently the lagoon has the only available water for travelling stock in dry seasons, is of great value, and I would humbly recommend that the Government should secure the same if possible.

I enclose a sketch plan of the lagoon block and the surrounding streets, and sections by Mr. White, who has recently re-peggged the boundary.

I would also suggest the advisability of the Government purchasing section marked 6 on the plan, so as to secure direct access from main street to Lake-street, as travelling stock are generally driven over the hill along main street to avoid the business part of the town, which is in Princess-street, and eastward of that street.

I have, &c.,

H. J. SEALY,

Acting Inspector of Stock.

Mr. Acting-Inspector Sealy to The Chief Inspector of Stock.

Sir,

Stock Office, West Maitland, 9 May, 1890.

In reply to your memo., I have the honor to report that I have made careful inquiries from all the stock and station agents here, and find the average annual number of stock passing the township of Paterson is as follows, viz:—

To Maitland	6,500 fat stock.
From Maitland	4,500 stores.

Total 11,000 cattle and about 1,000 horses both ways.

I have, &c.,

H. J. SEALY,

Acting Inspector of Stock.

Minute Paper.

Subject:—H. H. Brown, M.P., offering to sell piece of land at Paterson, including permanent Lagoon.

Department of Mines, Stock Branch, Sydney, 13 May, 1890.

A PETITION is herewith from the residents of the Paterson, praying the Government to purchase a piece of land in the township of Paterson, and at present owned by Mr. H. H. Brown, and containing a lagoon of permanent water. The petitioners state that it is required as a watering-place for stock coming to the Maitland markets, as well as for the stock belonging to the townspeople.

Mr. Inspector Sealy reports the main stock route from Gloucester, Rawdon Vale, and all the Upper Manning country to Maitland, along which there is an annual traffic of 11,000 cattle and 1,000 horses pass the lagoon, and as the banks of the Paterson River are steep and inaccessible to stock, the lagoon is the main watering-place, and in dry seasons of great value to travelling stock.

The matter might, perhaps, be referred to the Officer-in-charge of Water Conservation.

ALEX. BRUCE,

Chief Inspector of Stock.

The Under Secretary for Mines.

The Officer-in-charge of Water Conservation.—H.W., 14/5/90.
a valuation of the land. Ask him to do so by wire.—J.W.B., 14/5/90.
valuation is £400; telegram herewith.

Mr. Sealy has omitted to give
Asked.—S.K., 15/5/90. The

Telegram from Mr. Inspector Sealy to Mr. J. W. Boulton.

Stock Office, West Maitland, 16 May, 1890.

In reply to your telegram, my valuation is £400.

J. SEALY.

Minute Paper.

Subject:—Lagoon at Paterson.

Water Conservation, Department of Mines, Sydney, 20 May, 1890.

THE statement of this case prepared by the Chief Inspector of Stock places the matter very clearly. From the report of the Inspector of Stock, the watering-place is of great value, and if sold by Mr. Brown, would possibly necessitate the construction of a work at this place. It is submitted for consideration as to whether it may not be advisable to resume the portion in the interests of the town and travelling stock.

The Under Secretary.

J.W.B.

Submitted.—H.W., 20/5/90. Mr. Low may be asked to report.—S. SMITH. Inspector Low.—
J.W.B., B.C., 7/6/90.

Mr. Inspector Low to The Officer-in-Charge, Water Conservation.

Lagoon at Paterson.

Sir,

Department of Mines, Water Conservation, Sydney, 14 June, 1890.

Referring to B.C. documents, 7,690, *re* the above herewith returned, I have the honor to report that I inspected this upon the 10th instant, when I found that the lagoon contained a large sheet of water about 10 feet deep, that it is accessible to travelling stock, and that it has for the last twenty-seven years never been known to be dry. Were it to be fenced in by the present owner (Mr. H. H. Brown), much and serious inconvenience would be experienced by large numbers of travelling stock, as well as by stock belonging to the inhabitants of the township of Paterson.

Were this land enclosed so as stock would not have access to it, stock travelling from Gresford to Maitland would often require to travel in lanes 28 miles without water, and in nearly all seasons 16 miles, as, with the exception of this lagoon, there is no permanent water from Vacy (4 miles beyond Paterson from Maitland where, although there is a good river, owing to its steep banks it is almost impossible for stock to water at it) to Maitland.

Either of the above distances I consider much too great for stock travelling, when at the end of the journey there is every probability of them being in the market for at least twenty-four hours without water.

I would, therefore, recommend that, for the above reasons, this land be resumed and proclaimed T. S. and C. R.

With reference to the value I met several land owners and old residents in the district, who informed me that land in the vicinity of this was worth from £80 to £100 per acre, and that they considered this land was well worth £500. As no further outlay will be required in enlarging its conservancy capacity, I have no hesitation in recommending that Mr. Inspector of Stock Sealy's valuation, viz., £400, be offered for the ground, area 3 acres 2 roods.

Further referring to Mr. Inspector of Stock Sealy's recommendation to resume portion 6 between main and George Streets, from inquiry I find that this belongs to a minor, and not likely to be sold for many years, and further that there is little probability of it being fenced off.

I have, &c.,

JOHN LOW,

Inspector, P. W. Places.

Submitted.—Mr. Low's report appears to confirm that of the local Stock Inspector as to the advisability of the resumption of this land. The necessary action may perhaps be taken to that end.—
J.W.B., 16/6/90. The Under Secretary.

Submitted.—H.W., 16/6/90. The land may be resumed.—S. SMITH, 20/6/90.

Minute Paper.

Subject: Resumption of Land at Paterson.

Water Conservation, Department of Mines, Sydney, 30 June, 1890.

It is not proposed to carry out any work at this place; the resumption of the land, which embraces a permanent lagoon, is required simply in the interests of travelling stock, and for the purpose of providing an accessible and permanent supply of water for them upon the Gresford to Maitland Road. The resumption must consequently, I think, be carried out under the "Lands for Public Purposes Acquisition Act." The papers, which contain a description and sketch of the land, may perhaps be forwarded to the Under Secretary for Public Works with that object.

The Under Secretary.

JAMES W. BOULTBEE,

Officer-in-Charge.

Submitted.—H.W., 30/6/90. Approved.—S. SMITH, 30/6/90. The Under Secretary for
Public Works.—H.W., B.C., 1/7/90.

Minute Paper.

Water Conservation, Department of Mines, Sydney, 10 July, 1891.

Subject:—Loan Vote, 53 Vic. No. 23—£75,600.

I FIND that it is necessary to state from what votes money required for the resumption of land by this Branch for water conservation purposes at Hillgrove and Paterson will be paid. The gross amount will probably be about £2,500. The only vote at our disposal from which such could be paid would be the Loan Vote for Water Conservation. The Colonial Treasurer may perhaps be asked to say if the vote referred to is available for the purpose indicated, and if not would he be good enough to make arrangements for the payments.

The Under Secretary for Mines.

JAMES W. BOULTBEE,
Officer-in-Charge.

Submitted.—H.W., 10/7/91. Approved.—S. SMITH, 14/7/91. The Under Secretary for Finance and Trade.—H.W., B.C., 17/7/91. The Examiner.—F.K., for U.S., 22/7/91.

I am doubtful whether the loan vote referred to could be used for the "resumption of land," but before submitting the matter for the consideration of the Treasurer it would be well to obtain the opinion of the Auditor-General.—J.C., Examiner's Branch, 25/7/90.

Will the Auditor-General favor me with his views on this matter?—F.K., for U.S., 25/7/91. The Auditor-General, B.C.

The Loan Vote 53 Vic No. 23, of £75,600, contains no provision for the cost of land to be resumed for the purposes specified in it. It seemed very doubtful, moreover, whether in the case the provisions of the Act 44 Vic. No. 16 could be applied. The papers showing how the amount of the vote was arrived at may throw some light on the matter.—E.A.R., 25/7/91. The Under Secretary for Finance and Trade, B.C.

The Examiner.—F.K., for U.S., 28/7/91.

The sum of £400 is required for the resumption of land at Paterson. The Under Secretary for Finance and Trade may perhaps be asked whether any arrangement is possible whereby the funds can be provided at once for this.—J.W.B., 2/8/90. The Under Secretary.

Submitted.—H.W., 2/8/90. Approved.—S. SMITH. The sum of £400 will be paid from the Treasurer's Advance Account.—G.E., 5/9/90. The Under Secretary for Mines.

Inform the Under Secretary for Public Works, in reply to his inquiry of the 7th July, 1890, as to what vote the money for the resumption of this land is to be paid, that the Colonial Treasurer has sanctioned the payment of £400 for the purpose indicated from the Treasurer's Advance Account, and request that the necessary action may be taken. Papers herewith.—J.W.B., 5/9/90.

Informed.—T.H.S., 8/9/90.

The Under Secretary for Mines to The Under Secretary for Public Works.

Sir, Water Conservation, Department of Mines, Sydney, 8 September, 1891.

In reply to your communication of the 7th July last, as to what vote the money for the resumption of the land required for water conservation purposes at the Paterson is to be paid, I have the honor to inform you that the Hon. the Colonial Treasurer has sanctioned the payment of £400 for the purpose indicated from the Treasurer's Advance Account, and to request that the necessary action may be taken. I beg to forward herewith papers in connection with the case.

I have, &c.,

HARRIE WOOD,
Under Secretary.

Mr. Thompson.—J.B., 16/9/90. Mr. Rae, please check description herewith.—A.B. (*pro* Land Valuer), 18/9/90.

To enable me to check the description supplied, it is necessary to have a plan, showing by lengths and bearings the boundaries of the land to be resumed. The land edged red on the accompanying rough sketch does not agree with the land described.—F. S. RAE, 18/9/90.

U.S. Works.—A.B. (*pro* Land Valuer), 18/9/90. The Under Secretary for Mines.—J.B., B.C., 19/9/90. Information asked for was obtained from H. H. Brown. Draft notification and minute for Executive Council herewith.—A.B., *pro* Land Valuer, 25/9/90. Submitted.—J.B., 25/9/90. Appd.

Minute for the Executive Council.

Subject:—Resumption of land in connection with the conservation of water at Paterson.

Department of Public Works, Sydney, 26 September, 1890.

I HAVE the honor to submit, for the approval of His Excellency the Governor and the Executive Council, draft notification of the resumption, in terms of the Act 44 Victoria No. 16, of certain land in the town of Paterson, county of Durham, required in the carrying out of certain works for and in connection with the conservation of water at Paterson.

BRUCE SMITH.

The Executive Council advise that the land herein referred to be resumed for the purposes specified, in terms of the said Act.—A. C. BUDGE, Clerk of the Council. Min. 90/41, 30/9/90. Confirmed, 7/10/90. Approved.—A.S., 30/9/90. Forwarded for the signature of His Excellency the Governor and the Great Seal of the Colony.—D.C.M'L. (*pro* U.S.), B.C., 8/10/90. The Principal Under Secretary. Sealed and submitted for His Excellency's signature. The Private Secretary.—C.W., P.U.S., B.C., 9 Oct., 1890. The Under Secretary for Public Works.—C.W., P.U.S., B.C., 13th Oct., 1890. *Gazette*, 13/10/90. Draft notification herewith for Minister's authority for insertion in the *Government Gazette*.—U.S. Works, A.B. (*pro* Land Valuer), 14/10/90. *Government Gazette* No. 598, page 8038, dated 17/10/90; *Maitland Mercury*, 23/10/90.

[Enclosures.]

[Enclosures.]

NOTIFICATION OF RESUMPTION OF LAND UNDER 44 VICTORIA No. 16.

NEW SOUTH WALES, } By His Excellency The Right Honorable CHARLES ROBERT, BARON CARRINGTON, a Member of
to wit. } Her Majesty's Most Honorable Privy Council, Knight Grand Cross of the Most Distinguished
(L.S.) CARRINGTON, } Order of Saint Michael and Saint George, Governor and Commander-in-Chief of the Colony of New
Governor. 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 conservation of water at Paterson, 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 *Maitland Mercury*, 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 conservation of water, 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, 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 Paterson, county of Durham, and Colony of New South Wales, and marked on the map or plan of the lands exhibited at the time of sale "reserve of ten allotments"; bounded on the south by a line running west from High-street of about 9 chains; on the west by Wilson's allotments by a line running north of about 5 chains; on the north partly by Lake-street by a line running east of about 4 chains to the Lagoon, and then by a line through the Lagoon still running east till it comes to Ward's allotments at the north-east corner of said Lagoon, and after that taking a course south-easterly, partly by a line running east from the said Lagoon, and dividing it from Wilson's allotments, 3 chains 15 links; and on the east by a line running south along High-street 2 chains 24 links to the commencing point,—and said to be in the possession of Herbert H. Brown.

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 thirteenth day of October, in the year of our Lord one thousand eight hundred and ninety, and in the fifty-fourth year of Her Majesty's Reign.

By His Excellency's command,
BRUCE SMITH.

GOD SAVE THE QUEEN!

Lands for Public Purposes Acquisition Act, 44 Vic. No. 16.—First Schedule.—Notice of Claim and Abstract.

To the Minister for Public 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.

Names and Descriptions of Parties claiming and Nature of their Interests whether tenants for life, in tail, or otherwise.	Situation and Description of Property.	Names of Occupiers, distinguishing whether tenants-at-will or under lease, rent reserved, terms, &c.	Particulars of Claim, specifying separately the amount claimed for value of property and for compensation.	Dates and other short particulars of Documents of Title.	Names of Persons having the custody of Documents and place or places where the same may be inspected, and name of Claimants' Solicitor or Agent.
Herbert Harrington Brown, owner in fee	Reserve of ten allotments, known as the Lagoon, as described in <i>Gazette</i> of 17th October, 1890.	Unoccupied	Four hundred pounds (£400) in full.	23rd December, 1881. Owner, Wm. Morris, to H. H. Brown, and four statutory declarations evidencing a possessory title.	H. H. Brown.

20th October, 1890.

H. H. BROWN,
Reform Club, Sydney.

This land has been valued at £400 by Mr. H. J. Sealy, Inspector of Stock, and by Mr. Low, Inspector of Public Watering Places, and for the reasons given by those gentlemen I beg to recommend payment of that amount as being fair compensation for this resumption.—J.B.T., 21/10/90.

U. S. Works. List.—W.P., 22/10/90.

Approved by Minister. Order No. 3,249.—D.C.M'L., 24 October, 90, V.T. Land Valuer.—V.P. B.C., 21/10/90. Crown Solicitor.—A.B., pro Land Valuer, 27/10/90.

Lands for Public Purposes Acquisition Act, 44 Vic. No. 16.—First Schedule.—Notice of Claim and Abstract.

To the Crown Solicitor,—

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.

Names and Descriptions of Parties Claiming and Nature of their Interests, whether tenants for life, in tail, or otherwise.	Situation and Description of Property.	Names of Occupiers, distinguishing whether tenants-at-will or under lease, rent reserved, terms, &c.	Particulars of Claim, specifying separately the amount claimed for value of property and for compensation.	Dates and other short particulars of Documents of Title.	Names of Persons having the custody of Documents, and place or places where the same may be inspected, and name of Claimants' Solicitor or Agent.
Herbert Harrington Brown, owner in fee	Reserve of ten allotments known as the Lagoon, town of Paterson, as described in <i>Gazette</i> of 17th Oct., 1890.	Unoccupied	£400 in full	23 Dec., 1881. Owner, Wm. Morris, to H. H. Brown, and four statutory declarations, evidencing a possessory title.	H. H. Brown.

20th October, 1890.

H. H. BROWN,
Reform Club, Sydney.

The

The Crown Solicitor to The Under Secretary for Public Works.

Land at Paterson—Claim of Herbert H. Brown.

Sir,

Crown Solicitor's Office, Sydney, 27 October, 1890.

I have the honor to forward herewith notice of claim and abstract of Mr. H. H. Brown in respect of land at Paterson resumed for conservation of water purposes.

The claim is made in respect of a reserve of ten allotments known as the Lagoon, as described in the *Gazette* of 17 October, 1890.

The claimant has produced to me a conveyance of date the 23 December, 1881, registered number 826, Book 236, from William Morris to him, of a piece of land in the town of Paterson, marked on the plan of sale as "Reserve of 10 Allotments." This deed contains a covenant to produce an indenture dated the 8th day of June, 1854, registered number 665, Book 32, from Charles Douglas Haylock to William Morris of (*inter alia*) the same allotments.

The claimant has also produced several statutory declarations evidencing a possessory title to the land from the year 1854 to date of resumption.

I have ascertained by search at the Registrar-General's Department that the title consists of a grant to James Phillips, dated 30 June, 1823, of 2,090 acres in county of Durham, townships of Wolfingham and Middlethorpe.

Portion of this land, containing 62 acres, as described in an indenture, dated 20 September, 1843, registered number 206, Book 6, was conveyed by James Phillips to Francis Henry Fortunate Phillips, who afterwards, by deeds dated 9 March, 1844, registered Number 430, Book 6, and 1 June, 1849, registered number 738, Book 17, conveyed the lands therein described to Charles Kerr, who subsequently conveyed the same land to C. D. Haylock.

The abstract of title is compiled from the deeds registered at the office of the Registrar-General, the original deeds not being accessible, and is forwarded herewith, together with search paper, for reference to a surveyor who should certify whether the dealings queried thereon affect the lands resumed or not.

I am unable to say whether the lands comprised in the deeds abstracted embrace the allotments resumed, that being a matter for a surveyor to determine; but assuming such to be the case, and that the dealings referred to do not affect, I think that Mr. H. H. Brown may be dealt with as to the amount of compensation to be paid.

I return the papers in the matter received by me to-day.

I have, &c.,

D. M. WILLIAMS,

Crown Solicitor.

Land Valuer.—D.A.M'L. (*pro* U.S.), B.C. 28/10/90.
Valuer), 28/10/90. Herewith.—F.S.R., 29/10/90.

Mr. Rae for certificate.—A.B. (*pro* Land
Crown Solicitor.—A.B. (*pro* Land Valuer),
29/10/90.

From the search paper it appears that the deed, 1 June, 1854, reg. 419-32, C. D. Haylock to John Ward (which is registered before the conveyance from Haylock to Wm. Morris, through which Mr. Brown claims) conveys a portion of the land resumed and in respect of which the claim is made. Assuming that Mr. Brown is unable to adduce a satisfactory title to the portion referred to, it should be stated whether it will affect the amount of compensation offered to Mr. Brown or not. Mr. Brown states that he has been in possession of the whole of the land described in his deed since 1881, and that the person from whom he purchased was in possession from 1854 to that time.—JOHN WILLIAMS, Crown Solicitor, B.C., 31 October, 1890.

The amount of compensation would not be affected. The object of the resumption being to secure the lagoon for public use, this will not be affected in any way by any doubt as to the title of the portion referred to.—J.B.T., 31/10/90. Crown Solicitor.

Office Memo.

Requisition for papers.

District Survey Office, Maitland, — October, 1890.

It is requested that the papers (in connection with the plan) specified below be forwarded to this office.

J. J. CALLACHOR,

(For District Surveyor.)

Being the papers in connection with that piece or parcel of land situated in the town of Paterson, county of Durham, resumed for public purposes, *viz.*, for the conservation of water at Paterson, by *Gazette* notice of the 17th October, 1890, folio 8,038. This was notified by the Public Works Department.—D.M.C.B.B., 3/11/90. Ask Works for papers by memo.—J.R., 3/11/90. Mr. Stephenson,—U.S. Works asked by memo. 5/11/90, end of November.—F.S. (*per* J.O.W.) Lands Misc., 90-16,642.

The Crown Solicitor to The Under Secretary for Public Works.

Water Conservation at Paterson—H. H. Brown to the Queen.

Sir,

Crown Solicitor's Office, Sydney, 4 November, 1890.

I have the honor to inform you that this matter has been completed, and to return herewith the papers herein.

I have, &c.,

JOHN WILLIAMS,

Crown Solicitor.

Land Valuer.—D.A.M'L. (for U.S.B.C.), 4/11/91.

Office

Office Memorandum.

Registered Number of Papers—Misc. 90-16,642.

Department of Lands, 5 November, 1890.

REMARKS.—Resumption of certain land in the town of Paterson, county of Durham, for the conservation of water at Paterson, by notice in *Gazette* of 17th October, 1890, folio 8,038. As the above was notified by the Department of Public Works, will the Under Secretary for Public Works be good enough to cause the papers to be forwarded to the office, as they are urgently required by the District Surveyor?
The Under Secretary for Public Works. J.B. (*pro* U.S.)

Land Valuer.—D.A.M'L. (for U.S.), B.C., 7/11/90. Papers are with Mines Department.—A.B. (*pro* Land Valuer), 12/11/90. Under Secretary for Public Works. Will the Under Secretary for Mines kindly return these papers?—J.W.H. (for U.S.), B.C., 13/11/90.

The whole of the papers in this case are enclosed. They should, perhaps, be forwarded to the Lands Department as requested, with a view of the area being proclaimed a Travelling Stock and Camping Reserve, to be ultimately established as a Public Watering-place. The District Surveyor should be asked to have a survey made of the land, and to furnish this Department with a certified copy of the plan as early as possible. To be numbered Public Watering-place 202.—F.H.M., 21/11/90. The Officer-in-charge, Misc. 91-8,421 Dep.

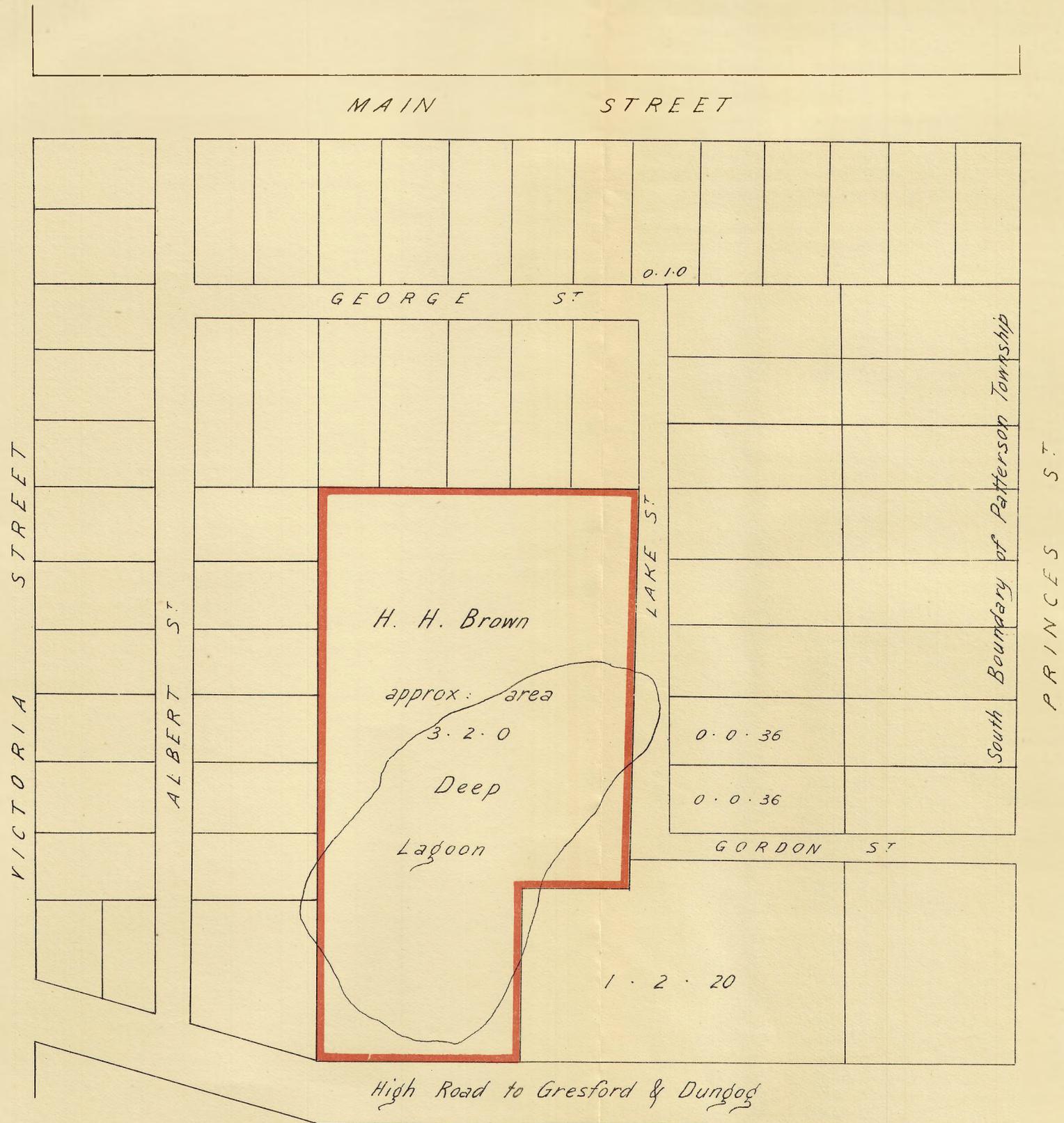
The Under Secretary for Lands.—H.W., B.C., 21/11/90. The District Surveyor, Maitland, as requested.—J.R. (for U.S.), B.C., 28/11/90. To be returned. Mr. Surveyor Foster for measurement accordingly. No. 90-91, Dec. 20.—J. W. ALLWORTH (*per* J.M. by direction), 19/12/90. Dealt with by survey letter No. 91-71, dated 27th August.—W. H. FOSTER, Surveyor.

[One plan.]

[9d.]

Plan of Sketch showing H. H. Brown's property with Lagoon

COUNTY OF DURHAM



(Sig. 394.)

Sgd. H. O. S. White
Licensed Surveyor
1 May, 1890.

1891.
(SECOND SESSION.)

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

WATER CONSERVATION BILL.

(MESSAGE No. 7.)

Ordered by the Legislative Assembly to be printed, 5 August, 1891.

JERSEY,

Governor.

Message No. 7.

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 define and declare the respective rights of the Crown, and of private persons to flowing water and other sources of water supply in New South Wales; to provide for the establishment of trusts, and, in certain cases to enable the Government to carry out works of water conservation and utilization, and of drainage; to empower such trusts to raise loans, to be granted or guaranteed by the Government in certain cases and under certain conditions; to authorise the imposition of rates and charges for the purposes of such trusts; to provide for the leasing of Crown lands subject to drought and flood; for the acquisition of lands and water rights in certain cases; for the disposal thereof by sale or lease; for the licensing of works for water conservation or utilization; for granting water rights to private persons, subject to certain conditions and reservations; and for conferring powers and making provision generally for giving due effect to and carrying out the purposes aforesaid.

Government House,

Sydney, 30th July, 1891.

1891.

(SECOND SESSION.)

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

BARMEDMAN TANK.

(RATES RELATING TO.)

Ordered by the Legislative Assembly to be printed, 30 July, 1891.

Department of Mines, Water Conservation, Sydney, 16 June, 1891.

His Excellency the Governor, with the advice of the Executive Council, has been pleased to approve of the following rates being levied by the Trustees of the Barmedman Tank, viz. :—

Horses, per head	½d.
Cattle, goats, and pigs, per head	¼d.
Sheep, per 100, or portion of 100... ..	6d.

When water is required for domestic purposes or in bulk, the same will be supplied at the rate of 6d. per 100 gallons.

SYDNEY SMITH.

1891.

(SECOND SESSION.)

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

GOVERNMENT TANKS.

(CANCELLATION OF AMENDED REGULATIONS, AND SUBSTITUTION OF FRESH REGULATIONS IN CONNECTION WITH CHARGES FOR WATER AT.)

Ordered by the Legislative Assembly to be printed, 30 July, 1891.

Department of Mines, Public Watering Places,
Sydney, 2 December, 1890.

PUBLIC WATERING PLACES ACT, 1884.

His Excellency the Lieutenant-Governor, with the advice of the Executive Council, has been pleased to cancel No. 9 of the Amended Regulations of the 31st May, 1887, issued under the above-named Act, and to substitute the following in lieu thereof:—

9. The charges for water which the tenant or caretaker shall collect are as follows:—

	s.	d.
Horses, per head	0	2
Cattle, per head	0	1
Sheep, per hundred or portion of hundred	1	0
Goats and pigs, per head	0	0 $\frac{1}{4}$

When water is required for domestic purposes or in bulk, the same shall be supplied at the rate of one shilling per 100 gallons, or at any lower rate that the Minister may in any special case approve.

Any other animals according to agreement between tenant and caretaker and the owner or drover.

SYDNEY SMITH.

1891.

(SECOND SESSION.)

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

WALLEDBEEN TANK.

(RATES RELATING TO.)

Ordered by the Legislative Assembly to be printed, 30 July, 1891.

Department of Mines, Water Conservation, Sydney, 29 December, 1890.

His Excellency the Lieutenant-Governor, with the advice of the Executive Council, has been pleased to approve of the following rates being levied by the Trustees of the Wallendbeen Tank, from the 30th May, 1890, viz. :—

	s.	d.
Horses of residents within 4 miles of the Tank, at per head	0	1
Cattle of residents within 4 miles of the Tank, at per head	0	1
Sheep per 1,000	10	0
Goats and Pigs	0	0 $\frac{1}{4}$
Any other animal according to agreement with Trustees.		
Water for domestic purposes, per 100 gallons	0	6

The charges for travelling stock are to be as set forth in the Regulations under the Public Watering Places Act of 1884.

SYDNEY SMITH.

1891.

(SECOND SESSION.)

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

BROKEN HILL AND DISTRICT WATER SUPPLY.

(CORRESPONDENCE RESPECTING.)

Ordered by the Legislative Assembly to be printed, 17 December, 1891.

H. G. McKinney, Esq., to The Under Secretary for Mines.

Department of Mines, Water Conservation, Sydney, 8 September, 1891.

Broken Hill and District Water Supply.—Lake Speculation Scheme.

THE Act authorising this scheme was assented to on 1st October, 1889. On 11th March, 1890, the company addressed a petition to the Governor, asking permission "to put in force the several powers contained in part 3" of the Act "with respect to the acquisition of lands otherwise than by agreement." On March 12th, 1890, the company forwarded that petition, together with a covering letter, to the Principal Under Secretary, but neither the letter nor the petition contained any reference to arrangements made or proposed for carrying out the works contemplated in the scheme.

After examination of the petition and the letter accompanying it, the Minister considered it necessary to send the petition to the Crown Solicitor for his opinion regarding, and this was done on 22nd April, 1890. On 2nd May, 1890, the papers were returned by the Crown Solicitor, together with an opinion from the Attorney-General. In this opinion a serious defect of the Act was pointed out, the consequence of which was that the intention of the Act was not clear. It was also pointed out that the mode of proceeding by petition was inapplicable to this case.

The next action taken by the company was that indicated by their letter of 25th September, 1890, addressed to the Minister for Works. Accompanying this letter was an opinion from Counsel (Mr. R. E. O'Connor), and also an outline of the scheme and a copy of the Act. In another letter addressed to the Under Secretary for Public Works, and dated 10th October, 1890, the company inquired whether, as had been verbally arranged, the papers had again been referred to the Attorney-General. In regard to this, the Minister for Works, in a minute dated 17th October, 1890, directed that the papers should be forwarded to the Minister for Mines and Agriculture. On 11th November, 1890, the papers were submitted to the Minister for Mines and Agriculture, who on that date directed that they should be sent to the Attorney-General for his opinion. On the 24th November, 1890, the papers were returned by the Crown Solicitor with a further opinion from the Attorney-General. In this opinion it was laid down that certain words in the Act might be treated as surplusage, but that the Governor's approval of the scheme was necessary, and also of the subsequent taking of the land. In view of this opinion the Minister for Mines and Agriculture, in a minute dated 27th November, 1890, directed Mr. McKinney to report on the scheme.

About the middle of December, 1890, an agent of Messrs. Laurence and McLachlan called on Mr. McKinney, and inquired whether he was dealing with the question. The agent was informed that the matter would be dealt with as soon as possible, but that the plans of the scheme would be required from the company. These he promised to send, but as no plans had arrived on 30th December, when Mr. McKinney was preparing to leave Sydney on a tour of inspection, he wrote a letter to the Under Secretary asking that a letter should be sent by a special messenger to Messrs. Laurence and McLachlan. In response to this urgent request Messrs. Laurence and McLachlan, on 31st December, sent portfolio of plans showing the result of the levels and survey of the proposed scheme, and requested that the plans should be returned. The information given in these plans was meagre and defective as regards both the line and levels, and contained nothing of a definite nature either as to the land proposed to be taken up or the nature of the works to be constructed. The line was, however, entered on the maps in the Head Office, and a personal inspection of the line and the sources of the supply was made without delay by Mr. McKinney.

On 4th February of the present year, Mr. McKinney presented his report on the scheme. In this report it was pointed out that the information as to the permanence of the supply was not only meagre and unsatisfactory, but that it was also in important particulars contradictory, and that the same description applied to the statements regarding the character and extent of the proposed works.

This report was considered by the Minister, who called upon Mr. McKinney for a brief statement of the further information required. The Minister's request was complied with on 19th February, and a letter conveying his decision on the matter was forwarded to the company on 23rd February. The company did not reply to this letter; but one of the provisional directors called at the Mines Department about ten days later, and asked for a full copy of Mr. McKinney's report. This was sent on 7th March. The company, instead of supplying the information asked for, requested to be heard by deputation. This request was acceded to, and the deputation waited on the Minister on 17th March. On 19th March, the solicitors to the company, in a letter addressed to the Under Secretary, alleged that all the details required "were gone into, and are made most clearly to appear in the evidence taken before the Committee." The letter of the solicitors to the Committee further stated, "that there are no inaccuracies or differences whatever" in the information supplied about the scheme, and it concluded by complaining of the delay on the part of the Government in not sanctioning the scheme. This letter was practically a refusal to supply plans or definite information, and the Minister, in his minute on it, wrote, "I have already asked the company to submit all particulars with respect to the scheme. Two shareholders called on me a few days since, and promised to forward the information required without delay. I decline to sanction the scheme until my request has been acceded to."

On 26th March, the company sent in a plan purporting to be on a scale of 2 miles to an inch, and with it a memorandum by the engineer to the company, reviewing Mr. McKinney's report. The plan thus supplied was incorrect and misleading as to the position and extent of the land proposed to be taken up, and in any case if it had been correctly drawn it could not have given satisfactory information on such a scale. No plan whatever relating to the proposed works was supplied, and the memorandum of the engineer to the company was merely of a controversial nature.

On 6th April, a letter was addressed by the company's secretary to the Under Secretary for Mines reiterating the request for sanction of the scheme, and reasserting that all information had been supplied "that was possible to demand."

On 9th April, Mr. McKinney pointed out that the memorandum of the engineer to the company, and the letter of the secretary did not advance the question in the slightest degree. The former instead of supplying satisfactory plans and information, introduced controversy and furnished assertion where facts and proofs were wanted. The secretary to the company after stating that the papers supplied "contained every piece of information that was possible to demand" remarked "I would remind you that any further figures, information, or corroboration can be ascertained from the various Government Departments." In other words if the information was insufficient or unsatisfactory the duty of completing that information was left to the Government.

In a minute dated 24th April, the Minister stated that, in view of the great powers conferred by the Act, and the extensive interests involved, it was absolutely necessary that the company should submit more definite information, accompanied by plans, before he could sanction the scheme. On 19th May the secretary to the company wrote to the Under Secretary, stating that the plan which was forwarded with the memorandum from the company's engineer showed the blocks of land proposed to be taken up. With regard to the permanence of the scheme the letter stated that that subject had been "threshed out by the Select Committee." The secretary then inquired what plans were wanted by the Minister. On 1st June the Minister, in reply to the letter of the secretary to the company, mentioned that he required a proper plan of the land to be taken up, and a general plan and description of the works proposed. On 18th August the secretary to the company addressed a letter to the Under Secretary, and forwarded with it a plan on a scale of 2 miles to an inch, showing the land proposed to be taken. The letter added that as the plan was an original one its return was requested. No general plan of the works proposed nor any description of them was submitted.

On 27th August Mr. McKinney pointed out that the Minister's request had been complied with on only one point, and that even in regard to this the company had been very sparing of information.

Summary.

The Broken Hill and District Water Supply Act was assented to on 1st October, 1889. For nearly five and a half months after that date the company took no action, and even then it simply submitted a petition asking permission to put in force the part of the Act relating to the acquisition of the land. A further delay of nearly six months occurred through questions arising from the faulty drafting of the Act, as well as through the dilatoriness of the company in dealing with the matter. Thus nearly a year elapsed between the date of assent to the Act and the date on which the company submitted an outline of the scheme and a statement of its position in regard to the faulty drafting of the Act. No plans accompanied that statement of the scheme and the outline given was meagre and unsatisfactory.

During the eleven months which have elapsed since the company supplied its short outline of the scheme, the Minister has repeatedly pointed out that before he can sanction such an important work it is absolutely necessary that the scheme should be fully described and proper plans submitted regarding it. Up till the present time no plans have been submitted to show the character of the work proposed, and no definite information regarding these works has been supplied. Even in regard to the land required, it was not till 18th ultimo that the company despatched a plan on the scale of 2 miles to an inch, showing the land proposed to be taken, and even this was not accompanied by a description, which would make it possible to identify the land.

The Broken Hill and District Water Supply Company is granted concessions of a most important description by the Act. The area of land proposed to be taken up by the company is 12,000 acres, and the company has the right to pump water from the River Darling and from Menindie and Speculation Lakes. The Act gives the company the right to charge for this water up to a maximum rate of fifteen shillings (15s.) per thousand gallons. The company estimates that the works will cost £200,000. It is abundantly evident from the importance of the concessions granted that the Government should be fully advised as to how the concessions are to be used. It has already been shown that from first to last the company has neglected to supply such information as is always considered necessary in connection with

with any important scheme. Under any circumstances full and satisfactory information would be necessary before the idea of sanctioning the scheme could be entertained, but there are features in connection with this scheme which render such information doubly important. In one of the communications received from the company it is admitted that the scheme as now adopted is "entirely different" from that laid before and sanctioned by the Select Committee. This admission alone is sufficient to show that great care is required in ascertaining what the scheme really is. Again, in the prospectus of the company, under the heading "Proposed Tramway," the following words are to be found:—"It will be seen that amongst the magnificent land concessions under the company's special Act of Parliament, as given on page 8, is a strip of land, 3 chains in width, extending over the whole length of the scheme from Broken Hill to the River Darling, a distance of about 66 miles, upon which it is the ultimate intention of the company to construct a tramway of a substantial and permanent character, which will be available for goods and passenger traffic." No such tramway was provided for in the Act, nor was the question brought in any way before the Select Committee which inquired into the scheme. In short what the company practically asks is that the Minister should give his sanction to a scheme of which not only the details but some of the most important features are withheld from him, and to the granting of important concessions without being supplied with definite information as to how these concessions are to be used.

H. G. MCKINNEY,
Chief Engineer, Water Conservation.

NOTE.—After the motion of Mr. Copeland, M.P., to lay the papers in connection with this case had been approved, in order to render the papers complete the solicitors for the company were asked for the loan of the plan which had been returned to them. A large plan was furnished which was not that previously received in the Department, and which the chief engineer states he never saw before; he furnished an additional report on this and other matters, which embraces an examination of the plan now submitted to him for the first time.

1891.

(SECOND SESSION.)

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

BROKEN HILL AND DISTRICT WATER SUPPLY COMPANY.

(CORRESPONDENCE RESPECTING.)

Ordered by the Legislative Assembly to be printed, 21 December, 1891.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 23rd September, 1891, That there be laid upon the Table of this House,—

“Copies of all correspondence between the Government and the Broken Hill and District Water Supply Company with reference to the concessions granted by Act of Parliament.”

(*Mr. Copeland.*)

Messrs. Laurence and M'Lachlan, Solicitors, to The Principal Under Secretary.

Sir,

12, Spring-street, Sydney, 12 March, 1890.

We have the honor to enclose for presentation to His Excellency the Governor, the petition of our clients, the Broken Hill and District Water Supply Company (Limited), under seal of the Company, praying that the Company may be at liberty to put in force the provisions of their private Act as to the resumption of lands in the Act named, after such local inquiry has been held as may be directed by His Excellency under the provisions of section 2 of the Company's Act.

We also send with this petition the following documents:—

- (a) Copy of the Company's Act.
- (b) *Government Gazette* containing notice of this application.
- (c) Copies of three consecutive weekly Broken Hill newspapers, with same notices.

We apprehend that in a purely formal matter like this no further evidence will be called for by His Excellency, but we are prepared to furnish any should such be required. As the time for the Company to commence operations is limited, we have to ask that this matter may be expedited as much as possible.

LAURENCE AND M'LACHLAN,
Solicitors for the Company.

The Secretary for Mines.—H.P., 14/3/90. The Under Secretary for Mines.—C.W., B.C.,
14/3/90. The Chief Engineer.—J.W.B., B.C., 18/3/90.

[*Enclosures.*]

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 St. Michael and St. George, Governor and Commander-in-Chief of the Colony of New South Wales and its Dependencies.

The humble petition of the Broken Hill and District Water Supply Company (Limited), of Sydney, in the Colony of New South Wales,—

HUMBLY SHOWETH:—

1. That your petitioners are desirous of taking for the purposes of the Company, and the execution and construction of the works for the supply of water for Broken Hill and district, pursuant to the statute intituled "The Broken Hill

597—A

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Hill and District Water Supply Act of 1888," to wit, for a reservoir in connection with and as part of the undertaking in the said Act mentioned, and for other purposes as authorised by the said Act in connection with the said undertaking the following lands :—

All that portion of land situate and being about 5 miles from Broken Hill, containing about 1,500 acres, being part of certain lands held under lease from the Crown by Herbert Bristowe Hughes, being No. 244 on the Government plans of resumed and leasehold areas, and being a portion of the Kinbega run; and bounded generally on the north-east by the said lease to Herbert Bristowe Hughes, along which it extends about 128 chains; generally on the south-east by the said lease to Herbert Bristowe Hughes, along which it extends about 94 chains; generally on the south-west by the said lease to Herbert Bristowe Hughes, along which it extends about 161½ chains; generally on the north-west by the said lease to Herbert Bristowe Hughes, along which it extends about 39½ chains; on the north partly by the said lease to Herbert Bristowe Hughes for a distance of about 2 chains, and partly by the leasehold property of Mr. Aldridge, along which it extends about 52 chains; and generally on the north-west by the said lease to Herbert Bristowe Hughes, along which it extends about 33 chains.

2. The said Herbert Bristowe Hughes is the lessee from the Crown and occupier of the said lands, and he having been duly notified by your petitioners, in accordance with the provisions of section 2 of the said Act (and subsection 2 thereof) of this application of your petitioners, has in writing stated that he is neutral as to the said application.

3. Your petitioners have, as required by subsection 1 of section 2 of the said Act, published once in three consecutive weeks in local newspapers circulating in the town and district of Broken Hill a notice describing shortly the nature of the undertaking in respect of which it is proposed to take the said land alienated as aforesaid from the Crown, and therein a central place in Broken Hill was named—to wit, the "Grand Hotel" Hill aforesaid—where a plan of the proposed undertaking might be seen at all reasonable hours, and stating the quantity of such land so required—to wit, the land in the first paragraph of this petition mentioned—and such plan has been so deposited by your petitioners as aforesaid at the said "Grand Hotel" in the town of Broken Hill.

Your petitioners therefore humbly pray that they may be allowed to put in force the several powers contained in Part 3 of the said "Broken Hill and District Water Supply Act of 1888," with respect to the acquisition of lands otherwise than by agreement, and for that purpose that your Excellency will direct all such inquiries, and make and issue such orders, as are provided for and required by the said statute.

And your petitioners will ever pray, &c.

The common seal of the Broken Hill and District Water Supply Company (Limited) was hereto affixed on 11th day of March, in the year of our Lord 1890, by the authority of a Board of Directors of the said Company, in the presence of Joseph Marshall, Frederick Tidswell, and Henry Westcott,—

JOSEPH MARSHALL,
FREDERICK TIDSWELL,
H. WESTCOTT,

Directors of the said Company; and of
FRED. FULLWOOD,

Secretary and Legal Manager to Company.
[SEAL.]

NEW SOUTH WALES.

[Coat of Arms.]

ANNO QUINQUAGESIMO TERTIO.

VICTORIÆ REGINÆ.

An Act to enable the "Broken Hill and District Water Supply Company (Limited)" to construct works, and use the waters of the Speculation and Mcindie Lakes and the Darling River for the purpose of supplying Broken Hill and District with fresh water, and to give power to purchase land. [Assented to, 1st October, 1889.]

Preamble.

WHEREAS it is expedient and for the public benefit that the town and district of Broken Hill, in the Colony of New South Wales, should be provided with a supply of fresh water. And whereas a Company has been formed, called the "Broken Hill and District Water Supply Company (Limited)," for the purpose of supplying the said town and district with fresh water. And whereas the said Company desire to establish and carry out works for such purpose and other purposes incidental thereto in the said town and district. Be it therefore enacted by the Queen's Most Excellent Majesty, by and with the advice and consent of the Legislative Council and Legislative Assembly of New South Wales in Parliament assembled, and by the authority of the same, as follows :—

Arrangement,
and
interpretation.

1. This Act may be cited as the "Broken Hill and District Water Supply Act of 1888." Its provisions are arranged into Four Parts, embracing the following subjects :—

PART I.—*Powers and duties of the Company as to Water Supply.*

PART II.—*Special provisions as to Water Supply.*

PART III.—*The acquisition and occupation by the Company of lands for the purpose of water supply—ascertainment of compensation in respect thereof.*

PART IV.—*Miscellaneous provisions—Legal procedure.*

And in the construction of this Act the following words and expressions in inverted commas, unless there shall be something in the context repugnant thereto or inconsistent therewith, shall bear the meanings and include the persons or things hereby respectively set against such words and expressions, that is to say :—

"Governor"—The Governor with the advice of the Executive Council.

"Conduit"—The canals, tunnels, aqueducts, cuttings, or pipes, by means of which the main stream of water is supplied to the water district.

"Justice"—Any Justice of the Peace for the Colony of New South Wales.

"Street"—Any square, court, alley, highway, railway, tramway, lane, road, thoroughfare or other passage, foot-path, or place, whether public or private, within the limits of the water district.

"Owner"—Any person who is in the receipt of the rents and profits of any house, manufactory, or building of whatsoever kind, or of any land.

"Water District"—The area within which water is authorized to be supplied to the inhabitants of the said town and district.

"Company"—The said "Broken Hill and District Water Supply Company (Limited)," or their assigns, owners for the time being of the Broken Hill Waterworks.

PART I.

Powers and duties of the Company as to Water Supply.

Conditions prior
to acquisition of
land.

2. Before the Company shall put into force any of the provisions contained in this Part with respect to the acquisition of land otherwise than by agreement, the following conditions and provisions shall be observed :—

(i) The Company shall publish once at least in each of three consecutive weeks in some local newspaper circulating in the town and district of Broken Hill, a notice describing shortly the nature of the undertaking in respect of which it is proposed to take any land that has been alienated from the Crown, naming some central place at Broken Hill where a plan of the proposed undertaking may be seen at all reasonable hours, and stating the quantity of such land required.

(ii) The Company shall serve a notice on every owner or reputed owner, or reputed lessee or occupier of such land, defining in each case the particular lands intended to be taken, and requiring an answer, stating whether the person so served dissents, or is neutral, in respect of taking such lands.

(iii)

- (iii) On compliance with the provisions of this section with respect to notices the Company may, if they think fit, present a petition to the Governor under their Common Seal, and such petition shall state the lands as aforesaid intended to be taken, and the purposes for which they are required, and the names of the owners, lessees, and occupiers of lands who have assented, dissented, or are neutral, in respect of the taking of such lands, or who have returned no answer to the notice. And it shall pray that the Company may, with reference to such lands, be allowed to put in force the powers contained in Part III of this Act with respect to the acquisition of such lands otherwise than by agreement, and such prayer shall be supported by such evidence as the Governor may require.
- (iv) On receipt of such petition, and on due proof of the proper notices having been published and served, the Governor shall take such petition into consideration, and may either dismiss the same or direct a local inquiry as to the propriety of assenting to the prayer of such petition, but until such inquiry has been made no provisional order shall be made affecting any such lands without the consent of the owners, lessees, and occupiers thereof.
- (v) After the completion of such inquiry the Governor may, by provisional order, empower the Company to put in force with reference to the lands referred to in such order, the powers of the said Part, with respect to the acquisition of lands, otherwise than by agreement or any of them, and either absolutely or with such conditions and modifications as the Governor may think fit; and it shall be the duty of the Company to serve a copy of any order so made in the manner and on the persons in which and on whom notices in respect of such lands are required to be served.

PART II.

Special Provisions as to Water Supply.

3. Subject to the provisions of this Act, the Company may exercise any of the powers in this Part contained for the construction of waterworks for the supply of water from the Speculation and Menindie Lakes and Darling River to the Municipal District of Broken Hill, including therein the district between the town of Broken Hill and the said lakes and river, more particularly described in the Third Schedule to this Act, and for the purpose of carrying out the provisions of this Act the Company may

Powers of the Company.

- (i) Enter upon any lands and take levels of the same, and set out such parts thereof as they shall think necessary.
- (ii) Enter upon, take, and hold such land as they may from time to time deem necessary for the construction and maintenance of any of the works authorised by this Act, or for obtaining or enlarging the supply of water, or for improving the quality thereof for the purpose of this Act.
- (iii) Enter upon any Crown or private lands, or streets, and lay or place therein any pipes, and may repair, alter or cut off, or remove the same, and may enter upon any such lands, or streets, for the purpose of repairing any watercourses, or other works being their property or under their control.
- (iv) Take water from the lakes and river aforesaid. Provided that not more than seven hundred thousand gallons of water daily shall be taken by the Company from the said lakes or river, and the supply at any time drawn shall be such as not to interfere with the navigation of the said river; and the Company shall, if required by the Government, erect and maintain, to the satisfaction of the Minister for Mines, a meter or gauge for the purpose of ascertaining the quantity of water drawn daily from the said lakes or river, and the measurement of water shown by such meter or gauge to have been drawn shall be taken as correct for the purposes of this Act.

Provided always that in the exercise of any of the powers hereby conferred the Company shall inflict as little damage as may be, and, in all cases where it can be done, shall provide other watering-places, drains, and channels, for the use of adjoining lands in place of any taken away or interrupted by them, and shall make full compensation to all parties interested for all damage sustained by them through the exercise of such powers. Provided nevertheless that the Company shall not be liable to make compensation in respect of any damage sustained by reason of the taking of water from the said river or lakes or either of them.

4. Any person who shall wilfully obstruct any person acting under the authority of the Company in setting out the line of any works undertaken under the authority of this Part, or pull up or remove any poles or stakes driven into the ground for the purpose of setting out the line of such works, or destroy or injure any works so undertaken as aforesaid, shall incur a penalty not exceeding five pounds for every such offence.

Penalty for obstructing construction of works.

5. If any person unlawfully and maliciously destroy or damage, or attempt to destroy or damage, any reservoir, dam, tank, tunnel, watercourse, sluice, main, pipe, aqueduct, bridge, roadway, or engine, or other part whatever of the works of the Company, every such offender shall be guilty of felony, and shall be liable to be imprisoned for any term not exceeding ten years.

Penalty for destroying works.

6. The Company may open and break up the soil and pavement of the several streets and bridges within the limits of its water district, and make, open, and break up any sewers, drains, or tunnels within or under such streets, and lay down and place within the same limits, pipes, conduits, service-pipes, and other works and engines, and from time to time repair, alter, or remove the same, and for the purposes aforesaid remove and use all earth and materials in and under such streets and bridges, and do all other acts which the Company shall from time to time deem necessary for supplying water to the inhabitants of the district in the fourth section of this Act described and hereafter referred to as the "Water District."

Power to open streets, &c.

7. When the Company shall open or break up the road or pavement of any street or bridge, or any sewer, drain, or tunnel, they shall with all convenient speed complete the work for which the same shall be broken up, and fill in the ground and restate and make good the road or pavement, or the sewer, drain, or tunnel so opened or broken up, and carry away the rubbish occasioned thereby. And shall at all times whilst any such pavement or road shall be so open or broken up cause the same to be fenced and guarded, and shall cause light sufficient for the warning of passengers to be set up and kept there for every night during which such road or pavement shall be continued open or broken up.

Reinstatement of streets, &c.

8. The Company shall not be liable (in the absence of express stipulation under any agreement for the supply of water) to any penalty or damages for not supplying such water if the want of such supply arises from unusual drought or other unavoidable cause or accident.

Company not liable for accidental failure to supply water.

9. The Company may supply any person with water for domestic or other purposes, by measure or otherwise, at such rates to be declared, fixed, and published by them (subject to the provisions hereinafter contained), upon such terms and subject to such conditions as may be agreed upon by the Company and the person requiring to be supplied.

Agreements to supply water.

10. The Company may let for hire to any consumer of water supplied by measure any meter or instrument for measuring the quantity of water supplied and consumed, and any pipes and apparatus for the conveyance, reception, or storage of the water, for such remuneration in money as may be agreed upon between the Company and the consumer, which shall be recoverable in the same manner as rates due to the Company for water.

Company may let meters.

11. Such meters, instruments, pipes, and apparatus shall not be subject to distress for rent of the premises where the same are used, or to be attached or taken in execution under any process of any Court of Law, or Equity, or under or in pursuance of any sequestration or order in bankruptcy or other legal proceedings against or affecting the consumer of the water, or the occupier of the premises, or other the person in whose possession the meters, pipes, instruments, and apparatus may be.

Meters of Company not distrainable.

12. Every person who shall have agreed with the Company for a supply of water by measure shall, at his own expense, unless he hire a meter from the Company, provide a meter, and keep and maintain the same in good working condition to the satisfaction of such officer as may be appointed by the Company; and in the event of any repairs being required, notice in writing shall be immediately given by such person to the Company, and a registration of the quantity of water used shall be taken before such repairs are effected.

Meters to be supplied and maintained by consumer.

13. Every person requiring to remove or alter the position of any meter shall leave six days' notice in writing to that effect at the registered or local office of the Company, hereinafter mentioned, and a registration of the quantity of water shall be taken before such removal or alteration is made.

Notice of removal, &c., of meter.

14. If any person shall neglect or delay to have such meter properly repaired and put in correct working order, after having been required by any officer of the Company so to do, the Company may shut off the supply of water from the premises of such person, either by cutting the service pipe or otherwise, until such meter shall have been properly repaired and certified by some officer of the Company as being in proper working order.

Water may be cut off if meter not in order.

15. If any plumber or other person fix or refix any meter upon any premises supplied with water by the Company without having first obtained a certificate from the Company that the said meter has been examined and found in correct working order, he shall for such offence forfeit a sum not exceeding ten pounds.

Penalty for fixing uncertified meter.

For removing or altering meter without notice.

16. If any person remove or alter the position of or in any way interfere with any meter without giving such notice as aforesaid, he shall, for such offence, forfeit a sum not exceeding twenty pounds. Provided that the Company shall always have an office in the district of Broken Hill, and shall register the same at the Council Chambers of the Municipal Council at Broken Hill.

Power of officers of Company to inspect meter.

17. The officers of the Company may enter any house, building, or lands, to, through, or into which water is supplied by the Company by measure, in order to inspect the meters, instruments, pipes, and apparatus for the measuring, conveyance, reception, or storage of water, or for the purpose of ascertaining the quantity of water supplied or consumed; and may from time to time enter any house, buildings, or lands for the purpose of removing any meter, instrument, pipe, or apparatus the property of the Company; and if any person hinders any such officer from entering or making such inspection or effecting such removal, he shall for each such offence be liable to a penalty not exceeding five pounds, but except with the consent of a Justice a power of entry shall be exercised only between the hours of ten in the forenoon and four in the afternoon.

Supply of water for public purposes.

18. In all the pipes to which any fire-plug is fixed the Company shall provide and keep constantly laid on for use, unless prevented by unusual drought or other unavoidable accident, or during necessary repairs, a sufficient supply of water for the following purposes (that is to say), for cleansing the sewers and drains, for cleansing and watering the streets, and for supplying any public hospitals or charitable institutions, or any public pumps, baths, and wash-houses that may be established for the use of the inhabitants, and paid for out of any municipal rates; and such supply shall be provided at such rates and charges and upon such terms and conditions as may be agreed on by the said Municipal Council and the Company, or, in case of disagreement, as shall be settled by arbitration in the manner provided by the Arbitration Act.

Company to place public fire-plugs in main.

19. The Company, at the request of the said Municipal Council, shall fix proper fire-plugs in the main and other pipes belonging to them at such convenient distances and at such places as they may consider proper and convenient for the supply of water for extinguishing any fire that may break out within the said district, and shall from time to time renew and keep in effective order every such fire-plug; and shall put up a public notice on some conspicuous place in each street on which such fire-plug is situated, showing its situation, and such notice may be put up on any house or building in such street; and as soon as such fire-plug is completed they shall deposit a key thereof in each place where any public fire-engine is kept. The cost of such fire-plugs and the expense of fixing, placing, and maintaining the same in repair, and of supplying such keys as aforesaid shall be defrayed by the said Municipal Council.

Fire-plugs for manufactories, &c.

20. The Company shall, at the request and expense of the owner or occupier of any manufactory or works situated in or near any street or road in which or within two hundred yards of which there shall be a pipe of the Company, place and maintain a fire-plug (to be used only for extinguishing fires) as near as conveniently may be to such manufactory or works.

Pipes to be kept charged, and water taken for fires.

21. The Company shall at all times keep charged with water all their pipes to which fire-plugs are fixed unless prevented by drought or other unavoidable cause or accident or during necessary repairs, and shall allow all persons at all times to take and use such water for the purpose only of extinguishing fire without making compensation for the same.

Penalty for refusal to fix, &c., fire-plug or failure to supply water.

22. If, except when prevented as aforesaid, the Company neglect or refuse to fix or repair such fire-plug, or to furnish to the said Municipal Council a sufficient supply of water for the public purposes aforesaid, on such terms as shall have been agreed or settled as aforesaid, or if, except as aforesaid, they neglect to keep the pipes charged as aforesaid, or neglect or refuse to furnish any owner or occupier liable to be rated under this Act during any part of the time for which such rates have been paid or tendered, they shall be liable to a penalty of twenty pounds, and shall also forfeit to the said Municipal Council, or to every person having paid or tendered the rate, the sum of twenty shillings for every day during which such refusal shall continue after notice in writing shall have been given to the Company of the want of supply.

Pipes laid by owners or occupiers. Power to inhabitants to lay service pipes.

23. Any owner or occupier of any dwelling-house, or part of a dwelling-house, situate within the water district who shall wish to have water from the water-works of the Company brought on to his premises, and who shall have paid or tendered to the Company the portion of water rate or charge in respect of such premises by this Act directed to be paid in advance, may open the ground between the pipes of the Company and his premises, having first obtained the consent of the owners and occupiers of such ground, and lay any pipes from such premises to communicate with the pipes of the Company.

Notice to Company of laying pipes.

24. Such pipes shall be of a strength and material approved of by some officer of the Company, and every such owner or occupier shall, before he begins to lay any such pipe, give to the Company two days' notice of his intention so to do.

Communication with pipes of Company to be made under superintendence of surveyor.

25. Before any pipe is made to communicate with the pipes of the Company the person intending to lay such pipes shall give two days' notice to the Company of the day and hour when such pipe is intended to be made to communicate with the pipes of the Company, and every such pipe shall be so made to communicate under the superintendence and according to the directions of the surveyor, engineer, or other officer appointed for that purpose by the Company, and the bore of such pipe shall not exceed three-quarters of an inch, except with the consent of the Company.

Bore of service pipes. Service pipes may be removed after giving notice. Power to break up pavements.

26. Any person who shall have laid down any pipe or other works, or who shall have become the proprietor thereof, may remove the same after having first given six days' notice to the Company of his intention so to do and of the time of such proposed removal, and every such person shall make compensation to the Company for any injury or damage to their pipes or works which may be caused by such removal.

In case of any breach of this part of the Act water may be cut off.

27. Any such owner or occupier may open or break up so much of the pavement of any street as shall be between the pipes of the Company and his house, building, or premises, and any sewer or drain therein for any such purposes as aforesaid (doing as little damage as may be and making compensation for any damage done in the execution of such work). Provided always that every such owner or occupier desiring to break up the pavement of any street, or any sewer, or drain therein, shall be subject to the same necessity of giving previous notice, and shall be subject to the same control, restrictions, and obligations in, and during the time of breaking up the same, and also reinstating the same, and to the same penalties for any delay in regard thereto as the Company are subject to under the provisions of this Act.

Penalty for waste of water.

28. If any person supplied with water by the Company wrongfully does, or causes or permits to be done, anything in contravention of any of the provisions of this Part, or wrongfully fails to do anything which under any of these provisions ought to be done for the prevention of the waste, misuse, undue consumption, or contamination of the water of the Company, the Company may (without prejudice to any remedy against him in respect thereof) cut off any of the pipes by or through which water is supplied to him or for his use, and may cease to supply him with water so long as the cause of injury remains or is not remedied.

Penalty for misapplication of water.

29. If any person supplied with water by the Company wilfully or negligently causes or suffers any pipe, valve, cock, cistern, bath, soil-pan, water-closet, or other apparatus or receptacle to be out of repair, or to be so closed or contrived that the water supplied to him by the Company is or is likely to be wasted, misused, unduly consumed or contaminated, or so as to occasion or allow the return of foul air or other noisome or impure matter into any pipe belonging to or connected with the pipes of the Company, he shall for every such offence be liable to a penalty not exceeding five pounds.

No pipe to be fixed to consumer's pipe without permission of Company.

30. If any person having from the Company a supply of water use such water for any purpose other than that for which he is entitled to use the same he shall for every such offence be liable to a penalty not exceeding forty shillings without prejudice to the right of the Company to recover from him the value of the water misused.

Penalty for unlawfully taking water.

31. It shall not be lawful for the owner or occupier of any premises supplied with water by the Company, or any consumer of the water of the Company, or any other person, to affix, or cause or permit to be affixed, any pipe or apparatus to a pipe belonging to or used by such owner, occupier, or consumer, or any other person, or to make any alteration in any such communication or service pipe, or in any apparatus connected therewith, without the consent in every such case of the Company; and if any person acts in any respect in contravention of the provisions of the present section, he shall, for every such offence, be liable to a penalty not exceeding five pounds, without prejudice to the right of the Company to recover damages from him in respect of any injury done to their property, and without prejudice to their right to recover from him the value of any water wasted, misused, or unduly consumed.

Inspection of water.

32. If any person, not being supplied with water by the Company, wrongfully takes or uses any water from any reservoir, watercourse, conduit, or pipe belonging to the Company, or from any pipe leading to or from any such reservoir, watercourse, conduit, or pipe, or from any cistern or other like place containing water belonging to the Company, or supplied by them for the use of any consumer of the water of the Company, he shall for every such offence be liable to a penalty not exceeding five pounds.

33. The surveyor, engineer, or other person appointed for that purpose by the Company, may, between the hours of ten o'clock in the forenoon and four o'clock in the afternoon, enter into any house or premises supplied with water by the Company, in order to examine if there be any waste or misuse of such water; and if such surveyor, engineer, or other person,

person, at any such time be refused admittance into such house or premises for the purpose aforesaid, or be prevented from making such examination as aforesaid, the Company may turn off the water supplied by them from such house or premises.

34. If any person bathe in any channel, reservoir, or other waterworks belonging to the Company, or wash, throw, or cause to enter therein, any dog or other animal, he shall for every such offence forfeit a sum not exceeding five pounds.

Polluting the water.
Penalty for bathing.
Penalty for throwing dirt therein.

35. If any person throw or convey, or permit or cause to be thrown or conveyed, any rubbish, dirt, filth, or other noisome thing, into any such channel, reservoir, aqueduct, or other water-works as aforesaid, or wash or cleanse therein any cloth, wool, leather, or skin of any animal, or any clothes or other thing, he shall for each offence forfeit a sum not exceeding ten pounds.

36. If any person cause the water of any sink, sewer, or drain, steam-engine, boiler, or other filthy water belonging to him or under his control to be run or to be brought into any channel, reservoir, aqueduct, or other water-works belonging to the Company, or shall do any other act whereby the water of the Company shall be fouled, he shall for each offence forfeit a sum not exceeding twenty pounds, and a further sum of twenty shillings for each day (if more than one) that such offence continues.

Penalty for letting foul water flow thereinto.

37. Any person making or supplying gas within the limits of the water district who shall at any time cause or suffer to be brought to the water of the Company, or into any drain communicating therewith, any substance which shall be produced in the making or supplying gas, or who shall wilfully do any act connected with the making or supplying of gas, whereby the water in any such reservoir, aqueduct, or other water-works shall be fouled, or the pipes or conduits thereof injured, shall forfeit to the Company a sum not exceeding twenty pounds, to be recovered with full costs of suit for each day during which such substance shall be brought or shall flow as aforesaid, or during which the act shall continue by which such water is fouled, after the expiration in either case of twenty-four hours from the time when the notice of the offence has been served on such person by the Company.

Penalty for permitting substances produced in making gas to flow into the water.

38. Whenever the water supplied by the Company shall be fouled by the gas of any person making or supplying gas within the water district, such person shall forfeit to the Company for every such offence a sum not exceeding twenty pounds, and a further sum not exceeding ten pounds for each day during which the offence shall continue after the expiration of twenty-four hours from the service of notice of such offence.

Penalty on gas-makers causing water to be fouled.

39. For the purpose of ascertaining whether the water of the Company be fouled by the gas of any person making or supplying gas within the water district, the Company may dig up the ground and examine the pipes, conduits, and works of the person making or supplying gas. Provided that before proceeding so to dig and examine the Company shall give twenty-four hours' notice in writing to the person so making or supplying gas of the time at which such digging and examining is intended to take place, and shall give the like notice to the person having the control or management of the pavement or place where such digging shall take place, and shall be subject to the like obligation of reinstating the road and pavement, and to the same penalties for delay or any nonfeasance or misfeasance therein, as hereinafter provided, with respect to roads and pavements broken up by the Company for laying their pipes: and if upon such examination it appears that such water has been fouled by any gas belonging to such person the expenses of digging, examination, and repairs of the street, or place disturbed in any such examination, shall be paid by the person making or supplying gas: but if upon such examination it appears that the water has not been fouled by the gas of such person then the Company shall pay all the expenses of the examination and repair, and also make good to the said person any injury which may be occasioned to his works by such examination.

Power to examine gas-pipes to ascertain cause of water being fouled.

40. The following provisions shall take effect for the purpose of protecting the water in the mains or other pipes of the Company from all impurities from closets and other receptacles of faecal matter or urine:—

Provisions as to connection of closet and other pipes with mains, and as to cisterns, &c. No closet pipes hereafter to connect directly with the main. Company may disconnect pipes in certain cases.

(i) It shall not be lawful for any person to connect with the main any pipe delivering water directly into the closet-pipe or other receptacle for faecal matter or urine without the intervention of a cistern, into which the water from the main shall first be received, and any person so offending shall forfeit and pay a penalty not exceeding fifty pounds.

(ii) The Company may employ any artificers or workmen to cut off or otherwise disconnect from the main any pipe directly discharging the water into a closet without the intervention of a cistern (hereinafter termed "directly connected"), and which in the opinion of the Company may endanger the purity of the water by the absorption of noxious gases or suction of faecal matter or urine into such pipe, or into the main or otherwise. For the purpose of effecting such disconnection the Company's artificers and workmen may enter into and upon the premises of any person or corporation whatsoever, to do, or cause to be done, anything in his opinion requisite or necessary in relation thereto.

(iii) Whenever the Company shall have caused any pipe to be cut off or disconnected, or other work to be done in relation thereto, they shall forthwith serve the owner or occupier of the premises with a notice in writing requiring him to pay the actual cost or expense incurred. And such owner or occupier shall pay the amount to the Company, and if the amount be paid by an occupier only he may deduct the same from the rent owing or accruing. Upon such owner or occupier making default in any such payment after the delivery of such notice as aforesaid, the Company may sue for and recover the same with full costs of suit.

The expense incurred by any disconnection to be paid by the tenant and deducted from his rent.

(iv) The owner of every dwelling-house or premises which shall have therein or thereon any closet with a pipe or branch pipe directly connected with the main shall be required to fix and erect a cistern or cisterns for the reception of the water intended to be used for the closet, and every cistern shall be made of such materials and dimensions, and of such model or plan of construction, and with such ball-cock, stop-cocks, waste-pipes, and other appliances as shall be deemed requisite and have been approved by the officers of the Company for securing the water from pollution through any noxious gases or matter evolved or derived from such closets, or otherwise every owner neglecting to comply with the provisions of this subsection shall forfeit and pay a penalty not exceeding five pounds.

Owners of premises shall fix closet cisterns, or be liable to a penalty.

(v) Whenever any owner shall have neglected to fix and erect a cistern, with its appliances, as in the last preceding subsection provided for, the tenant or occupier is hereby authorized and required, after receiving a written notice thereof from the Company on that behalf, to fix and erect such cistern, with its appliances before mentioned, within fourteen days after the receipt of such notice; and the said tenant or occupier shall, upon payment by him of the charges and expenses of such fixing and erection, be entitled to deduct the amount so paid from the rent then due or accruing, or, at his option, to sue for and recover the same, with full costs of suit, from the owner as for money paid to his uses.

Upon neglect of owner, tenant, or occupier, after fourteen days' notice to fix cistern and deduct the expenses from the rent.

(vi) Any person who shall, without the authority of the Company, re-establish any such connection which may have been cut off, removed, or severed by him, or who shall in any manner wilfully injure or tamper with any connection-pipe, cistern, ball-cock, stop-cock, or waste-pipe, which may have been approved by the Company, so as to destroy, diminish, or endanger its efficiency, may be summoned for such an offence before two Justices, and on conviction thereof shall be adjudged to pay the amount of the charges and expenses which the Company may have incurred (and which they are hereby authorised to incur) in repairing or restoring the same to a state of efficiency. Every such offender shall forfeit and pay a penalty not exceeding ten pounds, and the amount of charges and expenses and penalty respectively shall, when recovered, be paid over to the Company.

Any person re-establishing any connection with the main, unless authorised, or wilfully injuring any pipe, &c., liable to a penalty.

41. Where several houses or parts of houses in the separate occupation of several persons are supplied by one common pipe, or where water is supplied to courts, alleys, and right-of-ways by stand-pipes, the several owners or occupiers of such houses or parts of houses, or of the several houses or parts of houses in every such court, alley, or right-of-way, shall be liable to the payment of the same rates or charges for the supply of water as they would have been liable to if each of such several houses or parts of houses had been supplied with water from the works of the Company by a separate pipe.

Where several houses supplied by one pipe, each to pay.

42. The rates and charges for water and all sums due to the Company under this part shall be paid by, and be recoverable from, the person agreeing with the Company for the supply of water, and all rates and charges shall be payable in advance by equal payments on the first day of January, the first day of April, the first day of July, and the first day of October in each year; and the first payment shall be made at the time when such persons shall become liable to pay such rates and charges.

Water rates to be recoverable from either landlord or tenant.

43. The charge to be made by the Company for the supply of water by meter shall not exceed the sum of one shilling and sixpence per one hundred gallons, and no rate to be made by the Company shall exceed in amount the sum of two shillings in the pound on the value of lands or tenements within the water district, as assessed for rating purposes by the said Municipal Council.

Rating powers.

PART III.

The acquisition and occupation by the Company of lands for the purposes of water supply—ascertainment of compensation in respect thereof.

Lands required for water supply, how acquired.

44. After the notification in the *Gazette*, as hereinbefore provided, of the approval of the Governor of a scheme for the supply of water to the said town and district, but not before the Company shall be empowered to acquire or occupy lands for the purposes of such water supply in manner hereinafter provided; and compensation for every such acquisition or occupation of lands shall be ascertained and carried out as hereinafter provided.

How and when lands can be taken.

45. It shall be lawful for the Company, by notification to be published in the *Gazette* and in one or more newspapers published or circulated in the said town and district, to declare that the land described in such notification is required for the purposes therein expressed.

Vesting, &c., of lands.

46. Upon the publication of the notification to be in the *Gazette* declaring that the lands therein described are so required, such lands shall, upon compliance with the requirements and provisions hereinafter contained, be vested in the Company for the purposes of this Act for an estate of inheritance in fee-simple in possession, freed and discharged from all trusts, obligations, estates, terms of years, interests, contracts, charges, rates, rights of way, or other easements whatsoever, and to the intent that the legal estate therein, together with all powers incident thereto or conferred by this Act, shall, subject to the provisions thereof, be vested in the Company.

Effect of publication upon Crown Lands.

47. Where the land required is Crown Land at the date of such publication, or is vested in any corporation or person on behalf of Her Majesty, or for public purposes by virtue of any statute, or is within the limits with reference to centres of population prescribed by the Act next hereinafter cited, the effect of such publication shall be to withdraw the said land (to the extent required) from any lease or license or promise thereof, and to cancel to the like extent any dedication or reservation of the said land made under the authority of the "Crown Lands Alienation Act of 1861," or any Act or Acts amending the same, and to vest the said land in the Company for a term not exceeding twenty-one years, at a rental to be determined by the Minister of Lands after appraisalment by the Local Land Board in the manner prescribed by the "Crown Lands Act of 1884" for the purposes mentioned. Provided, however, that nothing in this section contained shall have any effect or operation unless the approval of the Governor shall first have been obtained with respect to the land so required.

Compensation for private lands.

48. Where the land described in any such notification consists wholly or partly of land alienated by or not the property of the Crown, or is not Crown Land as defined by this Act, the owners, tenants, and lawful occupiers thereof shall be entitled to receive such sum of money by way of compensation for the land so described as shall be agreed upon or otherwise ascertained under the provisions hereinafter contained.

Conversion of estate of proprietor of resumed land into a claim.

49. The estate, term, and interest of every person entitled to lands required under this Act, or any portion thereof, and whether to the legal or equitable estate therein, shall upon due payment of the amount of compensation tendered by the Company, or assessed by the jury as hereinafter provided, be deemed to have been as fully and effectually conveyed to the Company as if the same had been conveyed by the persons legally or equitably entitled thereto by means of the most perfect assurances in the law. And every person shall upon asserting his claim, as hereinafter provided, and making out his title in respect of any portion of the said resumed lands, be entitled to compensation on account of such resumption in manner hereinafter provided.

Notice of claim for compensation.

50. Every person claiming compensation in respect of any land so required, or in respect of any work or other matter done under the authority of this Act, shall, within ninety days from the publication of such notification or at any time afterwards within such extended time as a Judge of the Supreme Court shall, upon the application, and at the cost of the claimant, appoint in that behalf, serve a notice in writing upon the Company, by leaving the same at the office of the Company, which notice shall set forth the nature of the estate or interest of the claimant in such land, together with an abstract of his title, and if he claims, in respect of damage, the nature of the damage which he has sustained or will sustain by reason of the taking of his land or of such work or matter as aforesaid, and such notice may be in the form of the First Schedule hereto, but with any modifications required by the nature of the claim.

Claim and report thereon.

51. Within sixty days after the receipt of every such notice of claim the Company shall cause a valuation of the land or of the estate or interest of the claimant therein to be made in accordance with the provisions of this Act, and shall inform the claimant as soon as practicable of the amount of such valuation by notice in the form of the Second Schedule hereto.

Compensation by action in Supreme Court.

52. If within ninety days after the service of notice of claim the claimant and the Company shall not agree as to the amount of compensation, the claimant shall be at liberty to institute proceedings in the Supreme Court in the form of an action for compensation against the Company. And any such action may be tried before a Judge of the said Court or in any Circuit Court and a special jury of four persons. Provided always that, upon proper application either of the Company or of the claimant, a special jury of twelve may be summoned for the trial of each action. Provided also with the consent in writing of the Company and the claimant, any such action may be so tried at any time (to be mentioned in such consent) before the expiration of ninety days from service of the notice of claim for compensation, but not within fourteen days from service of the notice of valuation on such claimant.

Issue in action of compensation verdict and costs.

53. The issue to be tried in any such action shall be whether the claimant is entitled to a larger sum by way of compensation than the amount of the valuation so made by the Company and notified to the claimant as aforesaid, and if so, to what sum. And if upon the trial of the said action the verdict shall be for a greater sum than the amount of the said valuation then the costs of the action shall be borne by the Company, but if the verdict shall be for a sum equal to or less than such valuation then the costs shall be borne by the claimant.

As to payment of compensation.

54. All moneys payable under this Act by way of compensation to any claimant, whether under the verdict of a jury or otherwise, shall be paid, together with costs (if any) and interest at the rate of six pounds per centum, reckoned from the date of the notifications aforesaid, within one month after the determination of such compensation to the person lawfully entitled thereto, or to his agent duly authorised in that behalf in writing, but the claimant shall be bound to make out his title to the estate or interest claimed by him in all cases where the claim is in respect of the deprivation of some estate or interest in land. Provided that in the case of land under the surface taken for the purpose of constructing a subterranean tunnel for water supply, no compensation shall be allowed or awarded unless the surface of the overlying soil be disturbed, or the support to such surface be destroyed or injuriously affected by the construction of such tunnel, or unless any mines or underground workings in or adjacent to such land be thereby rendered unworkable or be so affected as aforesaid.

Where claim may be prosecuted in District Court.

55. A District Court shall, notwithstanding anything contained in the "District Courts Act of 1858," have jurisdiction to try any such action of compensation at the nearest District Court in any case where the whole amount of the claim in respect of such land served in pursuance of the fifty-first section of this Act does not exceed two hundred pounds, or if exceeding that amount in any case where the Company and the claimant by a memorandum signed by the Secretary of the said Company and such claimant or by the respective attorneys of the Company and the claimant agree thereto. For the purposes of this section, the provisions of the said District Courts Acts and of any Act amending the same, together with all rules made or to be made thereunder, shall be deemed to apply to all proceedings taken in the said District Court hereunder.

Compensation how to be estimated.

56. In estimating or assessing the compensation to be paid under this Act, regard shall be had by the valuers and by the jury (on any issue) not only to the value of the land taken by the Company, but also to the damage (if any) to be sustained by the claimant by reason of the severing of the land taken from other lands, or other injuries suffered by him by reason of the exercise of the powers expressed or incorporated in this Act, and they shall assess the same according to what they shall find to have been the value of such lands, estate, or interest at the time of the resumption thereof, or the extent of the damage or injury sustained.

General power of entry.

57. Subject to the provisions of this Act, it shall be lawful for the Company and for any officer duly authorised in that behalf, and for all persons employed in the carrying out of any authorised works, and for any person authorised by the Company, to enter upon the lands of any person whatsoever which the Company may require to purchase or take, and to take possession and appropriate the same for the purposes of this Act, or of the execution of any such authorised works.

Power to purchase lands by agreement.

58. Notwithstanding anything hereinbefore contained, it shall be lawful for the Company, if they think fit, to agree with the owners of any lands, the acquisition of which is authorised by this Act, and with all parties having any estate or interest in such lands, or by this Act enabled to sell and convey the same, for the absolute purchase, for a consideration in money, of any such lands, or parts thereof as shall be thought proper, and of all estates and interests in such lands of what kind soever.

59. It shall be lawful for all parties being seized, possessed of, or entitled to any such lands, or any estate, term, or interest therein, to sell and convey or release the same to the Company, and to enter into all necessary agreements for that purpose, and particularly it shall be lawful for all or any of the following parties so seized, possessed, or entitled as aforesaid, so to sell, convey, or release, that is to say, all corporations, tenants in tail or for any term, or for life, married women seized in their own right or entitled to dower, guardians, committees of lunatics and idiots, trustees, or feoffees, in trust for charitable or other purposes, executors, and administrators, and all parties for the time being entitled to the receipt of the rents and profit of any such lands in possession or subject to any estate in dower, or to any lease for life or for lives and years, or any less interest, and the power so to sell and convey, or lease as aforesaid, may lawfully be exercised by all such parties other than married women entitled to dower, or lessees for life or for lives and years, or for years, or for any less interest, not only on behalf of themselves and their respective heirs, executors, administrators, and successors, but also for and on behalf of every person entitled in reversion, remainder, or expectancy after them, or in defeasance of the estates of such parties, and as to such married women, whether they be of full age or not, as if they were sole and of full age, and as to such guardians on behalf of their wards, and as to such committees on behalf of the lunatics and idiots, of whom they are the committees respectively, and that to the same extent as such wives, wards, lunatics, and idiots respectively could have exercised the same power under the authority of this Act if they had respectively been under no disability, and as to such trustees, executors, or administrators, on behalf of their *cestui que* trusts whether infants, issue unborn, lunatics, *feme covert*, or other persons, and that to the same extent as such *cestui que* trusts respectively could have exercised the same powers under the authority of this Act if they had respectively been under no disability, and the power hereinafter given to release lands from any rent, charge, or encumbrance, and to agree to the apportionment of any such rent, charge, or encumbrance, shall extend to, and may lawfully be exercised by every party hereinbefore enabled to sell and convey, or release lands to the Company.

Parties under disability enabled to sell and convey and exercise other powers.

60. The several sections of the Government Railways Act twenty-second Victoria number nineteen hereinafter specified, together with the respective power, authorities, duties, liabilities, obligations, and the other the provisions therein contained, notwithstanding the repeal of the said Act, are hereby declared to be incorporated with and embodied in this Act to the intent that the same may be applied as fully and effectually to the lands taken under the authority of this Act as if the said sections had been specifically enacted herein. And that wheresoever in a section so incorporated the word "Commissioner" occurs, there shall for the purposes of this Act be substituted in lieu of such word the expression "the Company," and whenever the word "Railway," or words implying works connected with a railway occur, there shall be substituted such words respectively as denote the nature of the work, undertaking, or purpose, in respect of which the land in question has been appropriated or resumed. The following are the sections so declared to be incorporated with this Act:—

Incorporation of provisions of Government Railways Act.

- (I) As to the deposit of compensation money in certain cases with the Master in Equity, and the application and investment thereof. As to payment of such moneys in certain cases to trustees, or the parties themselves, and the exoneration of the Company in respect thereof after payment. Sections forty-seven to fifty-two, both inclusive.
- (II) As to the deposit and application of compensation money on refusal of the owner to accept the same, or on his failing to make out a satisfactory title, and as to presumption of ownership. Sections fifty-three to fifty-six, both inclusive.
- (III) As to the procedure by the Company in case the owner or occupier of any lands resumed under this Act shall refuse to give up possession thereof, or hinder the Company from entering upon or taking possession of the same. Section sixty-one.
- (IV) As to the purchase or redemption of the interests of mortgagees, and the deposit of principal and interest due on mortgages with the Master in Equity, the procedure to be observed when the mortgaged lands are of less value than the mortgage debt, and where part only of lands in mortgage are taken. Sections sixty-five to seventy, both inclusive.
- (V) As to the release of lands from rent, charges, and other encumbrances and procedure thereon. Sections seventy-one to seventy-four both inclusive.
- (VI) As to the apportionment of rent where lands taken are under lease, and as to compensation to tenants. Sections seventy-five to seventy-eight, both inclusive.
- (VII) As to the entry upon or temporary occupation of lands, the crossing of roads and other highways, the making of bridges, and other works of accommodation, and the provisions consequent thereon. Section ten and sections eighty-four to ninety-seven, both inclusive. Provided that compensation shall in all respects be ascertained in accordance with this Act.

61. It shall be lawful for the Company and all persons by them authorised to enter upon any lands not being a garden, orchard, or plantation, attached or belonging to a house, nor a park, planted walk, avenue, or ground ornamentally planted, and not being nearer to the mansion-house of the owner of any such lands than one hundred yards therefrom, and to occupy the said lands so long as may be necessary for the construction or repair of any works authorised by this Act, or of the accommodation works connected therewith, hereinafter mentioned, and to use the same for any of the following purposes, that is to say,—

Power to take temporary possession of land.

- For the purpose of taking earth or soil by side-cuttings therefrom;
- For the purpose of depositing soil thereon;
- For the purpose of obtaining materials therefrom for the construction or repair of waterworks or such accommodation works as aforesaid; or
- For the purpose of forming roads thereon, to, or from, or by the side of the said works.

And in exercise of such powers, it shall be lawful for the Company and all other persons employed by them to deposit and also to manufacture and work upon such lands materials of every kind used in constructing the said works, and also to take from any such lands any timber, and also to dig and take from out thereof any clay, stone, gravel, sand, or other things that may be found therein useful or proper for constructing the said works or any such roads as aforesaid, and for the purposes aforesaid erect thereon workshops, sheds, and other buildings of a temporary nature. Provided always that nothing in this Act contained shall exempt the Company from an action for nuisance, or other injury (if any) done in the exercise of the powers hereby conferred to the lands or habitations of any party other than the party whose lands shall be so taken or used for any of the purposes aforesaid. Provided also that no stone or slate quarry, brickfield, or other like place which at the time of the passing of this Act shall be commonly worked or used for getting materials therefrom for the purpose of selling or disposing of the same shall be taken or used by the Company either wholly or in part for any of the purposes lastly hereinbefore mentioned.

62. If any such lands shall be used for any of the purposes aforesaid the Company shall, if required so to do by the owner or occupier thereof, separate the same by a sufficient fence from the lands adjoining thereto, with such gates as may be necessary for the convenient occupation of such lands, and in case of any difference between the owners or occupiers of such lands and the Company as to the necessity of such fence and gates, then with such fences and gates as the Governor shall deem necessary for the purposes aforesaid.

Company to separate the lands before using them.

63. In any of the cases aforesaid where the Company shall take temporary possession of lands by virtue of the powers herein granted, it shall be incumbent on them within one month after their entry upon such lands, upon being required to do so, to pay to the occupier of the said lands the value of any crop or dressing that may be thereon, as well as full compensation for any other damage of a temporary nature which he may sustain by reason of the Company so taking possession of his lands.

Compensation to be made for temporary occupation.

64. If in the exercise of the powers hereby granted it be found necessary to cross-cut through, raise, sink, or use any part of any road, whether carriage-road, horse-road, or tram-road, or railway, either public or private, so as to render it impassable for, or dangerous, or more than usually inconvenient to passengers or carriages, or to the persons entitled to the use thereof, the Company shall before the commencement of any such operations cause a sufficient road to be made instead of the road to be interfered with, and shall at their own expense maintain such substituted road in a state as convenient for passengers and carriages as the road so interfered with, or as nearly so as may be.

Before roads interfered with others to be substituted.

65. If the road so interfered with can be restored compatibly with the due completion of any works authorised under this Act the same shall be restored to as good a condition as it was in at the time when the same was first interfered with by the Company or as near thereto as may be, and if such road cannot be so restored, the Company shall cause the new or substituted road or some other sufficient substituted road to be put into a permanently substantial condition equally convenient as the former road or as near thereto as circumstances will allow, and the former road shall be restored or the substituted road put into such condition as aforesaid as the case may be with all reasonable expedition.

Period for restoration of roads interfered with.

- Company to make sufficient approaches and fences to bridle-ways and foot-paths crossing on the line.
- Works for benefit of owners.
- Gates, bridges, &c.
- Fences, &c.
- Drains.
- Differences as to accommodation works to be settled by Governor.
- Power to owners of lands to make additional accommodation works.
- Such works to be constructed under the superintendence of the Promoter's engineer.
- Penalty on persons omitting to fasten gates.
- Distress not unlawful for want of form.
- Penalty for default not otherwise provided for.
- Penalties, &c., to be summarily recovered before Stipendiary or Police Magistrate.
- Parties allowed to appeal to Quarter Sessions on giving security.
- Court to make such order as they think reasonable.
- Damage to be made good in addition to penalty.
- Notices.
- Indictment for nuisances.
- Limitation of time for erection of works.
- Power for Minister to purchase.
66. If the conduit shall cross any highway other than a public carriage-way on the level the Company shall make and at all times maintain convenient approaches with hand-rails or other fences, and shall if such highway be a bridle-way erect and at all times maintain good and sufficient gates or stiles on each side of such conduit where the highway shall communicate therewith.
67. The Company shall make and at all times thereafter maintain the following works for the accommodation of the owners and occupiers of lands adjoining any works authorised under this Act, that is to say—
Such and so many convenient gates, bridges, arches, culverts, and passages, over, under, or by the side of or leading to or from such works as shall be necessary for the purpose of making good any interruptions caused thereby to the use of the lands through which the same shall be made, and such works shall be made forthwith after the part of the conduit passing over such lands shall have been laid out or formed or during the formation thereof.
Also sufficient posts, rails, hedges, ditches, mounds or other fences, for separating the land taken for the use of such works from the adjoining lands not taken, and protecting such lands from trespass, or the cattle of the owners or occupiers thereof from straying thereout by reason thereof, together with all necessary gates made to open towards such adjoining lands, and not towards the said works; and all necessary stiles, and such posts, rails, and other fences shall be made forthwith after the taking of any such lands if the owners thereof shall so require, and the said other works as soon as conveniently may be.
Also all necessary arches, tunnels, culverts, drains, other passages, either over or under or by the side of such work, and of such dimensions as will be sufficient at all times to convey the water from the lands lying near or affected thereby.
- Provided always that the Company shall not be required to make such accommodation works in such a manner as would prevent or obstruct the using of any works for water supply, nor to make any accommodation works in such a manner as would prevent or obstruct the using of any works for any water supply, nor to make any accommodation works with respect to which the owners and occupiers of the lands shall have agreed to receive and shall have been paid compensation.
68. If any difference arise respecting the kind or number of any such accommodation works, or the dimensions or sufficiency thereof, or respecting the maintaining thereof, the same shall be determined by the Governor, who shall also appoint the time within which such works shall be commenced and executed.
69. If any of the owners or occupiers of land affected by such conduit shall consider the accommodation works made by the Company, or directed by the Governor to be made by the Company, insufficient for the commodious use of their respective lands, it shall be lawful for any such owner or occupier, at any time, at his own expense, to make such further works for that purpose as he shall think necessary, and as shall be agreed to by the Company.
70. If the Company so desire, all such last-mentioned accommodation works shall be constructed under the superintendence of the Company's engineer, and according to plans and specifications to be submitted to and approved by the Company. But the Company shall not be entitled to require either that plans shall be adopted which will involve a greater expense than that incurred in the execution of similar works by the Company, or that the plans selected should be executed in a more expensive manner than that adopted in similar cases by the Company.
71. If any person omit to shut and fasten any gate set up for the accommodation of the owners or occupiers of the adjoining lands as soon as he and the carriages, cattle, or other animals under his care have passed through the same, he shall forfeit for every such offence any sum not exceeding ten pounds.

PART IV.

Miscellaneous Provisions—Legal Procedure.

72. Where any distress is made for any sum of money to be levied under this Act, the distress itself shall not be unlawful nor the persons making the same be deemed trespassers on account of any defect or want of form in the information, summons, conviction, warrant of distress, or other proceedings relating thereto, nor shall the persons distraining be deemed trespassers on account of any irregularity that shall be afterwards done by the persons distraining, but the persons aggrieved by such irregularities may recover satisfaction for the special damage in an action on the case.
73. If it shall be proved to the satisfaction of any Stipendiary or Police Magistrate that the Company or any of their officers have been guilty of any default under this Act not otherwise provided for, they shall be liable for each and every such default to a penalty not exceeding five pounds, to be recovered in a summary way.
74. Every penalty, forfeiture, charge, or sum of money imposed by or made payable under this Act, the recovery of which is not otherwise provided for, may be recovered by summary proceedings before any Stipendiary or Police Magistrate, under the provisions of the Act or Acts in force for the time being, regulating summary proceedings before Justices.
75. If any party shall feel aggrieved by any determination or adjudication of any Stipendiary or Police Magistrate with respect to any penalty or forfeiture under the provisions of this Act, such party may appeal to the next Court of General Quarter Sessions, holden at or nearest to the place of such determination or adjudication, but no such appeal shall be entertained unless within ten days after such determination or adjudication notice in writing of such appeal, stating the nature and grounds thereof, be given to the party in whose favour such determination or adjudication shall have been made, nor unless the appellant forthwith after such notice enter into recognizances with two sufficient sureties before a Justice, conditioned duly to prosecute such appeal and to abide the order of the Court thereon. At the General Quarter Sessions for which such notice shall be given, the Court shall proceed to hear and determine the appeal in a summary way, or they may, if they think fit, adjourn to the following Sessions, and upon the hearing of such appeal the Court may, if they think fit, mitigate any penalty or forfeiture, or they may confirm or quash the adjudication, and order any money paid by the appellant or levied by distress upon his goods to be returned to him, and also may order such further satisfaction to be made to the party injured as they may judge reasonable; and they may make such order concerning the costs, both of the adjudication and of the appeal, as they may reasonably think fit.
76. If through any act, neglect, or default, on account whereof any person shall have incurred any penalty imposed by this Act, any damage to any conduit, main, pipe, sewer, or other property of the Company, used in connection therewith, shall have been committed by such person, he shall be liable to make good such damage, as well as to pay such penalty, and the amount of such damages shall, in case of dispute, be determined by the Stipendiary or Police Magistrate by whom the party incurring such penalty shall have been convicted, and on non-payment of such damages on demand the same shall be levied by distress, and such Magistrate shall issue warrants accordingly.
77. Any notice required by this Act to be served on or given to any owner or occupier of any building, land, or premises, or on or to any person, may be in writing, or partly in writing and partly printed, or may be wholly printed. And it shall be sufficient for all purposes of this Act, unless the said Act in any case prescribes a different course to be pursued, if any such notice is sent by post to the owner by registered letter addressed to his last-known place of abode or of business, or is served on the owner or occupier of such building, land, or premises, or left with some inmate apparently over the age of fourteen years living at the place of abode of such owner or occupier, or if there be no occupier if such notice be posted on some conspicuous part of such building or land. And any notice required to be given or served in respect of any public street, road, or lane, may be served on or sent by post as aforesaid, to the Council Clerk of the municipal district wherein such street, road, or lane, or a portion thereof, affected by the notice is situated.
78. In the event of the wrongful exercise of any powers given by this Act, nothing in this Act contained shall be construed to prevent any person from proceeding against the Company for nuisance or otherwise in respect of the work or means used or employed by the Company in the exercise of the privileges hereby conferred on the Company, or to prevent the Company or any person recovering any sum of money, or otherwise proceeding in any Court of competent jurisdiction; but the Company or any person to whom any penalty or sum of money may, by the provisions of this Act, be awarded, may elect either to proceed in manner in this Act provided, or to proceed for and recover damages or otherwise, in any Court of competent jurisdiction.
79. The Company shall not be entitled to any of the rights and privileges conferred upon them by this Act unless they shall have commenced the projected works within the period of six months and completed the same within the period of two years from the passing of this Act.
80. It shall be lawful for the Minister for Mines on behalf of Her Majesty at any time after ten years from the passing of this Act, by giving six months' notice in writing, to require the Company to sell, and thereupon the Company shall sell to the Minister for Mines on behalf of Her Majesty the Company's property and rights, upon the terms of paying the then value (exclusive of any allowance for past or future profits of the said property and rights, or any compensation for compulsory sale or other consideration whatsoever) of the said property and rights, and all lands, buildings, works,

works, materials, and plant of the Company suitable to and used by the Company, such value, in case of difference, to be ascertained by arbitration in the manner provided by the "Arbitration Act" thirty-one Victoria number fifteen; and when any such sale shall have been made to the said Minister for Mines on behalf of Her Majesty, the Company's property, lands, buildings, works, materials, plant, and premises shall vest in the Minister for Mines, on behalf of Her Majesty, who shall have all the rights, powers, and authorities of the Company in respect to the said property, works, and rights so sold.

FIRST SCHEDULE.

Notice of Claim and Abstract.

To the Broken Hill and District Water Supply Company (Limited).

In pursuance of the "Broken Hill Water Supply Act of 1888," I (or we) hereby give you notice that I (or we) claim compensation in 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.

Names and descriptions of parties claiming, and nature of their interests, whether tenants for life, in tail, or otherwise.	Situation and description of property.	Quit rents payable if leasehold, name of landlord, term of lease, and rent reserved.	Names of occupiers, distinguishing whether tenants-at-will or under lease, and rent reserved, terms, &c.	Particulars of claim, specifying separately the amount claimed for value of property, and for compensation.	Dates and other short particulars of documents of title.	Names of persons having the custody of documents, and place or places where the same may be inspected, and name of the claimant's solicitor or agent.

(Signature)
(Address)
(Date)

SECOND SCHEDULE.

Notice of Valuation.

To A. B., claimant in respect of land hereunder described, resumed under the "Broken Hill Water Supply Act of 1888." TAKE notice that the land hereunder described, being that in respect of the resumption whereof under the authority of the aforesaid Act your claim for compensation has been lodged, has been valued at the sum of £

A. B.
Manager of the Company.

Description of land in respect of which claim has been made.

ALL that piece or parcel of land, &c., &c., &c.

THIRD SCHEDULE.

The following is a description of the line of route of the proposed water-works and of the district to be supplied:—

1. The Lakes Menindie and Speculation and the intervening country, being a strip of land about half-a-mile in width, situated in the Electoral District of Wentworth.
2. The river Darling at a point about half-a-mile above the town of Menindie, and thence to Lake Speculation and the country intervening, being a distance of about sixteen miles in length, in the Electoral District of Wentworth.
3. A line of country between Lake Speculation and the town of Broken Hill, being about fifty miles in length, in the said Electoral District of Wentworth, of a width along the whole route of three chains or thereabouts, except at the pumping-stations and reservoir.
4. The following area of land at the reservoir, near the town of Broken Hill, viz., one thousand five hundred acres or thereabouts.
5. The following areas of land at the several pumping-stations for timber supply and other purposes, viz.:—
 1. At the first, second, third, fourth, and eighth pumping-stations, one thousand acres each or thereabouts.
 2. At the fifth, sixth, and seventh pumping-stations, five hundred acres each or thereabouts.
 3. At the point on Menindie Lake known as the feeder to Lake Speculation, one thousand acres or thereabouts.
 4. At the starting-peg on the bank of Lake Speculation, one thousand acres or thereabouts.

The whole of the lands above referred to are leased from the Crown, and occupied by Herbert Bristow Hughes, and is included in the Kinchega Run, number two hundred and forty-four on the Government plans of resumed and leasehold areas.
6. The streets and lands in the township and municipal district of Broken Hill.

[Extract from the *Government Gazette*, 7th February, 1890.]

THE BROKEN HILL AND DISTRICT WATER SUPPLY CO. (LIMITED).

DARLING RIVER SCHEME.

PUBLIC NOTICE.

NOTICE is hereby given in accordance with the provisions of an Act of Parliament passed and assented to on the 1st October, 1889, entitled, "An Act to enable the Broken Hill and District Water Supply Company (Limited) to construct works and use the waters of the Speculation and Menindie Lakes and the Darling River for the purpose of supplying Broken Hill and district with fresh water, and to give power to purchase land," that the abovenamed Company propose to put in force certain provisions of the said Act by acquiring for the purposes of the construction of the said works, to wit, a reservoir in connection with and as part of the undertaking referred to in the said Act, and other purposes authorised by the said Act, the land in the Schedule hereto described being land that has been alienated from the Crown; and the "Grand Hotel," Broken Hill, is the place where a plan of the proposed undertaking may be seen at all reasonable hours on application to Mr. J. H. Aldridge, the proprietor of the said hotel, on which the land so proposed to be acquired is delineated.

Dated this first day of February, A.D., 1890.

The Schedule above referred to.

All that portion of land situate and being about 5 miles from Broken Hill, containing about 1,500 acres, being part of certain lands held under lease from the Crown by Herbert Bristow Hughes, being No. 244 on the Government plans of resumed and leasehold areas, and being a portion of the Kinchega Run; and bounded generally on the north-east by the said lease to Herbert Bristow Hughes, along which it extends about 128 chains; generally on the south-east by the said lease to Herbert Bristow Hughes, along which it extends about 94 chains; generally on the south-west by the said lease to Herbert Bristow Hughes, along which it extends about 161½ chains; generally on the north-west by the said lease to

Herbert Bristow Hughes, along which it extends about 30½ chains; on the north partly by the said lease to Herbert Bristow Hughes for a distance of about 2 chains, and partly by the leasehold property of J. H. Aldridge, along which it extends about 52 chains; and generally on the north-west by the said lease to Herbert Bristow Hughes along which it extends about 33 chains.

(L.S.) JOSEPH MARSHALL.
H. WESTCOTT.

The Common Seal of the Broken Hill and District Water Supply Co. (Limited) was hereto affixed by the authority of a Board of Directors of the said Company, in presence of Joseph Marshall and Henry Westcott, directors of the said Company, and of,—

(L.S.) FRED. FULLWOOD,
Legal Manager to Company.

Dear Sir,

Your letter, dated 15th February, also tracing of proposed block of land, portion of my Menindie lease, and copy of the public notice as printed, have reached me, and in reply I beg to state that I am neutral in respect to your Company taking such land.

HERBERT B. HUGHES.

Witness—

HAROLD W. HUGHES, Manager, Menindie Run.
Secretary to the Broken Hill and District Water Supply Co. (Limited), 93, York-street, Sydney.

Memo. from The Chief Engineer, Water Conservation, to The Under Secretary for Mines.

Subject :—Water Supply at Broken Hill.

Sydney, 19 March, 1890.

IN bringing the Broken Hill and District Water Supply Act into operation it will be necessary to exercise great care in sanctioning the resumption of land for the purposes of the Act, as there is a rival Company in the field, which has a Bill ready for presentation to Parliament at the commencement of next Session. Under the Act now proposed to be put in force the water is to be obtained from Menindie and Speculation Lakes, near the river Darling, while under the rival scheme the source of supply is Stephens Creek. No complications can arise in regard to water-rights, but in the matter of land for service reservoirs and other such uses in or near Broken Hill difficulties may arise, and it is especially in regard to these points that care is required.

To provide against mistakes and complications, I am of opinion that notices regarding land proposed to be resumed should be made out with the same care as are notices descriptive of land proposed to be resumed by the Crown. The notice, of which copies are submitted with these papers, appears to me very defective, and I think it should be submitted to the Department of Lands for a decision as to whether it can be recognised as a proper description in terms of the Act.

H. G. M'KINNEY.

Submitted. It is a question whether the prayer of the petition should be granted until the Bill of the rival Company has been dealt with by Parliament.

The Under Secretary for Mines to The Crown Solicitor.

Subject :—Petition, Broken Hill Water Supply Company.

Sydney, 22 April, 1890.

THE Attorney-General might be asked to advise whether under the provisions of section 44 of Broken Hill and District Water Supply Act of 1888 it is necessary to approve and gazette the approval of a scheme for the supply of water before dealing with the petition herewith, and whether the granting of the prayer of such petition would authorise the Company to carry out all the conditions and provisions in section 2 of the said Act.

Submitted. Approved.—S. SMITH, 22/4/90. The Crown Solicitor.—H.W., B.C., 22/4/90. H.W.

The Crown Solicitor to The Under Secretary for Mines.

Subject :—Petition, Broken Hill Water Supply.

Sir,

Sydney, 2 May, 1890.

I have the honor to return herewith the papers relating to the above matter, which were forwarded to me from your Department on the 22nd day of April, 1890, 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 the letter.

I have, &c.,

JOHN WILLIAMS,
Crown Solicitor.

Submitted for directions as to the course now to be pursued. Should the petitioners be informed of the Attorney-General's opinion.—J.W.B., 6/5/90. The Under Secretary. I think the proper course would be to recommend the refusal of the prayer of the petition, but I do not think the opinion of the Attorney-General should be made known to the petitioners.—H.W., 6/5/91. Submitted. Mr. Parkinson was requested to call about this matter by the Minister's directions last week. He will call to-morrow at 10 a.m.—J.W.B., 16/5/90. Submitted. In view of the Attorney-General's opinion, the petition should be dismissed.—S. SMITH, 19/5/90.

I understand from Mr. Parkinson that he has taken the advice of Counsel upon this matter, and in view of such advice proposes approaching the Honorable the Secretary for Public Works, with a view to obtaining the approval of his Department to the scheme. These papers should, perhaps, be sent on for the Minister's information.—J.W.B., 1/10/90. The Under Secretary.

Approved.—H.W., 2/10/90. The Under Secretary for Public Works.—H.W., B.C., 2/10/90.

[Enclosure].

[Enclosure.]

COPY OPINION.

It seems to me that there is no power given to the Governor to *grant* a petition presented under section 2 of the Act. He may either *dismiss* the petition, or *direct a local inquiry* as to the propriety of assenting to the prayer contained in it—and that prayer is that the Company may be allowed to put in force the powers contained in Part 3, and the manner in which assent is to be given is *after the completion of the local inquiry*, by the provisional order specified in sub-section 5 of section 2.

On reference to section 44, I find the words, “after the notification in the *Gazette*, as hereinbefore provided, of the approval of the scheme for the supply of water to the town and district, but not before the Company shall be empowered to acquire or occupy land for the purpose of such water supply as hereinafter provided.” I cannot find in the Act any previous reference to a notification in the *Gazette*, or to the approval by the Governor of a scheme for the supply of water, &c.; the Act is very incompletely drawn, and is very difficult to construe.

I am of opinion that if the prayer of a petition is assented to, and the provisional order made, the powers of Part 3 may be put in force before the scheme is approved and gazetted, although I do not know, by reason of the omission I have mentioned, what is really meant by the *approval* of the Governor of a scheme for the supply of water to the said town and district.

I think an alternative mode of taking or acquiring lands was *intended* to be given, either by proceeding in the manner pointed out in Part 3 after the approval and notification of a scheme, or by petition under section 2, before such approval and notification.

The mode of proceeding by petition is, in my opinion, *inapplicable* to the present case, inasmuch as such a proceeding is by the Act (section 2)—whatever may have been the *intention of the Draftsman*—limited to the taking of land which has been *alienated* from the Crown, and the land proposed to be taken is land which has not been alienated from the Crown, but is land held under *lease* from the Crown by Hughes. See first clause of the petition, and Mr. Hughes' letter of 20th February. Clause 2 of the petition speaks of it as land “alienated as aforesaid” from the Crown, but land held under lease from the Crown is not that I am aware of land which has been *alienated* from the Crown.

G. B. SIMPSON,
1st May, 1890.

Messrs. Laurence and M'Lachlan to The Secretary for Public Works.

Subject:—The Broken Hill and District Water Supply Act of 1888.

Sir,

12, Spring-street, Sydney, 25 September, 1890.

We have the honor to submit herewith the “scheme” of our clients, the Broken Hill and District Water Supply Company, Limited, for the supply of water to the town and district of Broken Hill, in conformity with the provisions of section 44 (Part 3) of the above Act.

We have to request that His Excellency the Governor may be advised to approve of this “scheme,” so as to enable the Company at once to enter on the Crown leasehold lands in the third schedule of their Act, and in this scheme referred to and described.

The Company, in the first instance, petitioned His Excellency to grant a local inquiry under section 2, Part I, of this Act, but the Attorney-General has advised that this part of the Act and procedure is not applicable to land leased by the Crown.

It only remains, therefore, for the Company to proceed under Part 3, which clearly is applicable to Crown leaseholds (see sections 46 and 47).

We think it only right to call your attention to the unfortunate, and clearly erroneous, introduction of the words “as hereinbefore provided” in section 44 of the Act. Feeling that some difficulty might be raised by the advisers of His Excellency owing to these words having inadvertently been allowed to remain in the Act, we obtained a considered opinion from Mr. O'Connor, one of the most eminent authorities at the Bar, of which we venture to send a copy, trusting that His Excellency's advisers may feel able to adopt Mr. O'Connor's views on this point of law.

The Company are only awaiting His Excellency's approval of this scheme to wire to England acceptance of certain tenders for supply of pipes, and to at once embark in a very heavy outlay of money and push on the construction of these much-needed works, and as the Company have to complete same by 1st October, 1891, we have to ask that this matter be regarded and dealt with as one of great urgency.

We have, &c.,

LAURENCE AND M'LACHLAN,
Solicitors for the above Company.

The Broken Hill and District Water Supply Act of 1888.

Scheme of the Company submitted for the approval of His Excellency the Governor under section 44 (Part 3) of the Act.

THE Broken Hill and District Water Supply Company (Limited) propose to construct works and use the waters of the Speculation and Menindie Lakes and river Darling for the purpose of supplying Broken Hill and neighbouring district with fresh water for domestic, irrigation, and other purposes, in pursuance of the said Act.

Lands required under Act.

To enable the project to be carried into effect under the Company's Act of Parliament known as “The Broken Hill and District Water Supply Act of 1888,” assented to 1st October, 1889, the following lands will be required for the purposes of the said Act and carrying out the scheme of the Company, as set forth in the third schedule of the said Act, namely:—

1. The lakes Menindie and Speculation and the intervening country, being a strip of land about half-a-mile in width, situated in the Electoral District of Wentworth.

2. The river Darling, at a point about half-a-mile above the town of Menindie, and thence to Lake Speculation and the country intervening, being a distance of about 16 miles in length, in the Electoral District of Wentworth.

3. A line of country between Lake Speculation and the town of Broken Hill, being about 50 miles in length, in the said Electoral District of Wentworth, of a width along the whole route of 3 chains or thereabouts, except at the pumping-stations and reservoir.

4. The following area of land at the reservoir, near the town of Broken Hill, viz., 1,500 acres or thereabouts.

5. The following areas of land at the several pumping-stations for timber supply and other purposes, viz. :—

1. At the first, second, third, fourth, and eighth pumping-stations, 1,000 acres each or thereabouts.
2. At the fifth, sixth, and seventh pumping-stations, 500 acres each or thereabouts.
3. At the point on Menindie Lake, known as the feeder to Lake Speculation, 1,000 acres or thereabouts.
4. At the starting-peg on the bank of Lake Speculation, 1,000 acres or thereabouts.

The whole of the lands above referred to are leased from the Crown and occupied by Herbert Bristow Hughes, and are included in the Kinchega Run, No. 244 on the Government plans of resumed and leasehold areas.

6. The streets and lands in the township and municipal district of Broken Hill.

Outline of Scheme.

The following is a general outline of the manner in which the Company propose to carry out their said scheme (subject to such alterations or variations thereof or additions thereto as may be found necessary from time to time) :—

It is proposed in the first instance to lay down pumping-engines in duplicate of 30-horse power, each to convey about 400,000 gallons of water per day in 8-inch wrought-iron or steel pipes (laid under ground) from Lake Speculation (which is distant from the town of Broken Hill about 50 miles) to the town of Broken Hill, lifting same by easy stages of from 7 to 8 miles each to service reservoir, capable of holding from 30,000,000 to 40,000,000 gallons near Mount Taylor, about 4 miles distant from the town, and allowing it to gravitate from this point into the town through 10-inch pipes. There is a fall of about 120 feet in this last-mentioned distance, which will give ample pressure for all requirements, including fire-plugs.

The lands under the third schedule are required for the purposes of obtaining a supply of timber for the engines, and for erecting and constructing thereon the pumping-stations, reservoirs, and dwellings, also tanks for watering stock, &c.

Lake Speculation.

Lake Speculation, the source of the first supply, has been augmented by the late floods from the river Darling, and the water has been dammed therein by the said Company at flood-level, so that at present it is about $7\frac{1}{2}$ miles in circumference, with an average depth of about 30 feet, and containing about 7,000 million gallons of good water, which, allowing for evaporation, would be sufficient to supply a population of 15,000 at the rate of 20 gallons per head per day for a period of about six years.

Lake Menindie.

Lake Menindie, which is about 40 miles in circumference, and fed by the Darling when in flood, is situated close to Lake Speculation, and connected thereto by a creek or cutting, which has been deepened by the Company, and thereby the flood-waters from the river Darling have passed into Speculation, and been stored therein for immediate use. It is the intention of the Company to avail themselves of every flood that occurs on the river in a similar way.

Supply from river Darling.

From the close proximity of this lake to Lake Speculation it is easily accessible in case of necessity, but in order that the supply may be placed beyond doubt the Company intend to put down a pipe to the river Darling, at a point about half-a-mile above the town of Menindie, and pump water from a large waterhole in the river, which in the severest drought has contained water 70 yards wide, 12 feet deep, and 1 mile in length, into Lake Speculation, to keep up its level. Beyond the supply from the river Darling, Lakes Menindie and Speculation have a large watershed, of which the Company will avail themselves and utilise.

Quality of Water.

The quality of the water from the sources mentioned is excellent, but it is proposed, as a means of clarifying the same of any earthy matters, in consequence of its having to be dealt with in stages, to put down filtering-beds near to Broken Hill.

Cost of scheme.

The cost of the scheme, as set down by the competent engineers, will be about £170,000.

The Company propose to erect, construct, and execute all necessary works, tramways, cuttings, drains, reservoirs, pumping-stations, filter-beds, and other works necessary or incidental to the carrying out of the objects of the Company in accordance with their said Act of Parliament.

Plan.

A plan is hereto attached, showing more particularly the line of route of the proposed waterworks and supply, and explanatory of the matters above set forth in this scheme.

Evidence before Select Committee.

The Company crave leave to refer to the detailed evidence given before the Select Committee of the Legislative Council of New South Wales under their said Act, a printed copy of which is hereto attached, for fuller and more scientific details, and particulars as to the manner in which it is proposed to execute and carry out their works, and desire that the same may be deemed to form part of this scheme.

[Enclosure.]

MINUTES of Evidence taken before the Select Committee on the Broken Hill and District Water Supply Company Bill.

Thursday, 29 November, 1888.

Present :—

Mr. TRICKETT in the Chair.

Mr. DODDS,
Mr. JACOB,Mr. MOSES,
Mr. CHARLES.

John Parkinson, Esq., Solicitor for C. A. Laurence, Solicitor, appeared on behalf of the promoters of the Bill; F. Fullwood, Secretary to the Company.

Fred. Fullwood called in, sworn, and examined :—

1. *Mr. Parkinson.*] Are you the secretary of the Broken Hill and District Water Supply Company (Limited)? I am.
2. Do you produce the certificate of the incorporation of the company under the seal of the Registrar-General, dated the 6th October, 1888? Yes.
3. This company is formed, is it not, for the purpose of floating a scheme for providing a permanent water supply for Broken Hill? Yes.
4. Will you tell me the names of the directors of the company? The Hon. G. H. Cox, M.L.C., F. E. Rogers, Esq., Henry Westcott, Esq., Edmund H. Taylor, Esq., Hon. R. H. D. White, M.L.C., Joseph Marshall, Esq., George Adams, Esq., and Harry Stockdale, Esq.
5. These gentlemen were the promoters and are now directors and shareholders of the company? Yes.
6. They are all solvent people? Yes.
7. Is this company a *bona fide* and not a speculative concern? Yes.
8. Is this document which I hand in the draft prospectus as revised and approved by the directors? Yes.
9. And is it identical with the objects stated in the Bill? Yes.
10. Do you now hand in a copy of the memorandum of the articles of association? Yes.
11. And prefixed to it is a copy of the Registrar-General's certificate? Yes.
12. Very careful inquiries have been made by skilled scientific engineers at the expense of the company? Yes; by Mr. Charles O'Neill and Mr. James.
13. And they have gone over the route of the proposed works personally, and surveyed it and prepared plans? Yes.
14. And they have made calculations and made reports to you? Yes.
15. And are those documents embodied in the prospectus I have handed in? Yes.
16. At the close of the prospectus there is a short estimate of the cost of the works, and of the probable income, and so forth;—is that based on actual calculations made by scientific officers employed by the company? Yes; it shows a profit of 15 per cent. It shows the proposed outlay, as well as the income and expenditure.
17. Are you aware that this scheme is largely supported locally? It has a very large local support. There is a petition bearing 2,200 signatures.
18. So far as you are aware there is no opposition to this scheme? Not as far as I am aware of.
19. Have the directors refrained from floating the company and placing shares until after the result of this application to Parliament? Yes.
20. Is it within your knowledge that the directors and the present shareholders are prepared to take an active and pecuniary interest in the company? Yes, quite ready.
21. The registered office of the company is at Sydney, and not at Broken Hill? Yes.
22. Independent of the promoters named as directors, there are three other large shareholders? Yes.
23. They are all solvent gentlemen? Yes.
24. *Chairman.*] Have you any local knowledge of Broken Hill? No.
25. *Mr. Jacob.*] Is it expedient for the public benefit that the town and district of Broken Hill should be provided with a supply of fresh water, as stated in the preamble of the Bill? Yes.
26. On what ground? Because at the present time there is a very inadequate supply of water there, as the papers will show; even the *Herald* of to-day shows this.
27. You have referred to a petition presented to the Council;—does that petition set forth tangible grounds in favour of the Bill? Yes.
28. The petitioners assert certain grounds why it is desirable that the town should be supplied with water;—do they approve of this company and the Bill which has been submitted? Yes.

F. Fullwood.
20 Nov., 1888.

Harry Stockdale called in, sworn, and examined :—

29. *Mr. Parkinson.*] Are you one of the promoters of this scheme? I am.
30. Are you intimately and locally acquainted with Broken Hill? Yes.
31. How long have you known it? About nineteen or twenty years;—that is, the site of Broken Hill and the locality.
32. Since this scheme was promoted, have you been very frequently up in the neighbourhood in connection with this particular matter? Yes; seven or eight times.
33. Have you personally inspected the route to be traversed by the aqueduct from the Darling to Broken Hill? Yes, about six times within the last year.
34. Is it proposed to supply Broken Hill and district with water conducted from Lake Speculation, with a resort to Lake Menindie if necessary? Yes; and the river Darling.
35. Do you know the requirements of Broken Hill? I do.
36. Is it necessary for them to have a water supply? It is most essential.
37. What is their present position as to a water supply? They have no permanent supply. The Government dams have been dry for the last eight months.
38. When you speak of the Government dams, do you mean a dam of which we have heard a great deal lately—the Rat-hole tank? No; that is 8 miles away. I mean the dams about 2 miles away, which were sunk purposely for the supply of Broken Hill. They have been dry for six or eight months.
39. Do you know as a matter of fact that the town is now practically without water? It is practically without water. They are bringing it 18 miles by rail.
40. Have you seen a telegram in the *Herald* this morning? Yes; that supply has failed. In fact it was only a very limited supply when they started taking it.
41. Is there in your opinion any better way of obtaining a permanent supply than the plan provided in this Bill? I do not think there is.
42. *Chairman.*] Of what does the present supply consist? Of Government tanks sunk near the town, which have been dry for the last six or eight months. Not only are they dry, but even if they were full they could not be used, because the whole drainage of the town runs into them, and they have been condemned. They are the original cause of all the typhoid, and they would not be allowed to be used for domestic purposes even if they were full.
43. These tanks of which you speak, 2 miles from Broken Hill, are merely dependent on the rainfall, the storm waters? Yes.
44. There is no river or creek running into them? No; no natural flow.
45. Are they regular tanks, or merely dams? Regular tanks.
46. Cemented? No; just excavated out of the red soil, which holds exceedingly well.
47. And when there is no rain there is no water? No.
48. And you say the drainage from the town all runs into these tanks? Yes.
49. *Mr. Jacob.*] Is it purposely made to go there? It is on account of the position of the site of the dam. There is a large population, and all the closets are simply cut out of the red soil, and as they are continually changing from one place to another every storm percolates right through, and all that is left on the surface is washed right into these tanks. There are thousands camping out and prospecting, and the water becomes unfit for use.

H. Stockdale.
2 Nov., 1888.

H. Stockdale,
29 Nov., 1888.

50. *Chairman*] And how is the water from these tanks supplied to the town? It is carted.
51. There are no conduit pipes? No.
52. So that there is no supply by means of pipes? No. And even if the tanks were full, and there was no soakage or wash of human excrement into them, they would only contain about two months' supply, because they only hold about 1½ million gallons.
53. As a matter of fact there are no means of getting water except by carting? No.
54. *Mr. Parkinson*.] And what the people are dependent on now is the Rat-hole tank? Yes.
55. Which is 18 miles away? Yes; and a telegram in this morning's paper states that that has failed.
56. This rough plan which I produce gives a sort of bird's-eye view of the locality, showing the river Darling, Lake Menindie, Lake Speculation, and Broken Hill? Yes; I think it is generally accurate.
57. *Mr. Jacob*.] What is understood by Broken Hill—the name of the town? On the Government map the township is marked Willyama, but no one calls it by that name; it is always called Broken Hill—the name of the mine.
58. And the district is known as Broken Hill? Yes; Broken Hill is really the name of the mine.
59. *Chairman*.] According to this map the Rat-hole tank is situated W.N.W. from Broken Hill about 18 miles, and in an entirely opposite direction to the proposed supply from Lake Speculation and the river Darling? Yes.
60. *Mr. Parkinson*.] The route along which the pipes will run passes, I believe, through land belonging to one individual? Yes; until it comes to the boundary of the township.
61. The route of the proposed supply only affects one private owner until it comes to the boundary of the town? Yes; it runs the whole way through a run leased by Mr. Hughes from the Government.
62. Is Mr. Hughes a warm supporter of the scheme? Yes.
63. *Mr. Charles*.] Is any part of the land freehold? No; it is all leasehold.
64. *Chairman*.] The proposed route from Speculation Lake to Broken Hill is shown on this plan by dotted lines? Yes.
65. *Mr. Parkinson*.] Are the local authorities of Broken Hill, such as they are, in favour of this scheme? They are.
66. Has a voluntary committee been formed, known as the Water Supply Committee? Yes.
67. Consisting of the leading inhabitants? Yes.
68. And to your personal knowledge is that committee in favour of this scheme? Yes, every member.
69. You have had direct personal communication with them? Yes; with the chairman and secretary, and every other member.
70. And you know of your own personal knowledge that they are supporters of the scheme? Yes; and I have printed evidence of this in their speeches.
71. Will the water supply be beneficial to that part of the country lying between the lake and the township? Yes; it will open up a stock route of 70 miles, which is impracticable at the present moment.
72. And will it, therefore, very much improve all the surrounding country? Yes; it will improve Broken Hill on account of the meat supplies; they have no mode of getting meat supplies.
73. Will the scheme also be available for irrigation purposes along the route? Yes.
74. Can you give an estimate of the population of the township of Broken Hill? The township has a population of between 12,000 and 15,000, and the immediate district has 3,000 or 4,000 more.
75. *Chairman*.] Men, women, and children? Yes.
76. *Mr. Parkinson*.] There is a creek in the neighbourhood known as Stephens Creek;—is that a reliable source for a water supply? No; there is no water in it.
77. Is it apt to get dry? It has been dry for the last four or five months.
78. In your opinion, is Stephens Creek a reliable source for a water supply? It is not.
79. In your opinion, as a practical man, would there be any danger of a breakdown or a scarcity of water under the present scheme? None whatever; we have taken every precaution. Every engine at every station is to be in duplicate in case of one breaking down.
80. Do you know, of your own knowledge, that the people of Broken Hill were so badly off for water that they recently approached the South Australian Government with the view of getting a supply from South Australia? They did. I was at Broken Hill at the time.
81. And you know that the South Australian Government expressed their willingness to assist them if nothing else was done? They did.
82. This water is to be supplied by you for domestic purposes; is it of a good character? Of the best possible character; the flooded waters of the Darling at its highest level.
83. Do you propose to have it filtered on the route before it is supplied? Yes; it will go through two lots of filters.
84. Is there any reliable supply to be got from any of the mines? None at all, from any mine; not drinking-water or water for human consumption. They water horses, and sometimes they die from leading or colic.
85. And even these supplies from the mines are only fluctuating? Yes; but no supply is used from the mines for human consumption, even in the smallest quantities.
86. So that you may sum up your evidence on this point by saying that at the present time the inhabitants have to depend entirely upon storm waters? They have.
87. This, of course, is a large mining district? Yes.
88. Will this water supply be of great use to the mines in the neighbourhood? It will.
89. Have you had any personal interviews with those who are connected with the present mining companies, and do you know whether they will largely make use of it? I do. I have had several conversations with Captain Piper, underground manager for the big mine, and he thinks it will be the making of the place.
90. Do the mining managers and mining speculators there support this scheme? They do. The petition has over 600 mining signatures to it.
91. If this water scheme were carried out, would it in any way conflict with any large irrigation scheme which the Government might undertake? Not at all. It will use no water except what would otherwise be wasted and go to the sea, because we only tap the Darling. The supply from the Darling consists of the flood-waters, which are saved.
92. You do not by this Bill claim any excessive privileges or rights that would interfere with any future irrigation scheme? None whatever.
93. Do you know what is about the quantity of available water in Lake Speculation? The present supply in Lake Speculation is about 4,000,000,000 gallons.
94. What is the circumference of Lake Speculation? About 4 or 5 miles.
95. And have you any idea of the average depth? About 14 feet. The depth is 26 feet in the deepest part. It was sounded by Mr. Hannah, the Government Road Superintendent. Allowing for evaporation and for the drawing from it, without any addition to it at all, there is at present four years' supply, without any fall of rain, and allowing it to evaporate at the rate of 4 feet per year.
96. Under your scheme, are you providing the lake with fresh water? Yes.
97. Under your scheme there will be no danger of the lake falling lower? No; we purpose putting in two or three times daily the quantity we take out; that is to allow for evaporation, and to try if possible to keep the lake at a big level, so that we shall always have that supply.
98. And do you propose by your scheme to fall back upon Lake Menindie in the event of a scarcity in Lake Speculation? We fall back on the Darling.
99. And how does Lake Menindie come into the scheme? Lake Menindie is a large lake, 40 miles in circumference, lying between Lake Speculation and the Darling, and divided from Lake Speculation by a strip of land from $\frac{1}{2}$ to $\frac{3}{4}$ of a mile in width. Of course Lake Speculation is lower than Menindie, and also lower than the Darling, and is filled by the natural overflow of water.
100. Are you taking power to utilise Menindie if you choose to do so? Yes.
101. So as to make it available as a supplementary source? Yes. Lake Speculation gets filled by the overflow from Menindie.
102. You are connecting the two, so that if one falls low you can fill from the other? Yes.
103. You have yourself been over this route many times? I have.
104. Have you had the route carefully surveyed, and plans prepared, by Mr. O'Neill, the well-known civil engineer, and Mr. James? Yes.

105. And have you been in company with them, and are you intimately acquainted with their survey and plans? Yes.
106. These gentlemen are both hydraulic engineers? Yes.
107. And they are available to give evidence before the Committee? Yes.
108. And were the plans on which you are basing your proposal prepared by Mr. O'Neill in conjunction with Mr. James? Yes.
109. Having gone over them carefully, are you, as a promoter and a shareholder, satisfied with those plans and of the feasibility of the work proposed? Yes; I have not only gone over the plans, but I was present during every inch of the survey. I was nine weeks there.
110. And you approve of the plans? I do.
111. Do you believe the work is perfectly feasible to be conducted as proposed? I am sure of it.
112. Do you believe that this will be a remunerative company, and that the work will be carried out *bona fide*? Yes.
113. You have canvassed very largely in the district among the inhabitants and influential people in the neighbourhood of Broken Hill? Yes.
114. Can you tell the Committee from your own knowledge whether the shares in this company will be largely taken up in the neighbourhood? Yes.
115. Have many promises been made to you personally? Yes.
116. This matter was before the Lower House on a former occasion, but at that time I believe the company was not actually formed? That is correct.
117. A Bill was before the House, but the company was not formed, and the scheme was not as fully developed as it is now? Not the company, part of it.
118. Do you know of your own knowledge that the promoters of this company are prepared to take an active interest in the matter if the Bill is passed and the public take up the shares? Yes, I am sure they are; I have heard them say so.
119. You have seen the calculations in the prospectus of the company? Yes.
120. Have you checked those yourself? Yes. There is a difference of £5,000 between my calculations and those of Mr. O'Neill.
121. Practically, do you agree with those figures? I do.
122. You are clearly of opinion from your own personal knowledge that this is an urgent and important public want that you are proposing to supply? It is, indeed, a most urgent public want.
123. And this scheme will be a great boon to the neighbourhood? It will, and to the district through which it passes. It also passes through the Rockwell Mines.
124. Knowing the neighbourhood as you do, is there any other practicable scheme in your opinion for such a reliable and permanent water supply as this one? No.
125. *Chairman.*] The route is direct from Lake Speculation to Broken Hill;—how is Lake Speculation supplied with water? By an overflow from the Darling.
126. Not from Lake Menindie? The overflow from the Darling falls into Lake Menindie, and there is a natural channel, what they call a feeder.
127. You draw the water first from Lake Speculation, which is an overflow from Lake Menindie, which in its turn is supplied from an overflow of the Darling? Yes.
128. In one part of your evidence you stated that the intention was to keep a certain quantity of water in Lake Speculation;—how do you propose to do this? By a line of pipes from the Darling. We do not trust to any of them. Supposing that there was no water even in Lake Menindie, we should pump then from the Darling, which is down hill. The water runs of itself.
129. *Mr. Parkinson.*] How many pumping-stations do you propose to have? From four to seven.
130. Where will they be? They will be at intermediate stations, 7 or 10 miles distant. There will be one at the Darling and one at Speculation Lake. There will not be one at Menindie, but there will be pumping-stations at intermediate places along the line, and these pumping-stations will be used as watering-places for stock. Separate tanks will be kept supplied with water for this purpose.
131. Are the levels favourable? Speculation Lake is over 700 feet lower than the township of Broken Hill, but the intervening country is so uniform in its nature, and so little broken, that there is no trouble at all except the lifting of the water. It is a mere matter of pumping; everything else is most favourable.
132. And from the last pumping-station, which is proposed to be about 10 miles out of Broken Hill, I believe water will run into the township with a fall of 150 feet? Rather more than that—about 180 feet.
133. At all events, there are no engineering obstacles in the way? None.
134. *Mr. Jacob.*] Then will you have to raise the water 700 feet from the lake to supply Broken Hill? Yes, in different stages. In some of the stages the lift is very small, the greatest being about 200 feet.
135. *Chairman.*] Then I gather from your evidence that the scheme is a pumping scheme? Yes; except as to the last stage, where the water will run into the township by gravitation.
136. How far is that? The site of the station is not yet definitely decided. There are two sites. If we adopt one the distance from town will be 6 miles, and if we adopt the other it will be 10 miles. Both these points are considerably higher than Broken Hill, from 100 to 250 feet, according to the point selected.
137. You have not told us the distance from Lake Speculation to Broken Hill? About 50 miles.
138. And the water will be conveyed through pipes the whole way? Yes; wrought-iron pipes.
139. How far can you pump water? Practically, about 15 miles at one stage; after that you lose power. You can send water a tremendous distance; but in a practical sense you cannot pump more than 15 miles, and under this scheme we do not pump at any stage more than 10 miles.
140. What quantity of water does your company propose to supply per day to Broken Hill? We are using 8-inch pipes, which will throw 440,000 gallons per day—that is, with an easy pressure. If necessary they will throw over 700,000 gallons.
141. I suppose that at your last pumping-station you would have a large reservoir, capable of holding—how much? 400,000,000 gallons.
142. What is the nature of the country between Lake Menindie and Broken Hill—is it undulating? Yes, it is undulating, but very uniform in its character—very smooth.
143. Would the pipes be carried on viaducts? No; all underground.
144. Is the country sufficiently level to force the water? Yes; to the eye it is almost a dead level.
145. You said something about Stephens Creek;—where is that? It is not shown on the plan. We cross Stephens Creek.
146. What is the supply at Stephens Creek? Stephens Creek starts about 30 miles from Broken Hill. If a storm bursts over the head of Stephens Creek it will run very rapidly for two or three hours. It has been known, I believe, to run for twenty-four hours, but only on one occasion. I have myself known it when it was almost dangerous to cross it, and an hour afterwards you could go across without wetting your feet. It is a broad sandy creek, and retains a certain amount of soakage.
147. You think it is unfit to provide a water supply for a district like Broken Hill? Yes. I do not think it would be possible to use it for a source. It has been dry for seven or eight months.
148. With reference to the pumping, have you scientific evidence in regard to it? Yes.
149. What do you propose to charge the people per gallon for this water? From 1s. 6d. to 2s. per 100 gallons. It is about one-sixth of what the people are paying at the present moment. They are now paying from 8s. to 10s. per 100 gallons, and at the Rockwell mines up to 15s., and this is only 10 miles from Broken Hill, and they have been paying as high as £1.
150. *Mr. Parkinson.*] Are you willing to limit your charge to 1s. 6d.? Yes.
151. *Chairman.*] That will be the cost delivered at the houses? Yes; and our scheme would embrace even the smallest consumer.
152. Is there any Government land along the route—any unalienated or unleased Government land? None whatever. One run extends the whole way, to within 3 miles of the township.
153. *Mr. Charles.*] What description of power would be used—steam or wind? Steam.
154. How would you provide your fuel? There is a supply of wood—beech and boxwood.
155. Is there an abundance of firewood in the district? Yes. It is not what you might call a heavily-timbered district; but we have to a certain extent regulated our stations with a view to the supply of firewood, and this Bill asks the Government to sell the company certain areas of land for this purpose. We do not ask for any concession, but simply the right to purchase the land at the ruling rates. At Lake Speculation I suppose there are a million acres of densely-timbered country.

H. Stockdale.
29 Nov., 1898.

156. You have stated that in case of the lake failing, or the water being reduced, you would fall back on the Darling? Yes.
157. Is it not a fact that when it is not in flood the water of the Darling is salt? No. The Menindie, the waterhole of the Darling, is known and acknowledged as containing the finest water on the whole river. It is the best and the most permanent hole. The township of Bourke is supplied from the Darling, and Menindie has been a township since 1860, and they have used nothing else. If the water were salt these people would be in a very sad plight. A petition has been sent in by the Menindie people in favour of our scheme, and they would not like us to rob them of their water if there was any danger of a scarcity, or of its being bad when the river was low. Mr. Price, the gentleman who was appointed by the Government to visit Broken Hill District, and to report with regard to the water supply, stated in my hearing that the water was sufficiently good, and that filtration was an unnecessary expense. He said the water could not be better. He bathed in the hole, and tested and tried the water, I believe that the water of the Darling does become brackish at Wentworth, a little lower down, in times of severe drought; but this is not the case at Menindie, where the water is of a superior quality.
158. *Mr. Dodds.*] Is the Broken Hill and district incorporated? An election of aldermen is to take place in about a week.
159. Then they have not favoured this scheme or otherwise? In their election speeches ten out of twelve aldermen have spoken in favour of the Darling scheme as we propose it, and are in favour of our carrying it out; but the other two have proposed the Darling scheme, but they wish the Government to carry it out, or to borrow the money themselves.
160. What is the distance from this point of the Darling to its outlet to the sea? About 240 miles.
161. It is a very circuitous river? Yes. The Darling itself is about 1,000 miles in length by land, and about 2,000 in its windings from its source to the sea.
162. Is Broken Hill an old town? No; it has only been established about four years.
163. Are the buildings of a substantial character? Splendid; they have hotels as good as those in Sydney.
164. And it is likely to be a permanent settlement? Yes.
165. And the population is increasing? Yes.
166. At what rate? When I first proposed this scheme there were 5,000 people there. That was fourteen months ago. Now there are between 12,000 and 15,000.
167. *Chairman.*] What is the meaning of the term "Broken Hill and district," as used in this Bill? It means Broken Hill and the district between Broken Hill and the source of supply. This will include the Rockwell mines.
168. Has any Government official reported upon this scheme? I believe Mr. Price has; but we have not seen his report.
169. If this Bill were passed into law, when would the company be prepared to commence operations? Immediately.
170. *Mr. Moses.*] Of course you would want the shares taken up? We have made pretty good arrangements as far as that is concerned; in fact, our people themselves would start the scheme independently of that.
171. *Chairman.*] The promoters are prepared to go on with the scheme at once? Yes.
172. *Mr. Parkinson.*] I think you said that you are aware that a very large number of shares are ready to be taken up directly the Bill is passed? Yes.

FRIDAY, 30 NOVEMBER, 1898.

Present:—

Mr. TRICKETT in the Chair.

Mr. DODDS,	|	Mr. MOSES,
Mr. JACOB,	|	Mr. NORTON.

John Parkinson, Esq., for C. A. Lawrence, Solicitor, appeared on behalf of the promoters of the Bill, and Mr. F. Fullwood, Secretary to the Company.

James McCabe called in, sworn, and examined:—

J. McCabe.
30 Nov., 1898.

173. *Mr. Parkinson.*] I believe you are a civil engineer? Yes.
- 173½. And you are also a large property-holder in the neighbourhood of Broken Hill? Yes.
174. How long have you been at Broken Hill? Over four years.
175. Are you acquainted with the country between the Darling and Broken Hill? Yes; I have been over it three or four times.
176. I believe you have been associated more or less with the undertaking proposed to be sanctioned by this Bill? Yes.
177. Do you know the route of the proposed water-works? Yes; I have been over the whole ground.
178. Speaking as an engineer, and from your knowledge of the place, are there any difficulties which would militate against the successful promotion of this scheme? None whatever.
179. Do you consider that there are any engineering difficulties in the way? There are none.
180. Are you thoroughly acquainted with the proposals of the promoters, and know the details of the scheme? Yes.
181. You know the proposed pumping-stations, and you have gone over the levels and the plans? Yes.
182. And you believe the scheme as promoted is feasible? I am sure that it is.
183. Do you believe that the scheme will be remunerative? Yes, if it can be carried out for £170,000, which I believe it can be.
184. *Mr. Jacob.*] Why do you mention that sum? That is the estimated cost, according to the calculations of the company.
185. *Mr. Parkinson.*] You have seen those estimates? Yes.
186. From your knowledge, and the investigations you have made, do you believe them to be correct? Yes; I believe that the work could be done for the money.
187. With regard to the local feeling on the question, can you tell the Committee whether the general public of Broken Hill are favourable to the scheme? Yes, they are—in fact, they have no other scheme, and want no other.
188. From your knowledge of the neighbourhood, is there, in your opinion, any better source for a permanent water supply than these lakes? This is the only permanent water supply that can be got for Broken Hill.
189. It has been mooted in certain quarters that a supply can be obtained from Stephens Creek;—do you believe that that would be a feasible scheme for a permanent supply? No.
190. Why not? Because it would be dependent on rain, and we know that since that district has been known the average rainfall has only been 9 inches for the year.
191. What is the general condition of Stephens Creek? It does not run for more than a week or two weeks after rain.
192. And have you known it dry for any considerable time together? Yes, for months together.
193. Has it been dry for any length of time lately? I have known it to be dry for over twelve months.
194. You know that it has been dry for a considerable time past? Yes.
195. Then in your opinion it would not be a reliable source for a supply? No.
196. And is there any better supply than the one proposed by this company? No.
197. If carried out, will it be a public benefit;—independent of the consumers, would it be a public benefit to the township? Yes; and it will also be a benefit to the mines.
198. You know that the Bill proposes to make ample provision for fire-plugs and so forth? Yes.
199. And do you think the scheme, as prepared, will be calculated to assist the town in the event of fire? Most decidedly. It will also enhance the value of property.
200. Will it afford facilities for irrigation along the line between Lake Speculation and Broken Hill? Yes.
201. And do you believe it will benefit the intervening country? I do.
202. Will it provide a water supply for stock along the route from Menindie to Broken Hill? Yes.
203. *Chairman.*] When were you at Broken Hill last? Six months ago.
204. You have no personal knowledge of the state of affairs there? I have, through correspondence.
205. The route of the proposed supply runs through the property of a gentleman named Hughes;—do you know whether he is favourable to the scheme? Only from hearsay. I have heard he was, and that he would assist in every way.
206. It is proposed, I suppose, to establish reservoirs at intervals—pumping-stations and reservoirs? Yes.
207. Can you say anything as to the capacity of these reservoirs? I do not know what is proposed; but I do not think that large reservoirs would be required.

208. From your knowledge of Broken Hill, are you able to say that in their operations generally the inhabitants are very much hampered for want of a proper water supply? Yes; that has been the case for a long time.
209. Ever since the place has grown to any size? Yes; especially as regards the mines. I have myself had ores up there which I am certain could have been treated and made payable if there had been a proper water supply.
210. Then, independent of the household and sanitary advantages, it will be a great benefit in the way of developing the mineral resources of the district? Yes.
211. What means at present exist of procuring water at Broken Hill? They are dependent upon wells, and the soakage from the creeks, and the catchment.
212. The rainfall is very slight? Yes; the average for the year is 9 inches.
213. And the rain, I believe, falls at long intervals? Yes.
214. With regard to the views of the inhabitants, when you were there, did they hold any meetings or express public approval in any way? No; there were no meetings when I was there, but the general feeling was in favour of this scheme. For a good many years it has been spoken of as the permanent and only reliable source of supply.
215. And from your engineering knowledge, you believe it to be a practicable and efficient pumping scheme? I think so.
216. *Mr. Moses.*] How far is Stephens Creek from Broken Hill? About 12 miles.
217. And how far from Broken Hill is the lake from which it is proposed to get the water? About 40 miles, I think.
218. How is Stephens Creek situated—is it above or below Broken Hill, as regards altitude? It is below.
219. Would it be possible to get a supply of water from Stephens Creek by damming it? It would be possible, but it would be a very costly thing. I have seen one or two attempts to construct small dams at these creeks; but I have never known one instance of their holding out. Directly you touch the surface the water seems to eat it away.
220. You think this lake from which you propose to get the water is the best possible source? I think it is the only permanent source.
221. *Mr. Dodds.*] Is it on a main road to Broken Hill? Close to the road to Menindie.
222. There is a good deal of traffic from the source to the township? Yes, on the river—shipping wool, &c.
223. Then it would be useful in other ways besides supplying the town—say for stock? Yes.
224. *Mr. Jacob.*] Are you the engineer of the company? No.
225. Were you a witness before a Committee of the Assembly when this question was considered there? No.
226. You say the scheme is practicable from a scientific point of view? Yes.
227. And do you think it likely to pay? It will be cheaper than the present supply by way of tanks and carting.
228. Was your attention drawn to the scheme (say) about June last? Yes.
229. Was the scheme then proposed the same as that now proposed? Yes, the same—Speculation Lake.
230. Can you say of your own knowledge whether the system of pumping at different stations is almost obsolete? No; I think it is practicable.
231. Is it a similar scheme to that which was adopted at Botany to supply Sydney with water? It will be on the same principle—a pumping scheme.
232. From your knowledge of the country, do you think that another and nearer and easier supply of water could be obtained? There is no permanent supply nearer.
233. In the Bill the “town and district” are spoken of;—have you any idea what the area of the district would be? There are a good many mines about Mount Gipps, which is about 8 or 10 miles on the lake side of Broken Hill.
234. Is it proposed to supply those mines? Yes.
235. And you think the scheme would be sufficient to supply all the requirements on the route proposed to be served? Yes; it is only a matter of pumping power. They could easily duplicate.
236. And you feel sure that the quantity at one of the lakes that is lost by evaporation would be returned to it as proposed? I do. It is on the river, and the river, I believe, has never been known to be dried.
237. *Mr. Dodds.*] Do you know anything about the Rat-hole supply? That is only a small tank.
238. How far is that from Broken Hill? About 17 miles.
239. How is the water conveyed from there? By railway, in tanks.
240. *Chairman.*] What other means of supply are there besides the Rat-hole tank? The Government put a tank down near the south mines, about 2 miles south of Broken Hill.
241. Is not that in a bad state with regard to drainage? It gets all the drainage from the Broken-Hill South township.
242. *Mr. Dodds.*] And the supply to this dam is from the ordinary rainfall? Yes.
243. *Mr. Jacob.*] Do you know what is being paid for water at Broken Hill? 10s. per 100 gallons.
244. Do you know what the company proposes to charge? 1s. 6d., I believe.
245. Do you think that a reasonable sum? Yes.
246. Do you know what is the charge by meter in Sydney? No.

Charles O'Neill, C.E., called in, sworn, and examined:—

247. *Mr. Parkinson.*] You are a civil engineer? Yes.
248. May I ask what are your qualifications? I am a member of the Institute of Civil Engineers, England.
249. Over what period has your professional experience extended? Thirty years.
250. During that time, have you had experience as an hydraulic engineer? Yes. I was Chief Assistant Engineer of Public Works at Glasgow. Afterwards I prepared plans for water-works at the Thames, New Zealand, and also plans for water-works at Auckland, and for reservoirs and dams on the Otago gold-fields, New Zealand. I was also Engineer-in-Chief at Auckland, chief surveyor for the gold-fields, and provincial engineer.
251. From personal investigation you have acquired a knowledge of the scheme now under the consideration of the Committee? Yes.
252. I believe you have been professionally employed to survey the works, check the levels, and report upon the scheme? Yes. The plans were prepared by Mr. James, and I went over the line and examined it.
253. Is this document a plan prepared by you showing all the levels and the sections? Yes.
254. You have been over the ground yourself? Yes.
255. Speaking as an engineer, do you consider that the scheme propounded by this Bill is a practicable one? I do.
256. And do you consider that it will be remunerative? Yes.
257. In your opinion, is there any better scheme possible for the supply of water to Broken Hill? I do not know of any.
258. Do you regard Lake Speculation, Lake Menindie, and the Darling as the natural source of supply for water to Broken Hill? Yes.
259. The distance from Lake Speculation to Broken Hill we have been told is about 50 miles? Yes; that is about the distance.
260. And you propose to carry the water from the lake to Broken Hill by pipes and pumping? Yes.
261. How many pumping-stations do you propose should be established? We have not exactly fixed the number, but there would be about five stations.
262. Do you consider that five stations will be ample? Quite ample.
263. Are there any engineering difficulties in the way of pumping water from the lakes through pipes to Broken Hill? No.
264. What power do you think it would take to drive the water from the Darling to Lake Speculation? An engine of 30-horse power would be sufficient.
265. What power would be required to pump the water from Lake Speculation to Broken Hill? It would take pumping power equal to 350-horse power.
266. This applies to the whole distance? Yes.
267. Have you calculated what size pipes would be required? Yes; 8 inches for pumping.
268. It is proposed to establish a reservoir? Yes.
269. Where is it proposed to fix this? Within about 6 miles of the township.
270. And how would the water be conveyed from this reservoir to Broken Hill? By gravitation.
271. What quantity of water do you propose to take for the supply? About 400,000 gallons in twenty-four hours. 272.

J. McCabe
30 Nov., 1883

C. O'Neill
30 Nov., 1883.

C. O'Neill.
2 Nov., 1888.

272. What is the quality of the water? At Lake Speculation it seemed to be most excellent water, very pleasant to drink. A man there with whom I had a conversation, and who had been living on the lake for years, spoke in the highest terms of the water.
273. Do you propose to filter it? Yes; we propose to have filter-beds.
274. And that would, of course, clarify the water? Yes.
275. Supposing this Bill were passed by Parliament, in what time do you think these works could be established? I believe the work could easily be done in six months.
276. I believe that you have had conversations and gone over specifications of machinery with Tangye Brothers? Yes.
277. And these specifications have been sent Home, I believe? Yes.
278. And as soon as legislative consent is given, are you prepared to cable an order Home? Yes.
279. And there would be no delay in getting the machinery out? No.
280. Do you believe that with the steps you have taken you could get the machinery out within two months? I think so.
281. What is the character of the country between Lake Speculation and Broken Hill? It is very even until you get within 10 miles of Broken Hill, when it becomes rather rough and hilly.
282. Are there any difficulties in the configuration of the country which you could not easily overcome? None at all.
283. Have you ascertained whether there is an adequate supply of fuel in the locality? Yes; I saw that there was plenty of timber there on the Menindie side.
284. Are you aware of the present condition of Broken Hill with regard to a water supply? When I was there in June last they were very short of water.
285. There is no permanent supply? No; the Government tank was empty.
286. And they were dependent upon the soakage and the catchment? Yes; they were using very muddy water, and it was being conveyed in carts.
287. Will this scheme, in your opinion, be a public benefit to the inhabitants? I am certain it will.
288. You will observe that provision is made in the Bill for the supply of fire-plugs to the inhabitants;—will this, in your opinion, be an advantage in case of fire? Certainly.
289. In your opinion, would it be a safe and effective protection against fire? I believe it would.
290. With reference to the cost of the scheme, have you gone through the figures contained in the prospectus? Yes.
291. Do you acquiesce in those figures? Yes; the cost will be £170,000.
292. Do you believe that these works can be constructed for that sum? Yes.
293. And do you believe that at that cost the scheme will be remunerative? I do.
294. And length of the route is 50 miles;—having regard to modern engineering, do you consider that a very great distance? For pumping it is.
295. Do you know of any instance where the distance has been greater? No; I cannot just now think of any case where the distance for pumping has been longer.
296. But you know that water is conveyed to various towns through long distances? Yes.
297. Do you know the distance in any instance? The distance in the case of a pumping scheme is not of very much consequence when you have intermediate pumping-stations at reasonable intervals.
298. You are perfectly clear that there will be no difficulty in establishing these pumping-stations and keeping up a permanent supply of water? Yes.
299. In the event of Lake Speculation becoming exhausted, can you fall back on Lake Menindie under your scheme? Yes.
300. And this scheme will not only supply Broken Hill and the township, but also the mines and the intervening country? Yes.
301. And you propose to have reservoirs for stock? Yes; we propose to have a small reservoir at each pumping-station.
302. So that they will be of use on the stock-route? Yes.
303. Perhaps you have heard that there is a scheme mooted called the Stephens Creek scheme;—do you know Stephens Creek? I saw it, but I am not acquainted with the particulars of the scheme.
304. From what you know, do you believe that Stephens Creek would afford as good and permanent a supply as the lakes? Certainly not.
305. Speaking as an engineer, is there any scheme of which you are aware superior to this? No; I am not aware of any.
306. *Chairman.* What will be the capacity of the reservoir you propose to erect 6 miles from Broken Hill? From thirty to forty million gallons.
307. The daily consumption being, you think, 400,000 gallons? 440,000 gallons is the calculation.
308. What would be the greatest length between one pumping-station and another? If we have five stations, the distance will probably be about 9 miles.
309. Would the distance be the same in every case? It might be a little more in some cases; but there would not be very much difference.
310. At each of these pumping-stations, do you put up a large reservoir? We put up a reservoir; not a very large one.
311. About what capacity? To hold a week's supply.
312. That would be about three or four million gallons? Yes, about that.
313. In your opinion, as an hydraulic engineer, what is the greatest distance along which water could be forced through an 8-inch pipe by an ordinary engine? I do not know that there is any limit to the distance you could force water, because water is such a peculiar power.
314. I mean having regard to pipes with joints and so on;—I wish to know whether water can be pumped 8 or 9 miles without any danger of the bursting of the pipes—what is your opinion with regard to that? The pipes will stand a pressure of at least 300 pounds to the inch. The greatest pressure—even if you took it at a lift of 200 feet—would not be more than 80 pounds to the inch, so that you will see from this that the pressure is quite safe as far as the pipes are concerned.
315. Is there any engineering difficulty in the way of pumping water through pipes, such as will be used in this system, for a distance of 9 or 10 miles? There is not the slightest difficulty.
316. And no risk of bursting? None whatever, because the pipes are calculated to stand the pressure. There would not be the slightest danger to the pipes from over-pressure.
317. Is the country between Broken Hill and Lake Speculation of an undulating character? No; it is very flat. It was my first visit to what is called the back country, and I was astonished at its flatness. As I drove along it looked just like a sea.
318. Are the gradients heavy along the route? The country is wonderfully level until you approach the township.
319. What would be the highest elevation to which the pipes would have to ascend—say from the bottom of a gully to the top of the next rise? From 150 to 200 feet.
320. And that would not be any obstacle? Not the slightest.
321. *Mr. Norton.* Are you the engineer for the Broken Hill and District Water Supply Company? My advice was sought as consulting engineer. I am not at the present moment the regularly-appointed engineer of the company.
322. You have simply been advising them? Yes.
323. And you surveyed the country for that purpose? The first survey was made by Mr. James, who made a plan and section, and after that I was brought in to advise on the general work, and then to go over the ground, which I did.
324. What is the size of Lake Speculation? It is about 2 miles long and 1 mile broad.
325. And what is its depth? I was informed when I was there that the depth was 18 feet. I was told by parties who were not interested in giving any but truthful information that a short time before that the depth was 21 feet.
326. And do you suppose that the lake is ever dry? I do not know; it may get dry.
327. When were you there? About the end of last June.
328. I suppose that would be about the height of the drought? I think so; the lake is a very fine one.
329. It is proposed to take the water supply from Lake Speculation? Yes.
330. And, I suppose, to fall back on Lake Menindie in case Speculation fails? That is the intention; and afterwards, if necessary, to fall back upon the Darling.
331. What is the length, breadth, and depth of Lake Menindie? I was told it was 40 miles round. It is like an immense sea. I do not know the depth, but it must be very considerable. The intention is, in the event of Lake Speculation becoming dry, to put a dam over Lake Menindie, which would only be a very short one, and by this means, in case of necessity, supplement the supply in Lake Speculation. When Menindie became low it would be necessary to fall back upon the Darling; but I believe that Menindie will supply an abundance of water.

332. There was an abundance of water when you were here in June? Yes; it was like an immense sea.
333. I suppose, from the nature of the surrounding country, Menindie cannot be very deep? No; I do not think it can be very deep.
334. I suppose that Lake Menindie is supplied really from the flood-waters of the Darling? Yes.
335. So that if both these lakes were to fail you would still be able to fall back upon the Darling? Yes.
336. You say that the requirements of Broken Hill will be about 400,000 gallons per day? Yes.
337. Can you tell how much water goes down the river Darling at that point ordinarily? When I was there the river was at the lowest depth ever known. There was then a depth of about 12 feet of water in the Darling, and it was about 70 yards wide and a mile long. It is called a water-hole.
338. Was the river running then? Yes.
339. In case you had to resort to the Darling, I suppose it would not be necessary to take the whole of the water? The water would be taken from that particular place.
340. Supposing Lake Speculation and Lake Menindie were to fail, would it be necessary to take the whole flow of the Darling to supply the 400,000 gallons a day, and thus deprive the lower portions of the river of all the water? We would take what we required from that particular water-hole; it might take the whole supply; I do not know.
341. You think it possible that you might be compelled to take the whole flow of the Darling, then, to keep up this supply of 400,000 gallons a day? I do not think it would be necessary.
342. At the lower end of the water-hole or lagoon there is an outflow, and, of course, if you took a sufficient quantity out of the water-hole this out-flow would cease? It would; but I fancy that the outflow is very small when the river is as low as it is at present. I fancy that there is scarcely any water in some parts of the Darling when the river is so low. They say that the Darling is dry in some places, and when that is the case water-holes like the one at Menindie are left.
343. Then you propose to draw upon that reserve in the event of necessity? Yes.
344. You think these lakes would be sufficient without going to the Darling? Quite sufficient, because it would be easily seen when Lake Speculation was getting low, and the water could be then taken from Menindie.
345. What is the difference between the height of Lake Speculation and Broken Hill? About 800 feet. Of course the reservoir would be higher than the township of Broken Hill.
346. The township is about 800 feet above the level of the source of supply, and the reservoir would be still higher, so that the water would flow for 6 miles from the reservoir into the township without the necessity of pumping? Yes; it would flow by gravitation.
347. *Mr. Dodds.*] Are you aware whether these lakes have at any time been dry? I heard that a part of Menindie had been dry.
348. Is the country in the neighbourhood undulating? Yes.
349. Are the lakes situated in a valley? There is a small rise on each side. Both Menindie and Speculation are situated as it were in a basin.
350. And the water flows into them from the hills? Yes; a large part of it must come from the hills. Lake Speculation has a large watershed, which slopes a long way back.
351. Is the water clear and free from vegetable matter? In Lake Speculation the water is very clear.
352. Is the country in the vicinity swampy? No; it is hard, solid country.
353. You think there is no danger of the water running short in dry seasons? I do not think there is the slightest danger.
354. *Mr. Jacob.*] How have the people of Broken Hill and the surrounding neighbourhood been supplied with water up to the present time? There was a Government tank a few miles from the town which was filled by rainfall, and this kept them going for a certain time. There was another tank at the Mukuika station, which is 12 miles away. The manager of the station allows the people to take the water. Water was also obtained from the soakage at Stephens Creek; they made holes in the sand, and the water percolated through. When I was at Broken Hill the water used was very bad.
355. The Government, I believe, have been as far as possible taking steps to supply the inhabitants with water? I believe so. A great deal of water was obtained from the Rat-hole tank.
356. If this company has power to construct water-works, is it likely that the Government will continue this assistance? They would continue it until this water supply was obtained.
357. And after that? It would not be necessary afterwards.
358. Then, supposing there was a failure of this scheme, would there not be a danger to the inhabitants? There are so many precautions against failure. For instance, there is the safeguard provided by having various stations.
359. But all these stations are supplied from the same source? The large reservoir near the town would contain a sufficient supply of water for, at least, half a year, so that in the event of anything going wrong there would be plenty of time to put matters right. Besides, there will be two sets of engines at each pumping-station to provide for accidents.
360. Is it not sometimes very hot in that locality? I believe so.
361. Is there any danger of the pipes being injured by the heat? I do not think so. They would be underground.
362. You think they would be sufficiently deep to be protected from atmospheric influence? I think so, and water is always in them.
363. What about the joints of the pipes, is it proposed to use india-rubber? We have not exactly fixed upon the particular kind of joint. There is a new kind of joint which I believe is a very good one, and more durable than india-rubber.
364. Would there be any danger of the joints perishing, and the water thus escaping? I do not think so.
365. You feel confident that this scheme is likely to answer every purpose contemplated? Yes.
366. And, as far as you are aware, there is no opposition to it in the locality;—did you hear of any opposition? I heard that there was some scheme which had been started in connection with Stephens Creek; but I do not know the particulars of it. There was no water at Stephens Creek when I was there—that is to say, none on the surface; but water was procured from the holes. I heard that the intention of the promoters of that scheme was to enclose a large space, and take the water when in flood.
367. Do you know what this company intend to charge for the water? About 1s. 6d., I believe.
368. Is that a moderate charge? I believe so.
369. Do you know what the inhabitants are now paying for water? When I was there they were paying 8s. per hundred gallons, but I believe that the price has since risen.
370. *Mr. Dodds.*] You spoke of Glasgow just now;—what distance is the source of water supply there—Lake Katrine—from the city? Between 30 or 40 miles.
371. Does Lake Katrine bear any similarity to Lake Speculation? Lake Speculation looks as wide in some places as Lake Katrine. I might mention that when that water scheme was first proposed all sorts of objections were taken to it. A chemist asserted that as the water would flow through leaden pipes it would become poisonous; but he forgot that after being allowed to run in the pipes for a time a coating is formed in the pipes, and the water becomes perfectly pure.

John William James, C.E., called in, sworn, and examined:—

372. *Mr. Parkinson.*] Are you a civil engineer? I am.
373. What experience have you had in your profession? I have had a great many years' experience in different parts of the world.
374. Have you been accustomed to deal professionally with hydraulic schemes? I have, for years.
375. I believe you hold a certificate from the Institute of Civil Engineers? I do.
376. And you were brought up under Mr. George Robert Stevenson? I was.
377. You have also, I believe, had a geological training? I have.
378. Have you been employed professionally on behalf of the promoters of this scheme; and did you prepare the original plans, take levels, and report generally on the scheme? Yes.
379. And you have been personally over the ground proposed to be traversed? I have chained every foot of it, and levelled every foot of it.
380. And you have prepared a very elaborate set of plans for the company? Yes; I prepared their long sectional plan.

J. W. James
30 Nov., 1888.

381. And in consequence of something that happened, did you afterwards check these plans? Yes.
382. And you have no doubt as to the correctness of your levels and your plans? No.
383. From an engineering point of view, is this scheme a feasible and a practicable one? Quite feasible, and quite a practicable one.
384. Is the source, in your opinion, a safe one to be depended upon for a permanent supply of water to Broken Hill? In my opinion it is a supply that can be depended upon, particularly from the river to the lakes. The only item of distrust that might exist would be the casual bursting of a joint.
385. From your knowledge of the neighbourhood, is there any better scheme than this for the permanent water supply? No.
386. Do you know Stephens Creek? I do.
387. Is Stephens Creek capable of supplying Broken Hill with a permanent water supply? In my opinion, no.
388. For what reason? It is confined within a certain area, with clay banks on either side. The depth of sinking in the sand-drift that exists between these clay banks is too confined an area to contain water to supply a large population.
389. You would not be prepared to recommend that as a permanent source of supply? No.
390. I believe it is frequently dry for a long period? It was perfectly dry when I was there.
391. It is proposed to supply Broken Hill from Lake Speculation by a pumping power? Yes.
392. Are there any engineering difficulties in the way? None until you reach what is termed the Makulka ranges, and then there is some little rough country to be got through.
393. But is there anything more than can be easily encountered? Not at all.
394. You propose to have about five pumping-stations? Five or six.
395. And you propose to establish a large reservoir about 8 or 10 miles from Broken Hill? Yes.
396. What supply would that reservoir always contain available for Broken Hill if it were kept filled? They ought to make it carry 3,000,000 gallons.
397. In the event of any breakdown in the machinery or in the pipes, would that be sufficient to supply the town until the injury could be repaired? Calculating the consumption at 20 gallons per head for 10,000 people, it would be quite sufficient to enable repairs to be effected.
398. Do you happen to know approximately what is the population of Broken Hill? It was estimated at about 10,000 when I was there.
399. *Mr. Jacob.*] What is the population that would be supplied under this scheme, apart from the township? I do not suppose that it would exceed another thousand.
400. *Mr. Parkinson.*] Will this supply benefit the mines on the route? Certainly; and particularly the Makulka ranges, where there is very little water.
401. Will it be available for the various mines? Certainly.
402. Is it also proposed to utilise the water for stock purposes on the route? Yes.
403. And will it be available, if necessary, for irrigation? Yes.
404. It is also proposed, I believe, to make provision for a supply of fire-plugs to the township, to be used in case of necessity? Yes.
405. Do you consider that this supply would be a boon to the inhabitants of Broken Hill and the neighbourhood? Yes; I think it will be a great blessing not only to Broken Hill, but to the country along the route.
406. Do you know of what the present water supply at Broken Hill consists? When I was there it was a very indifferent supply, being obtained from a few tanks and the catchment.
407. And also from the Rat-hole tank, which is some 18 miles off? Yes.
408. And from which the water has to be carried? Yes.
409. With regard to the quality of the water at Lake Speculation and Menindie, did you sample the water? Yes; I tested the water to see if it left any sediment, and I observed none. In my opinion it is most wholesome water.
410. Is there any vegetable or other offensive substance in it calculated to injure health? There is nothing in it, in my opinion, to endanger health. The water in Lake Speculation is particularly good.
411. Is it proposed to have filter-beds? Yes.
412. So that the water will filter before it reaches the consumer? Yes.
413. From an engineering point of view, do you see any practical difficulty in the way of pumping water a distance of 50 miles, as proposed? I see no difficulty whatever.
414. Have you formed any estimate of the cost? I estimated the cost at £145,000.
415. You have seen certain figures in the prospectus showing an estimate of the cost amounting to £170,000;—do you consider that an outside figure;—do you consider that the work can be carried out for that amount? I do.
416. Within what time do you consider these works could be carried out if Parliamentary sanction were obtained? Under good and acute management, now that the railway is through to Broken Hill, and provided the Darling is navigable, I should say in about ten months. I have the proofs here showing that I did nearly the same amount of work—went to England to have the machinery constructed, brought it out here, took it 700 miles inland, and completed the work in one year and one day.
417. But suppose you have your engines already ordered, and ready to be shipped from England, and to be here in about two months, within what time do you suppose the work could be completed? Under good management and proper organisation, from eight to ten months ought to finish it altogether, or even less time. The transport is the principal difficulty, and with good management that could be overcome.
418. Do you think that there is any danger of the source of supply at the two lakes failing? None whatever, unless the dams in the lakes burst, of which there is very little chance.
419. You propose to tap the Darling in case of necessity;—do you believe, from what you have seen, that you will be likely to resort to that necessity? No; I do not think so.
420. Do you know the area of the water-hole in the Darling? It is about 8 miles long.
421. You do not consider it likely that under ordinary circumstances you would have to resort to the Darling? No; not very likely.
422. And you consider this scheme likely to be remunerative, and also beneficial to the public? It will be remunerative if it is properly managed; and as to being beneficial to the country, it will settle a large tract of country which is now practically in the hands of one man.
423. Do you know Mr. Hughes? I do.
424. Can you tell the Committee from your own knowledge whether he is favourable to this scheme? From my knowledge of his managers I can. I know that he will only be too glad to see it go through.
425. *Chairman.*] When were you at Broken Hill last? Last March.
426. Were you there for some time? About eight days on the last occasion.
427. Was the water supply unsatisfactory then? Very.
428. How is the water supplied to the inhabitants? By carts.
429. That is the only means of procuring it? Yes.
430. As far as you could gather when you were there, did the people generally approve of this Darling scheme? They did.
431. With regard to pumping water from Lake Speculation to Broken Hill, do you see any possibility of the pipes bursting if ordinary precaution is used? None whatever.
432. Will you tell us as briefly as possible how the water is to be brought from Lake Speculation to Broken Hill? In relays of pumping. That is, you pump from A into a reservoir at B, and a pump takes it away again from B to C, so that the friction is ended. At C there is another reservoir, and the water is again pumped on to D, and so on until it reaches the ultimate reservoir about 6 miles from Broken Hill, and it will gravitate from there into the township.
433. With regard to the pumping, is there any difficulty in conveying the water over any of the intervening ridges between Lake Speculation and Broken Hill? No.
434. At the time you were there, had not the people been complaining of the want of water for some time? Yes; there were complaints everywhere.
435. And what was the state of Lake Speculation then? It was full.
436. And Lake Menindie the same? Yes. The water is beautiful water for household purposes—making tea, and so forth. It could not be better.
437. Do you not think that to necessitate a resort to the Darling the drought would have to be extraordinarily severe? Yes; still I would recommend that a connection should be made.

438. *Mr. Dodds.*] You think it better to be on the safe side? Quite so.
439. *Mr. Norton.*] Have you resided in the neighbourhood of Broken Hill? Only during my professional visits there; but off and on I have resided for a long time on the Darling.
440. In this neighbourhood? Yes.
441. Can you tell me whether or not Lake Speculation is a permanent lake? It was not always; but it is now dammed up. The outlet is dammed up.
442. And is Lake Menindie also dammed? Yes.
443. Is Lake Menindie higher in level than Lake Speculation—I mean would the water flow from one to the other? No.
444. Lake Speculation is the higher of the two, but very little? You say that.
445. It was made permanent by being dammed? Yes.
446. Who placed the dam over Lake Speculation? The settlers.
447. Not the Government? No; one settler alone.
448. Is it on his run? No; it is on Government land.
449. So that you will have a right to use it? Certainly. I have driven across Menindie when it has been perfectly dry.
450. Is there a dam across Lake Menindie? There is.
451. So that if these dams were removed the waters of the two lakes would mainly disappear? Yes; they would not disappear exactly; they would become very much less.
452. Swamps perhaps? Yes.
453. And disappear entirely in drought? Quite so.
454. And if the supply fails you still have the Darling River to fall back upon? Yes.
455. Do you know if the Darling River is flowing now? I believe it is.
456. We have been told that the supply of water necessary for Broken Hill at the present time is about 400,000 gallons per day. Do you think that that amount of water is now passing down the Darling? Oh, yes, and more too.
457. The Darling is flowing then still, so that if you had to take 400,000 gallons per day out of the river it would still continue to flow? You would not notice it. I can give you an illustration of a similar case at Rockhampton. About two years ago they had no water whatever, and I undertook to provide them with a supply, and I gave them a flow of 416,000 gallons per day. The water in the lagoons had sunk below the suction of the pump. I carried the water through 4 miles of piping, and provided a supply of 416,000 per day from the Fitzroy River, and it was never noticed.
458. Do you know Stephens Creek? I do.
459. I understand that that has now failed as a source of water supply? I believe it has.
460. So that it would be absurd to rely upon that as a source? Quite absurd.
461. And any way it would not be comparable with this proposed source? Not at all. The route from the proposed source crosses Stephens Creek.
462. Stephens Creek is about half-way between Menindie and Broken Hill? It is little more than half way from Menindie towards Broken Hill.
463. So that you do not think it advisable to rely upon Stephens Creek, but that the better course is to go to the permanent source at once? Yes.
464. *Mr. Dodds.*] Is the country in the neighbourhood pastoral country? Yes.
465. Are you aware whether these lakes have ever been bottomed? Yes.
466. What is the nature of the bottom? Clay.
467. Not alluvial deposit? It is a dark greasy clay.
468. It will retain water? Oh, yes.
469. *Mr. Jacob.*] Are the Government doing anything more now to provide a further supply of water for Broken Hill? I cannot say.
470. Then the district may be in a deplorable state during the interval of ten months that may elapse between the passing of this Bill and the construction of the works? They would have to trust to the rainfall, as they are doing now.
471. What about fuel for the supply of the pumping-stations? There is any amount of fuel. There is a lot of stunted mimosa, and any quantity of fuel scattered about, though it is rather hard to chop.
472. But there is plenty of it? Plenty.
473. There is no danger of running short? No.
474. What about reservoirs, will they be excavated? Yes; simply excavated tanks.
475. I suppose they will retain the water? Yes.
476. I understand that there will be a sufficient supply of water in the reservoir to last during any repairs to the pipes? Yes.
477. What about the joints of the pipe;—is there any danger of their perishing? No; no more than there is in the case of the pipes in this city.
478. Would an 8-inch pipe be sufficient? Yes; an 8-inch pipe supplies Rockhampton, with a population of 12,000 at the present moment.
479. *Mr. Jacob.*] Is it proposed to start from Menindie with a big pipe, and afterwards to reduce the diameter of the pipe? No; it is proposed to run the main thing right through.
480. In your judgment the scheme proposed is not an obsolete one? No.
481. In your estimate you include the cost of getting the machinery on to the ground? We estimated the cost of carriage at £4 a ton.
482. And this is included in the estimate of £170,000? Yes.

George William Townsend, M.I.C.E., called in, sworn, and examined:—

483. *Mr. Parkinson.*] I believe you are a civil engineer? Yes.
484. And you have been for a long time in the employment of the Government? About thirteen years.
485. Do you know the Menindie district? Yes.
486. Have you met Mr. O'Neill and Mr. James, and conferred with them, and gone over their plans? I have not met with them or conferred with them, but I have gone over their plans.
487. Have you, at the request of the directors of this company, made yourself acquainted with this scheme? Yes; I have seen the sections and the plans.
488. Do you believe that this is a feasible and a practicable scheme? I am confident that it is a thoroughly practicable scheme—that is, as far as pumping from Lake Speculation.
489. Do you believe that it is a scheme that will prove remunerative? I am sure of it.
490. Do you believe that it will afford a safe and permanent supply of water to the people of Broken Hill? I have no hesitation in saying it will.
491. Will the water in your opinion be good and wholesome water? In travelling during the very dry seasons I have known the lakes when very low to be brackish; but if they are kept up to a good level there is not the slightest doubt that the water will always be fit for use.
492. Do you believe that there is any engineering difficulty in the way of carrying out this scheme? No.
493. In speaking as a civil engineer, do you believe that this scheme will be for the benefit of the public, and also for the benefit of the promoters? Yes, thoroughly.
494. Do you consider the system of pumping from station to station that is proposed to be adopted is an obsolete method? No. If your height is so great that you cannot do the pumping in one stage you must do it in two or more stages.
495. Do you see any difficulty in the way of pumping from station to station, as proposed in this scheme? I do not quite agree with the whole of the scheme proposed; but there is no difficulty in doing it as proposed; but it could be done more economically on a slight modification of this scheme.
496. At all events, it can be done quite easily? There is not the slightest doubt that it can be done.
497. In speaking as engineer you are here to justify your approval of the plan? Yes.
498. *Chairman.*] Do you know this locality? I know Menindie and the lakes; but I have never been further in the direction of Broken Hill.

G. W.
Townsend.
30 Nov., 1888.

499. You have no intimate local knowledge? No; not of the country between Lake Speculation and Broken Hill.
500. Evidence has been given that Broken Hill is at an altitude of about 800 feet above Lake Speculation;—in your opinion is there any difficulty in the way of pumping water by means of intermediate stations from the source to the reservoir near Broken Hill? No; not the slightest.
501. It has also been given in evidence that the greatest rise between one pumping-station and another over which the pipes would pass is 200 feet;—could water be pumped that height? I can answer that best by saying that I am now engaged in putting up a little plant for Mr. Cow which is to pump 200 feet.
502. Then there is no difficulty? Not the slightest. We now have much better pipes than we formerly had. With cast-iron pipes I should say from 200 to 240 feet would be the very outside pressure; but with the wrought-iron and steel pipes that we can procure now I do not think there would be any danger in putting on a pressure of 700 feet.
503. And for a daily supply of about half a million gallons of water, would an 8-inch pipe be sufficient for pumping? Ample. An 8-inch pipe would allow for a very considerable extension of the scheme as at present proposed.
504. Having carefully considered the scheme as explained by Mr. O'Neill and Mr. James, and from what you know of the locality, you are of opinion that it is perfectly feasible? Perfectly feasible, and from having seen the plan and section, which is of more moment to me than seeing the locality.
505. Mr. Dodds.] You used the word brackish in speaking of the water? That is only in very dry seasons, indeed.
506. That would have the effect of damaging the water? I said that provided the lakes were kept up to a fair level the water would be good; but that if they were allowed to get very low the water would become impregnated with earthy sulphate of lime. But this is only when it gets far lower than it would be allowed to get under this scheme. I believe that the irrigation branch of the Mines Department intend to keep up the level of these lakes, apart from anything done by this company.
507. Is there a connection between the Darling and these lakes? Yes; of about half a foot.
508. A water-course? Yes; a channel.

Opinion.

Ex parte The Broken Hill Water Supply Company, Limited.

THE acquisition of lands by the Company, and the vesting of such lands when acquired is accomplished by the provisions of Part 3. This part applies equally to Crown lands under lease, and to Crown lands that have been alienated. Until that part can be brought into operation, there is no way by which the Company can acquire lands of any kind. By section 44, Part 3, cannot come into operation as regards the acquisition of lands until "after the notification in the *Gazette* as hereinbefore provided, of the approval of the Governor, of a scheme for the supply of water to the said town and district, but not before."

There is no provision whatever in the Act to which the words "as hereinbefore provided" can apply. No doubt for the mode of submitting a scheme some provision was intended, but it has been omitted. If the words "as hereinbefore provided" were omitted, it is quite clear that the 44th section in itself would impliedly give power to the Governor to approve and notify his approval in the *Gazette* of the scheme referred to. The question now is, does the occurrence in the section of the phrase "as hereinbefore provided" in any way deprive the Governor of the power which the rest of the section impliedly gives him. In my opinion it does not. I think the phrase in question is, under the circumstances, superfluous and meaningless, and that the section must be read as if the phrase were not there. That being so, the Governor, in my opinion, has power to consider, approve, and notify approval of a scheme such as is contemplated by the section. If he notifies the approval of the scheme as provided by that section, then the work of resumption and acquisition can go on as provided by the other sections of Part 3.

I have carefully considered the provisions of Part 1, and I cannot see that they have any bearing on the question of the procedure to be adopted in the acquisition of Crown lands under lease. The petition, inquiry, and provisional order there mentioned refer solely to questions as to the putting into force the powers of acquisition in respect of the class of lands referred to in that part, *i.e.*, alienated lands. The *Gazette* notification mentioned in section 44 has no reference whatever to any order, or notice, or procedure under Part 1. In other words, if the *Gazette* notice of approval of the scheme under section 44 were published, the Company might acquire all the Crown lands along the route without invoking the aid of Part 1. It is only when they come to alienate lands that they would require to follow the provisions of that part. Even then they would be stopped by the necessity of the *Government Gazette* notice of approval under section 44. The whole matter may be summed up in one sentence,—until the *Gazette* notice of approval of the scheme has been published the powers of the Company in regard to the acquisition of lands of any kind do not come into existence. My advice is to at once prepare a statement of the scheme under section 44, and get the Governor, which means the Governor and Executive Council, which is really the Ministry, to approve of it. There should be no difficulty in their giving their approval, as the general scope of the work has been already approved by Parliament in the Bill itself. The Minister for Public Works would, no doubt, be the Minister to deal with the matter, and he would explain what particulars he would require under section 44. If the Government, that is the "Governor" within the meaning of the Act, refuse to approve of the scheme there is no way of dealing with such refusal. There is no remedy without an amendment of the Act. The only course then would be to apply to Parliament for an amending Act, dispensing with the necessity for the Governor's approval of the scheme. It is a very great power to put in the hands of the Government, and I think that if the details of the scheme were laid before Parliament in a schedule to the amending Act, Parliament would approve of any reasonable scheme without any difficulty. I need hardly say that the definite refusal of the Government to approve of a particular scheme would place the Company in a difficulty in the event of that scheme being afterwards submitted to Parliament. Care must be taken to ascertain the opinion of the Government unofficially before submitting a scheme for definite approval. It would, I think, be a most arbitrary exercise of their power under the Act if the Government were to refuse approval of a reasonable scheme. And I have no doubt that the Government will approve of a reasonable scheme when submitted. If they do so they will, I think, be easily convinced that under section 44 the power exists to notify such approval in the *Gazette*. If this is done the difficulty is at an end. If it is not done the only remedy is the hands of the Legislature.

Chambers, 16th September, 1890.

R. E. O'CONNOR.

Messrs.

Messrs. Laurence and M'Lachlan to The Under Secretary for Public Works.

Subject :—Broken Hill Water Supply Bill.

Sir,

12, Spring-street, Sydney, 10 October, 1890.

Referring to our application on behalf of the Broken Hill and District Water Supply Limited for the approval of His Excellency the Governor to the scheme submitted on behalf of our clients, and to the interview we had at the Legislative Assembly with the Minister and yourself, we should be glad to know whether, as then arranged, these papers have been referred to the Attorney-General, and his opinion on the legal point mentioned in the opinion of Mr. O'Connor and in our letter has been obtained. This course, we understood from the Minister, would be adopted without delay.

We have already called your attention to the fact that the Company is tied down by its Act to complete the works within a very short date, and to the further fact that the directors are only waiting this official approval to their scheme to accept large contracts in England, and we venture to urge on you that this matter should be expedited as much as possible, seeing the grave importance to the public and to the Company of the works contemplated by this Act being forthwith constructed.

We shall deem it a favour if you will advise us when we may expect to receive the decision of the Minister in this most pressing matter.

We have, &c,

LAURENCE AND M'LACHLAN.

The Under Secretary for Public Works.—J.R. (*pro*. U.S.) B.C. Lands, 14/10/90.

I cannot see any way to interfere in this matter, which really belongs to, and has already been dealt with by my hon. colleague the Minister for Mines.—B.S., 17/10/90. Inform, then to Under Secretary for Mines.—J.B., 17/10/90. Messrs. Laurence and M'Lachlan informed, 20/10/90.

The Under Secretary for Public Works to Messrs. Laurence and M'Lachlan.

Gentlemen,

Sydney, 20 October, 1890.

With reference to your letters of the 25th ultimo and 10th instant, in which you ask that the approval of the Government may be given to a scheme of Water Supply for Broken Hill, proposed by the Broken Hill and District Water Supply Company, I am directed to inform you that the Secretary for Public Works regrets that he cannot see his way to interfere in this matter, which really belongs to the Department of, and has already been dealt with by, the Minister for Mines.

I have, &c.,

J. BURLING,

Under Secretary.

The Officer-in-charge, Water Conservation, to The Under Secretary for Mines.

Subject :—Broken Hill and District Water Supply Act.

Sydney, 11 November, 1890.

The Broken Hill Water Supply Company presented a petition to the Colonial Secretary, praying that it might be at liberty to put in force the provisions of the abovenamed Act in regard to the resumption of land, after such local inquiry as may be directed by His Excellency under Part 1 section 2 of the Act.

The papers in the case were forwarded to the Secretary for Mines, who requested an opinion from the hon. the Attorney-General, as to whether, under the provisions of section 44 of the Act, it is necessary to approve and gazette the approval of the scheme before dealing with the petition, and whether the granting of such petition would authorise the Company to carry out all the conditions and provisions of section 2 of the said Act.

The hon. the Attorney-General advised the Minister, and acting upon such advice, which in effect pointed out that, owing to its being so incompletely drawn, the Act was practically unworkable, the Minister decided that in view of the opinion the petition should be dismissed.

Upon this the solicitors for the Company obtained a legal opinion from Mr. R. E. O'Connor, barrister-at-law, which is at variance with the opinion expressed by the hon. the Attorney-General, and which, *inter alia*, advises that the hon. the Secretary for Public Works is the proper authority to whom to apply, and in consequence of such advice an application was made to him requesting that his Excellency may be advised to approve of the scheme then submitted, and pointing out that as the hon. the Attorney-General advised that the petition to grant a local inquiry under section 2, Part 1, of the Act was not applicable to lands leased by the Crown, it only remained for the Company to proceed under Part 3, which it is claimed is clearly applicable to Crown leasehold (sections 46 and 47). The hon. the Secretary for Works having declined to interfere in the matter, the papers have been resubmitted to the hon. the Secretary for Mines. They may, perhaps, be again submitted to the hon. the Attorney-General for a further opinion upon the legal points mentioned in Mr. O'Connor's opinion, and as to whether the Company can proceed under Part 3, as suggested.

JAMES W. BOULTBEE,

Officer-in-charge.

Submitted.—H.W., 11/11/90.

Approved.—S. SMITH, 11/11/90.

The Crown Solicitor.—

G.E.H., B.C., 11/11/90.

The Crown Solicitor to The Under Secretary for Mines.

Subject :—Broken Hill and District Water Supply Act of 1888.

Sir,

Sydney, 24 November, 1890.

I have the honor to return herewith the papers relating to the above matter, which were originally forwarded to me from your Department on the 22nd day of April, 1890, and to state that I have submitted them to Mr. Attorney-General Simpson, a copy of whose further advising thereon will be found upon the other side of this letter.

JOHN WILLIAMS,

Crown Solicitor.

In

In view of the opinion now given, it appears to me that the next step to be taken is a consideration of the scheme submitted, the approval of which and notification in the *Gazette* is necessary before the Company can take any steps towards taking any land, the approval of which is also required.—J.W.B., 26/11/90. The Under Secretary.

It would probably be necessary to have a report from an engineer before approving the scheme.—H.W., 26/11/90. Submitted. Mr. M'Kinney may be directed to report.—S. SMITH, 27/11/90.

Copy of Opinion of the Attorney-General.

22 November, 1890.

I HAVE read my opinion of the 1st May, 1890, in this case, which has been resubmitted to me with an opinion of Mr. O'Connor, barrister-at-law.

The memo. of the Officer-in-charge of the Water Conservation Branch of the Mines Department, dated 11th November, states, *inter alia*, that the A.G. advised, in effect, that owing to its being so incompletely drawn the Act was practically unworkable, and that Mr. O'Connor's opinion was at variance with my opinion. Neither of these statements is correct. I did not advise, in effect, that the Act was practically unworkable, and I cannot see that Mr. O'Connor's opinion is at variance with mine.

It seems to me—and I have had a conference with Mr. O'Connor on the matter—that we practically agree. The only question submitted to me now, as I understand it, is whether, notwithstanding the words of section 44, "after the notification in the *Gazette*, as hereinbefore provided, no provisions have been made, there can now be a notification in the *Gazette* of the approval of the Governor of a scheme for the supply of water to the said town and district, and whether, under the circumstances, the words "as hereinbefore provided" may be treated as surplusage, and meaningless.

I am of opinion that they may be so treated, and if the Governor approves of the scheme the notification of such approval may at once be made in the *Gazette*.

It must be remembered that section 47 of the Act provides that nothing therein contained "shall have any effect or operation unless the approval of the Governor shall first have been obtained with respect to the land so required."

The Governor's approval of the scheme is requisite, and the notification of such approval in the *Gazette*, and his subsequent approval of the taking of the land, is also required. Whether either approval will be given is not a matter of law, and with it I have nothing to do.

G. B. SIMPSON,
Attorney-General.

The Chief Engineer for Water Conservation to The Under Secretary for Mines.
Broken Hill Water Supply.

Sydney, 30 December, 1890.

WITH regard to the accompanying papers relating to the Broken Hill and District Water Supply Act of 1888, I beg to point out that no plans accompany the petition except a small sketch on a scale of 16 miles to an inch. Nearly a fortnight ago an agent of Messrs. Laurence and M'Lachlan, solicitors, called to inquire whether I was dealing with the inquiry into the scheme, and I informed him that as I intended to proceed with the inquiry immediately after the end of this year I should be glad to have, in the meantime, any plans or any further information which the Company could supply. Up to date I have received no such plans, and I now wish to suggest that a messenger should be sent to the office of Messrs. Laurence and M'Lachlan with a written inquiry as to whether any plans or further information can be obtained.

H. G. M'KINNEY.

Two inquiries have been made in regard to this matter. I understand that plans are available and will be forwarded on Monday next.—J.W.B., 2/1/91. The Chief Engineer.

The Officer-in-charge, Water Conservation, to Messrs. Laurence and
M'Lachlan, Solicitors.

Gentlemen,

Sydney, 30 December, 1891.

Referring to previous correspondence relating to the Broken Hill and District Water Supply Act of 1888, I am requested to point out that no plans accompany the petition presented by you, except a small sketch on a scale of 16 miles to an inch. As the Chief Engineer for Water Conservation is about proceeding to the district, with a view of an examination of the scheme proposed, I shall be glad to have any plans or further information the Company can supply furnished for his use.

I have, &c.,
JAMES W. BOULTBEE,
Officer-in-charge.

Messrs. Laurence and M'Lachlan, Solicitors, to The Officer-in-charge,
Water Conservation.

Sir,

12, Spring-street, Sydney, 31 December, 1890.

Referring to your favour of yesterday's date (W.C. 90-11,017), we have the honor to forward herewith a portfolio of tracings of the plans and sections for the Broken Hill and District Water Supply Company's scheme, which we think the Chief Engineer will find sufficient for his purpose. As, however, the tracings have been placed in our charge we can only lend them on the understanding that they are to be returned to us or to our order, and we will ask the favour of an acknowledgment that they are held in terms of this letter.

We have, &c.,
LAURENCE AND M'LACHLAN.

Acknowledge receipt with thanks, and say the tracings will be returned.—J.W.B., 6/1/91. Acknowledged.—T.H.S., 7/1/91.

The Officer-in-charge, Water Conservation, to Messrs. Laurence and M'Lachlan,
Solicitors.

Sirs,

Sydney, 7 January, 1891.

I have the honor to acknowledge, with thanks, the receipt of your communication of the 31st ultimo, together with a portfolio of tracings of the plans and sections for the Broken Hill and District Water Supply Company's scheme, and to inform you that the tracings will be returned.

I have, &c.,
JAMES W. BOULTBEE,
Officer-in-charge.

The

The Chief Engineer, Water Conservation, to The Under Secretary for Mines.

Subject :—Broken Hill and District Water Supply Act.

Sir,

Sydney, 4 February, 1891.

I have the honor to report that, in accordance with the Minister's minute of 27th November last, I took the earliest opportunity available of inquiring into the work contemplated in the Broken Hill and District Water Supply Act of 1888.

Before leaving Sydney to inspect the sites of the proposed works, I examined the papers which were supplied to me in regard to this Act and to the work proposed, and found that no plans accompanied the papers except one small lithograph, on the scale of 16 miles to an inch. As stated in my letter of 30th December, I had an opportunity of pointing this out to an agent of the solicitors to the Company in charge of the Act. Eventually, in response to that letter, I received a number of sections and plans, showing the result of what appears to have been a preliminary survey, and containing the following :—

- (a) Section from river Darling, at Menindie, to Lake Speculation; length of section, 16½ miles, and level noted at every mile.
- (b) Section from Speculation Lake to Broken Hill; length of section, 51 miles 70 chains; level noted at every mile, and in addition at Mount Taylor.
- (c) Plan of line from the river Darling to Lake Speculation.
- (d) Plan of line from Lake Speculation to the town of Willyama.

The information given in these sections and plans is meagre, even regarding them as the result of a purely preliminary survey, but I have had the lines marked on the county maps as nearly as can be done, and have inspected the district in which they are situated.

As I understand the matter, the question I have to deal with is whether I can recommend the Minister to sanction the scheme contemplated in the Broken Hill and District Water Supply Act. To arrive at a conclusion on this point, it was necessary that in the first place I should have definite information as to the main features of the scheme. From what has been already stated, it will be seen that I was confronted at the outset with the difficulty occasioned by the want of plans, and that the plans supplied to me were only such as might be expected in connection with a hurried preliminary examination of the scheme. These plans were the only ones obtainable from the Company in response to my letter of the 30th December last. Under these circumstances it was necessary for me to fall back on the only definite information authoritatively given regarding the main features of the scheme, namely, the statements of the professional gentlemen who have been the advisers of the Company. From the evidence given before the Select Committee, it appears that under the scheme proposed a supply of water for the town of Willyama would be pumped from Lake Speculation to Mount Taylor, where a reservoir would be constructed, and that from this reservoir the supply would be delivered by gravitation in Willyama.

The section supplied by the solicitors of the Company shows that the height of Mount Taylor above the surface of the water in Speculation Lake is 996·26 feet, and that the corresponding distance is 45 miles 70 chains; thus there remains a distance of 6 miles from Mount Taylor to Willyama. The evidence of the Company's engineers shows that Lake Speculation is filled by overflow from Menindie Lake, and that this in turn depends for its supply on the overflow of the river Darling. Hence the scheme contemplates the construction and maintenance of dams to retain the flood-water in Menindie and Speculation Lakes, and it also provides for falling back on the river Darling for the supply, in case the lakes fail.

From the outline of the scheme here given it is at once evident that the project is one of great magnitude, which would demand the most careful consideration. Before I could feel in a position to recommend such a scheme it would be absolutely necessary to feel assured that such consideration had been given to its main features and vital points.

The first question which should have been made clear is that the source of supply is permanent, or can be made so, and the method by which this permanence can be secured should have been stated.

It is surprising to find that on this most important point the evidence is not only incomplete but unsatisfactory. Under question 299 one of the professional advisers of the Company stated that in case Lake Speculation failed he would fall back on Lake Menindie, and under question 335 the same gentleman stated that if both lakes failed he would fall back on the river Darling. He further stated that the hole in the river Darling from which the water would be pumped as a last resource is a mile in length. The other professional adviser to the Company stated that this water-hole is about 8 miles in length (*see question 420*). The only conclusion which can be arrived at on this point is that the question as to reliability of what both these gentlemen admitted to be the last resource in time of extreme drought has not received such consideration as its importance demanded.

Lake Menindie, which forms the connecting link between the river Darling and Lake Speculation, is described as the first resource in case Lake Speculation were to fail (*see question 299*). This assumes that a permanent supply will be held up in Lake Menindie by dams, and it also assumes that this supply will be fit for use. The same assumptions are made in the answer to question 418, where it is stated that there was very little chance of the existing dams bursting. As a matter of fact, one of these dams has since been carried away, and at the time of my visit the water was running out of Lake Menindie in a stream about 120 feet wide. The surface of the lake was dotted over with the branches of polygonum which grows in very large quantities in the lake bed. Yet with the extensive vegetable growth in this lake, I find nothing in the papers to show that due consideration has been given to the question of the quality of the water in Lake Menindie during a period of protracted drought. On the whole, as in the case of the reservoir supply in the river Darling, whatever value Lake Menindie may have as a source of supply in case of need, this value not only has not been demonstrated in the papers, but has been left in the position of a doubtful question.

The immediate source of supply under this scheme is Lake Speculation, and in this case also the information is very defective, and even in some measure contradictory. One of the engineers who prepared the scheme states that a large part of the water in this lake must come from the hills, meaning apparently hills in its immediate neighbourhood. I have been unable to find, either in the evidence, elsewhere, or in the course of my inspection of the ground, anything to support this statement. Yet, it is scarcely necessary to point out, the statement is one of a very important nature. Again, in regard to the reliability of the supply in Lake Speculation, I find no information of a definite or satisfactory character. At the time of my recent visit and inspection the surface of the water in the river Darling was several feet

lower than that in Lake Menindie, while that in Lake Menindie was at least from $4\frac{1}{2}$ to 5 feet below the surface level in Lake Speculation. Yet the river Darling was unusually high for this period of the year. It will be readily understood from consideration of the state of affairs here described that Lake Speculation can be filled to its present level only during exceptionally high floods. The papers do not show that the question as to how often such floods occur has been dealt with in the thorough manner required by its importance.

While the want of sufficient consideration of the value of the sources of supply has left this all-important portion of the scheme in an unsettled state, the question of the character of the works necessary to the carrying out of the project is in even a less advanced stage. The pipe line which is shown in the sketch accompanying the official papers as perfectly straight is shown in the large plan as having a considerable detour to the south of the straight line. No reason for this detour is apparent, and no explanation is furnished with the papers.

The capacity of the reservoir on Taylor's Hill is a very important matter, and this point is not only unsettled, but the evidence regarding it, as given by the professional gentlemen employed by the Company, is conflicting. One of these gentlemen states that the capacity proposed is 30,000,000 to 40,000,000 gallons (see question 306). The same engineer afterwards stated (question 359) that this reservoir should contain at least half a year's supply—that is, 80,000,000 of gallons. The other professional adviser of the Company gave the opinion that the capacity of this reservoir should be 3,000,000 of gallons (see question 396).

To force the water up to the reservoir on Taylor's Hill it is proposed to have a number of pumping-stations (questions 261, 262, and 394). It appears that not only are the sites of these pumping-stations not decided on, but even the number of such stations is not settled. I was also unable to find any evidence that the pumping-stations at Lake Speculation and on the river Darling have been finally fixed.

As already pointed out, one of the professional advisers of the Company assumed that the dams which were constructed some years ago solved the question of retaining the flood-water in Lake Menindie (question 418). The other engineer to the Company stated that in the event of the failure of the supply in Lake Speculation it was the intention "to put a dam over Lake Menindie." The groundless character of the assumption that the storage of flood-water in Menindie lake has been provided for has already been pointed out. In regard to the statement that it is intended to put a dam over Lake Menindie, it is at once obvious that this is a very loose method of dealing with an important question, in regard to which information of a definite nature should have been supplied. It might be inferred from the answer to question 331 that dealing with the storage of water in Lake Menindie is a simple and inexpensive matter, whereas it is well known that a large amount of money has been spent in the construction and maintenance of dams for this purpose, and that the question is no nearer solution than it was at the start. My inspection of the ground convinced me that the construction and maintenance of dams for the storage of water in Lake Menindie is not by any means a simple matter, or one easily dealt with.

In the foregoing I have been under the necessity of falling back on the evidence of the engineers to the Company, as given before the Select Committee of the Legislative Council. This source of information is, however, specially recommended in the statement of the scheme supplied by the solicitors to the Company. I may here point out that this statement of the scheme, which is not more definite or more satisfactory than the evidence of the engineers, gives the average depth of Lake Speculation as about 30 feet, whereas the evidence given before the Select Committee shows that it is very doubtful whether the average depth exceeds half that figure.

On consideration of the whole case it appears to me that what the Company asks is that the Government should sanction a scheme for water supply in connection with which the permanence of the supply has not been fully inquired into, and the nature and extent of the necessary works have not been properly considered. Under these circumstances it is impossible for me to recommend that the scheme should receive sanction.

I have, &c.,

H. G. M'KINNEY,
Chief Engineer.

Roll of sections and plans received from the solicitors to the Broken Hill and District Water Supply Company are herewith returned.—H.G.M'K., 9/2/91. In view of this report it is not expedient that the scheme be approved.—H.W., 9/2/91. Submitted. The Company may be asked to give further information with respect to the questions raised by the Chief Engineer.—S. SMITH, 16/2/91. Will the Chief Engineer be good enough to supply the questions necessary to elicit the information required.—H.W., 17/2/91. The Chief Engineer.

The Chief Engineer, Water Conservation, to The Under Secretary for Mines.

Subject :—Broken Hill and District Water Supply Act.

Sydney, 19 February, 1891.

IN COMPLIANCE with the Minister's note of 16th instant, I can only point out that, as is shown in detail in my report of 4th instant, the scheme for supplying water to Broken Hill is incomplete in two most important points. In the first place no details are given to show how the permanence of the supply is to be maintained, and in the second place no details are given as to the character and number of works which the scheme would involve. Details are required as to these two matters, and explanations are required as regards the discrepancies between the statements of the two engineers who were the responsible professional advisers of the promoters of the scheme.

H. G. M'KINNEY,
Chief Engineer,
Water Conservation Department.

Submitted.—J.W.B., 19/2/91. The Under Secretary. Inform.—H.W., 19/2/91. Letter to Messrs. Laurence and M'Lachlan.—T.H.S., 23/2/91.

The Under Secretary for Mines to Messrs. Laurence and M'Lachlan.

Gentlemen,

Sydney, 23 February, 1891.

With reference to your communication of the 25th September last, addressed to the Hon. the Minister for Public Works, asking that the Government approve of the scheme submitted to you for the supply of water to the town and district of Broken Hill, I have the honor to inform you that before complying with your request the Hon. the Minister for Mines and Agriculture desires further information on the following points:—

In the first place no details are given as to how the permanence of the supply is to be maintained, and in the second place no details are given as to the character and number of works which the scheme would involve; explanations are also required as regards the discrepancies between the statements made before the Select Committee by the two engineers who were the professional advisers of the promoters of the scheme.

I have, &c.,

HARRIE WOOD,

Under Secretary.

The Officer-in-charge, Water Conservation, to The Chief Engineer, Water Conservation.

THE Honorable G. H. Cox called and saw the Minister in reference to this matter, and made a request that a copy of your report should be furnished to the Company. The Minister has approved of extracts being forwarded bearing upon the questions raised herein. Will you kindly mark those paragraphs of your report which you consider it desirable to furnish?

J.W.B., 4/3/91.

I have carefully re-read my report of the 4th ultimo, and conclude that the best course will be to send a complete copy of it. There is nothing in the report which does not bear directly on the Darling River scheme, and nothing which appears necessary to hold back.—H.G.M.K., 4/3/91. The Under Secretary.

Submitted.—J.W.B., 4/3/91. The copy may be supplied.—H.W., 5/3/91. Copy sent to the Honorable G. H. Cox, 7/3/91. Inform that the Minister will receive the deputation on Tuesday morning at 11 o'clock.—H.W., 13/3/91. The Secretary of Company informed, 13/3/91.

The Under Secretary for Mines to The Honorable G. H. Cox, Esq., M.L.C.

Sir,

Water Conservation, Department of Mines, Sydney, 7 March, 1891.

In accordance with your request, I have the honor to forward herewith, for your information, copy of the report of the Chief Engineer for Water Conservation on the scheme for the supply of Broken Hill with water, embodied in the Broken Hill and District Water Supply Act of 1888.

I have, &c.,

HARRIE WOOD,

Under Secretary.

The Under Secretary for Mines to The Secretary of the Broken Hill and District Water Supply Company (Limited).

Sir,

Water Conservation, Department of Mines, Sydney, 13 March, 1891.

I have the honor to inform you that the Honorable the Minister for Mines and Agriculture has agreed to receive the deputation from the Broken Hill and District Water Supply Company at 11 o'clock on Tuesday, the 17th instant.

I have, &c.,

HARRIE WOOD,

Under Secretary.

The Secretary of the Broken Hill and District Water Supply Company (Limited) to The Chief Engineer, Water Conservation.

Dear Sir,

Sydney, 16 March, 1891.

Will you kindly hand to the bearer the book of plans of our scheme, sent on to you by Messrs. Laurence and M'Lachlan?

I have, &c.,

FRED. FULLWOOD,

Secretary.

Received roll of plans and sections from Officer-in-charge, Water Conservation Department, in connection with the Broken Hill and district water supply.—For Broken Hill and District Water Supply Co., E. LARBALESTISS.

Messrs. Laurence and M'Lachlan to The Under Secretary for Mines.

Sir,

Sydney, 19 March, 1891.

Your letter of the 23rd of February (received by us on the 27th), referring to the Broken Hill and District Water Supply Company (Limited), Lake Speculation and Darling River scheme, was, immediately on receipt thereof, duly submitted by us to the Secretary of that Company, and we now beg to enclose you a copy of that officer's reply to us in answer to your said letter.

All the details that you referred to were gone into, and are made most clearly to appear in the evidence taken before the Committee, and are records quite accessible to your Department, or that of the Water Conservation, and to which we would again refer you.

We would ask you to point out to us, at your earliest possible convenience, the various differences and inaccuracies which you say exist "between the statements made before the Select Committee by the two engineers who were professional advisers to the promoters of the scheme," as the whole matter was thoroughly ventilated before the Committee, and it is impossible for us or the Company to ascertain what the Honorable the Minister refers to unless our attention is pointedly drawn thereto. As the matter stands at present the Company's engineers and officers are quite confident that there are no inaccuracies or differences whatever.

In

In conclusion, we would point out that the whole operations of this Company are being retarded and blocked through the delay in your Department in giving the necessary authority to proceed with the works and take possession of the lands, and as a consequence the Company is sustaining a most serious loss, and the objects for which it was formed are being absolutely defeated.

We have, &c,

LAURENCE AND M'LACHLAN.

The Chief Engineer states that the scheme is not submitted in such a definite form as can be dealt with. It is, I think, the duty of the Company to submit the scheme in such a definite and complete form that the Minister may know precisely what it is he is asked to sanction, and he should not be expected to search for information from any other source to supplement the scheme.—H. W., 20/3/91. Submitted.

I have already asked the Company to submit full particulars with respect to the scheme. Two shareholders called on me a few days since and promised to forward the information required without delay. I decline to sanction the scheme until my request has been acceded to.—S.S., 1/3/91.

[Enclosure.]

The Broken Hill and District Water Supply Company (Limited) Lake Speculation and Darling River scheme.
Dear Sirs, 263, George-street, Sydney, 14 March, 1891.

I duly received your letter of the 27th February, enclosing copy of a letter from Mr. Harrie Wood, Under Secretary for Mines, dated 23rd February (just then received), drawing attention to various alleged discrepancies which Mr. M'Kinney states exist in the evidence of the engineers on behalf of the Company before the Select Committee.

I am not aware that any differences worthy of consideration exist, and it seems very strange indeed to me that these alleged discrepancies were not specifically pointed out by him. I shall be glad if you will kindly ask Mr. M'Kinney to state what they are, as I feel (and pardon me for saying it) that the only object in not naming them was to cause delay to our obtaining possession of the lands under our Act of Parliament.

I am, &c.,

FRED. FULLWOOD,

Secretary.

Messrs. Laurence and M'Lachlan.

The Secretary of the Broken Hill and District Water Supply Company (Limited)
to The Under Secretary for Mines.

Sir,

Sydney, 26 March, 1891.

Enclosed I have pleasure in handing you copy of our engineer's report (Mr. Chas. O'Neill) in reply to the report of Mr. H. G. M'Kinney in reference to our scheme.

I have, &c.,

FRED. FULLWOOD,

Secretary.

[Enclosure.]

Engineer's Report.

Sydney, 24 March, 1891.

In reply to Mr. H. G. M'Kinney's report, dated 4th February last, which you have referred to me for reply, I now have the honor to report as follows:—

The information given in the sections and plans is in my opinion all that is necessary in a scheme of this description, as the sections show the levels all along the line of the scheme, and the plan gives the position with bearings, &c., of the proposed pipe-track, but to meet the suggestions of the Honorable the Minister for Mines, I have shown on the smaller scale plan (a copy of which is hereto attached) the proposed areas of land for pumping-stations, &c., given in the third Schedule of the Act of Parliament. The large scale, survey plan, and section is not, as Mr. M'Kinney suggests, "such as might be expected in connection with a hurried preliminary examination of the scheme." This survey was made by Mr. J. W. James, who personally took the levels, &c., from end to end of the line, and considerable time was spent thereon, and trouble and expense gone to, in order to arrive at the result. I have since gone over the line myself personally, and found it correct, and I now consider the said plans and sections as sufficient generally for carrying out the proposed works. Mr. M'Kinney lays particular stress on the permanency of the source of the supply, and states that "the method by which this permanency can be secured should have been stated." The permanency of the supply in this scheme is its leading feature. It has already been stated in the scheme attached to the petition to His Excellency the Governor that the immediate supply is from Lake Speculation, which contains about 7,000,000,000 gallons of water, or sufficient quantity to supply a population of 15,000 people at the rate of 20 gallons per head per day for a period of six years, even allowing for evaporation. It is also shown that Lake Menindie, a vast sheet of water of about 40 miles in circumference, is in close proximity, and can be used if necessity occasions it, and that at flood time this lake is invaluable to the scheme for conveying the rising waters into Lake Speculation for storage; and further, that the river Darling (the finest river in Australia) is to be tapped at a point about half-a-mile above the town of Menindie and water is to be obtained therefrom, and be pumped into Lake Speculation to keep up its level. During the severest periods of drought the river at this point always contains a large supply of running water. These facts being set out, I fail to see what more is necessary. Does Mr. M'Kinney question the supply in the river Darling, which has a watershed of many thousands of miles, extending as far north as Queensland?

According to the first report of the Royal Commission on the conservation of water, page 72, "The portion of the catchment area of the Darling lying within the Colony of Queensland is 103,650 square miles. In New South Wales the area of the basin as far as the junction of the Namoi at Walgett is nearly 20,000 square miles; whilst that part of the river above Walgett, including the Namoi, may be taken as 15,000 square miles. Total, 138,650 square miles. Bearing in mind that below Walgett the river flows a distance of 2,345 miles before it reaches the ocean, its importance can be better appreciated when it is considered that the above-mentioned catchment area at Walgett is nearly seven times the entire basin of the Thames."

It is quite certain that this is the very best supply obtainable for this important town, and would be the last in existence; all other supplies would have failed long before it. Mr. M'Kinney, at an interview which Mr. Stockdale, the secretary, and myself had with him, stated that he required figures as to the supply, but if these were furnished they would have to be obtained from his Department, and it seems strange for him to ask for facts which are already in his possession. Mr. M'Kinney stated that at the time of his visit there was "abundance of water," but in his opinion the supply had not been proved.

I do not, as Mr. M'Kinney assumes, rely on the dams in Lake Menindie for keeping up the supply, for at one time, but for the timely bursting of one of these dams through the extreme height of the flood, it was even thought of presenting a petition to the Minister to be allowed to either make a breach in one of these dams, or make a cutting around the same, so as to be able to avail of the flood-waters from the river Darling, which were being kept back thereby. It is not anticipated that the waters of Menindie would be required for any other purpose than as a means of conveying the flood-water into Lake Speculation, but the additional supply, when necessary, will be obtained by pipe direct from the river Darling. From the official records floods occur pretty often (at least once a year).

The following is the record of flood on the river Darling, from the report of Mr. Russell, Astronomer-General:—
1879, March 1st, rose slowly, lasted nine months; 1880, February 10th, rose suddenly 26 feet, lasted four months; 1881, January 25th, rose slowly 8 feet, lasted six months; 1882, February 4th, rose very suddenly 26 feet, lasted two months; 1883, February 24th, rose slowly 15 feet, lasted six months; 1884, February 19th, rose suddenly 8 feet, lasted

two

two months; 1885, January 22nd, rose suddenly to 28 feet at Wilcannia, lasted four weeks; 1886, June 5th, rose rapidly to 28 feet by June 28th, lasted to end of year; 1887, June 30th, rose rapidly to 31 feet by March 10th, lasted to June 17th; 1888, February 10th, rose rapidly to 26 feet by March 20th, lasted to April 16th; 1889, April 9th, rose rapidly to 6 feet, but was down again by May 20th.

It is quite true that Lake Speculation and in fact Lake Menindie have a watershed extending over a considerable area; both lakes are in a basin, and drain the whole of the slopes.

Though at the time of Mr. M'Kinney's visit there was a difference of several feet between the level of the river Darling and Lake Menindie, and Lake Speculation was some few feet higher than Lake Menindie, according to his own statement there was "abundance of water." The higher level of Lake Speculation is accounted for by dams which have been erected by the Company at the feeder between the lakes, such dams having been erected at great expense and trouble while the recent flood was at its height.

As to the difference in the proposed line of pipe as shown on the plans, I do not think it is fair for Mr. M'Kinney to compare the two plans, one of which (the large survey) is drawn to a scale of 4 inches to 1 mile, while the small litho. plan is only 1 inch to 16 miles, and is only a sketch plan, and shows the line perfectly straight. A slight bend in the line will be made, but it was not thought necessary to show this on so small a scale sketch-plan, besides which no limit of deviation is imposed under the Act, and the line will be laid down in the most suitable way for the successful working of the scheme.

Mr. M'Kinney is wrong in assuming that the pumping-stations have not been decided upon. The sites for these have been pegged out on the land; the plan hereto attached shows them. Mr. M'Kinney stated that being under the impression that Mr. James was the engineer to the scheme, and that I was merely called in as a consulting engineer, he had placed more importance on Mr. James' evidence, but I told him that Mr. James merely prepared the survey plan and sections, and that I had acted as engineer to the scheme ever since.

The scheme as now set forth is entirely different to the one laid down by him, his being a scheme for raising the water in some of the stages to the tops of towers, and allowing it to gravitate ahead, with direct pumping in other stages until the highest point is reached, and then allowing the water to gravitate therefrom into the town, whereas my scheme is a direct pumping scheme to the highest point, and gravity from thence to the town of Broken Hill.

Mr. M'Kinney seemed to have been very exacting in his scrutiny of the professional evidence, having drawn particular attention to any differences, however slight, in the quantities, &c., given by the engineers. I take it that the evidence taken before the Select Committee was only for the purpose of testing the principles of the scheme, and though the solicitors have coupled such evidence to the scheme, in point of being a true outline of the proposed works, the scheme itself takes precedence over the evidence. The object of supplementing the evidence was because it contains questions and replies on some minor points of detail which are not and could not well be furnished in the scheme itself. Mr. M'Kinney draws attention to the evidence as to the depth of Lake Speculation, and I would here point out that though there is a difference in the depth given, yet no doubt each witness gave his answer from his own personal knowledge at some special date (extending over a period of four years). During this time to my knowledge the lake has varied, but it is now, as stated, 30 feet deep.

I have, &c.,

CHARLES O'NEILL, M.I.C.E.

The Secretary of the Broken Hill and District Water Supply Company (Limited)
to The Under Secretary for Mines.

Sir,

Sydney, 6 April, 1891.

Referring to your letter of the 23rd February last, addressed to Messrs. Laurence and McLachlan, the solicitors for the Broken Hill and District Water Supply Company, Limited (Lake Speculation and Darling River scheme), and to their reply to you of the 19th March last, I would draw your attention to the fact that in your said letter of the 23rd February you did not in any way set out or enclose a copy of Mr. M'Kinney's report, although such document was of record in your office. After some considerable trouble our Chairman (Hon. G. H. Cox, M.L.C.) succeeded in obtaining a copy of such report, and immediately forwarded the same to me. I, as the secretary of the Company, thought that the best way of ascertaining what really was wanted would be to cause a meeting between Mr. M'Kinney and the Company's engineer (Mr. Charles O'Neill), and accordingly they met on the 11th March, and thoroughly discussed the matter. Mr. M'Kinney expressed his surprise at being called upon to report at all upon the matter, and was decidedly of opinion that the question of the permanence of the water was beyond all doubt. I was present at such interview, but in addition the Company's engineer reported to me, as secretary, not only the result of such interview, but his perusal and consideration of Mr. M'Kinney's report, and on the 26th March I forwarded to you a copy of Mr. O'Neill's report, which contained every piece of information that was possible to demand.

You will recollect that you arranged for a deputation from our Company to wait upon the Minister for Mines on the 17th March, and accordingly on that date, I, in company with Mr. Stockdale (promoter of scheme) and Mr. O'Neill (the Company's engineer), discussed the matter with the Honorable the Minister, but the only thing that the Minister appeared to require was that the sites of the pumping-stations should be definitely fixed upon the plan. This was done, and sent in to you on the 26th March, but up to the present date I have heard nothing further upon the matter.

I would again draw your attention to the fact that the delay in this matter is sapping the very life-blood of the Company, that the time within which operations are to be completed is limited by the Act of Parliament, that until the Government give the necessary sanction, or, in other words, *Gazette* notice of approval of the scheme, which has been sent in as far back as the month of September last, my Company is unable to sign the contract for the engines or pipes, or, in other words, proceed with the works, or in any way deal with the lands, or the rights for which they paid so much, and fought so hard, and obtained the Act of Parliament known as "53 Victoria, Broken Hill and District Water Supply Act, 1888."

In conclusion, I would remind you that any further figures, information, or corroboration can all be ascertained from the various Government Departments, and a re-perusal of the evidence taken before the Select Committee should at once convince the Honorable the Minister that every inquiry was made, and precaution taken, and all possible information elicited by the Committee before they sent in their report approving of the scheme, and on the faith and basis of which the Bill passed into an Act of Parliament.

Trusting that you will give this matter your immediate attention, if only out of regard to the inhabitants of Broken Hill, who are so badly in want of water, quite apart from the pecuniary and serious loss this Company is sustaining.

I have, &c.,

FRED. FULLWOOD,

Secretary.

How does this matter now stand?—H.W., 7/4/91. Further report herewith.—H.G.M'K., 8/4/91.

The Chief Engineer, Water Conservation, to The Under Secretary for Mines.

Broken Hill and District Supply Scheme.

Sydney, 9 April, 1891.

WITH reference to the accompanying remarks, dated 24th ultimo, on my report of 4th February, regarding the Broken Hill and District Water Supply Scheme, I beg to point out that what I objected to in connection with the scheme was the absence of proper plans and of definite information. It should not be necessary to state that this void cannot be satisfactorily filled by bold assertions or by discussions of the questions. The document dated 24th ultimo leaves the subject in the same position as before, but as it raises a number of objections to my report it is perhaps necessary to deal with these objections.

In the first place exception is taken to my statement that the plan and section supplied to me was such as might be expected in connection with a hurried preliminary examination of the scheme. This statement is simply met by a denial. As the Minister has seen the plan and section, and knows how meagre is the information they convey, I need not dwell on this point, but may add that the style of the plan and section would have warranted a much more uncomplimentary description than that given in my report. My statement that satisfactory information as to the permanence of the supply had not been furnished is met with the assertion that "the permanence of the supply in this scheme is its leading feature." The engineer to the Broken Hill and District Water Supply Company supports this statement by another equally daring assertion that "during the severest drought the river at this point always contains a large supply of running water." Unsupported statements such as these are calculated to damage seriously the cause which they are intended to serve. Before making such statements authoritative evidence to the contrary should have been dealt with. For instance, the published statements of Mr. J. B. Donkin, J.S., and Mr. F. B. Gipps, C.E., members of the late Water Commission, that "the absence of a constant stream in the Darling has been very prejudicial to the interests of the settlers in the western part of the Colony," "should certainly have been dealt with and refuted. Another published statement which should have been dealt with is that of Mr. W. J. Hanna, formerly Road Superintendent of the Western District, to the effect that he has seen the river Darling "when it was a chain of waterholes." Again, the statement of Mr. J. C. Tully, Inspector of Stock, that he had known the river Darling to be dry for several months, should also have received full consideration. It would be easy for me to mention another testimony of the same kind, but enough has been stated to bear out my contention that the question of permanence of the supply has not received the consideration it demands. Not only is the information as to the permanence of the supply incomplete, but it is inconsistent and contradictory. For instance, in the letter under reply it is stated that when the supply in Lake Speculation runs short it is not intended to take a supply from Lake Menindie, but to draw it direct from the river Darling, yet the gentleman who makes this statement informed the Select Committee that if Lake Speculation failed it was intended to fall back on Lake Menindie, and afterwards, if necessary, on the river Darling. The engineer to the Broken Hill and District Water Supply Company remarks that I appear to be very exacting in my scrutiny of the professional evidence, having drawn particular attention to any differences, however slight, in the quantities, &c., given by the engineer. Now, in regard to this, and referring to my report of 4th February, I wish to call attention to some of these differences described as "slight." The nature and capacity of the reservoir on the top of Taylor's Hill are important points in connection with the scheme, and in regard to it such differences as exist between 3,000,000 gallons, as stated by one of the engineers to the Company, and 30,000,000 to 40,000,000 gallons, as stated by the present engineer to the Company, surely cannot be considered slight. Again, in the same case, the present engineer to the Company stated in one part of his evidence that the capacity of the reservoir would be 30,000,000 to 40,000,000 gallons; and in another that it would be at least half a year's supply, which, with the data furnished, may be taken as 80,000,000 gallons. This also cannot be described as only a slight difference. Again, the small plan supplied with the statement of the scheme showed the pipe line as straight, and the evidence of Mr. Stockdale described it as being straight, while the surveyed line when plotted on the maps, as nearly as it can be with the very defective information supplied, deviates by several miles from the straight line. This difference also cannot be described as slight. Such a deviation may be necessary, but the evidence not only discloses no reason for such deviation, but tends to show that no reason existed.

With regard to the "storage capacity" of Lake Speculation, Mr. Stockdale, who knows that neighbourhood intimately, stated in his evidence that the average depth was about 1½ feet; Mr. O'Neill, then consulting engineer to the Company, stated the depth of the lake to be 18 feet; and, lastly, the official statement of the scheme described the average depth as 30 feet. These are surely not "slight" differences when such important issues are involved. Among minor points raised in the remarks of the engineer to the Company is the fact that at the time of my visit I found abundance of water in Lake Speculation. Considering my visit was made shortly after the occurrence of high floods, I fail to see that this proves anything except that during and immediately after high flood large quantities of water are available.

The statement is repeated that Lake Speculation and Lake Menindie "have a watershed extending over a considerable area," and that "both lakes are in a basin, and drain the whole of the slopes." This description is certainly misleading. The best reply is that furnished by the gentleman who makes the statement, and is to be found in his evidence before the Select Committee, when, in speaking of the country near Lake Menindie, and between that place and Broken Hill, he mentioned that he was "astonished at its flatness," and that "it looked just like a sea."

It appears from the document under reply, and from the tracing attached to it, that the number of pumping-stations is now decided upon, and is fixed at eight. In the evidence of the engineer who now furnishes this information it was distinctly stated that five pumping-stations would be ample. I think the Minister has a right to know the ground for important changes such as this, which involve corresponding changes as to the land required. Exception is taken to my assumption that Mr. James was the engineer who prepared the scheme, and that Mr. O'Neill was called in as consulting engineer to advise as to its feasibility, &c. This conclusion was based entirely on the evidence of these gentlemen, and particularly on that of Mr. O'Neill, who stated distinctly when the scheme was being considered by the Select Committee that he was not the engineer to the Company, but that his advice was sought as consulting engineer. It appears that the scheme as it now stands is entirely different to that investigated and recommended by the Select Committee.

Whether

Whether this affects the validity of the Act is a question beyond my province, but the state of affairs indicated is alone sufficient to show the absolute necessity for obtaining definite information as to what are really the intentions of the Company.

Whilst writing the foregoing, a letter from the secretary to the Company, dated the 6th instant, has been handed to me. There are only two points in that letter which require notice from me. The first is a complaint as to the delay in sanctioning the scheme. This delay, as is abundantly evident from the correspondence, is entirely due to the neglect of the Company to furnish proper plans and definite information. The second point calling for remark is the statement that I gave the opinion that there is no question as to the permanence of the supply. I need scarcely state that this is a complete misapprehension. Any statement of opinion from me under such circumstances would entirely be out of place. The officers of the Company appear to have failed to see that such a question as the permanence of the supply should not be left as a mere matter of opinion, but should be so established by facts and figures as to be a matter of practical certainty, and this, I consider, has not been done.

The Broken Hill and District Water Supply Act confers large powers, and grants important concessions, amongst the latter being the right to acquire extensive areas of land.

The tracing supplied with the letter of the Company's engineer, dated 24th ultimo, shows that in the immediate neighbourhood of Menindie the land required will have a frontage to the river Darling of considerably over a mile in a direct line, this being equivalent to more than 2 miles of actual river frontage. Altogether, 10,000 acres of land in large blocks, in addition to the intervening strips of land required for the pipe line, are shown as necessary. In addition to these great concessions in regard to land, there are the important concessions and powers as to water supply, and I observe that in the prospectus of the Company it is stated to be the intention to construct a tramway for goods and passenger traffic.

Even independent of the statement of the engineer to the Company already referred to, it is clear that the scheme as it now stands is "entirely different" to that inquired into by the Select Committee.

The Minister is asked by the Company to sanction this great scheme, supported, as it is, chiefly by assertions without proof, evidence wanting in consistency, and meagre outline plans, which not only convey very little information, but in important points are not even drawn to scale. On the whole I see no reason for altering the conclusion previously arrived at, that this scheme has not been placed before the Minister in such a manner to warrant its sanction.

H. G. M'KINNEY,
Chief Engineer for Water Conservation.

Statement by The Honorable the Minister for Mines and Agriculture.

Broken Hill and District Water Supply Act.

Sydney, 24 April, 1891.

I HAVE again examined the papers on this subject, and find that there are several important matters which have not been made sufficiently clear.

In the first place, considering that the Act confers great power on the Company in regard to the resumption of land, it appears to me that the Company should supply me with definite information as to the position of the land proposed to be taken. Not only has this not been done, but in the latest plan furnished to me by the Company the portions of land required extend only approximately, and are not drawn to scale.

Again, as the scheme involves a large expenditure of money, as well as great public interests, it is most important that the permanence of the water supply, on which the whole scheme depends, should be made clear in the papers. It appears to me that it is incumbent on the Company to afford conclusive evidence as to the soundness of the scheme in this particular; and this, in my opinion, has not yet been done.

No plans of the work proposed to be carried out by the Company have been submitted to me, and as the information supplied in regard to these works is wanting in consistency, I am in no position to decide as to the suitability of the arrangements proposed.

Considering, as I do, that the Company has failed to supply me with definite and detailed information, such as the importance of the case demanded, I cannot see my way to approve of the scheme.

S. SMITH.

For the information of the Chief Engineer, before informing the Company in the terms of the Minister's minute.—J.W.B., 28/4/91. Seen.—H.G.M'K., 28/4/91. Letter sent.—T.H.S., 28/4/91.

The Under Secretary for Mines to The Secretary, Broken Hill and District Water Supply Company (Limited).

Sir,

Water Conservation, Department of Mines, Sydney, 28 April, 1891.

I am directed by the Honorable the Secretary for Mines and Agriculture to acknowledge the receipt of your communication of the 6th instant, urging that approval may be given to the Darling River scheme of the Broken Hill and District Water Supply Company (Limited) for the supply of water to Broken Hill, and in reply to inform you that, considering that the Act confers great power on the Company in regard to the resumption of land, it appears to him that the Company should supply him with definite information as to the position of the land to be taken. I am therefore directed to point out that not only has this not been done, but in the latest plan furnished him by the Company the extent of the portions of land required is only approximately shown, and the portions are not drawn to scale.

I am directed to state that Mr. Secretary Smith is of opinion that as the scheme involves a large expenditure of money, as well as great public interests, it is most important that the permanence of the water supply on which the whole scheme depends should be made clear, and that it is incumbent on the Company to afford conclusive evidence as to the soundness of the scheme in this particular, and that this has not yet been done.

I am to add that no plans of the work proposed to be carried out by the Company have been submitted to him, and that as the information supplied in regard to these works is wanting in consistency, he

is in no position to decide as to the suitability of the arrangements proposed, and considering, as he does, that the Company has failed to supply him with definite and detailed information, such as the importance of the case demands, he cannot see his way to approve of the scheme.

I have, &c.,
HARRIE WOOD,
 Under Secretary.

The Secretary of the Broken Hill and District Water Supply Company (Limited) to
 The Under Secretary for Mines.

Sir,

Sydney, 19 May, 1891.

I have the honor to acknowledge the receipt of your letter of the 28th ultimo, setting forth the reason why the Honorable the Minister for Mines and Agriculture cannot see his way at present to approve the scheme of the Broken Hill and District Water Supply Company (Limited) under the Broken Hill and District Water Supply Act of 1888, and in reply would point out that the plan which accompanied the engineer's report of 24th March, 1891, showed the positions of the lands required to be taken by the Company under the third schedule of the above-mentioned Act, and I am informed by the engineer that although the dimensions of each proposed site were not set out on the plan, yet such plan (although small) was drawn to a scale of 2 miles to an inch. I may say that several of the sites of the proposed lands have been set out, namely, two blocks of land of 1,000 acres each, adjoining Lake Menindie and Speculation, while the 1,500-acre block of land near to the town of Broken Hill has not only been set out but gazetted, in compliance with Part I, section No. 2, sub-sections Nos. 1 and 2, of the said Act. For your information, I enclose herewith a copy of the *Government Gazette* containing such notice, on page 1158. This notice appeared for three consecutive weeks in the *Government Gazette*, namely, on 7th February, 1890, 14th February, 1890, and 21st February, 1890, and also in the *Barrier Miner*, a local paper, on the same dates. As to the permanency of the supply, the engineer in his report went into the matter fully, but I might say that this, as well as other points of detail of the scheme, had been previously threshed out by the Select Committee.

I shall be glad to be informed as early as possible what plan it is that the Honorable the Minister wishes, as it is difficult to understand the third paragraph of your letter on this point. Is it a working plan of the scheme that is required? The book of plans furnished through Messrs. Laurence and McLachlan showed a plan of the whole scheme, with the pipe-track proposed to be laid down marked thereon, together with the bearings, and also a complete section of the country proposed to be traversed by the scheme. At an interview a deputation from my Company had with the Honorable the Minister, when I was present, we were led to believe that all that was required was that the positions of the various blocks of land should be shown upon the plan, and this request has been complied with.

I have, &c.,
FRED. FULLWOOD,
 Secretary.

The Chief Engineer.—H.W., 20/5/91.

The Chief Engineer, Water Conservation, to The Under Secretary for Mines.

Sydney, 23 May, 1891.

TAKING seriatim the statements contained in the accompanying letter, dated 19th instant, there is first the statement that the "plan which accompanied the engineer's report of 24th March, 1891, showed the positions of the lands required to be taken by the Company." With reference to this, it is sufficient to explain that the map referred to shows one block noted as 1,500 acres, six which are each noted as 1,000 acres, and three which are each noted as 500 acres. The first of these areas is marked with a fair degree of correctness as to area, but is out of position on the plan. The areas intended as 1,000 acres each vary in reality from 560 to 910 acres, that on the bank of the river Darling, close to the town of Menindie, being most inaccurate of all, and the areas of 500 acres each vary on the plan from 360 acres up to 450 acres. It is scarcely necessary to add that a plan which is inaccurate to such a degree as this, especially in view of the fact that the land involved includes important river frontage, and the commanding position between the Menindie and the Speculation Lakes, is simply valueless as a guide in determining the propriety of conferring such important powers as are claimed under the Act.

The difficulty as to proving the permanence of the water supply is lightly passed over, with the remark that that subject has been fully dealt with by the Company's engineer in his report, and that it was "threshed out by the Select Committee." I have already pointed out that in regard to the permanence of the supply the Company's engineer has supplied bold assertions instead of substantial proofs, and that the evidence furnished to the Select Committee was neither complete nor satisfactory. Not only so, but this question was "threshed out" in a very different manner by the late Water Commission, as has already been shown, the result of that inquiry being in fact in direct opposition to the statements made on behalf of the Company.

In reply to the question as to what plans are required, it is sufficient to state that plans showing the position as well as the area of the land required should be submitted, and that general plans and a description of the works should also be supplied. As matters stand, it is impossible for this Department to locate the land proposed to be acquired by the Company, or to form any clear conception of the nature or extent of the works proposed. The engineer to the Company states that the project is entirely different to that placed before the Select Committee, and the prospectus refers to a tramway for passengers and goods traffic as an important feature in the scheme, though such a work was not even mentioned to the Select Committee. This fact alone shows the necessity for obtaining full information as to what the scheme really is before granting sanction to carry it out.

H. G. M'KINNEY,
 Chief Engineer.

Submitted.—G.E.H., Assistant U.S., 26/5/91. The Company should be asked to supply a proper plan, showing the land required, and a general plan and description of the work proposed.—S. SMITH, 28/5/91. Asked.—W.J.L., 1/6/91.

The Under Secretary for Mines to The Secretary of the Broken Hill and District Water Supply Company (Limited).

Sir,

Sydney, 1 June, 1891.

With reference to your communication of the 19th ultimo, I am directed by the Hon. the Minister for Mines and Agriculture to request that you will be good enough to supply a proper plan showing the land required, also a general plan and description of the works proposed in connection with the Broken Hill and District Water Supply Company (Limited).

I have, &c.,
HARRIE WOOD,
Under Secretary.

Mr. Fred. Fullwood, Secretary, The Broken Hill and District Water Supply Company (Limited), to The Under Secretary for Mines.

Sir,

Sydney, 18 August, 1891.

In response to the request of the Honorable the Minister for Mines and Agriculture, and his engineer Mr. M'Kinney, at interviews held a few weeks ago, the plan herewith has been prepared, showing the fullest information obtainable in connection with the holdings on the land through which the scheme of my Company passes, and I am requested to ask that you will kindly bring the matter before the Honorable the Minister forthwith, and ask him to grant his approval to the scheme.

To save time the original plan is forwarded, but I am requested to ask you to be good enough to return the same to me on application.

I have, &c.,
FRED. FULLWOOD,
Secretary.

The papers and plan now submitted may perhaps be forwarded to the Chief Engineer for report.—
J.W.B., 22/8/91. The Under Secretary. Approved.—H.W., 24/8/91. Report herewith.—H.G.M'K.,
27/8/91.

The Chief Engineer, Water Conservation, to The Under Secretary for Mines.

Sydney, 27 August, 1891.

With reference to the accompanying letter, dated 18th instant, from the Secretary of the Broken Hill and District Water Supply Company, I beg to point out that the Minister's requests, as conveyed in the Under Secretary's letter of 1st June last, have been complied with on only one point. The plan now supplied shows on a scale of 2 miles to an inch the land required by the Company, and also shows the position of the proposed pipe line. I may mention that this plan differs very materially from that of the land and pipe line already received from this Company, although the Company's letter of 19th May asserted that the position of the various blocks of land required were properly shown on the first map forwarded. The descriptions of the proposed works and the general plan of them, which were called for in the Under Secretary's letter of 1st June, are not even referred to in the letter now received from the Company. I have already pointed out the unreasonableness of the Company's request that the Minister should sanction a most important scheme of which not only the details but the plans and descriptions of the main features are persistently withheld from him. From the outset no serious attempt has been made to prove the permanence of the supply. As an instance of the defective manner in which information regarding the scheme is supplied I may mention that since the date of my last letter on this subject I have had a line of soundings taken along the centre of Lake Speculation from end to end, and found that the general depth was 20 feet 3 inches. The prospectus of the Company gives the depth as 30 feet.

On the whole the Company should certainly furnish a clear description of the scheme, showing by facts and figures how the scheme is to be rendered permanent, and it should also supply a general plan showing the works, and particularly the reservoir, from which the water will flow by gravitation to Broken Hill.

H. G. M'KINNEY,
Chief Engineer.

Memo. from The Chief Engineer, Water Conservation, to The Under Secretary for Mines.

Broken Hill and District Water Supply, Lake Speculation scheme.

7 September, 1891.

THE Act authorising this scheme was assented to on 1st October, 1889. On 11th March, 1890, the Company addressed a petition to the Governor asking permission "to put in force the several powers contained in Part III of the Act with respect to the acquisition of lands otherwise than by agreement." On 12th March, 1890, the Company forwarded that petition, together with a covering letter, to the Principal Under Secretary, but neither the letter nor the petition contained any reference to arrangements made or proposed for carrying out the works contemplated in the scheme.

After examination of the petition and the letter accompanying it, the Minister considered it necessary to send the petition to the Crown Solicitor for his opinion regarding it, and this was done on 22nd April, 1890. On 2nd May, 1890, the papers were returned by the Crown Solicitor, together with an opinion from the Attorney-General. In this opinion a serious defect in the Act was pointed out, the consequence of which was that the intention of the Act was not clear. It was also pointed out that the mode of proceeding by petition was inapplicable to this case.

The next action taken by the Company was that indicated by their letter of 25th September, 1890, addressed to the Minister for Public Works. Accompanying this letter was an opinion from counsel (Mr. R. E. O'Connor), and also an outline of the scheme and a copy of the Act. In another letter addressed to the Under Secretary for Public Works, and dated 10th October, 1890, the Company inquired whether, as had been verbally arranged, the papers had again been referred to the Attorney-General. In regard to this the Minister for Public Works, in a minute dated 17th October, 1890, directed that the papers should be forwarded to the Minister for Mines and Agriculture. On 11th November, 1890, the papers were submitted to the Minister for Mines and Agriculture, who on that date directed

directed that they should again be sent to the Attorney-General for his opinion. On the 24th November, 1890, the papers were returned by the Crown Solicitor with a further opinion from the Attorney-General. In this opinion it was laid down that certain words in the Act might be treated as surplusage, but that the Governor's approval of the scheme was necessary, and also of the subsequent taking of the land. In view of this opinion the Minister for Mines and Agriculture, in a minute dated 27th November, 1890, directed Mr. M'Kinney to report on the scheme.

About the middle of December, 1890, an agent of Messrs. Laurence and M'Lachlan called on Mr. M'Kinney and inquired whether he was dealing with the question. The agent was informed that the matter would be dealt with as soon as possible, but that plans of the scheme would be required from the Company. These he promised to send, but as no plans had arrived on 30th December, when Mr. M'Kinney was preparing to leave Sydney on a tour of inspection, he wrote a letter to the Under Secretary asking that a letter should be sent by a special messenger to Messrs. Laurence and M'Lachlan. In response to this urgent request Messrs. Laurence and M'Lachlan, on 31st December, sent a portfolio of plans, showing the result of the levels and survey of the proposed scheme, and requested that the plans should be returned. The information given in these plans was meagre and defective as regards both the line and levels, and contained nothing of a definite nature either as to the land proposed to be taken up or the nature of the works to be constructed. The line was, however, entered on the maps in the head office, and a personal inspection of the line and the sources of the supply was made without delay by Mr. M'Kinney.

On 4th February of the present year Mr. M'Kinney presented his report on the scheme. In this report it was pointed out that the information as to the permanence of the supply was not only meagre and unsatisfactory, but that it was also in important particulars contradictory, and that the same description applied to the statements regarding the character and extent of the proposed works.

This report was considered by the Minister, who called upon Mr. M'Kinney for a brief statement of the further information required. The Minister's request was complied with on the 19th February, and a letter, conveying his decision on the matter, was forwarded to the Company on 23rd February. The Company did not reply to this letter, but one of the provisional directors called at the Mines Department about ten days later, and asked for a full copy of Mr. M'Kinney's report. This was sent on 7th March. The Company, instead of supplying the information asked for, requested to be heard by deputation. This request was acceded to, and the deputation waited upon the Minister on 17th March. On 19th March the solicitors to the Company, in a letter addressed to the Under Secretary, alleged that all the details required "were gone into, and are made most clearly to appear in the evidence taken before the Committee."

The letter of the solicitors to the Committee further stated "that there are no inaccuracies or differences whatever" in the information supplied about the scheme, and it concluded by complaining of the delay on the part of the Government in not sanctioning the scheme. This letter was practically a refusal to supply plans or definite information, and the Minister in his minute on it wrote, "I have already asked the Company to submit all particulars with respect to the scheme. Two shareholders called on me a few days since, and promised to forward the information required without delay. I decline to sanction the scheme until my request has been acceded to."

On 26th March the Company sent in a plan purporting to be on a scale of two miles to an inch, and with it a memorandum by the engineer to the Company, reviewing Mr. M'Kinney's report. The plan thus supplied was incorrect and misleading as to the position and extent of the land proposed to be taken up, and in any case if it had been correctly drawn it could not have given satisfactory information on such a scale. No plan whatever relating to the proposed works was supplied, and the memorandum of the engineer to the Company was merely of a controversial nature.

On 6th April a letter was addressed by the Company's secretary to the Under Secretary for Mines, reiterating the request for sanction of the scheme, and re-asserting that all information had been supplied "that was possible to demand."

On 9th April, Mr. M'Kinney pointed out that the memorandum of the engineer to the Company and the letter of the secretary did not advance the question in the slightest degree. The former, instead of supplying satisfactory plans and information, introduced controversy, and furnished assertions where facts and proofs were wanted. The secretary to the Company, after stating that the papers supplied "contained every piece of information that was possible to demand," remarked, "I would remind you that any further figures, information, or corroboration can be ascertained from the various Government Departments." In other words, if the information was insufficient or unsatisfactory, the duty of completing that information was left to the Government.

In a minute dated 24th April the Minister stated that in view of the great powers conferred by the Act and the extensive interests involved it was absolutely necessary that the Company should submit more definite information, accompanied by plans, before he could sanction the scheme. On 19th May the secretary to the Company wrote to the Under Secretary stating that the plan which was forwarded with the memorandum from the Company's engineer showed the blocks of land proposed to be taken up. With regard to the permanence of the scheme, the letter stated that that subject had been "thruled out by the Select Committee." The secretary then inquired what plans were wanted by the Minister. On 1st June the Minister, in reply to the letter of the secretary to the Company, mentioned that he required a proper plan of the land to be taken up, and a general plan and description of the works proposed. On 18th August the secretary to the Company addressed a letter to the Under Secretary, and forwarded with it a plan on a scale of 2 miles to an inch showing the land proposed to be taken. The letter added that as the plan was an original one its return was requested. No general plan of the works proposed nor any description of them was submitted.

On 27th August, Mr. M'Kinney pointed out that the Minister's request had been complied with on only one point, and that even in regard to this the Company had been very sparing of information.

SUMMARY.

The Broken Hill and District Water Supply Act was assented to on 1st October, 1889. For nearly five and a half months after that date the Company took no action, and even then it simply submitted a petition asking permission to put in force the part of the Act relating to the acquisition of the land. A further delay of nearly six months occurred through questions arising from the faulty drafting

drafting of the Act, as well as through the dilatoriness of the Company in dealing with the matter. Thus nearly a year elapsed between the date of assent to the Act and the date on which the Company submitted an outline of the scheme and a statement of its position in regard to the faulty drafting of the Act. No plans accompanied that statement of the scheme, and the outline given was meagre and unsatisfactory.

During the eleven months which have elapsed since the Company supplied its short outline of the scheme, the Minister has repeatedly pointed out that before he can sanction such an important work it is absolutely necessary that the scheme should be fully described, and proper plans submitted regarding it. Up till the present time no plans have been submitted to show the character of the work proposed, and no definite information regarding these works has been supplied. Even in regard to the land required it was not till 18th ultimo that the Company despatched a plan on the scale of 2 inches to an inch, showing the land proposed to be taken, and even this was not accompanied by a description which would make it possible to identify the land.

The Broken Hill and District Water Supply Company is granted concessions of a most important description by the Act. The area of land proposed to be taken up by the Company is 12,000 acres, and the Company has the right to pump water from the river Darling and from Menindie and Speculation Lakes. The Act gives the Company the right to charge for this water up to a maximum rate of 15s. per 1,000 gallons. The Company estimates that the works will cost £200,000. It is abundantly evident from the importance of the concessions granted that the Government should be fully advised as to how the concessions are to be used.

It has already been shown that from first to last the Company has neglected to supply such information as is always considered necessary in connection with any important scheme. Under any circumstances full and satisfactory information would be necessary before the idea of sanctioning the scheme could be entertained, but there are features in connection with this scheme which render such information doubly important. In one of the communications received from the Company it is admitted that the scheme as now adopted is "entirely different" from that laid before and sanctioned by the Select Committee. This admission alone is sufficient to show that great care is required in ascertaining what the scheme really is. Again, in the prospectus of the Company, under the heading "Proposed Tramway," the following words are to be found:—"It will be seen that amongst the magnificent land concessions under the Company's special Act of Parliament, as given on page 8, is a strip of land, 3 chains in width, extending over the whole length of the scheme from Broken Hill to the river Darling, a distance of about 66 miles, upon which it is the ultimate intention of the Company to construct a tramway of a substantial and permanent character, which will be available for goods and passenger traffic." No such tramway was provided for in the Act, nor was the question brought in any way before the Select Committee which inquired into the scheme.

In short, what the Company practically asks is that the Minister should give his sanction to a scheme of which not only the details but some of the most important features are withheld from him, and to the granting of important concessions without being supplied with definite information as to how these concessions are to be used.

H. G. M'KINNEY,
Chief Engineer.

Submitted for the information of the Minister.—J.W.B., 10/3/91. The Under Secretary. Submitted.—H.W., 11/9/91. Seen.—S. SMITH, 12/9/91.

Messrs. Laurence, M'Lachlan, and Williams, Solicitors, to The Honorable the
Minister for Mines.

Sir,

Sydney, 29 September, 1891.

Observing that the papers in connection with this matter are to be laid upon the Table of the Legislative Assembly, we have the honor to point out, under instructions from our clients, the Broken Hill and District Water Supply Company (Limited), that the large plan of the scheme which was produced to the Select Committee on Broken Hill and District Water Supply Bill, on 3rd May, 1888, and 30th November, 1888, is in our hands, and we would ask that we may be informed whether such plan will be required for reference, in which case it can be produced whenever required.

Requesting the favour of an early reply.

We have, &c.,
LAURENCE, M'LACHLAN, AND WILLIAMS.

NOTE: Submitted as to whether tracings of the plan referred to accompanying the papers in the case now being prepared for laying on the Table of the House.—J.W.B., 7/10/91. The Under Secretary. If the plan is referred to in the papers required a tracing will have to be prepared.—G.E.H. (for U.S.), 7/10/91. Ask the Company for loan of this plan.—J.W.B., 20/10/91.

Messrs. Laurence, M'Lachlan, and Williams, Solicitors, to The Honorable the
Minister for Mines and Agriculture.

Sir,

Mutual Life Buildings, George and Wynyard Streets, Sydney, 15 October.

We have the honor to inform you that the Select Committee of the Legislative Council on the Broken Hill and District Water Supply Amendment Bill will sit at 2:30 to-morrow (Thursday), in No. 1 Committee-room, to hear evidence.

We give you notice, as solicitors for the promoters of the Bill, in order that you may attend or be represented, if you so desire.

We have, &c.,
LAURENCE, M'LACHLAN, AND WILLIAMS.

Place with papers *re* this, the Chief Engineer having attended and given evidence.

Mr.

Mr. D. M'Mordie, for Chief Engineer, Water Conservation, to The Officer-in-charge,
Water Conservation.

Select Committee Proceedings, Broken Hill Water Supply Extension Bill.

Sydney, 16 October, 1891.

I ATTENDED the meeting of the Select Committee yesterday afternoon in accordance with the Minister's instructions. The Secretary to the Company (Mr. Fullwood), Mr. O'Neill, and Mr. Cox, M.L.C., were examined. It was stated in evidence that the Mines Department had, without sufficient reason, prevented the Company proceeding with their scheme. The Committee adjourned till next Thursday to take Mr. M'Kinney's evidence.

I beg to suggest for the consideration of the Minister the advisability of having the correspondence with the Company and official reports printed or type-written in time for the next meeting of Committee, as such correspondence, &c., would probably be of more service in giving full information to the Committee than the verbal evidence obtained.

D. M'MORDIE,
(For Chief Engineer).

Messrs. Laurence, M'Lachlan, and Williams, Solicitors, to The Officer-in-charge,
Water Conservation.

Broken Hill and District Water Supply Act.

Sir, Mutual Life Buildings, George and Wynyard Streets, Sydney, 21 October, 1891.

We have the honor to forward herewith (1) large plan of scheme, which was produced to Select Committee on Bill; (2) smaller plan of scheme, produced by your officer to the Select Committee sitting on the Amendment Bill on Thursday last.

We understand that these are required in order that they may be laid on the Table of the Legislative Assembly, with other papers in your Department, to-night.

The large plan, it must be understood, is to be returned to us, as solicitors for Company, as it has been placed in our custody.

We have, &c.,
LAURENCE, M'LACHLAN, AND WILLIAMS.

A plan has been received purporting to be the plan submitted previously to this Department. The receipt of a plan may be acknowledged, and Messrs. Laurence and M'Lachlan informed that the plan is not the one previously submitted, and they may be asked to forward the other without delay.—J.W.B., 21/10/91. The Under Secretary.

Approved.—H.W., 22/10/91. Letter sent.—T.H.S., 22/10/91.

The Officer-in-charge, Water Conservation, to Messrs. Laurence, M'Lachlan, and
Williams, Solicitors, Sydney.

Sirs, Sydney, 22 October, 1891.

I have the honor to acknowledge the receipt of a plan received from you in connection with the Broken Hill and District Water Supply Company's scheme; and to inform you that it is not the same as previously submitted, nor the one asked for. I have the honor to request, therefore, that you will be good enough to forward the other without delay.

I have, &c.,
JAMES W. BOULTBEE,
Officer-in-charge.

Messrs. Laurence, M'Lachlan, and Williams, Solicitors, to The Officer in Charge,
Water Conservation.

Sir, Sydney, 22 October, 1891.

We have the honor to acknowledge the receipt of yours of even date, and in reply to point out that the large plan you referred to has been in your Department on two or three occasions.

The portfolio of tracings, which we presume is what you desire, is not now in our possession, but we are informed that the tracings were exact copies from the large plan now in your hands.

We have, &c.,
LAURENCE, M'LACHLAN, AND WILLIAMS.

The large plan now submitted has never been in my hands before, and the Chief Engineer states that he never saw it before. Messrs. Laurence and M'Lachlan may, perhaps, be asked to specify the date when, and by whom, and to whom, the plan was submitted upon the several occasions referred to. The tracings previously submitted were not exact copies of this plan.—J.W.B., 22/10/91.

The Under Secretary. Approved.—H.W., 22/10/91. Inform, 22/10/91. Letter sent.—T.H.S., 23/10/91.

The Officer-in-charge, Water Conservation, to Messrs. Laurence, M'Lachlan, and
Williams, Solicitors, Sydney.

Sirs, Sydney, 23 October, 1891.

Referring to your communication of yesterday's date, stating that the large plan in connection with the Broken Hill and District Water Supply Scheme, submitted by you a few days back, has been in this Department on two or three occasions, I have the honor to inform you that this plan has never been in my hands before, neither has the Chief Engineer previously seen it.

I shall be obliged, therefore, if you will be good enough to specify the date when, by whom, and to whom the plan was submitted upon the several occasions referred to.

I have, &c.,
JAMES W. BOULTBEE,
Officer-in-Charge.

Messrs.

Messrs. Laurence, M'Lachlan, and Williams, Solicitors, to The Officer-in-charge,
Water Conservation.

Sir,

Sydney, 26 October, 1891.

We have the honor to acknowledge receipt of your favour of 23rd instant, in reference to the large plan in connection with the Broken Hill and District Water Supply Scheme, and in reply beg to say that, according to our instructions, the plan in question was produced to the Chief Engineer by the secretary of the Company, at his office, at interviews which took place on the 11th March, 1891, and 27th June, 1891, and also to the Hon. the Minister for Mines, at an interview which took place on the 30th June, 1891.

We might add that on the 29th ultimo we wrote to the then Minister, pointing out (in view of the motion made in the Assembly that all papers be laid on the Table of the House) that the large plan was in our hands and available for production if required, to which letter we are, so far, without an acknowledgment.

LAURENCE, M'LACHLAN, AND WILLIAMS.

The Chief Engineer, 29/10/91.

Memorandum from the Chief Engineer, Water Conservation, to The Under
Secretary for Mines.

Broken Hill and District Water Supply.

28 October, 1891.

WITH reference to a large plan and section of the proposed pipe line from Menindie to Broken Hill, I beg to add the following remarks to my memorandum of the 8th ultimo:—

The large plan and section bearing the signature of Mr. James, who took the levels for the Broken Hill and District Water Supply Company, was shown to me for the first time on 22nd instant, and was made over to me for examination on 24th instant. The section is on a horizontal scale of 10 chains to an inch, and a vertical scale of 40 feet to an inch. The plan is on a scale of 20 chains to an inch, and bears date March 22nd, 1888.

On the section figures are given apparently indicating the ground level at every 10 chains, and levels are also given at a few intermediate points. The datum of these levels is given as 20 feet below a bench mark on the bank of the river Darling, but I have been unable to find any trace of this bench mark. The result of a search which I have had made is that no peg or bench mark in connection with this survey could be found within 6 miles of Menindie. So far as the levels are concerned this would not be of any consequence if the levels were connected with any permanent building or mark of any kind at Menindie, but the section contains no evidence of any such connection. The levels end at the town of Wilyama, or Broken Hill, but there, also, there is no evidence that the levels were connected with those of the Broken Hill tramway or with any permanent building. The only clue by which an approximate connection can be made with known levels is that afforded by a pencil note at the beginning of the section. This pencil note gives flood level as 22.71, and "summer level" as 8.66, this being equivalent to a variation of 14.05 feet in the surface level of the Darling at Menindie. I may here remark that the levels which were taken by the Department of Harbours and Rivers in connection with the navigation of the river Darling gave 29.71 feet as the range of surface level of the Darling at Menindie; so that the pencil note referred to seems of doubtful value.

In the plan accompanying the section the areas of land proposed to be taken up for pumping-stations are roughly sketched on in pencil. From these pencil sketches it would appear that eight pumping-stations were contemplated, and that the last was to be at about 46 miles from Lake Speculation, while the reservoir site was proposed to be at about 47 miles, that is about a mile and a quarter nearer to Broken Hill than the summit of Mount Taylor. As it has been repeatedly stated in the papers that the reservoir is to be at the summit of Mount Taylor, it would appear that the pencil notes cannot be depended on.

Another point worthy of remark in regard to the plan is that the distances are not marked along the pipe line, but along straight lines, so that the total length of pipe line is quite different to that which would at first sight be inferred from the plan and section.

On the whole, while the original plan and section of the line of works as now supplied contain considerably more information than those furnished at the end of last year, even these are very defective, and can be regarded only as the result of a preliminary survey. This preliminary character of the survey is clearly seen from two points alone—firstly, that pumping-stations are marked in pencil on what is termed an "alternative line," which does not appear to have been surveyed or levelled; and secondly, that in the hilly country near Mount Taylor the pipe line is merely sketched on so far as can be judged by the plan, and there is no evidence that levels have been taken along it.

H. G. M'KINNEY.

Messrs. Laurence and M'Lachlan may be informed in reference to their letter of 26th October that they have apparently been misinformed, and that the plan now under reference was not produced by the secretary to the Company to the Chief Engineer on the occasions referred to. They may also be asked to expedite delivery of the large tracing, as we are not able to lay the papers in reference to the case upon the Table of the House without the tracing referred to.—J.W.B., 31/10/91. The Under Secretary.

Approved.—H.W., 31/10/91. Inform.—31/10/91. Informed.—T.H.S., 3/11/91.

The Under Secretary for Mines to Messrs. Laurence, M'Lachlan, and Williams.

Sirs,

Department of Mines, Water Conservation, Sydney, 3 November, 1891.

With reference to your communication of the 26th ultimo, relative to the large plan in connection with the Broken Hill and District Water Supply Scheme, I have the honor to inform you that you have apparently been misinformed, and that the plan now under reference was not produced by the secretary to the Company to the Chief Engineer on the occasions referred to.

I have further to request that you will be good enough to expedite the delivery of the large tracing, as we are not able to lay the papers in reference to this case upon the Table of the House without the said tracing.

I have, &c.,

HARRIE WOOD,
Under Secretary.

The Officer-in-charge of Water Conservation to The Under Secretary for Mines.

1 December, 1891.

As we have been unable to obtain the tracing originally forwarded to this Department showing the scheme, and which was returned to the Company, the paper may perhaps be laid upon the Table of the House without it.

J.W.B.

The Under Secretary. If the tracing formed no part of the papers when the order was made this may be done.—H.W., 2/12/91. Submitted. Approved.—T.M.S., 5/12/91. The tracing has been received to-day; copy should perhaps be made by contract.—J.W.B., 7/12/91. Place copy with the papers.—H.W., 8/12/91.

Messrs. Laurence, M'Lachlan, and Williams to The Under Secretary for Mines.

Sir,

We have the honor to acknowledge yours of 3rd ultimo (No. W.C. 91-9,240) with reference to the plans of the Broken Hill and District Water Supply Scheme.

With regard to the large plan now in your Department, we can only say that it appears from notes made by the secretary of the Company on the occasions referred to in ours of the 26th October, that it was as a matter of fact produced at the interviews.

The portfolios of tracings have now come to hand, and we have the honor to forward them herewith.

We presume there is now nothing to prevent the papers in connection with this case being laid upon the Table of the House.

We have, &c.,

LAURENCE, M'LACHLAN, AND WILLIAMS.

PROSPECTUS of the Broken Hill and District Water Supply Company (Limited), Darling River and Lake Speculation Scheme.

Registered under the Companies Act of 1874, on the 6th day of October, 1888, and entitled by Act of Parliament, 1st October, 1889.

Capital, £250,000, in 250,000 shares of £1 each, but with power to increase.

Provisional Directors:

Hon. G. H. Cox, M.L.C.,	Hon. R. H. D. White, M.L.C.,
George Adams, Esq., Sydney,	F. Tidswell, Esq., Sydney,
Joseph Marshall, Esq., Sydney,	Harry Stockdale, Esq., Sydney,
Henry Westcott, Esq., J.P., Sydney	
(formerly Engineer, Sydney W.W., Botany).	

Solicitors:

Laurence and M'Lachlan, 12, Spring-street, Sydney.

Engineer:

Chas. O'Neill, M.I.C.E., Sydney.

Bankers:

Bank of New South Wales, Sydney.

Secretary:

Fred. Fullwood (Christie and Fullwood), 263, George-street, Sydney.

Capital, £250,000, in 250,000 shares of £1 each.

Of these, 190,000 are contributing, and the balance (60,000) are to be issued as fully paid-up to the promoters in payment and satisfaction for their interest.

The 190,000 contributing shares are offered to the public as follows:—2s. 6d. per share on application; 2s. 6d. per share on allotment; and the balance by calls not exceeding 2s. 6d. per share at intervals of not less than one month.

The whole of the amount subscribed, less brokerage and expenses incurred by the promoters and Company now standing to the Company's debit, will be placed to the credit of the Company, and as soon as 100,000 of the contributing shares are applied for the Company will be considered and treated as floated.

As a guarantee of the *bona fides* of this Company all moneys received for applications will be paid into a Trust Account at the Bank of New South Wales, to the credit of Joseph Marshall, Esq., and Henry Westcott, Esq., to remain there until the 100,000 contributing shares have been applied for.

[Sketch of Lake Speculation omitted]

This Company is formed for the purpose of taking over from the present proprietors, amongst whom are the Provisional Directors, the following scheme to supply Broken Hill and the district with pure fresh water for domestic, irrigation, and other purposes, the present supply being quite inadequate for the requirements of this important centre, of an inferior quality, and very expensive to the consumers, retarding the progress of the place, and causing the spread of typhoid fever and other diseases—in fact, the scarcity of water has paralysed commercial industry, and prevented capitalists and others investing in necessary buildings and machinery.

The sources from which it is proposed to obtain the water are Lake Speculation and the Darling River. Inserted herein are illustrations showing Lake Speculation and the Darling River from the points at which the water will be taken.

Lake

Lake Speculation is now about 6 miles in circumference, with a depth of about 30 feet (thirty feet), and contains over 6,000,000,000 gallons of water, which would give a daily supply to the township with its present population, estimated at 18,000 (eighteen thousand), of an average of 40 gallons each, for a period of about 15 years; but, taking into consideration the evaporation that will take place in such a large expanse of water, it is estimated that the supply is equal to at least six years' consumption. Should severe droughts affect the reservoir, it is proposed to pump into Lake Speculation about 2,000,000 gallons per day from the Darling River, so as to render the supply beyond all doubt. The supply will enable the Company to allow the consumers to use the water freely for irrigation, watering stock, washing ore, and other purposes.

As a further source of supply, should necessity in any way occasion it, Lake Menindie is situated close to Lake Speculation, and is connected thereto by a small creek, which has been deepened by the Company, and the flood-water from Menindie Lake made to flow into Lake Speculation for use. Lake Menindie, which from its magnitude may be termed an inland sea, is about 40 miles in circumference, and is fed by the Darling River when in flood. An illustration showing this lake will also be found within these pages.

From the sources above mentioned it will at once be seen that there is more than sufficient water to supply a population equal to the whole of the inhabitants of New South Wales for a period within all reasonable requirements, and still leave a large surplus.

It is proposed to pump the water from Lake Speculation over a distance of about 46 miles, in 8-inch wrought-iron pipes, with several stations fitted with duplicate pumping engines on the line of route, to a large reserve reservoir (capable of holding about 40,000,000 gallons), on the summit of the Rockwell Hills, about 4 miles distant from the town of Broken Hill, and beyond the smoke from the smelters, which will be of incalculable benefit to all the mines in that neighbourhood. This point is about 100 feet above the highest point of the town, and the water will therefore, at this gradient, have sufficient force to supply the various consumers.

It is calculated that the 8-inch pipe will convey about 440,000 gallons per day; but should this quantity be found insufficient, a duplicate pipe can easily be laid down.

Along the route it is proposed to have supply tanks, which will be for the purpose of watering stock and for irrigating the country, thereby considerably benefiting the pastoral industry.

The Company will guarantee the quality of the water, which is very good, but as a safeguard they propose to lay down a series of filtering-beds, composed of stone, gravel, and sand, for it to pass through, in order to further purify it.

The promoters have had surveys made of the whole route and surrounding country, and estimates and plans have been prepared by Mr. John William James, C.E., and Mr. Charles O'Neill, M. Inst. C.E. (who are eminent water engineers), in conjunction with Mr. Harry Stockdale, which have also been submitted to and approved by Mr. G. W. Townsend, C.E., and Mr. Jas. MacCabe, M.I.C.E. At foot of this prospectus will be found a précis of their reports.

The cost of carrying out the water scheme is estimated at £170,000 (one hundred and seventy thousand pounds), and when the engines and pipes are delivered on the ground the whole can be fixed in a very short space of time.

In consequence of the continual increase of the population of Broken Hill, and the large demands for water by the mines, it has been decided to raise the size of the pipes, so that 1,500,000 gallons per day can be delivered. This will increase the cost of the scheme to £200,000, but the increased revenue will handsomely reward for the additional expenditure of £30,000.

[View of Lake Menindie omitted.]

The maximum price of the water to the consumers will be very reasonable, namely, 1s. 6d. per 100 gallons, being under one-sixth of the price until recently paid, which was 10s. per 100 gallons.

The promoters have been in communication with the Mayor of Wilcannia as to the water supply from the river Darling to the Municipality of Wilcannia, and have received a reply from the municipal engineer to the effect that the water is at all times excellent for domestic use, that the town has been supplied for upwards of five years with water from the Darling, and that no complaints have been received as to its quality. There is no corrosion in or on the pipes either from the water or the soil in which they are laid, beyond the usual wear and tear there is to any other town's water supply. The engineer further states that the boilers at the waterworks have been in use for more than five years generating steam, and are not corroded.

As further evidence of the quality of the water from the river Darling the following reports have been received :—

Mr. T. Byrnes, Mayor of Wilcannia, writes :—

Have lived many years on the Darling; never knew the river to fail or be saline.

Mr. S. M'Kenzie, of Menindie, writes :—

Lived here nine years; never knew river Darling to fail or be saline.

Mr. Willie Maiden, of Menindie, writes :—

Have lived on river Darling since 1860, and never knew the river at Menindie to be bad or fail in supply. It could supply the whole of New South Wales.

The proposed line of pipes will open up a stock-route for over 60 miles.

The promoters are pleased to state that after two years hard struggling they have succeeded in passing their Bill through Parliament, having surmounted many obstacles.

As some slight evidence of the promoters' *bona fide* belief in the venture, it will be observed that they take no cash whatever from the monies to be subscribed by the public, beyond that spent by them in advancing the scheme to its present state, and contending against the almost insuperable obstacles thrown in their way by opposing interests.

The

The following is a description of the concessions of land secured under the Act of Parliament:—

1. The Lakes Menindie and Speculation and the intervening country, being a strip of land about half-a-mile in width, situated in the electoral district of Wentworth.	} Strip of land 3 chains wide, about (acres.)	
2. The river Darling at a point about half-a-mile above the town of Menindie, and thence to Lake Speculation and the country intervening, being a distance of about 16 miles in length, in the electoral district of Wentworth.		2,000
3. A line of country between Lake Speculation and the town of Broken Hill, being about 50 miles in length, in the said electoral district of Wentworth, of a width along the whole route of 3 chains or thereabouts, except at the pumping-stations and reservoir.		
4. The following area of land at the reservoir near the town of Broken Hill, viz., 1,500 acres or thereabouts.		1,500
5. The following areas of land at the several pumping-stations for timber supply and other purposes, viz. :—		
1. At the first, second, third, fourth, and eighth pumping-stations, 1,000 acres each or thereabouts.		5,000
2. At the fifth, sixth, and seventh pumping-stations, 500 acres each or thereabouts.		1,500
3. At the point on Menindie Lake known as the feeder to Lake Speculation, 1,000 acres or thereabouts.		1,000
4. At the starting-peg on the bank of Lake Speculation 1,000 acres or thereabouts.		1,000
(The whole of the lands above referred to are leased from the Crown, and occupied by Herbert Bristow Hughes, and are included in the Kinchega Run, number 244 on the Government plans of resumed and leasehold areas.)		

TOTAL ACRES... .. 12,000

[A View of river Darling omitted.]

LAND FOR IRRIGATION.

With the substantial concessions of land before mentioned, the promoters believe that a very large income will be derived in addition to the water scheme, as it is their intention to irrigate a good portion of this land and let it on lease for farming purposes, cereal, fruit, and vegetable growing; and the tenants or lessees of this land will have the advantage of so important a centre as Broken Hill for the disposal of their produce. Irrigation is now receiving great attention in this country, and is proved to be the only means of properly utilising the country districts to good advantage, and where it can be adopted land is eagerly sought for, and realises a high premium.

TIMBER.

The Company has a large concession in the shape of timber, of which there are vast quantities near the two lakes, and the land selected by the promoters is so heavily wooded that the working expenses of the scheme will be materially lessened by having this stock to use under the boilers when the scheme is laid down and in full swing.

Petitions to the Upper and Lower Houses have been signed by considerably over 2,000 residents of Broken Hill, including some of the most influential people, and praying:—

That as far as your Petitioners are aware and believe, the nearest and best supply of good water that can be obtained is from the Darling River and Lakes Speculation and Menindie; that Parliamentary power be given to the promoters of this scheme for its being carried out.

Other schemes have been put before the public, but on comparison this scheme at once commends itself to the foremost consideration, as the water is good, and the sources from which it will be obtained have never failed; in fact, this is the only scheme which can be looked upon with any degree of certainty, being the only source of permanent supply at present available for this important mining centre.

The Provisional Directorate and their professional advisers are of opinion that this is a highly remunerative undertaking for the shareholders, and place it before the public with every confidence.

So much has been said and written with regard to this subject that it is almost needless to point out the great necessity there is for the speedy completion of this scheme.

The only contracts, as the Directors are advised, which affect the Company are the following:—

1st November, 1888.—Contract made between Joseph Marshall and others of the one part, and the Broken Hill and District Water Supply Company, Limited, of the other part.

This has been duly registered.

8th January, 1891.—Agreement between the Company and Stockdale and others.

Copies of the Memorandum and Articles of Association of the Company and of the said contract, may be inspected at any time at the office of the Company's solicitors, Messrs. Laurence and M'Lachlan, 12, Spring-street, Sydney; or at the Company's offices, 263, George-street, Sydney.

Applications to be addressed to the Secretary, at 263, George-street, Sydney.
Sydney, 12th January, 1891.

Précis of Report of John Wm. James, C.E., Engineer to Water Scheme, from River Vaal to Kimberley Diamond-fields, South Africa, and numerous Inland Towns of New South Wales.

Having gone over ground and made careful surveys, I report as follows:—

1. Scheme quite practicable and water good.
2. Abundant supply of water in Lakes Speculation and Menindie and the Darling River.
3. Plenty of stone for building in boilers, &c., and clay for making bricks found on the route.
4. Plenty of firewood for use under boilers.
5. Cost of scheme, £146,000, without engine and dwelling-houses.
6. Pumps, suitable for pumping water, should be duplex-gearred, and set in pairs, all duplicate parts to be interchangeable. Engines to be compound condensing engines, with suitable boiler power—that is, two boilers to each pair.

(Signed) JOHN W. JAMES, C.E.

Précis

Précis of Report of Charles O'Neill, M. Inst. C.E., late Engineer-in-Chief, and Chief Surveyor, Gold-fields, Auckland, New Zealand.

Having made a careful survey of the line of route of proposed scheme, I report as follows:—

1. Scheme is a good and practicable one, and can with facility be enlarged at any time.
2. Lake Speculation, the proposed source of supply, is a natural reservoir, containing at the present time about 4,000,000,000 gallons of water; being fed from Lake Menindie and the rainfall of a considerable watershed, together with having facilities for obtaining a further supply from the Darling, is abundant for supplying Broken Hill with water.
3. The water of Lake Speculation is good, being refreshing and pleasant to taste.
4. The water will be conveyed in 8-inch iron pipes from Lake Speculation to the reservoir on Stockwell Hills, being pumped from station to station, and from thence to Broken Hill, in 10-inch pipes by gravitation. Each station will be provided with two duplex pumping-engines, and a tank capable of holding a week's supply. The duplex engines will prevent the risk of stoppage by any accident happening to the machinery, and will be used alternately. With this provision a constant and sure supply can be guaranteed. The pipes, it is estimated, will convey about 440,000 gallons per day, being equal to nearly 37 gallons per head per day, with a population estimated at 12,000. Triple filtering-beds are to be laid down, having compartments of broken stone, gravel, and sand.
5. Estimated cost of works is £170,000, and when the machinery and pipes are on the ground the laying and fixing can be accomplished, if necessary, in a few weeks.
6. Scheme calculated to be of immense advantage to the district generally, as along the line of route life and vegetation can be generously supplied. The tanks at pumping-stations may be made centres of power for distributing moisture over the arid but rich soils, thereby creating marvellous fertility.
7. At time of visit Broken Hill was badly off for water; Government tanks were dry, and water was being obtained from soakage of Stephens Creek and other places. The cry was loud for good water. The price, on account of general scarcity and long cartage, was 8s. to 10s. per 100 gallons delivered at Broken Hill; and if the dry season continues, it is painful to contemplate what may happen.

(Signed) CHARLES O'NEILL, M. Inst. C.E.

Extract from the Report of G. W. Townsend, C.E.

Having carefully considered the reports which have been furnished to you on the above scheme, and the estimates given therein, I have no hesitation in stating that the scheme is perfectly practicable as regards the supplying of plant for pumping the quantity of water mentioned in the reports to the distance and height required, at a cost certainly not exceeding the estimates given by Messrs. James and O'Neill.

(Signed) GEO. WM. TOWNSEND, C.E.

Estimates were prepared prior to the passing of the Parliamentary Bill, after consultation with competent engineers, of the probable profit to be derived from the water scheme, with the result that a minimum profit of about 15 per cent. might be expected, as appears from the following figures:—

Estimated cost of waterworks.....		£170,000	
Quantity of water proposed to be delivered.....	440,000 galls. per day		
Income—	Per day.	Per annum.	
20 galls. per head per day for 15,000 people=300,000 galls., at 1s. per 100 galls..	£150	£54,750	
Expenditure—	Per day.	Per annum.	
Firewood, 30 tons at 10s. per ton, engines working 16 hours per day	£15	£5,475	
Wages	20	7,300	
Repairs, renewals, offices, &c.	30	10,950	
Contingencies	15	5,475	
	£80	£29,200	
Profit of 15 per cent. on £170,000	70	25,550	
	£150	£54,750	

Since the Bill has been passed, the following estimate has been prepared to meet the altered circumstances:—

Income—	Per day.	Per annum.	
440,000 galls. daily, at 1s. 6d. per 100 galls.	£330	£120,450	
	(The maximum price under the Act of Parliament.)		
Expenditure—			
Firewood, 30 tons at 5s. per ton, engines working 16 hours per day	£7 10	£2,737 10	
Wages	20 0	7,300 0	
Repairs, renewals, offices, &c.	30 0	10,950 0	
Contingencies	15 0	5,475 0	
	£72 10	£26,462 10	
Profit, over 55 per cent. on £170,000	257 10	93,987 10	
	£330 0	£120,450 0	

Besides the above-mentioned profit, the proposed irrigation colonies under this scheme promise to be remunerative, and the promoters feel the greatest confidence in recommending this as a very lucrative speculation.

Water schemes have always been profitably undertaken, and the distance over which the water in this instance has to be conveyed is nothing to be compared to some of the water supplies to towns and cities in Great Britain.

To the Directors of the Broken Hill and District Water Supply Company, Limited, 263, George-street, Sydney.

Gentlemen,

Please allot me _____ shares in the above Company, in terms of the Company's prospectus, dated the 12th day of January, 1891, for which I hand you herewith £ _____; and I hereby agree to accept such shares (or any less number that may be allotted to me), and to pay the sum of 2s. 6d. per share on allotment, as provided by the said prospectus, and to hold such shares subject to the

the provisions of the Memorandum and Articles of Association, and I authorise you to register me as the holder of the said shares, and I waive any fuller compliance with the sixty-ninth section of the Companies Act than that effected by the said prospectus, and I desire the allotment to be made on that footing.

Yours faithfully,

Name in full

Occupation

Residence

Date

Signature

PROPOSED TRAMWAY.

It will be seen that amongst the magnificent land concessions under the Company's Special Act of Parliament, as given on page 8, is a strip of land 3 chains in width, extending over the whole length of the scheme from Broken Hill to the river Darling, a distance of about 66 miles, upon which it is the ultimate intention of the Company to construct a tramway of a substantial and permanent character, which will be available for goods and passenger traffic, by increasing their capital or floating a separate Company afterwards, or to selling or leasing the land granted to them, in order that such Tramway may be laid down. They believe that the income derivable from this source would be as great as from the water scheme, as the distance from Broken Hill to the seaboard by this route would be more accessible than the ordinary railway route. The Tramway would therefore be greatly patronised for sending the Broken Hill ore to the river Darling and thence to the coast, and by this means freights from Adelaide to Broken Hill would be reduced more than half, still leaving a very handsome return to the Company. Also that, in addition to a large passenger traffic, a subsidy might be obtained from the Government for carrying mails. The present tramway from Broken Hill to Silverton is paying large dividends.

[Nineteen Plans.]

[9s.]

Sydney Charles Potter, Government Printer.—1892.

Nº 1

Broken Hill Water Supply

Longitudinal Section

From River Darling to Broken Hill

Horiz Horizontal Scale 1/16" = 100 Yds

Vertical Scale 1" = 100 Feet

Datum 20 Feet below B.M. 1. on Bank of

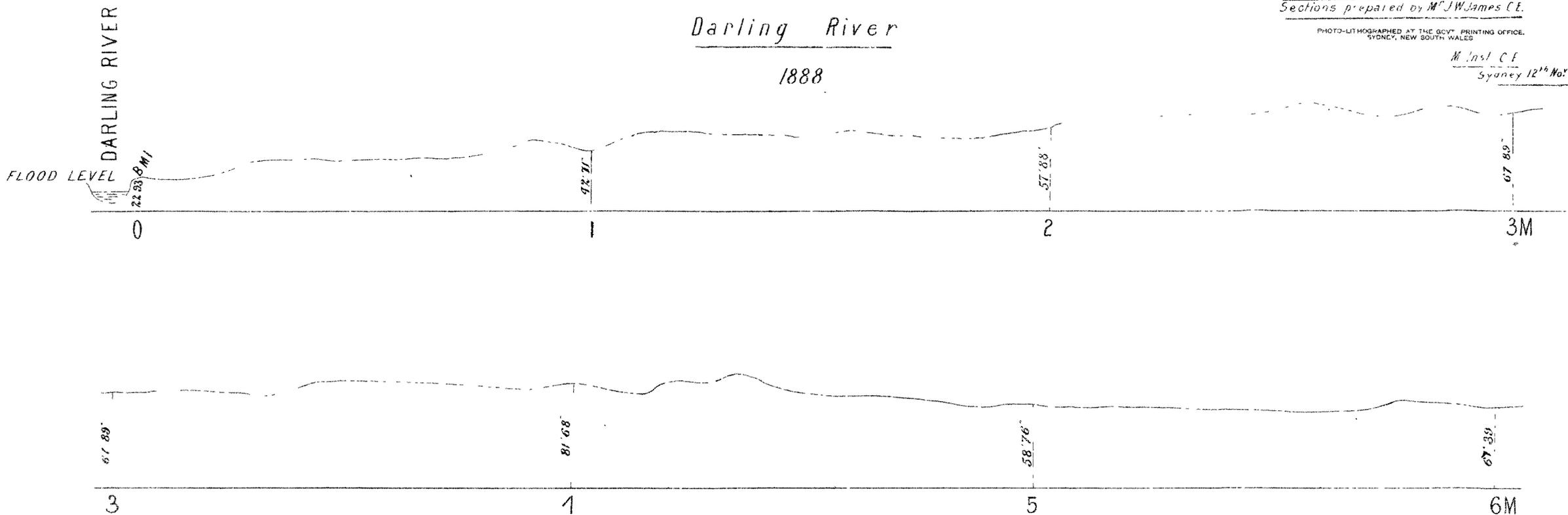
Darling River

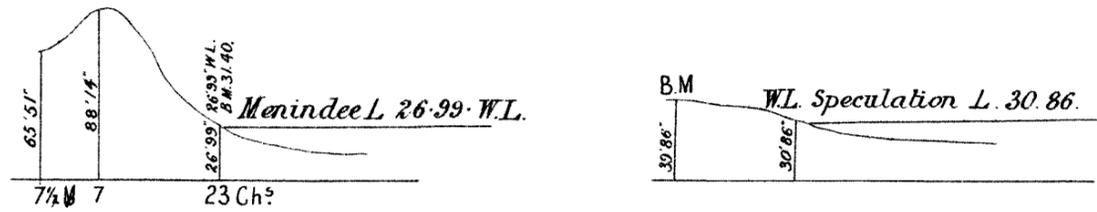
1888

*This and the following Sheets
numbers from 1 to 16 inclusive
have been traced from Plans &
Sections prepared by M^r J.W. James C.E.*

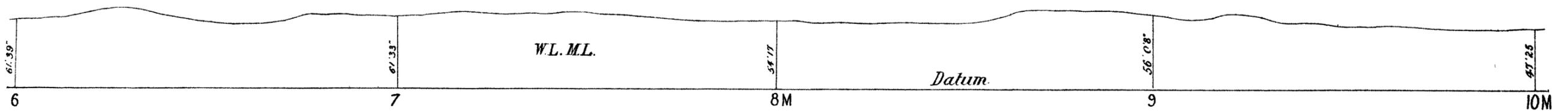
PHOTO-LITHOGRAPHED AT THE GOVT. PRINTING OFFICE,
SYDNEY, NEW SOUTH WALES

*M. Inst. C.E.
Sydney 12th No. 88*





SECTIONS



BROKEN HILL WATER SUPPLY
DARLING RIVER SCHEME

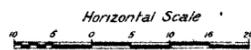
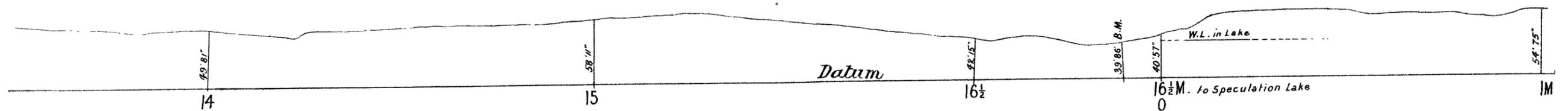
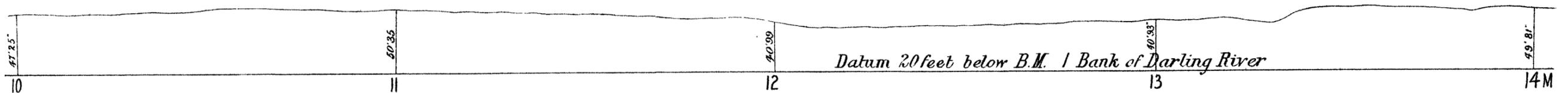


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SECTION

BROKEN HILL WATER SUPPLY

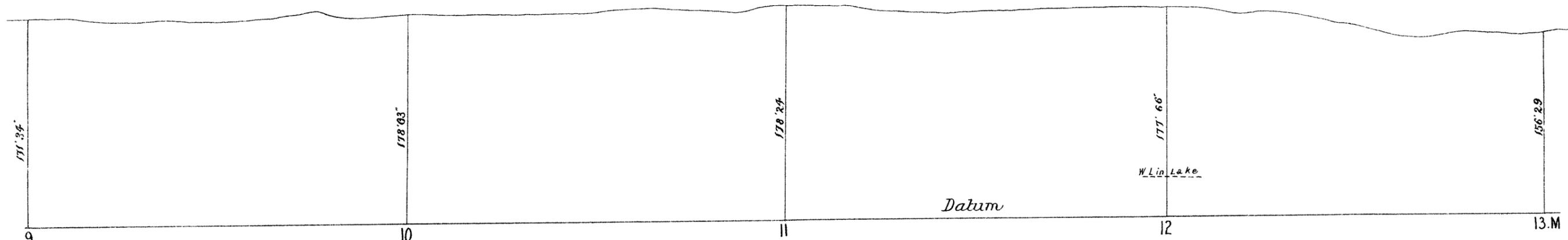
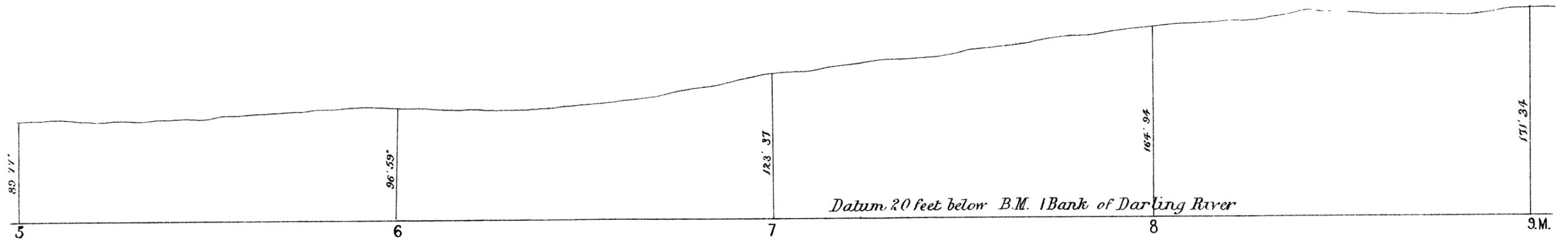
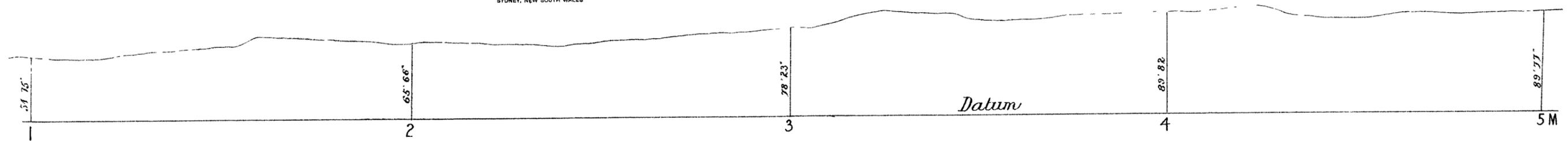
DARLING RIVER SCHEME

Nº 3

Horizontal Scale

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Vertical Scale

BROKEN HILL WATER SUPPLY

Nº4

DARLING RIVER SCHEME

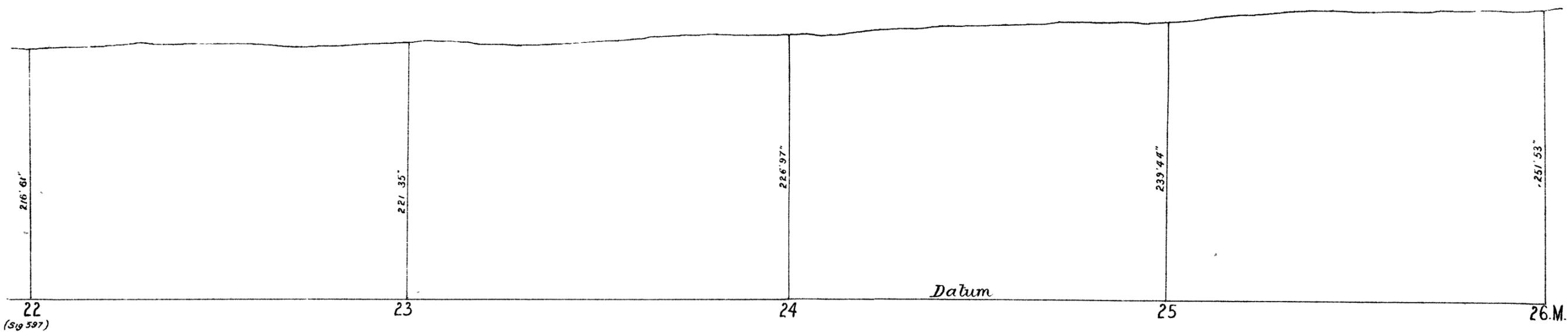
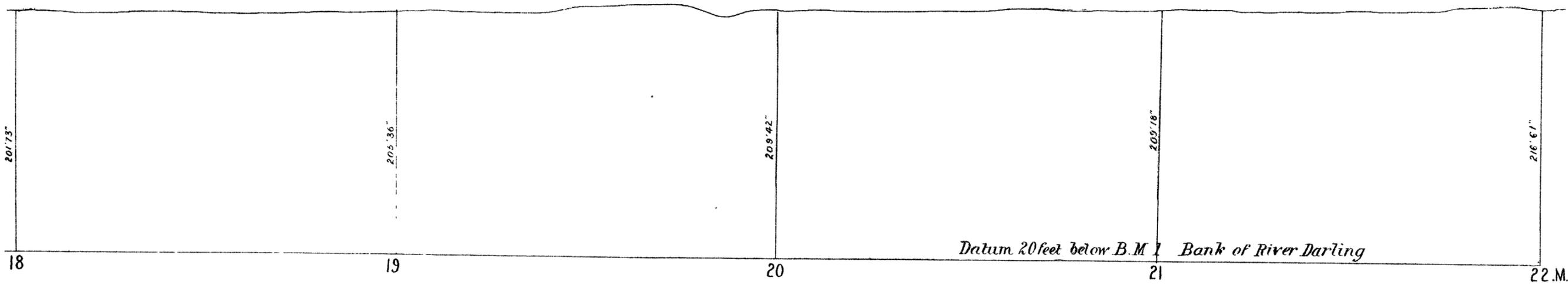
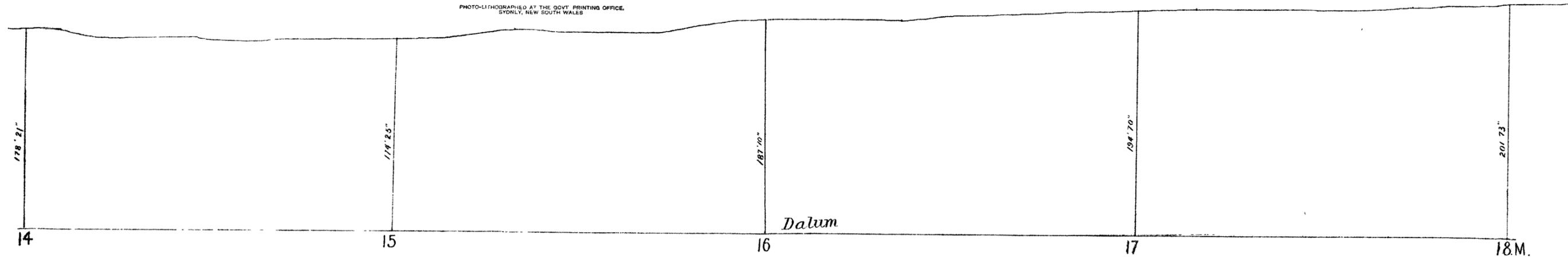
Horizontal Scale



Vertical Scale



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SYDNEY, NEW SOUTH WALES



(Sig 597)

SECTION
BROKEN HILL WATER SUPPLY
DARLING RIVER SCHEME

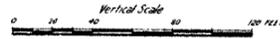
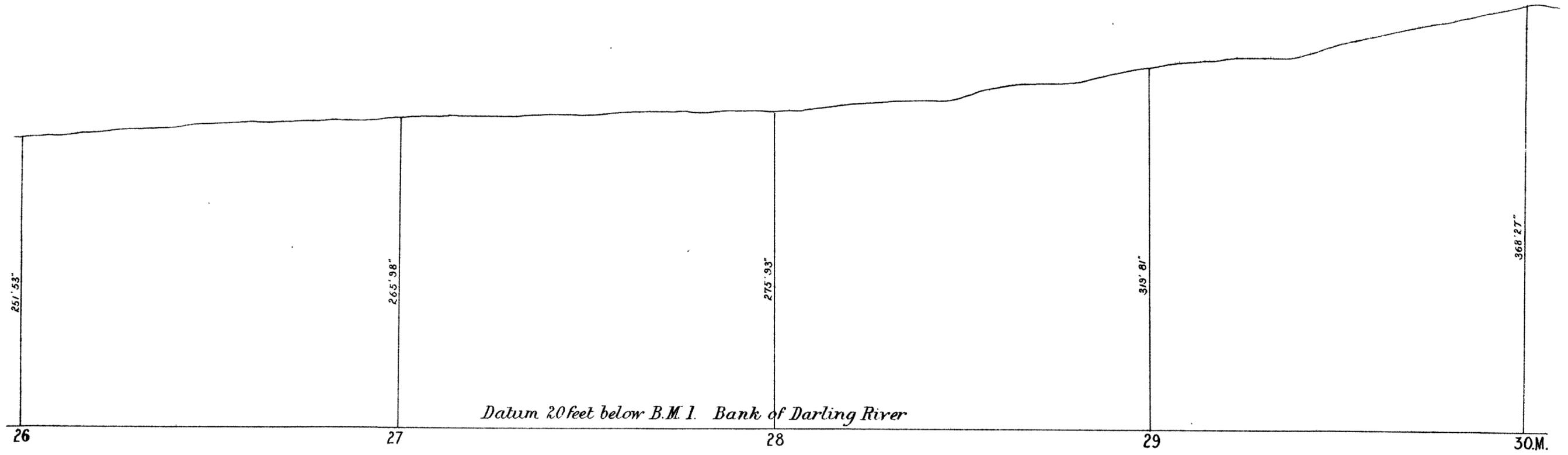


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SECTION
BROKEN HILL WATER SUPPLY
DARLING RIVER SCHEME

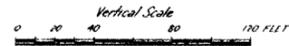
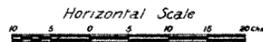
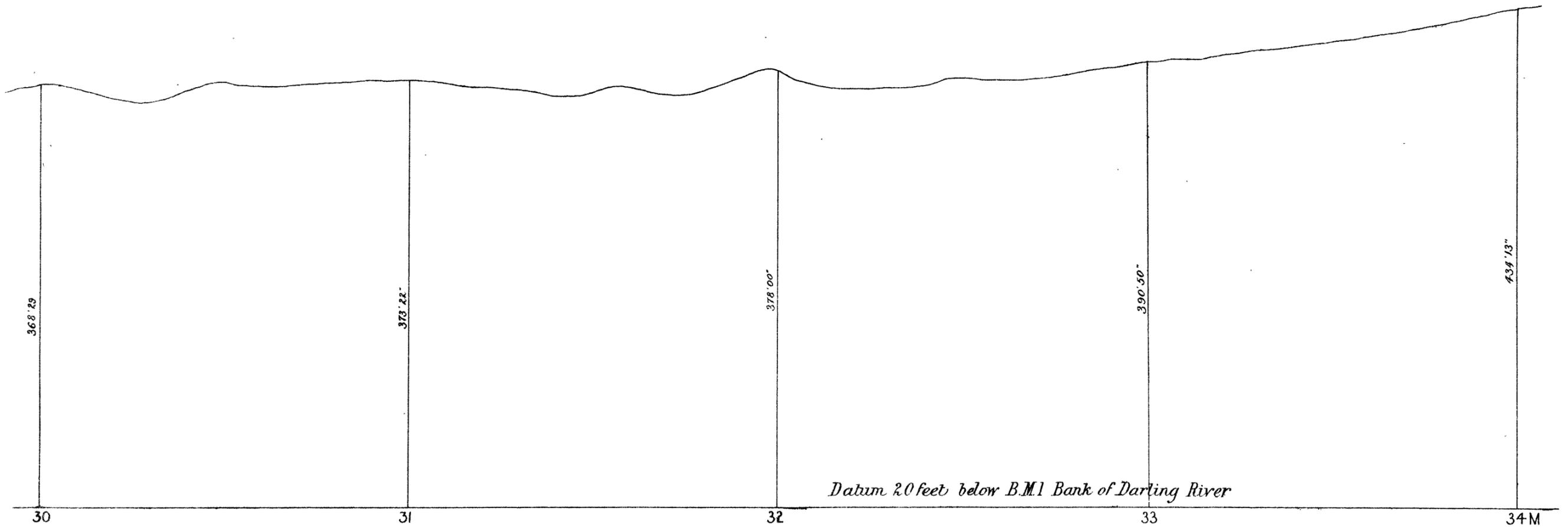


PHOTO-LITHOGRAPHED AT THE GOVT. PRINTING OFFICE,
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Datum 2.0 feet below B.M.1 Bank of Darling River

(Sig 537)

N^o7

SECTION
BROKEN HILL WATER SUPPLY
DARLING RIVER SCHEME

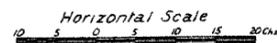
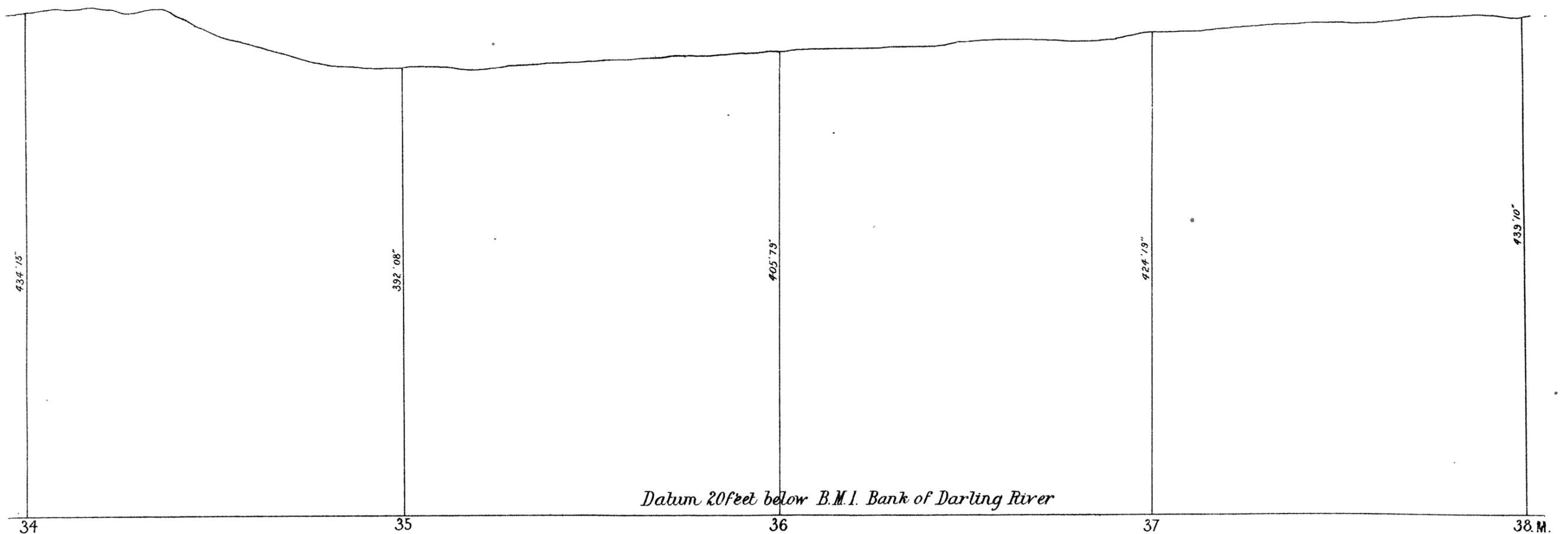


PHOTO-LITHOGRAPHED AT THE GOVT. PRINTING OFFICE,
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Datum 20 feet below B.M.1. Bank of Darling River

34

35

36

37

38.M.

(S. 19 597.)

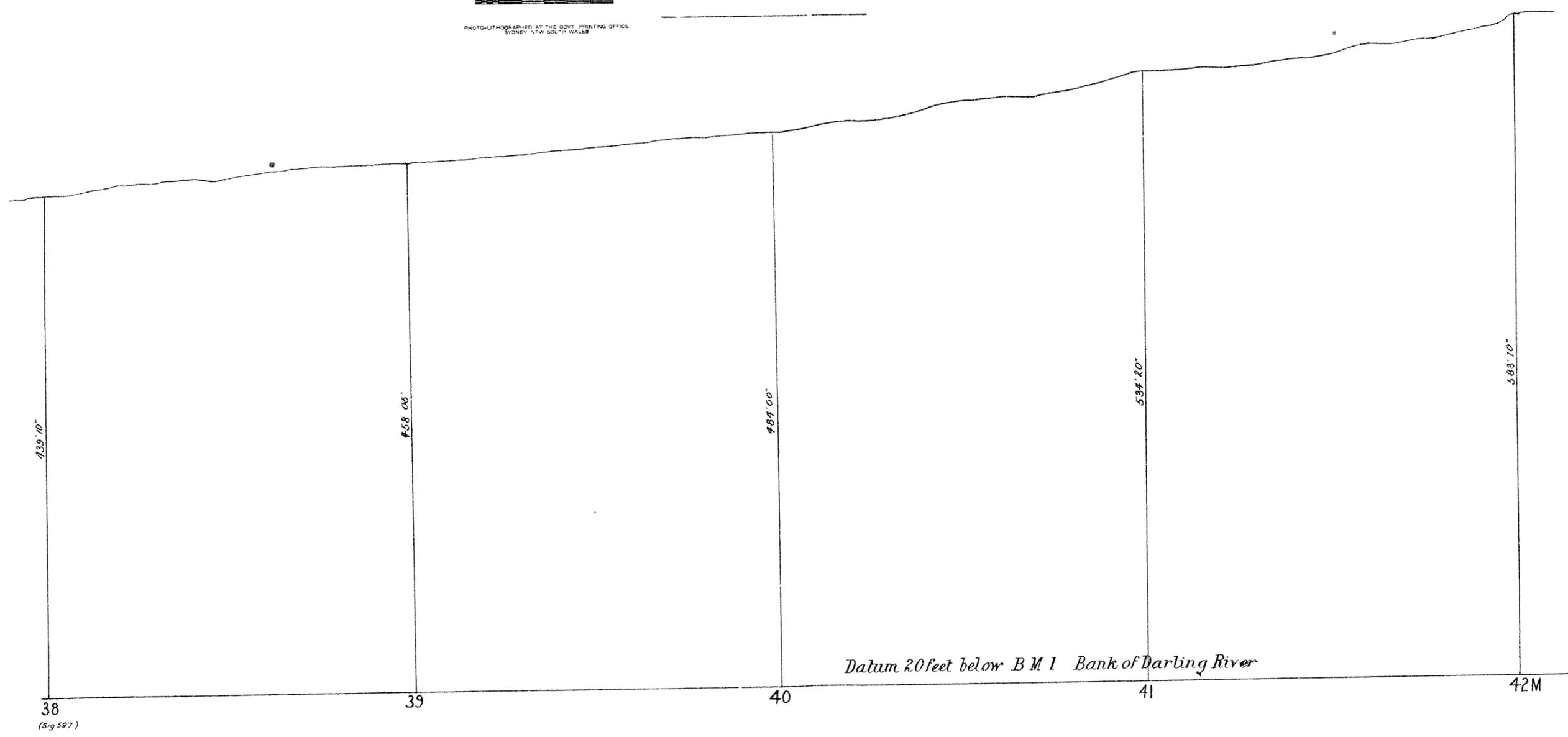
N^o 8

SECTION
BROKEN HILL WATER SUPPLY
DARLING RIVER SCHEME

Horizontal Scale
0 5 10 15 20 METERS

Vertical Scale
0 20 40 60 80 100 FEET

PHOTO-LITHOGRAPHED AT THE GOVT. PRINTING OFFICE
SYDNEY N.S.W. SOUTH WALES



SECTION

BROKEN HILL WATER SUPPLY

DARLING RIVER SCHEME

Nº9

M: Taylor

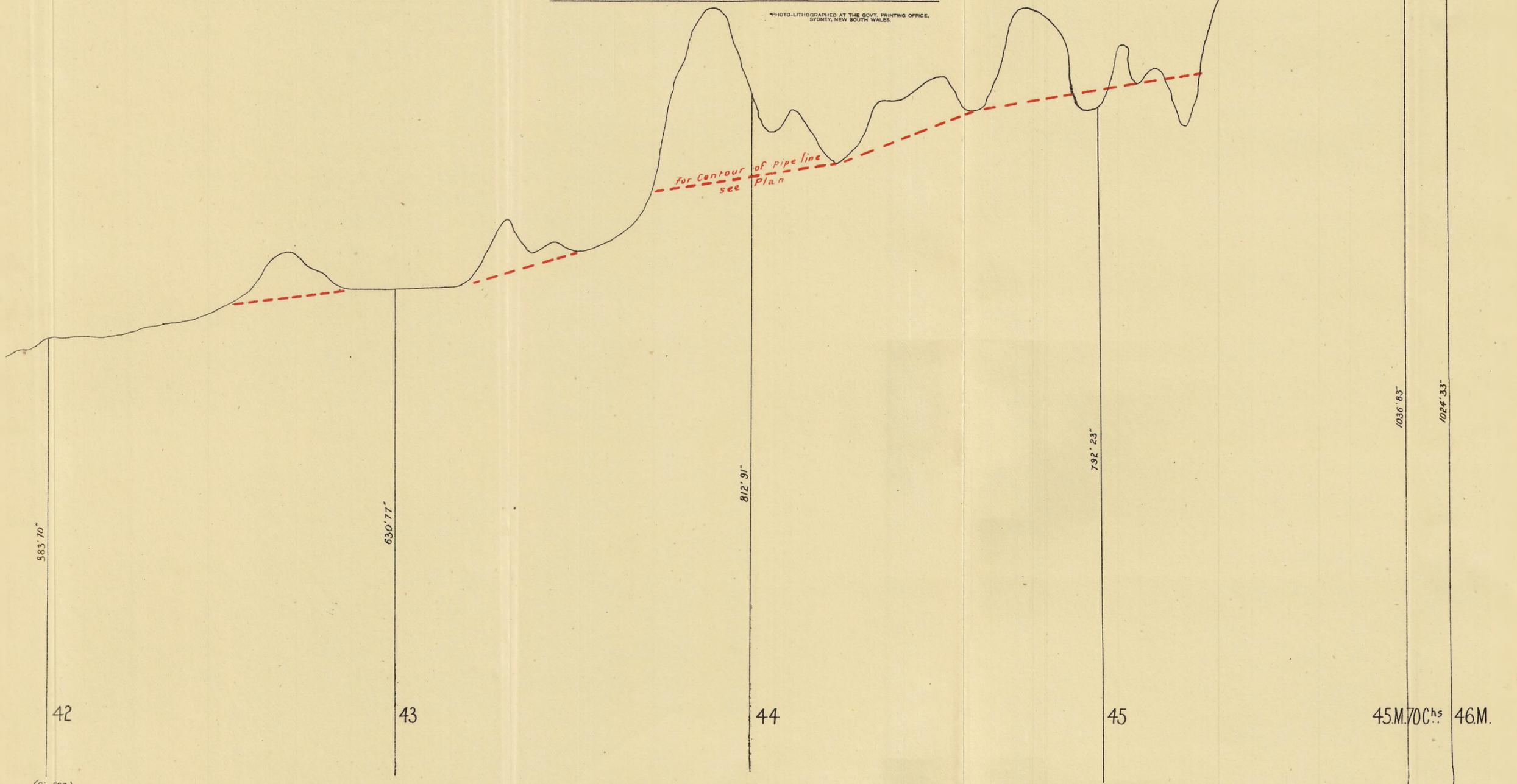
Horizontal Scale

Vertical Scale

Datum 20 feet below B.M. 1. Bank of Darling River

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

for Contour of pipe line see Plan



(Sig 597.)

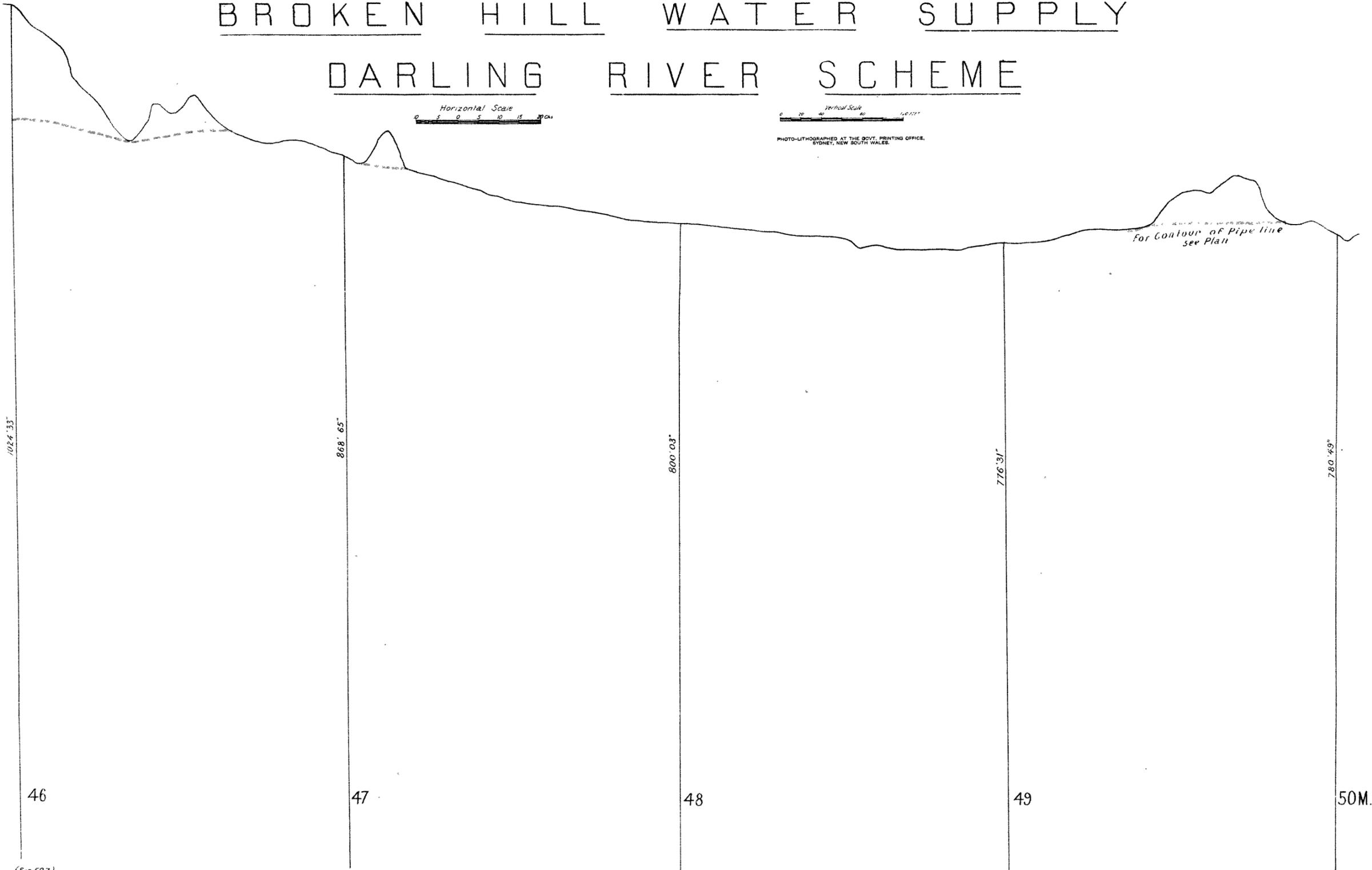
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BROKEN HILL WATER SUPPLY
DARLING RIVER SCHEME

Nº10

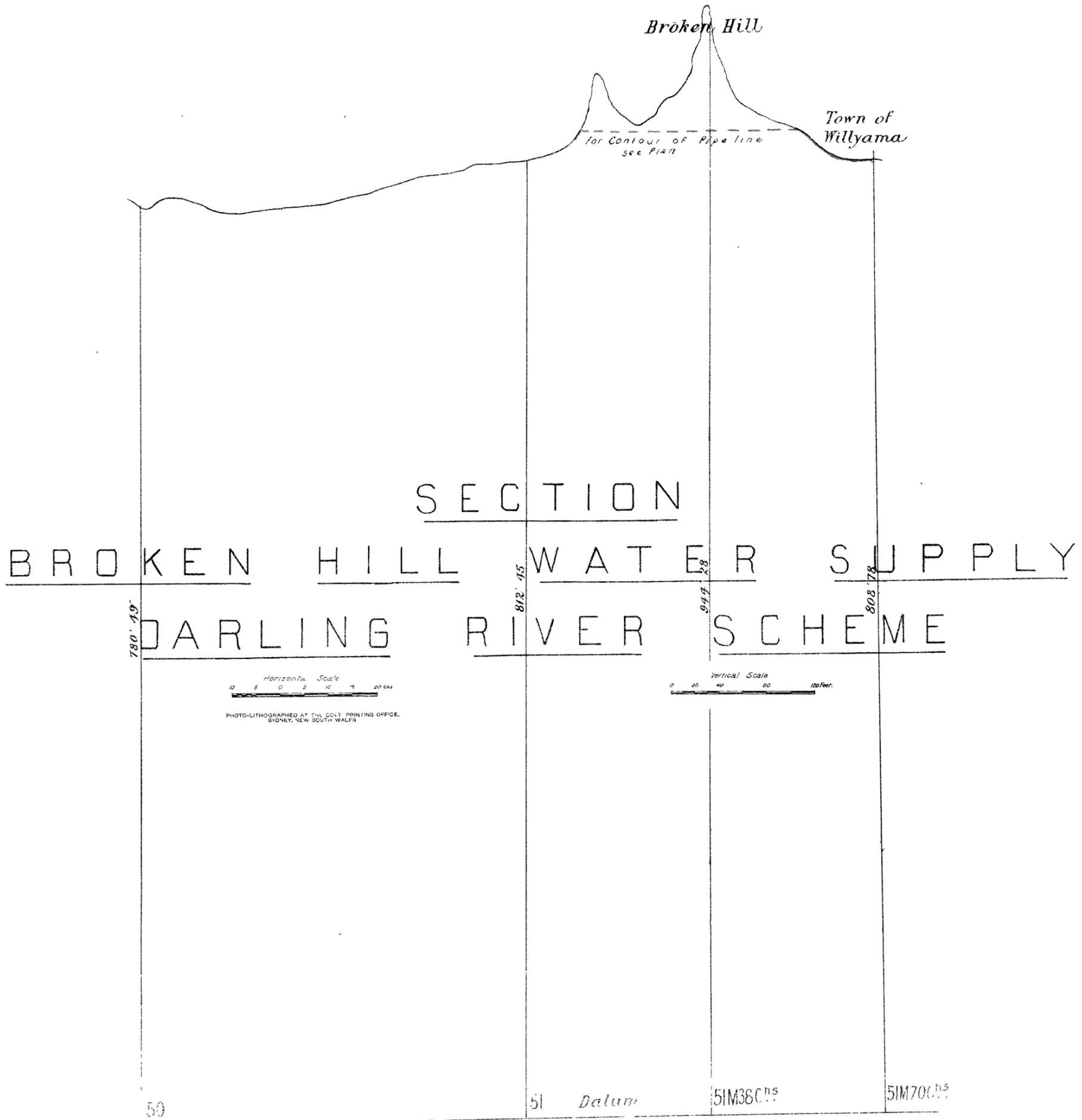
Horizontal Scale
0 5 10 15 20m

Vertical Scale
0 20 40 60 100ft

PHOTO-LITHOGRAPHED AT THE GOVT. PRINTING OFFICE,
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(S. 597)



Horizontal Scale
 10 5 0 5 10 15 20 CHS

Vertical Scale
 0 20 40 60 80 100 120 Feet

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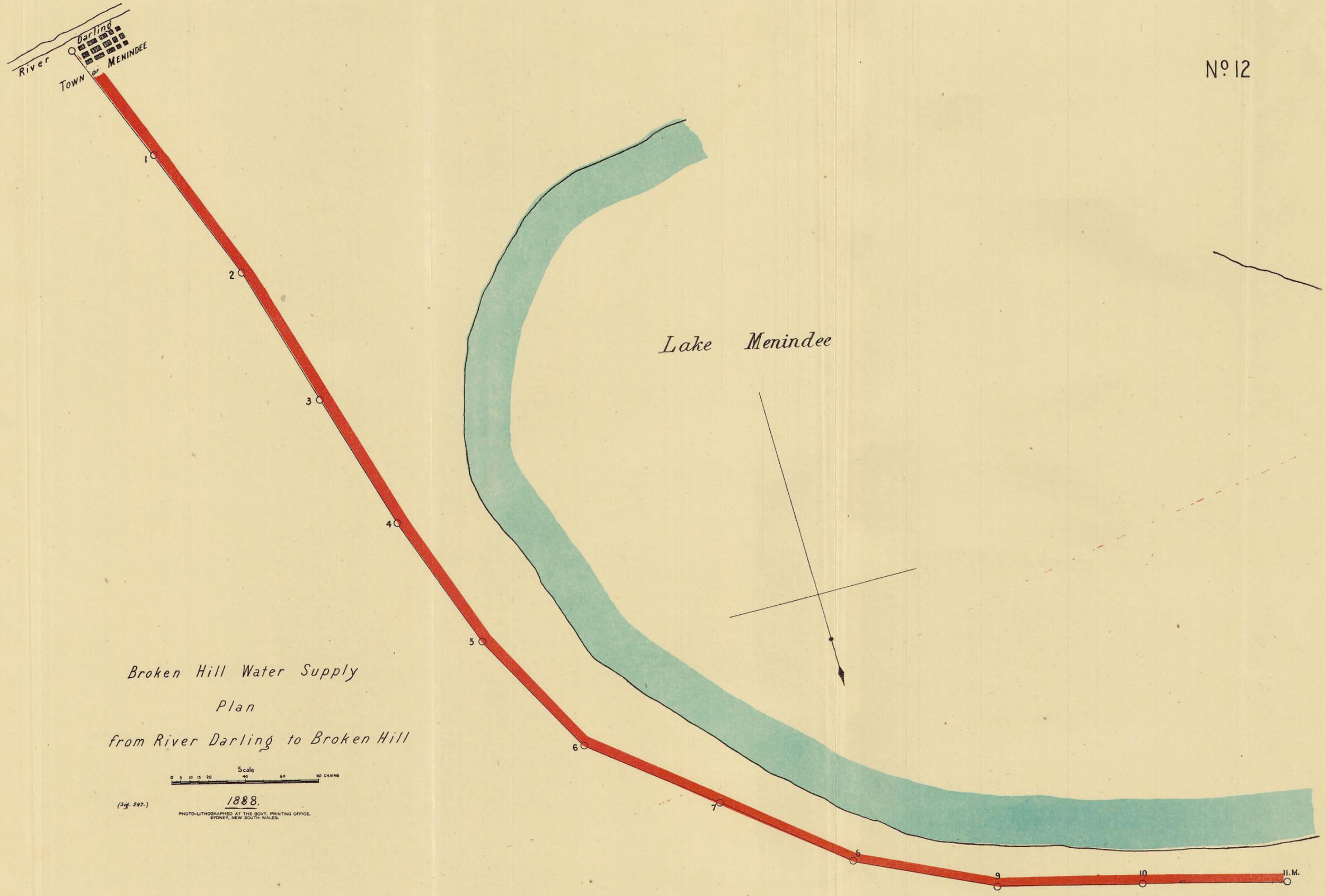
50

51

Datum

51M36C.15

51M70C.15



River Darling
Town of MENINDEE

Lake Menindee

Broken Hill Water Supply
Plan
from River Darling to Broken Hill

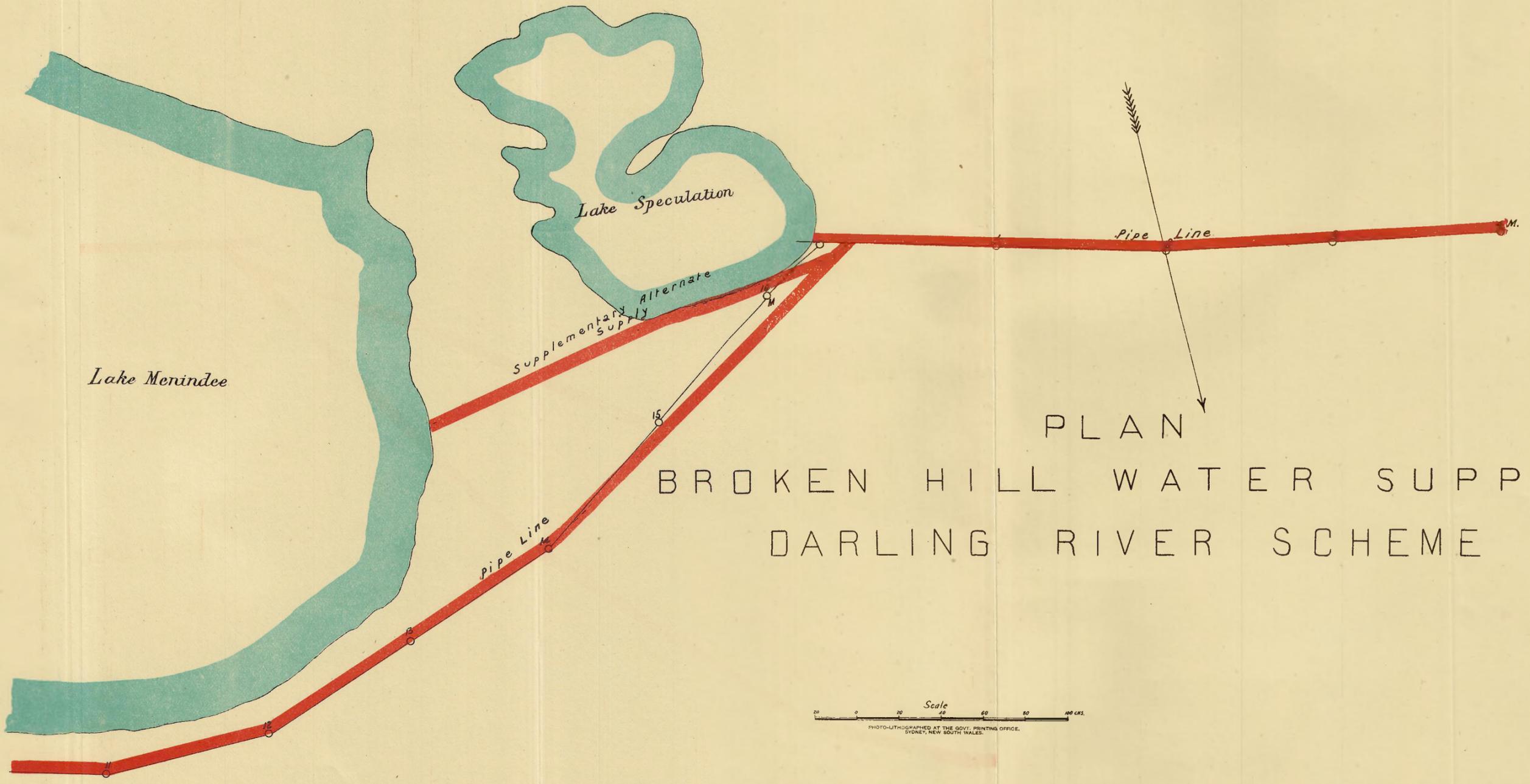
Scale
0 5 10 15 20 30 40 50 60 70 80 CHAINS

(Sig. 597.)

1888.

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H.M.



PLAN
BROKEN HILL WATER SUPPLY
DARLING RIVER SCHEME

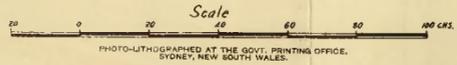


PHOTO-LITHOGRAPHED AT THE GOVT. PRINTING OFFICE,
SYDNEY, NEW SOUTH WALES.

PLAN
BROKEN HILL WATER SUPPLY
DARLING RIVER SCHEME

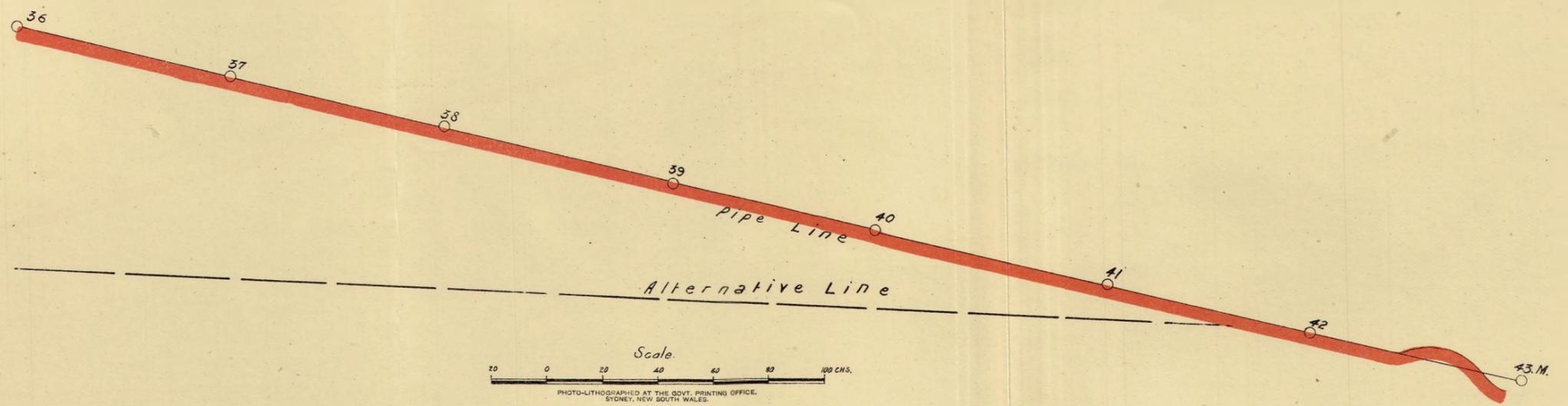
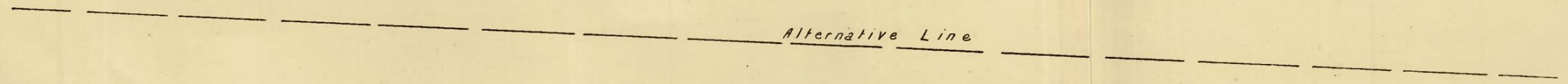
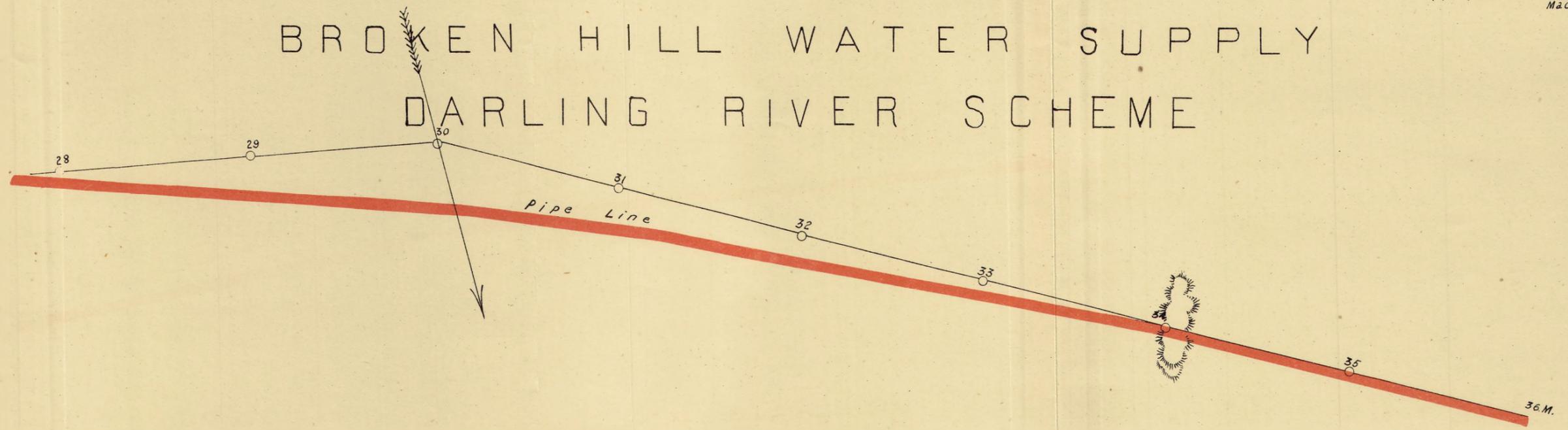
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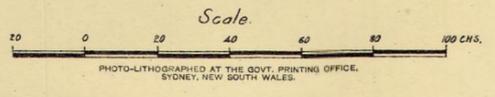
PLAN
BROKEN HILL WATER SUPPLY
DARLING RIVER SCHEME

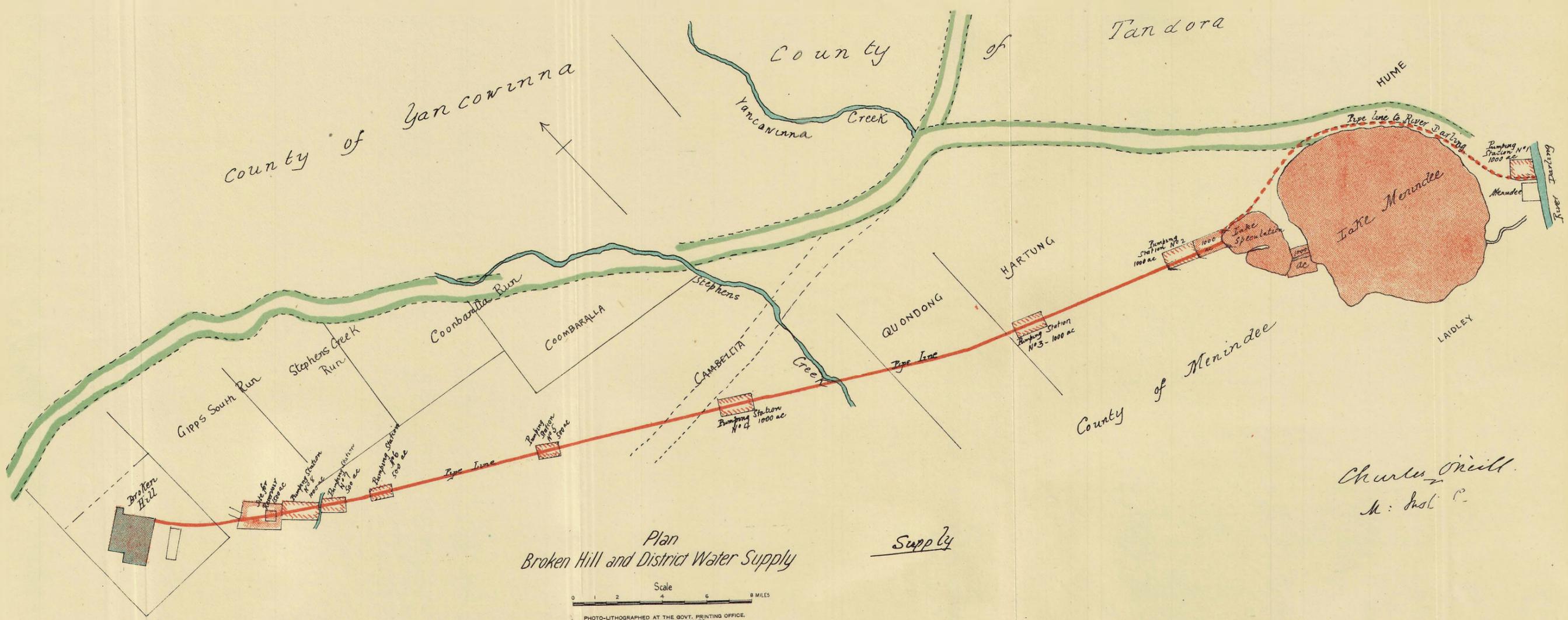
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Maculka Str.



Sig. 597.





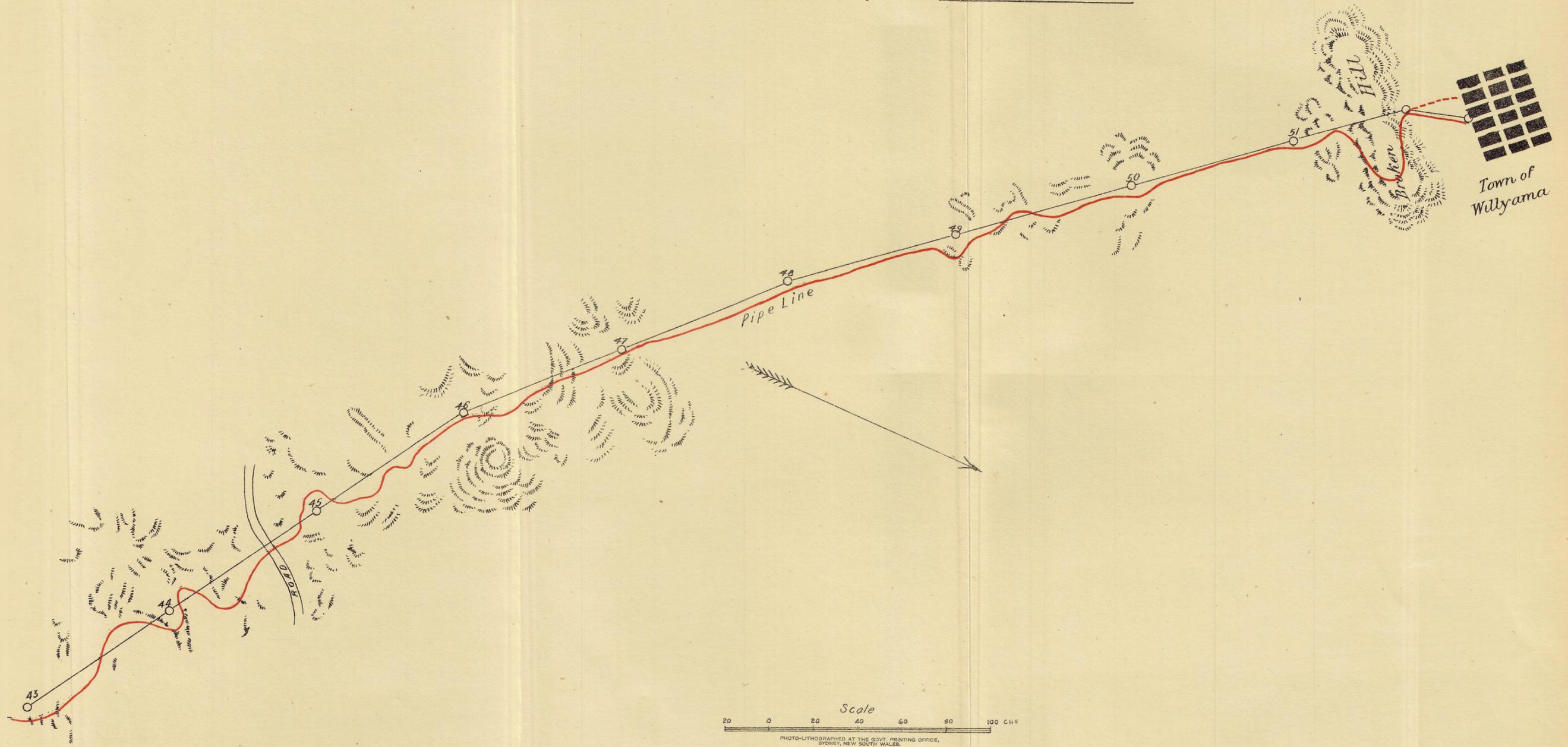
Plan
Broken Hill and District Water Supply

Scale
0 2 4 6 8 MILES
PHOTO-LITHOGRAPHED AT THE GOVT. PRINTING OFFICE,
SYDNEY, NEW SOUTH WALES.

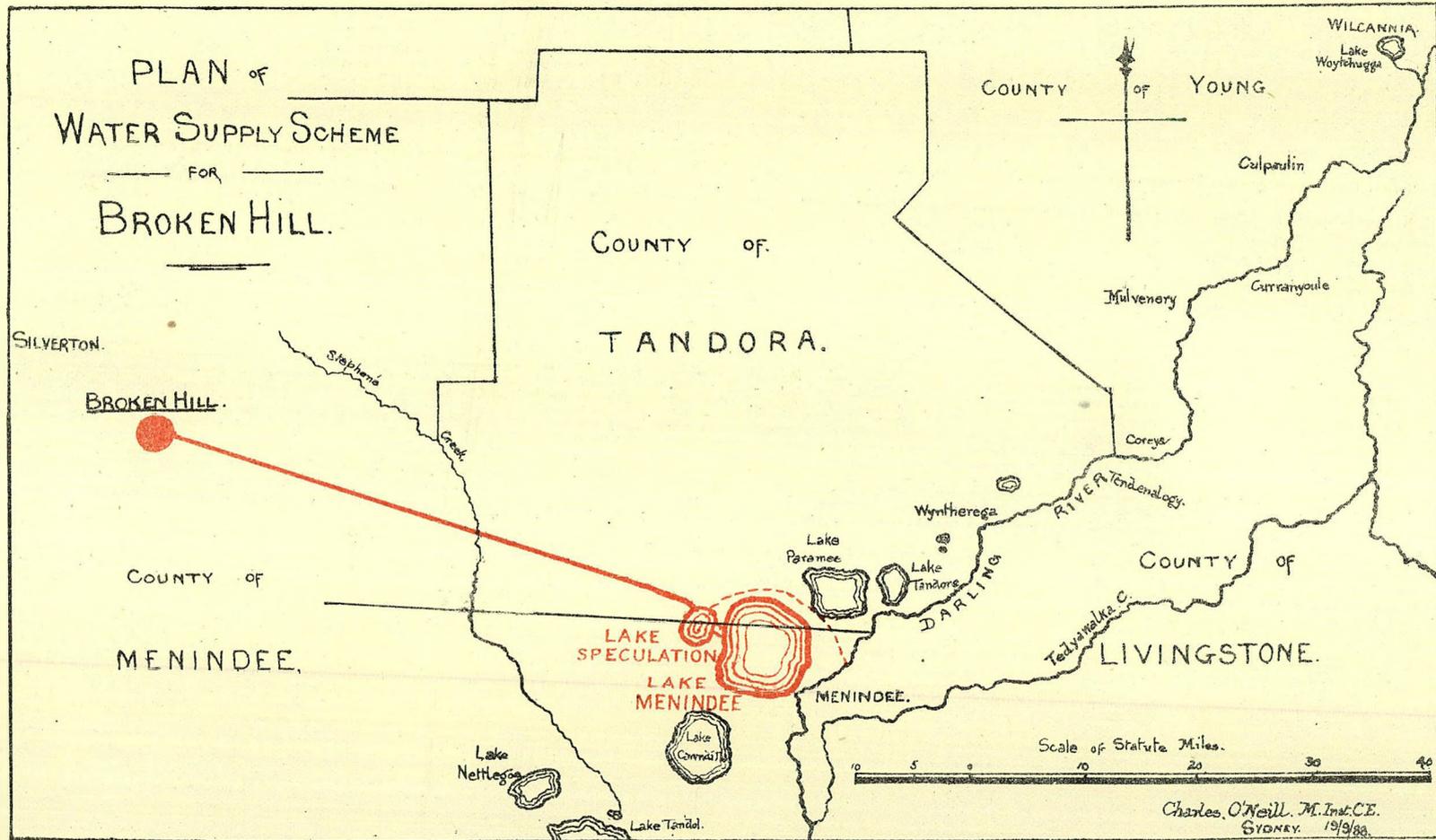
Charles Meill.
M: Inst. C.

(Sigs 597-)

PLAN
BROKEN HILL WATER SUPPLY
DARLING RIVER SCHEME

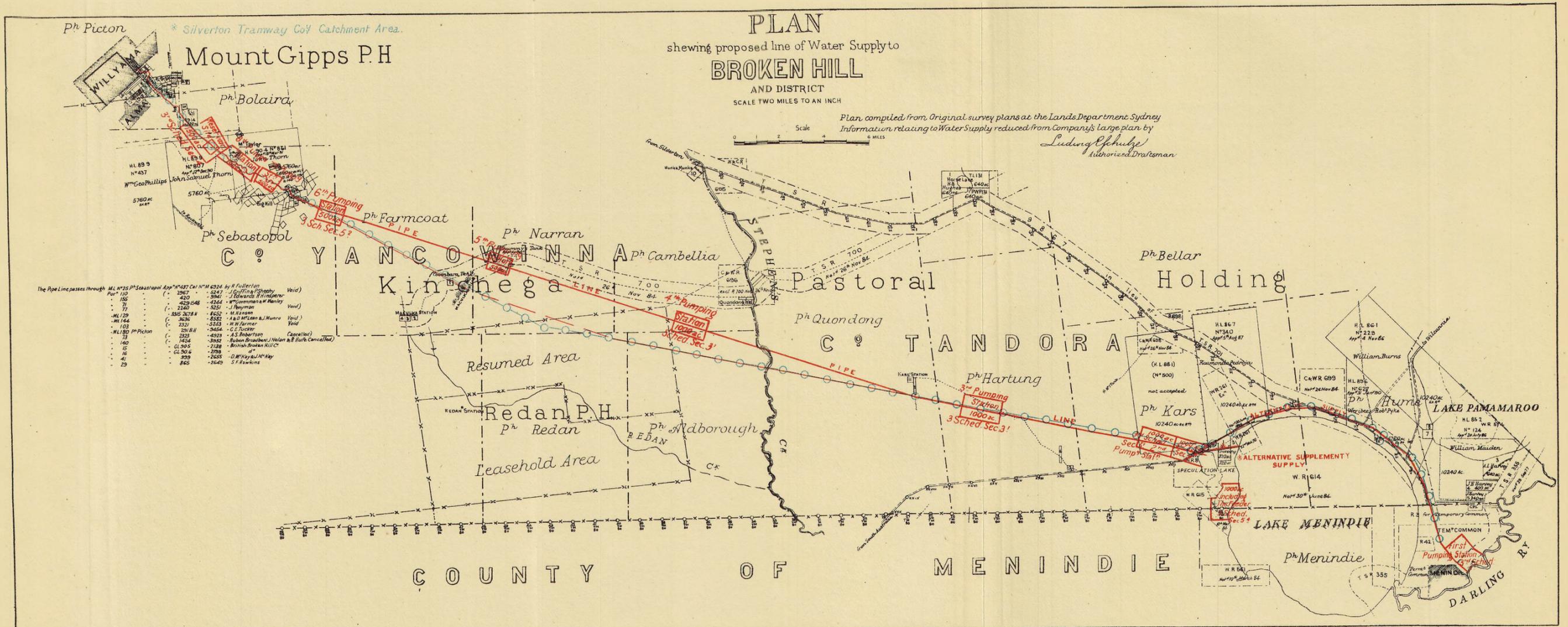


Sig 597.



(Sig 597.)

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



The Pipe Line passes through M.L. Nos. 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

100	(. 2967	- 5247	J. G. King & Co. (Shirley)	Void
101	(. 400	- 3961	J. Edwards & Co. (Fitzroy)	Void
102	(. 429 648	- 4344	W. Greenman & W. Manley	Void
103	(. 2140	- 5251	J. Thompson	Void
104	(. 335 267 8	- 652	M. A. Nissen	Void
105	(. 3636	- 6382	A. B. McLean & J. Munro	Void
106	(. 2101	- 5283	W. W. Turner	Void
107	(. 291 8 1/2	- 3484	G. E. Tucker	Capitulated
108	(. 2223	- 4929	A. S. Robertson	Capitulated
109	(. 1424	- 3982	Robson Brothers, J. Nolan & R. Burns	Cancelled
110	(. 61 50 5	- 2128	British Broken Hill Co.	Capitulated
111	(. 61 50 6	- 2788	do	Capitulated
112	(. 309	- 2635	D. H. Taylor & Co. (Hay)	Capitulated
113	(. 865	- 2646	S. J. Lawrence	Capitulated

(Sig. 597.)

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

(Sig. 597)

1891.

(SECOND SESSION.)

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

BROKEN HILL AND DISTRICT WATER SUPPLY.

(RETURN—BEING MR. SYDNEY SMITH'S QUESTION AND THE ANSWER THERETO—RESPECTING.)

Ordered by the Legislative Assembly to be printed, 17 December, 1891.

Question.

MR. SYDNEY SMITH *asked* THE MINISTER FOR MINES AND AGRICULTURE,—

- (1.) Is it not a fact that the late Minister for Mines and Agriculture (Mr. Sydney Smith) gave instructions more than two months ago for an exhaustive report on the then state of the water supply at Broken Hill, to show the state of the existing supply, the probable consumption and supply available for future use, and as to the best means of procuring additional supply in case of a drought?
- (2.) What steps have been taken upon that report?
- (3.) Is it not a fact that Mr. Geological Surveyor Anderson was instructed by the late Minister for Mines to visit Broken Hill with a view of ascertaining whether artesian or sub-artesian water could not be obtained at a distance from Broken Hill sufficiently near to be of service as a town supply?
- (4.) Has that report been received,—if so, when? What action has been taken upon it?

Answer.

(1.) Yes. In October, 1891, Mr. Sydney Smith gave instructions that Mr. Barnes should submit without delay a full report with reference to the quantity of water at present available, and how long it will last without being replenished by a fall of rain. Also, a report with respect to Stephen's Creek scheme, when water from that source is likely to be available, and what arrangements can be made for supplying the people of Broken Hill with water.

(2.) Communication was made to the Broken Hill Proprietary Company and to the Broken Hill Water Supply (Limited). The former advised on 24th November, 1891, that the water from the Acacia Basin was unfit for consumption, and that as an unlimited supply could be obtained from the S. A. water-works at Beetaloo at a less rate than is paid at present, and that the Directors do not think fears of a water famine need exist. The latter wired that they could supply 5,000 gallons daily for three months. Steps, however, were at once taken to reserve entirely the Rat Hole and Tara Government tanks. Supply tanks have been loaned by this and the Public Works Department for the service of water. Supply tanks, pumping engines, and a supply of piping have been forwarded from Sydney for the supply of water from the Rat Hole Tank, which will be handed over to the Municipal Council when absolutely necessary.

(3 and 4.) Mr. Geological Surveyor Anderson was instructed by the late Minister for Mines to visit Broken Hill and report upon the probability of the occurrence of artesian or sub-artesian water in the district. The report was received on 9th instant. A summary of the report has been furnished to the M.P. for the district and Municipal Council. The report, a lengthy one, is now receiving consideration.

1891.

(SECOND SESSION.)

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

BROKEN HILL AND DISTRICT WATER SUPPLY ACT AMENDMENT BILL.

(PETITION FROM THE BROKEN HILL PROPRIETARY COMPANY (LIMITED), AND SEVERAL OTHER MINING COMPANIES AT BROKEN HILL, AGAINST THE PASSING OF THE.)

Received by the Legislative Assembly, 9 December, 1891.

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

The humble Petition of the Broken Hill Proprietary Company (Limited), and the several other mining companies whose common seals are hereunto attached sheweth as follows:—

Whereas a Bill has been presented to your Honorable House during the present session of Parliament intituled "A Bill to extend the time for completing the Broken Hill and District Water Supply Company's (Limited) Works, and to amend the Broken Hill and District Water Supply Act, 1888"

And whereas great difficulties have long been experienced by your Petitioners in obtaining an adequate supply of water for the use of their mines at or in the neighbourhood of Broken Hill.

And whereas the said Broken Hill and District Water Supply Act of 1888 received the Royal Assent on the first day of October, one thousand eight hundred and eighty-nine, and the time for completing the works thereby authorised expired on the first day of October, one thousand eight hundred and ninety-one, and the said Bill has been presented for the purpose of getting an extension of the said time for the period of two years from the passing of the said Bill.

And whereas the promoters of the said Act and the said Bill have never taken any steps whatever to commence the undertakings authorised by the said Act, and your Petitioners are convinced that they have no present intention of commencing the same.

And whereas in consequence of the delay of the said promoters of the said Act other plants have been formed for supplying the mines with water at a much lower price than that of one shilling and sixpence per one hundred gallons authorised to be charged by the said Act, which said price your Petitioners consider excessive.

And whereas under the circumstances aforesaid your Petitioners submit that the only effect of passing the said Bill into law would be to frustrate the execution of other plans which have been formed for supplying the mines at Broken Hill with water as aforesaid, and which said other plans your Petitioners believe will be vigorously prosecuted if opportunity is given therefor.

Your Petitioners, therefore, humbly pray that your Honorable House will not pass the said Bill into law.

And your Petitioners will ever pray, &c.

[Here follow 18 signatures.]

1891-2.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

REPORT FROM THE SELECT COMMITTEE

ON THE

BROKEN HILL WATER SUPPLY ACT AMENDMENT BILL;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE

AND

MINUTES OF EVIDENCE.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
17 *February*, 1892.

SYDNEY: CHARLES POTTER, GOVERNMENT PRINTER.

1892.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE
LEGISLATIVE ASSEMBLY.

VOTES No. 77. MONDAY, 1 FEBRUARY, 1892.

2. BROKEN HILL WATER SUPPLY ACT AMENDMENT BILL (*Formal Motion*):—Mr. Cann moved, pursuant to Notice,—
- (1.) That the Broken Hill Water Supply Act Amendment Bill be referred to a Select Committee, with power to send for persons and papers, for consideration and report.
- (2.) That such Committee consist of Mr. Slattery, Mr. Lyne, Mr. Want, Mr. Waddell, Mr. Dickens, Mr. McCourt, Mr. O'Sullivan, Mr. Langwell, and the Mover.
- Question put and passed.
6. BROKEN HILL WATER SUPPLY ACT AMENDMENT BILL:—Mr. Cann (*by consent*) moved, without Notice, That Mr. Sydney Smith be added to the Select Committee on the Broken Hill Water Supply Act Amendment Bill.
- Question put and passed.
-

VOTES No. 79. WEDNESDAY, 3 FEBRUARY, 1892.

3. BROKEN HILL WATER SUPPLY ACT AMENDMENT BILL:—
- * * * * *
- (2.) Mr. Parkes then presented another Petition from the Broken Hill and District Water Supply Company (Limited), of Sydney, praying for leave to appear in person, or by Solicitor or Counsel, before the Select Committee now considering the Broken Hill Water Supply Act Amendment Bill, and if necessary to adduce such evidence and send for such persons and papers as the Petitioners may be advised, and to examine and cross-examine witnesses called before the said Committee.
- Petition received.
- Mr. Parkes (*by consent*) moved, without Notice, That the prayer of the Petitioners be granted.
- Question put and passed.
-

VOTES No. 84. THURSDAY, 11 FEBRUARY, 1892.

8. BROKEN HILL WATER SUPPLY ACT AMENDMENT BILL:—Mr. Cann (*by consent*) moved, without Notice, That the Select Committee now sitting on the Broken Hill Water Supply Act Amendment Bill have leave to sit during any adjournment of this House, for the purpose of completing the inquiry.
- Question put and passed.
-

VOTES No. 87. WEDNESDAY, 17 FEBRUARY, 1892.

12. BROKEN HILL WATER SUPPLY ACT AMENDMENT BILL.—Mr. Cann, as Chairman, brought up the Report from, and laid upon the Table the Minutes of Proceedings of, and Evidence taken before the Select Committee for whose consideration and Report this Bill was referred on 1st February, 1892, together with a copy of the Bill as amended and agreed to by the Committee.
- On motion of Mr. Want, the Report was read by the Clerk, by direction of Mr. Speaker.
- Ordered to be printed.
- * * * * *
-

CONTENTS.

	PAGE.
Extracts from the Votes and Proceedings	2
Report	3
Proceedings of the Committee	4
Schedule of Amendments	7
List of Witnesses.....	7
Minutes of Evidence	8

1891-2.

BROKEN HILL WATER SUPPLY ACT AMENDMENT BILL.

REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, for whose consideration and report was referred on 1st February, 1892, "*The Broken Hill Water Supply Act Amendment Bill*," and to whom was granted on 11th February, 1892, leave to sit during any adjournment,—beg to report to your Honorable House.—

That they have examined the witnesses named in the List* (whose evidence will be found appended hereto), and the Preamble as amended having been satisfactorily proved to your Committee, they proceeded to consider the several clauses and the schedule of the Bill, in which it was deemed necessary to make certain amendments.

That after the appointment of your Committee permission was granted to the Broken Hill and District Water Supply Company (Limited), of Sydney, to appear in person, or by Solicitor or Counsel, and to adduce such evidence and send for such persons and papers as the Petitioners may be advised, and to examine and cross-examine witnesses called before the said Committee.

That in pursuance of such permission the Company appeared by Solicitor, and examined and cross-examined witnesses respecting the Broken Hill Water Supply Bill, as well as the Broken Hill and District Water Supply Company (Limited) of Sydney, being the matters in issue between the persons conducting and opposing the Bill.

That after hearing evidence your Committee decided that the Broken Hill and District Water Supply Company (Limited), of Sydney, failed to take proper steps within the time mentioned in their Act to comply with its provisions.

That your Committee are perfectly satisfied that the said Company did not at any time supply proper information to enable the Governor to give approval of their scheme, and the small amount expended in works, and the great delay in furnishing what, after all, was only a very imperfect and incomplete plan, justifies your Committee in coming to the conclusion that the said Company was merely a speculative one, and therefore not entitled to any further favourable consideration.

Your Committee now beg to lay before your Honorable House the Bill as amended by them, with an amended Preamble.

J. H. CANN,
Chairman.

No. 1 Committee Room,
Sydney, 17th February, 1892.

PROCEEDINGS OF THE COMMITTEE.

TUESDAY, 2 FEBRUARY, 1892.

MEMBERS PRESENT:—

Mr. Cann,	|	Mr. Langwell,
Mr. Lyne,	|	Mr. McCourt,
Mr. O'Sullivan,	|	Mr. Slattery,
	Mr. Want.	

Mr. Cann called to the Chair.

Entries from Votes and Proceedings appointing the Committee, and adding the name of Mr. Sydney Smith to the Committee, read by the Clerk.

Printed copies of the Bill referred, together with original Petition to introduce same before the Committee.

Present:—Charles Cecil Read, Esq. (*Solicitor for the Bill*); Henry Henderson Drysdale (*one of the Directors of the Company*); Christopher Jobson (*Engineer for the Company*).

Charles Cecil Read sworn and examined.

Witness produced plans of proposed pipe track.

Christopher Jobson sworn and examined.

Henry Henderson Drysdale sworn and examined.

[Adjourned till to-morrow at Two o'clock sharp.]

WEDNESDAY, 3 FEBRUARY, 1892.

MEMBERS PRESENT:—

Mr. Cann in the Chair.

Mr. O'Sullivan,	|	Mr. McCourt,
Mr. Langwell,	|	Mr. Sydney Smith,
	Mr. Slattery.	

Present:—C. C. Read, Esq. (*Solicitor for the Bill*).

Henry Henderson Drysdale recalled and further examined.

William Robert Wilson sworn and examined.

Henry Henderson Drysdale recalled and further examined.

James William Boulbee, Officer-in-charge of the Water Conservation Branch of the Mines Department, sworn and examined.

[Adjourned till Wednesday next at Two o'clock.]

WEDNESDAY, 10 FEBRUARY, 1892.

MEMBERS PRESENT:—

Mr. Cann in the Chair.

Mr. Dickens,	|	Mr. Slattery,
Mr. Langwell,	|	Mr. Sydney Smith,
Mr. O'Sullivan,	|	Mr. Waddell,
	Mr. Want.	

Present:—Henry Emanuel Cohen, Esq., instructed by Charles Cecil Read, Esq. (*Solicitor for the Bill*); Henry Henderson Drysdale (*one of the Directors of the Company*); John Charles McLachlan, Esq., of the firm of Lawrence, McLachlan, and Williams (*Solicitors for the Broken Hill and District Water Supply Company (Limited), of Sydney, Petitioners against the Bill*).

John Penrose (*Mayor of Silverton*) called in, sworn, and examined by Mr. Cohen.

Cross-examined by Mr. McLachlan.

Witness withdrew.

Thomas Harry Houghton, C.E., called in, sworn, and examined by Mr. Cohen.

Cross-examined by Mr. McLachlan.

Witness withdrew.

Thomas Coombe, (*ex-Mayor and Alderman of the Municipal District of Broken Hill*) called in, sworn, and examined by Mr. Cohen.

Cross-examined by Mr. McLachlan.

Witness withdrew.

[Adjourned till To-morrow, at Ten o'clock.]

THURSDAY,

THURSDAY, 11 FEBRUARY, 1892.

MEMBERS PRESENT:—

Mr. Dickens,		Mr. O'Sullivan,
Mr. Langwell,	|	Mr. Slattery,
	Mr. Sydney Smith.	

Present:—Henry Emanuel Cohen, Esq., instructed by Charles Cecil Read, Esq. (*Solicitor for the Bill*); Henry Henderson Drysdale (*one of the Directors of the Company*); John Charles McLachlan, Esq., of the firm of Laurence, McLachlan, and Williams (*Solicitors for the Broken Hill and District Water Supply Company (Limited), of Sydney, Petitioners against the Bill*).

Denis Creedon (*Alderman of the Municipal District of Broken Hill*) called in, sworn, and examined by Mr. Cohen.

Cross-examined by Mr. McLachlan, and the *Solicitor for the Petitioners* desiring to hand in, as an appendix, the report of a meeting held at Broken Hill, on Wednesday, 10th February, 1892, appearing in the *Sydney Morning Herald* of 11th February, 1892:—

Room cleared.

Committee deliberated, and decided not to append the report.

Parties called in and informed.

Denis Creedon recalled, and further examined.

Witness withdrew.

Henry Henderson Drysdale recalled and further examined by Mr. Cohen.

Cross-examined by Mr. McLachlan.

Witness withdrew.

Hugh Giffin McKinney (*Chief Engineer for Water Conservation, Mines Department*), called in, sworn, and examined by Mr. McLachlan.

Witness withdrew.

[Adjourned till a quarter after Two o'clock this day.]

The Committee re-assembled at the hour named.

MEMBERS PRESENT:—

Mr. Dickens.		Mr. O'Sullivan,
Mr. Langwell,	|	Mr. Sydney Smith,
	Mr. Slattery.	

Present:—Henry Emanuel Cohen, Esq., instructed by Charles Cecil Read, Esq. (*Solicitor for the Bill*); Henry Henderson Drysdale (*one of the Directors of the Company*); John Charles McLachlan, Esq., of the firm of Laurence, McLachlan, and Williams (*Solicitors for the Broken Hill and District Water Supply Company (Limited) of Sydney, Petitioners against the Bill*).

Hugh Giffin McKinney recalled and further examined.

Witness withdrew.

Resolved,—That the Chairman obtain leave of the House for the Committee to sit during any adjournment for the purpose of completing the inquiry.

[Adjourned till to-morrow at Ten o'clock.]

FRIDAY, 12 FEBRUARY, 1892.

MEMBERS PRESENT:—

Mr. Dickens,		Mr. O'Sullivan,
Mr. Langwell,	|	Mr. Sydney Smith.

Entry from Votes and Proceedings granting leave to the Committee to sit during any adjournment, for the purpose of completing the inquiry, read by the Clerk.

Present:—Henry Emanuel Cohen, Esq., instructed by Charles Cecil Read, Esq. (*Solicitor for the Bill*); Henry Henderson Drysdale (*one of the Directors of the Company*); John Charles McLachlan, Esq., of the firm of Laurence, McLachlan, and Williams (*Solicitors for the Broken Hill and District Water Supply Company (Limited) of Sydney, Petitioners against the Bill*).

Hugh Giffin McKinney recalled and further examined by Mr. McLachlan, and the *Solicitor for the Petitioners* desiring to bring fresh evidence before the Committee,—

Room cleared.

Committee deliberated and decided to adjourn till Monday morning, in order to have a full Committee.

[Adjourned till Monday next, at Ten o'clock.]

MONDAY, 15 FEBRUARY, 1892.

MEMBERS PRESENT:—

Mr. Dickens,		Mr. Sydney Smith,
Mr. O'Sullivan,	|	Mr. Slattery,
	Mr. Waddell.	

Committee deliberated.

Parties called in and informed.

Present:—Henry Emanuel Cohen, Esq., instructed by Charles Cecil Read, Esq. (*Solicitor for the Bill*); Henry Henderson Drysdale (*one of the Directors of the Company*); John Charles McLachlan, Esq., of the firm of Laurence, McLachlan, and Williams (*Solicitors for the Broken Hill and District Water Supply Company (Limited) of Sydney, Petitioners against the Bill*).

Henry

Henry Henderson Drysdale called in, and further examined by Mr. McLachlan.

Cross-examined by Mr. Read.

Witness withdrew.

Frederick Bowdler Gipps (*Civil Engineer, M.I.C.E.*) called in, sworn, and examined by Mr. McLachlan.

Cross-examined by Mr. Read.

Witness withdrew.

John William James (*Civil Engineer, M.I.C.E.*) called in, sworn, and examined by Mr. McLachlan.

Cross-examined by Mr. Read.

Witness withdrew.

[Adjourned till a quarter after Two o'clock this day.]

The Committee re-assembled at the hour named.

MEMBERS PRESENT:—

Mr. Cann in the Chair.

Mr. O'Sullivan,
Mr. Slattery,

Mr. Sydney Smith,
Mr. Waddell.

Present:—Henry Emanuel Cohen, Esq., instructed by Charles Cecil Read, Esq. (*Solicitor for the Bill*); Henry Henderson Drysdale (*one of the Directors of the Company*); John Charles McLachlan, Esq., of the firm of Laurence, McLachlan, and Williams (*Solicitors for the Broken Hill and District Water Supply Company (Limited), of Sydney, Petitioners against the Bill*).

Charles O'Neill (*Civil Engineer, M.I.C.E.*), called in, sworn, and examined by Mr. McLachlan.

Cross-examined by Mr. Cohen.

Witness withdrew.

Frederick Bowdler Gipps, Esq. (*Civil Engineer, M.I.C.E.*), recalled, and further examined by Mr. McLachlan.

Witness withdrew.

[Adjourned till To-morrow, at Ten o'clock.]

TUESDAY, 16 FEBRUARY, 1892.

MEMBERS PRESENT:—

Mr. Cann in the Chair.

Mr. Langwell,
Mr. O'Sullivan,

Mr. Sydney Smith,
Mr. Waddell.

Present:—Henry Emanuel Cohen, Esq., instructed by Charles Cecil Read, Esq. (*Solicitor for the Bill*); Henry Henderson Drysdale (*one of the Directors of the Company*); John Charles McLachlan, Esq., of the firm of Laurence, McLachlan, and Williams (*Solicitors for the Broken Hill and District Water Supply Company (Limited), of Sydney, Petitioners against the Bill*).

Fred. Fullwood, Secretary of the Broken Hill and District Water Supply Company (Limited), of Sydney, called in, sworn, and examined by Mr. McLachlan.

Cross-examined by Mr. Cohen.

Witness withdrew.

Harry Stockdale called in, sworn, and examined by Mr. McLachlan.

Cross-examined by Mr. Cohen.

Witness withdrew.

[Adjourned till half-past Two o'clock this day.]

The Committee re-assembled at the hour named.

MEMBERS PRESENT:—

Mr. Cann in the Chair.

Mr. Dickens,

Mr. O'Sullivan,

Mr. Sydney Smith.

Present:—Henry Emanuel Cohen, Esq., instructed by Charles Cecil Read, Esq. (*Solicitor for the Bill*); Henry Henderson Drysdale (*one of the Directors of the Company*); John Charles McLachlan, Esq., of the firm of Laurence, McLachlan, and Williams (*Solicitors for the Broken Hill and District Water Supply Company (Limited) of Sydney, Petitioners against the Bill*).

Mr. McLachlan addressed the Committee.

Mr. Cohen addressed the Committee.

[Adjourned till to-morrow at Ten o'clock.]

WEDNESDAY, 17 FEBRUARY, 1892.

MEMBERS PRESENT:—

Mr. Cann in the Chair.

Mr. Dickens,
Mr. O'Sullivan,

Mr. Slattery,
Mr. Sydney Smith,

Mr. Waddell.

Present:—Charles Cecil Read, Esq. (*Solicitor for the Bill*).

Preamble considered.

Question.—That the Preamble as amended stand part of the Bill,—put and passed.

Clauses 1 and 2 read and agreed to.

Clause 3 read, amended, and agreed to.

Clause 4 read and negatived.

Clause 5 read and agreed to.

Clause 6 read, amended, and agreed to.

Schedule read and omitted.

New Schedule to stand as Schedule of the Bill, read and agreed to.

Title read and agreed to.

Chairman to report the Bill with amendments to the House, and an amended Preamble.

SCHEDULE OF AMENDMENTS.

Page 2, Preamble, line 2.	After "and" omit "the lakes in the vicinity" insert "Lake Speculation"
" 2, clause 3, line 20.	After "take" insert "and conduct water from the Darling River mentioned in the Schedule to this Act to the Company's reservoir and works at Stephens Creek and shall also subject to the same approval have the right to take and conduct water from Lake Speculation mentioned in the Schedule to this Act to the Company's reservoir and works at Stephens Creek and to take"
" 2, " 3, " 21.	After "Act" insert "with power to deviate subject to such approval as aforesaid"
" 2, " 5, " 50.	Omit "a matter of its bona-fides" insert "a guarantee of its bona-fide intention"
" 2, " 5, " 51.	After "within" omit "one month" insert "three months"
" 2, " 5, " 54.	After "on" insert "then it shall be lawful for the Governor in Council to order such £10,000 to be forfeited and that all rights, &c., under this amended Act shall cease, and upon such order being made the said sum of £10,000 shall, from the date of such order, be forfeited, and such rights, &c., shall cease.
" 2, " 5, " 54.	After "on" omit "the said sum of ten thousand pounds to be forfeited and go to the Consolidated Revenue of the Colony of New South Wales"
" 2, " 5, " 59.	After "deposited" omit "to" insert "shall"
" 3, " 5, " 1.	After "of" omit "eight" insert "four"
" 3, " 5, " 2.	After "within" omit "twelve" insert "eighteen"
" 3, " 5, " 4.	Omit "accruing"
" 3, " 5, " 5.	Omit "and of the original Act"
" 3.	Omit "Schedule" insert "New Schedule"

LIST OF WITNESSES.

	PAGE.
Read, C. C.	9
Jobson, C.	10
Drysdale, H. H.	15, 16, 24, 37, 53
Wilson, W. R.	21
Boulton, J. W.	25
Penrose, J.	26
Houghton, T. H.	30
Coombe, T.	32
Creedon, D.	35
M'Kinney, H. G.	38, 55
Gipps, F. B.	60
James, J. W.	64
O'Neill, C.	68
Fulwood, F.	73
Stockdale, H.	83

1891-2.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON THE

BROKEN HILL WATER SUPPLY ACT AMENDMENT BILL.

TUESDAY, 2 FEBRUARY, 1892.

Present:—

MR. CANN,		MR. McCOURT,
MR. LANGWELL,	|	MR. O'SULLIVAN,
MR. LYNE,		MR. SLATTERY,
	MR. WANT.	

J. H. CANN, ESQ., IN THE CHAIR.

Charles Cecil Read, Esq., appeared as solicitor for the Bill.

Charles Cecil Read sworn and examined:—

1. *Chairman.*] You are the solicitor for the Bill? I am.
2. Have all the notices, &c., been given in compliance with the law? Yes, all the requisite notices have been given.
3. Is this a plan of the scheme? Yes; it is a plan showing the area comprised in the Amending Bill. [*Vide Appendix A.*] On going through the Bill it was considered advisable to make a few amendments, and there is also a new clause with regard to arbitration. It was thought expedient to put in another clause with reference to arbitration, because the arbitration in the parent Act might not cover all that is required by the Amending Bill.
4. *Mr. O'Sullivan.*] Have you submitted a plan of the proposed area over which the company you represent desire to acquire rights? Yes.
5. What is the width of the area, taking it anywhere from about the pumping station to the other side? I think the engineer will be better able to answer that question.
6. Well, I will ask you a question bearing on that point; as solicitor for the Bill, and knowing exactly what the company intend, what is the exact interpretation that you desire to have placed upon these words in clause 3, "From and after the passing of this Act the company registered as 'Broken Hill Water Supply (Limited)' shall, subject to the approval of the Governor, be at liberty to take land within the area described in the schedule to this Act, and to use the said land or any part thereof for a pipe track or pipe tracks and other works necessary or expedient for the better supply of water by the said company within the said district of Broken Hill and Silverton." That might imply that the company could take the whole of the land if necessary? Yes; but what the company want really is authority to use all the land that is necessary for the purpose of laying down their pipe tracks. They do not want the land itself.
7. Then the interpretation which you put upon the clause is that the company shall have the right to take within that area so much land which they may require for their pipe tracks, plant, and machinery? Yes.

C. C. Read,
Esq.

2 Feb., 1892.

- C. C. Read,
Esq.
2 Feb., 1892.
8. But the words used might be taken to imply that the whole of the land was to be taken; instead of the words "said land" ought not the words to be "as much of the said land"? Even then the pipes would be placed so far down in the ground that they would not be seen above the surface, and therefore the surface would not be required except when it was necessary to open the land again.
9. *Mr. McCourt.*] You say that you would require the land described only for the purpose of laying your pipes? Yes, and for other necessary works.
10. Will you look at the latter part of clause 3, where it says "And all the provisions of the 'Broken Hill Water Supply Act,' except the 10th section thereof, shall, *mutatis mutandis*, apply to the land described in the schedule hereto." You say that all the provisions of the principal Act will apply to the land taken under this Bill; is that not so? Yes.
11. Will you look at section 42 of the principal Act, under which the company can take possession of all the land in question and use it for their own purposes for twenty-eight years to the exclusion of every one else; all the sections of the principal Act apply to this Bill; is that not so? Yes; section 42 of the principal Act says—"And to divest the estate of such corporation or person, and to vest the said land in the said company for the purposes of this Act for a lease of twenty-eight years, at such rent as may be determined by the local Land Board."
12. If this Bill were passed in its present form, you would have sole control over all the land mentioned in the schedule of this Bill? Yes, as regards the land within that area, I suppose that would be so.
13. Well, you do not want that? I would ask you to examine Mr. Drysdale on that point.
14. But you do not want that? I believe not—only to take so much as will be necessary for the laying down of the pipes and for the erection of any works that may be necessary or expedient for the purpose of getting water from these lakes and the Darling River.
15. Then the company do not want to exclude any other people from using that water? I do not think so. I believe they do not desire to exclude others.
16. One section of the Act says that the work is to be completed within three years; but that period was afterwards altered to one year? Yes. But you will find that there is a request for a little longer time to be allowed, for a year is not considered sufficient. It was found that the work could not possibly be done in that time.
17. Do you know whether the people of Broken Hill, represented by the Municipal Council, are in favour of this Bill or not? That I cannot say.
18. *Mr. Langwell.*] Do you know what area of land is included? The plan speaks for itself.
19. It would embrace all on this side of the lakes up to the Stephen's Creek scheme. That would be a straight tract of country 6 miles in width, would it not? I think it would, but on that point the engineer would be able to give evidence.
20. Do you understand that in dealing with clause 3 we are not dealing with this Bill, but with the original Bill? No; I think we are dealing with this Bill, and not with the principal Bill at all.
21. You do not take it that the reading of this Bill includes all the provisions made in the principal Bill concerning the land? I think it does.
22. In dealing with this clause we are dealing with this and the principal Bill? Yes, both.
23. *Mr. Lyne.*] What is the necessity for having this 6 miles width of land? That I cannot tell you.
24. And this large area of land around the lakes? There must be some area round the lakes to show what is included in the schedule.
25. Could you not do with a much less area of land than is embraced in the schedule? That I cannot say.
26. *Mr. Slattery.*] Do you know how much has already been expended by the company? I think, about £170,000.
27. Do I understand that what you require is to have rights only over the land for the purpose of laying down a pipe track, or pipe tracks, or other works necessary for the purpose of carrying the water supply to Broken Hill? Yes, I believe so.
28. I suppose you know the old line of pipes from the Botany water-works to the city of Sydney? Yes.
29. Should I be justified in saying that as far as your instructions are concerned all your company ask is to be put in the same position as the water supply from the Botany waterworks to Sydney, that is, having the pipes underground, and having reservoirs at various places? There must be certain land taken for two or three pumping stations. The land, I believe, is not required for any other purpose than that of supplying water for Broken Hill.
30. So the greater part of the surface of the land would be useless to the company? Yes.

Christopher Jobson called in, sworn, and examined:—

- Mr.
C. Jobson.
2 Feb., 1892.
31. *Chairman.*] You are the engineer for the Stephen's Creek Water Supply Company, I believe? Yes.
32. Have you supervised the company's works at Broken Hill? Yes; up till now.
33. Are those works nearly completed? The reservoir is completed, and all the other works will be completed within two weeks from now; in fact the works are practically completed.
34. That is, the laying of the main and reticulating the town? Yes; the reticulation of the town is in hand now. The supply main is being landed at Port Adelaide at present, and in about two months from now its laying will be completed.
35. I suppose that you have had some experience in this kind of work? Yes; I have been at it all my life.
36. Have you ever supervised any water-works of the same kind before? Yes; I constructed the Mount Gambier water-works, and also water-works at Gawler, Beetelboo, which cost £600,000, Crystal Brook, and Port Germain, all in South Australia. I was also sent for by the Geelong Council to report on a water works scheme for Geelong last year.
37. You have had considerable experience in works of this kind? Yes.
38. Do you think that the reservoir at Stephen's Creek will hold water? Yes; undoubtedly. We have the water there now, but not sufficient of it.
39. Have you been up the river Darling? Yes.
40. Have you been over the lakes which this company propose to tap? Yes; and all the adjoining country also.
41. Do you think that there is an adequate supply of water in those lakes to supply the township of Broken Hill? Undoubtedly; with proper provision made for the purpose of retaining it in the lakes.

Mr.
C. Jobson.
2 Feb., 1892.

42. Is there any weed or anything else growing in the lakes that will make the water unfit for human consumption? In some of them—yes; but in others the water is specially good. The water is really rain water, and is changed whenever the river comes down. In the lake which we propose to use first, Lake Speculation, the water is specially good, and so far as I can judge is certainly at present free from any weed, and, from all the information I can gather, it is free from weed at any time, unless it gets very low.
43. It gets low every year, I suppose? Yes; it would get low every year if it were allowed to run back. The river overflows its banks and it flows into Lake Menindie, and then into Lake Speculation. As the river rises so the lakes fill, as the river falls so the lakes empty. That applies to all these lakes. The works that it is proposed to construct will retain the water in those of the lakes which we require by means of sluice-gates and so on.
44. You propose to construct some works at the other end of the lakes, between the river and the lakes, in order to conserve the water in the lakes? Exactly.
45. What extent of works do you propose to construct there? That will altogether depend on how much the demand increases. At present we purpose retaining the supply in Lake Speculation. As the demand at Broken Hill increases through consumption required for the mines and other purposes, we would retain the water in Lake Cawndilla for instance.
46. Are there any works at present between Lake Menindie and the Darling? Yes; the Government have constructed two dams, but they are broken down at present. I am speaking from what I have heard, but I understand that some four years ago, when there was an unemployed agitation at Sydney, the Government sent up some unemployed men, and they put two dams across the entrance to the lake—between the river and Lake Menindie. There has been a burst since, and the work has been washed away.
47. Have any other parties done any works there to your knowledge? Yes; we have constructed a dam on the creek, between Lake Speculation and Lake Menindie, conserving the water at present in Lake Speculation. We have prevented the water from flowing back.
48. It is the Stephen's Creek Company that have done that? Yes.
49. Are you aware that the Darling River Company claim to have constructed that dam? I saw so in the papers. That is the only thing I know. I know there was an old dam there, but it had burst before I took the matter in hand.
50. You think that there had been works made by other people? Yes; but to a very small extent—probably £20 or £30 would have paid for all the works done there. There was a small dam put across the inlet creek to do what we have done, but the dam was not strong enough, and when the water in the lakes got at different levels, the dam burst. Then I put a dam across the creek.
51. That is, on behalf of this company? Yes.
52. Of what extent is the dam that you made? Taking it altogether, its cost would come to about £100 or £150. What we were anxious to do was to hold the water that was there.
53. You have been over the whole of the pipe track, I believe? Yes.
54. Have you any doubt about the feasibility of this scheme? None whatever.
55. You think that it is a thoroughly practicable scheme? Yes, certainly.
56. Can you give the Committee any idea of what the cost of this work will be? That will depend to a great extent on the quantity of water which we design the scheme to send in, and that again depends on the quantity required by the mines—whether the mines will put up works for the treatment of sulphide ores, or any large works like those; but taking it at about 1,000,000 gallons per day, the cost would be approximately about £200,000.
57. I believe you have already decided what size main you will lay down? That of course also depends on the question of consumption.
58. Then, I understand that it is not yet decided what size main you will put down? Not actually decided. I can give you the size of the main required for the 1,250,000 gallons scheme. That would be an average 16 inches main. Some portions of the main would be smaller and some larger, the idea being that they are nested into one another for importation. That of course depends on the scheme which is adopted—a larger scheme would require a larger pipe.
59. Do you propose to put the pipes underground? At present, yes.
60. To sink them underground? At present, yes.
61. What tract of country would you require just for a pipe track? Three chains wide.
62. You would not require any more than that? No, not for a pipe track.
63. You would not require any land in addition to that anywhere except for your pumping stations? We would require additional land at the pumping station and just round the lake where we tap it, and we require authority, of course, to protect Lake Speculation from pollution by stock, through pigs and cattle and sheep going into the water.
64. You want to preserve the purity of the water? Yes. That is all the land we require.
65. Then this other boundary marked out for the purposes of the company is, I suppose, only to give you the right to take this water if you require it hereafter? Yes; as Broken Hill or the requirements of the population at that end would require it. It might be necessary to tap first one lake and then the other, so as to keep a supply always in reserve. It might never be required. I am of opinion that it will not.
66. I suppose that you have not had much experience in watching the river Darling? No personal experience.
67. You cannot tell how often it is dry or is running a banker? No, except from what I hear and from the records of the Government. During the last three years or two and a half years it has been running a banker. Any evidence that I could give would only be hearsay evidence, obtained from people there. I spent a long time collecting evidence of that sort to base the scheme upon.
68. From the evidence you have collected, how frequently would you say the river runs very high at present? The bulk of the evidence goes to prove that it would rise sufficiently to put water across this channel into Lake Menindie at least once every year, but it would not rise in flood that could be depended upon more than once in two years.
69. *Mr. Want.*] Supposing the Stephen's Creek works as at present constructed for water supply were constantly full and the supply of water was regular, there would be no necessity for this extension at all? No.

Mr.
C. Jobson.
2 Feb., 1892.

70. Then I take it that what the company are asking for really is a protection against that other reservoir running short? Exactly.
71. Supposing they had sufficient water in that lake this would be quite an unnecessary expenditure? Yes.
72. This is undertaken to provide against accident? To provide against a four years' drought again.
73. It does not follow that this would be constantly used, but it is a safeguard against running short at Stephen's Creek? That is it.
74. What did you say the amount of money to be expended to do that would be? It would depend altogether on the size of the scheme, the mines requirements, &c., but I should say about £200,000, approximately.
75. Is it a fact that the mines themselves have undertaken verbally to spend a certain amount of capital in doing this? That is out of my department.
76. You say that there is a certain amount of land marked on the plan—I believe you said that by the scale it shows about 6 miles? Yes.
77. Is there any necessity for the whole of that 6 miles to be included in the schedule? The reason is that we must have some limit fixed so as to keep our service within that boundary.
78. What I mean is this: Could you manage to tap anyone of those three lakes with a smaller quantity of land than is marked on the plan. You say you want a width of 3 chains to lay your pipes. Suppose you laid them to Lake Speculation, would you then take your pipes from Lake Speculation to another lake;—would you take them into Lake Speculation and run on to another lake? Either by pipe or by channel, as the case might be.
79. What I mean is this—all you would want is a track 3 chains wide (say) to Lake Speculation, and then another track to another lake? That is it.
80. You would want the right to go on and lay your pipes to another lake? That is it. All we want this land for is so as to have the right to take pipes from Lake Speculation to some other lake.
81. The company do not want the land vested in them except for the purpose of water supply? Only for that purpose.
82. *Mr. O'Sullivan.*] You said just now that you would only want a pipe track 3 chains wide? Yes.
83. Yet your company are asking for rights to cover a width of 6 miles, according to the plan, to lay down a pipe track? Yes.
84. Have you not already decided to tap Lake Speculation and also to go to the river Darling as a source of supply? Yes.
85. Then why do you want the 6 miles width with a remote prospect of tapping the other lakes? We want 6 miles wide, so as to be allowed to deviate the pipe track according to the lay of the country.
86. When once your pipes are down on this pipe track, and your pumping-station and everything else necessary are erected, you have no further use for the surface of the land? None at all. But we must have the right to go on to it to effect repairs.
87. You spoke just now to the effect that after tapping Lake Speculation you intended to tap Lake Cawndilla? Yes.
88. Why do you intend to tap that lake in preference to Lake Menindie? It is near Lake Speculation. It is a much deeper lake, and has much better water.
89. All these lakes are supplied from the Darling? Yes.
90. Then if you can go to the Darling itself with your pipes, why do you want to govern the whole of the three lakes? There is no storage in the Darling—the Darling runs dry when the floods are down.
91. Would not Lake Cawndilla or Lake Menindie supply storage enough for you? Yes; but it is probable that we might want neither. Lake Speculation is an easier lake to manipulate as far as machinery is concerned. The banks of Lake Cawndilla are very high, and it is not easy to erect pumping machinery there such as would be required to send the water to Broken Hill. There are engineering reasons in favour of what we propose.
92. Would Lake Cawndilla or Lake Menindie hold enough water to keep you supplied for two years if they were full? Oh, yes, Lake Cawndilla would. Lake Menindie is shallow, and I would not like to trust to it.
93. If that is so, why do you want to govern the whole three lakes as reservoirs, and at the same time tap the Darling as you propose? We do not know where the consumption is going to stop.
94. You are preparing for an extraordinary consumption in the future which you cannot foresee now? Yes.
95. The fact of your obtaining rights to get water from those lakes will not shut out any who want to carry out irrigation works around the lakes, or prevent any one from using the waters of the Darling, for as you are aware that is likely to be made a place for the growth of vegetables and fruit to be supplied to the market at Broken Hill? I do not think that you will ever grow vegetables there for Broken Hill; they will be grown near Broken Hill.
96. You do not think that Lake Menindie is likely to become a centre, where produce of several kinds is likely to be grown for the supply of Broken Hill? I do not think so.
97. Supposing, however, that that should be the case, it is quite possible that some one will start irrigation works there? They could do so.
98. If they did, there is nothing in your rights to prevent them from doing it? So far as I can understand there will not be; but the solicitor might be able to tell you better about that.
99. You will still have to raise the water 900 feet, will you not? We have a total lift into Broken Hill of 903 feet from Lake Speculation.
100. This work of lifting the water you can easily achieve with modern pumping machinery? Yes; I may mention that at present my company have only to lift it from Lake Speculation into their reservoir at Stephen's Creek. Our present works are already constructed to lift it from Stephen's Creek to Broken Hill; so that reduces the lift from Lake Speculation to Broken Hill from 903 to 540 feet, Stephen's Creek being about half the height.
101. *Mr. Langwell.*] You said that no weeds [grow] in these lakes except when they are very low? In some they do. Some of them have no weeds except when they are low, but in Lake Menindie there is a certain quantity of weeds.
102. Have you seen Lake Menindie when the water has been very low? No.
103. Nor any of the other lakes? No; they have all been full.
104. Was the water pure at that time? Yes.

Mr.
C. Jobson.
Feb., 1892.

105. Have you heard that sometimes the water of these lakes is hardly fit for human consumption? I have heard so.
106. Have you ever visited Cobham Lake? No.
107. Nor Lake Bancaunia? No.
108. You have heard that the water gets bad in Lake Menindie? Yes.
109. Is Lake Menindie connected with Lake Cawndilla? Yes.
110. Is it your intention to run the water out of Lake Menindie into Lake Cawndilla? Yes; but only in the flood times.
111. Your main supply is from Lake Speculation? Yes; at present.
112. In reply to the Chairman you said that it was your intention to preserve the water in Lake Speculation from pollution by pigs, sheep, and cattle? Yes.
113. How do you intend to do that? We shall have to fence it in.
114. In fencing in Lake Speculation would it not be necessary to fence in all the others where the supply comes from? No; no more than it would be necessary to fence in the watershed of the Darling.
115. But there is a great difference between the Darling and the lakes, because one is running and the other is stationary? Not exactly; for the water that comes down the Darling fills Lake Menindie whilst the Darling is in flood, and the lake is kept supplied so long as the water is pouring in, and then falls into Lake Speculation. So Lake Speculation is really filled by the flowing water of the Darling. As soon as Lake Speculation is filled it is cut off from the others.
116. But you said that it was your intention to connect Lake Speculation and Lake Cawndilla? That is at some future time.
117. Then I take it that you consider there will be a sufficient supply when Lake Speculation gets full to supply Broken Hill? At present. I would not like to say the number of years, but certainly for a considerable number of years.
118. Does your company want to reserve for their sole use Lake Speculation? We want to reserve it so far as to enable us to take the water from it.
119. You say that you intend to fence it in? We shall have to fence it in.
120. Do you want the exclusive right to use it? There is nothing to prevent other companies from coming there.
121. But would you allow the travelling public to go there? So long as they did not pollute the water.
122. But you would be the sole judges as to whether they were polluting it or only using it? I do not think it would do at all to allow the water supply for a city to have a mob of cattle or sheep driven into it. That stands to reason.
123. But you are doing the same when you draw your supply from the other lakes? No, because they are cut off, and you do not send their water in.
124. If you consider that there will be no occasion to draw a supply from the other lakes into Lake Speculation why do you require a right to all the land surrounding those lakes? It is only for the future.
125. But you have it for the present? Yes, but we do not take anything from those lakes at present. By-and-bye the necessities of Broken Hill may increase, and it may be necessary to tap those lakes, and we might have to carry pipes to them or to the river.
126. The stock running on the station adjoining is at the present time watered at Lake Speculation? Some of it.
127. You have said that you would not prevent any one from starting an irrigation farm near, or using the water of Lake Speculation? Mr. Drysdale would be better able to answer that question. That depends on the powers granted under the Bill. I am only dealing with the engineering portion of the matter.
128. You say that the total cost of conveying water from Lake Speculation to Stephen's Creek reservoir would be about £100,000? Approximately, but that depends upon the size of the scheme.
129. Would it make any difference to the company, would they have to alter the pumping-power or the size of the mains;—in going on with this scheme would anything that might crop up cause them to alter the size of the main, or have they already decided what engines they will have, and what size main they will lay down? There is nothing absolutely decided. That will depend upon the consumption.
130. *Mr. Lyne.*] Do you think that one pumping-station between Lake Speculation and Stephen's Creek is enough? Certainly.
131. You think that you can raise water 250 feet and drive it 30 miles with one pumping-station? Yes, I have no doubt about it.
132. I have heard some engineers say that it is an impossibility? No, it is not. One of the most eminent engineers in England purposed lifting it the whole length and height with one station fixed at Lake Speculation.
133. Do you not think that the water in the Darling would be purer than the water in Lake Speculation, on the whole? No, I do not.
134. Do you not think that standing water in a hot climate like that does not improve? It does not deteriorate, unless there is some organic matter in it to cause it to do so.
135. Are you aware that Lake Menindie gets salt? Only when very low.
136. And that the water of Lake Speculation might get unfit for human consumption? If 2 or 3 inches from the bottom. It will be to our interest to prevent it.
137. How could you prevent that? By adopting means to keep a small rise in the river, or an open channel, or pipes, as may be decided on later on, from the Darling River and through the narrow neck between Lake Speculation and Lake Menindie, and then lift the water into Lake Speculation by means of pumping, if that be necessary.
138. You propose to lay pipes from Lake Speculation to the Darling with a view of subsidising Lake Speculation when the water there gets low? Exactly.
139. Is not that an acknowledgment that the water of the Darling is purer than Lake Speculation;—if there were a weir across the Darling below the off-take from the Darling into the lake would it not give a permanent supply to the river which would be more satisfactory than Lake Speculation? I do not think so.
140. What depth of water would it give in the river? Only 15 feet in the river, unless you flooded the bank.
141. Are you aware that it will give over 30 feet? It cannot give more than 32 feet without flooding the banks.

Mr.
C. Jobson.
2 Feb., 1892.

142. You say that a dam there will give 30 feet, at any rate, in the river? Yes.
143. Would you consider that an absolutely permanent supply? No; because the water you get by the river overflowing its banks is very shallow and dries up very fast, and you would have to fall back on the lakes.
144. With Lake Speculation as a reservoir, and with your pipes laid to the Darling, and with a weir put below the off-take to those pipes, do you not think that that would be more suitable than storing the water in these shallow lakes? I do not; unless it were carried out as a national scheme you would not have enough water there.
145. You do not think that that would be better than filling those other lakes? I think it is a proper thing to convert Lake Speculation into a reservoir and pump the water from there up to Stephen's Creek.
146. I ask whether it is better to reserve these lakes—to give you power over these lakes, or give you power to go to the river and get a fresh supply from the river? We have both here.
147. I know you have, but you will find great difficulty in getting rights over these lakes;—are you aware that after every flood the water runs back out of Lake Menindie and it ultimately becomes absolutely dry? Yes.
148. Are you aware that a dam was made at the outlet of Lake Menindie some four years ago, and that the lessees who have the land round Lake Menindie protested against the lake being filled with water? I am not aware.
149. Are you aware that Lake Menindie and Lake Pamamaroo are shallow lakes, which are used by the lesscos as irrigated squattages? I know they are shallow lakes, and I know they are grazed over when they are dry.
150. Are you aware that after the water has been on, and has been allowed to go off the land, having been irrigated, becomes a great source of food supply for stock? Yes.
151. Do you know whether any portion of the foreshores of either of these lakes has been sold? To the best of my knowledge it has not.
152. How long will Lake Speculation act as a reservoir in a dry season for supplying the present rate of consumption? Three years.
153. Do you think it necessary to have more than three years supply? I am sure it is.
154. What supply have you in Stephen's Creek? Three years.
155. When rain comes, what quantity of rain will fill it? It altogether depends on how much rain comes.
156. Once it is filled it will last three years? Yes.
157. As a matter of fact, when you have Stephen's Creek and Lake Speculation full you will have six years' supply? No; only three years in each.
158. But you do not want to use both together? No; but evaporation goes on.
159. *Mr. Want.*] Lake Speculation would dry up in three years? In about four and a half years. Evaporation would be more than consumption.
160. *Mr. Slattery.*] Did I understand you to say that what you depended on for the supply of the lakes was the rainfall? No; flood water.
161. That would come, of course, from the Darling? Yes? I did not mean the local rainfall.
162. From the Darling in consequence of the rain? Yes.
163. Do you know the extent of Lake Speculation? As near as possible 2 square miles.
164. And Lake Menindie? About 39,000 acres.
165. It is over and over again, you say, dry? I have never seen it dry.
166. What extent is Lake Cawndilla? I could not say. It is scaled on the map 7 miles by 5.
167. From what you have been told, do you know whether that is dry at any time? Only a portion.
168. Not dry to the same extent as Lake Menindie? No.
169. What extent, about, is Lake Pamamaroo? It scales on the map 5 miles by 6.
170. From what you have heard about that, does that become dry? Yes; the same as Lake Menindie.
171. And Lake Bukabilla? That is a lagoon.
172. With regard to the works that have been done by the Broken Hill Water Supply Company (Limited), Mr. Read, the solicitor, stated that about £170,000 had been expended already by that company for the purpose of producing this water supply for Broken Hill; I suppose that that is about right? Yes; I should say that that is about right. The accountant could tell you, but I know from my own knowledge of what has been expended on the works that the amount must be something like that.
173. Have you inspected the main works that have been constructed by the company at Stephen's Creek? I constructed them.
174. Have they been constructed in what you would term a substantial manner? Yes; undoubtedly.
175. Is it a fact that you are now only awaiting a rainfall of a few inches to have a supply which, under ordinary circumstances, might be looked upon as permanent for the needs of the population? Yes. Supposing we had a good fall of rain we would have enough water in Stephen's Creek to supply Broken Hill with water at the present time.
176. Have you laid the main from the reservoir to the town? Not yet. The main pipes are being landed now at Port Adelaide.
177. What is the reason for the delay? The man who had the contract failed.
178. Where was he? At Glasgow, Scotland. Mr. Drysdale will give you more information about that, for that contract was let before I was appointed engineer. I may mention that the contract time expired in November last.
179. Within what time do you think you could lay the pipes from Stephen's Creek to Broken Hill? Within two months from this time.
180. Have you a service tank at Broken Hill? Yes, a concrete reservoir covered in.
181. How many gallons will that hold? 1,250,000 gallons.
182. You say that that is completed? It is practically completed—we are just putting the roof on. It is ready for putting water in. It is being roofed in to keep dust and smoke out.
183. Have you laid down the service mains for the reticulation of the town? We have half of it finished and the contractor is proceeding with the balance. A contract is let for the whole of it, and the contractor has about half-finished. All the big mains are laid.
184. Then if you got authority now to bring the water from Lake Speculation and various other lakes I suppose you would be able to meet the demand? We should be able to meet the demand at once.

185. There are some other companies—I do not know how many, but I think three or four—who have got authority to construct water supply schemes; do you know how much money those companies have expended? I could not say.
186. Well, as far as you could judge? I only know of one work—the dam at Speculation Creek.
187. Is that all the work you know about the place there? So far as my own knowledge goes.
188. Given an outside limit, what would you estimate as the amount expended there? £25 or £30. I will take as many as you like at the price.
189. Have you seen any place between any of these lakes and Stephen's Creek or Broken Hill where £500 or £600 have been expended? No.
190. Nothing like it? No.

Mr.
C. Jobson.
2 Feb., 1892.

Henry Henderson Drysdale called in, sworn, and examined:—

191. *Chairman.*] I believe you are secretary to the Stephen's Creek Water Supply Company? No; I am one of the directors.
192. Your company was formed for the purpose of bringing water from Stephen's Creek into Broken Hill for a town supply? Yes.
193. What was the amount of the capital of the company at the time it was formed? I was not on the Board at its inception and there was some alteration made.
194. Well, what is its present capital? £200,000.
195. For the purpose of securing a permanent supply of water for Broken Hill, I believe, is the reason why you are asking for this Bill to be passed; you wish to go on to Lake Speculation? Yes, that is the reason.
196. You also wish to have the water rights of these other lakes and the river Darling? Yes, it would be better to have the rights of the other lakes.
197. I suppose that is only for the purpose of making the supply more secure; you do not wish to tap all these lakes at present? No, certainly not.
198. Is it proposed to go on to the river Darling at present? Not at present.
199. Only to Lake Speculation? Only to Lake Speculation at present.
200. Can you tell us what is the estimated cost of carrying out this work? The scheme we have proposed will cost from £150,000 to £200,000; but I think we had better say the larger sum.
201. That will actually mean that the company's undertaking will involve capital to the extent of £400,000? Yes; we should have to call our shareholders together to get the present capital increased.
202. The company at present, I understand, has not sufficient capital to carry out this work and complete it? No.
203. You propose to make a fresh issue of shares to carry out the work? Yes.
204. Have you any doubt as to whether the company will be able to do it? The company could not do it by themselves without the assistance of the mines.
205. That is, the company could not do it without floating a fresh lot of shares? No; and I do not know whether the shareholders would take up that quantity of shares, for many of them are satisfied with the present scheme, and are waiting until the rainfall. But the mines have come forward and say they will subscribe half the capital.
206. That is, £100,000? Yes.
207. *Mr. Want.*] That means that they will take up half the shares? Yes, practically.
208. *Chairman.*] If you got the powers provided in the Bill, how long do you think it would be before you would be able to supply water to the people of Broken Hill? If there were no strikes and no wrecks of vessels in bringing the pipes out from the old country, we could do it in nine months, but we must have some time allowed beyond that. We might be getting the machinery from home, and some of it might go down because of the wreck of the ship, and it might take four or five months to duplicate it. We ask for fifteen months.
209. I understand that it is to the interest of your company to get it done as soon as possible? Certainly.
210. The quicker you can supply water the better for the company? Yes; and for the public.
211. I suppose that you are aware that the maximum price which you can charge the public is stipulated in your Bill? Yes.
212. Have you any knowledge as to whether you can bring water from the Darling at that price? We know we cannot.
213. That is to say, you could not supply the people of Broken Hill at 5s. per 1,000 gallons? If we get a rainfall we will take the risk, but if we have to pump the whole time it is impossible.
214. *Mr. Lyne.*] It is only by working the two schemes? Yes.
215. *Mr. Want.*] Your company has no idea of selling its concession to English capitalists? No.
216. This is a perfectly bona-fide undertaking on your part? Yes.
217. You have no idea of selling the concession in the English market? No. We ourselves and the mines intend to provide the capital jointly.
218. Do you consider that the month mentioned in the Bill would be sufficient time to call your shareholders together? I think the Postmaster-General spoke about a month at first, and before I had time to object to it two of the directors of the mines agreed that it should be done. I told them afterwards that they ought not to have consented to so short a time, in which the company should deposit £10,000, for I knew that our shareholders could not subscribe £10,000 in a month. We should have to wait until the Bill was passed to know whether it was a certainty before we asked our shareholders. I said to the directors of the mines that as they had taken upon themselves to promise £10,000 should be paid they ought in the meantime to take the risk of finding the money. In reference to that the following telegram from the solicitors representing the mines has been received. It is addressed to Messrs. Stephen, Jaques, and Stephen, and is from Messrs. Blake and Riggall, solicitors, in Melbourne. It is as follows:—
"Broken Hill Water Amendment Bill. Most important that the time allowed to deposit £10,000 be increased to two months at very least. See Read as to this at once. Have necessary amendment made by Select Committee. Company has to call meeting increase its capital to provide money for deposit. Impossible get resolutions passed and confirmed under one month. One of your firm or Read had better give evidence that legally impossible increase capital of water company inside one month, and that time

Mr. H. H.
Drysdale.
2 Feb., 1892.

must

Mr. H. H.
Drysdale.
2 Feb., 1892.

must be increased or Bill useless." We have to give twenty-one days' notice to our shareholders, and after that there must be a confirmatory meeting, of which fourteen days' notice must be given, and it would take a month or so to collect the money.

219. If you had the money in the bank you could not use it for this purpose? Not until we got the consent of the shareholders. I should like to ask for three months time. I was present at a deputation to the Government before, and I took a note that I was going to ask for three months, but unfortunately I was anticipated by the mines representatives.

220. I understand that the month mentioned is too short a period to enable you to carry this thing out? Yes, unless the directors of one of the rich mines like to take the money out of their own pocket.

221. You say you want three months? Yes.

222. *Mr. O'Sullivan.*] Has a Melbourne contractor offered your company to construct these works within six months? I am not aware of it, it has not come before me.

223. Do you know that a Sydney contractor has volunteered to do it in eight months? We could do it ourselves in three months; that is, if machinery and everything else required were on the ground. I think we could do it within three months of the time of the arrival of the machinery and pipes by putting an immense number of men to work. The actual work of laying pipes and putting up machinery could be done in that time.

224. You said that your company wanted water rights to the lakes—I suppose you meant the right to take water from the lakes? Yes, exactly.

225. *Mr. McCourt.*] You say that your company are prepared to carry out the work? We think we are. If the mines will give us the £100,000 no doubt we could find the other.

226. You have no money subscribed at the present time? No.

227. You have to take your chance of getting that if the Bill pass? The mines have guaranteed to find £100,000 at once.

228. If the company are prepared to carry out the work at once, how is it that in the amending Bill you strike out all limit as to the time in which the work shall be done. In the Bill introduced into the House, clause 4 provides that the whole of the work is to be carried out within three years of the passing of the Act? Yes.

229. But in this amending Bill you have taken that out? I was not aware of that.

230. In the Bill introduced into the House in clause 4, it is said that the work shall be carried out within three years? Yes.

231. You have now put before us an amending Bill in which no limit provided as to the time in which the works shall be completed? I was not aware of that. I see by this amending Bill it is, but not in the original amending Bill.

232. *Mr. Slattery.*] The last clause of the Bill now before us says:—"That within four months of the Bill becoming law, the said company shall commence and carry on the work, and continue to do so until the completion thereof; and as a matter of its bona-fides so to do within one month of the passing hereof to pay to the Honorable the Colonial Treasurer as Trust Funds the sum of ten thousand pounds, to be so held; and in the event of the works not being so commenced and carried on, the said sum of ten thousand pounds to be forfeited and go to the Consolidated Revenue of the Colony of New South Wales. But after the expenditure of the sum of twenty-five thousand pounds on the work of the said Company to the approval of an officer to be appointed by the Government the said sum of ten thousand pounds so deposited to be returned to the said company with interest after the rate of eight per centum per annum. Further if the said works are not finally completed and in working order within twelve months from the date of passing this Act, then such ten thousand pounds shall be forfeited, and all rights and privileges accruing under this amended Act and of the original Act shall cease." It is proposed to take out the limit of time? No.

233. I am speaking of the three years mentioned in clause 4—is it proposed to take that out? Apparently that is so. The first amendment was to make it eighteen months. The Premier made the alteration that it should be twelve months, but I told him that the work could not be completed in twelve months. I went to the Premier and told him that it would be impossible. I explained to him that a ship might be wrecked, and that we might be a month or two months over the time, and that we must have eighteen months, and he agreed. Now this has been put in, I understand. I did not know that eighteen months had been taken out; but the taking out of the clause simply means that we have a year and ten months, because we had three years under the old Act, and we shall only have a year and ten months from the present date.

234. *Mr. Want.*] There is no objection to have that clause in, providing that the work shall be done in three years? The Select Committee might object.

235. But you have no objection? No. To strike out all that clause means that under this now Bill we have only a year and ten months from now.

236. *Mr. McCourt.*] The company will be willing to have a clause inserted providing that within eighteen months from the passing of the Act they will complete the works or forfeit £10,000? Yes.

WEDNESDAY, 3 FEBRUARY, 1892.

Present:—

MR. LANGWELL,	MR. O'SULLIVAN,
MR. McCOURT,	MR. SLATTERY,
MR. SYDNEY SMITH.	

J. H. CANN, Esq., IN THE CHAIR.

Charles Cecil Read, Esq., appeared as solicitor for the Bill.

Henry Henderson Drysdale recalled and further examined.

Mr. H. H.
Drysdale.
3 Feb., 1892.

237. *Mr. McCourt.*] There are two Bills here—one introduced by Mr. Cann in the House, and the other a Bill that has been placed before the Committee;—which is the Bill that you want to adopt? The one introduced by Mr. Cann, with amendments.

Mr. H. H.
Drysdale.
3 Feb., 1892.

238. What are the amendments you propose to make in the Bill? In clause 3 we propose to make an amendment in line 20 by inserting after the words "be at liberty" the words "to take and conduct water from the Darling River and the lakes mentioned in the schedule to this Act to the company's reservoir and works at Stephen's Creek and."

239. In any other respect do you wish to amend that clause? No.

240. It has been stated in evidence that you do not want exclusive rights over the water in these lakes or over the land that you have marked on the map—that you will allow anyone else to take the water? I am afraid that we shall have to ask for exclusive rights over Lake Speculation. If we have one lake, it is enough.

241. With the exception of Lake Speculation, you do not want exclusive rights to the water or to the land adjacent thereto? Certainly not.

242. You will allow other people to use or take it? Yes.

243. If that be so, will you look at the words in clause 3,—“and all the provisions of the Broken Hill Water Supply Act excepting the 104th section thereof shall, *mutatis mutandis*, apply to the land”; and are you aware that the 47th section of the principal Act gives you exclusive power over all the land and water in question? Oh no, I think not.

244. But it is so? It only gives us that right for one specific purpose—for laying a pipe track.

245. No, it does not—it says:—“Where the land required is Crown land at the date of such publication, or is vested in any corporation, or in any person on behalf of Her Majesty, or for any public purposes by virtue of any statute, or is within the limits with reference to centres of population prescribed by the ‘Crown Lands Act of 1884’ or any Acts amending the same, the effect of such publication shall be to withdraw the said land (to the extent required) from any lease or license or promise thereof, and to cancel to the like extent any dedication or reservation of the said land however made, and to divest the estate of such corporation or person, and to vest the said land in the said company for the purposes of this Act for a lease of twenty-eight years at such rent as may be determined by the Local Land Board under the provisions of the ‘Crown Lands Act of 1884’ and the Acts amending the same. Provided, however, that nothing in this section contained shall have any effect or operation unless the approval of the Governor shall first have been obtained with respect to the land so required, and the said Company shall have made such compensation and payments as the Local Land Board may determine, subject to the provision of the ‘Crown Lands Act of 1884’ and any amendments of the same.” All the land you have power over at Stephen's Creek is taken under that section, is it not? Yes.

246. And you have an exclusive right to this land for twenty-eight years? Yes, subject to the approval of the Governor-in-Council.

247. It has been approved of by the Governor-in-Council? No; some of it is still in dispute.

248. You have a considerable quantity of land approved of by the Governor-in-Council for use by the Stephen's Creek Company? Yes.

249. Well, if this clause is passed in its present form you will have exclusive right over any land which the Governor may approve of? Yes, apparently from that.

250. Would it then be necessary to amend this clause so as not to give you exclusive right,—are you willing to do that? Certainly; we do not want exclusive right to the land, but only for a pipe track.

251. You are willing that the clause shall be amended? Yes, to this extent. We want a certain distance for deviation.

252. That is the pipe track, but I am speaking of the lakes and the land around them as shown on the plan; do you know the area of land marked on the map? No.

253. Are there any other amendments that you wish to make in the Bill? I think the one you spoke of in clause 3, where it says, “except the 104th section thereof,” in line 27, only refers to the dam, and I think it would be better to excise that, and also to excise clause 4.

254. Why? That would give us only a year and ten months to complete the works from the present time, because our Act will expire, and that will allow the provisions of the old Act to come in force.

255. The 104th section would then apply? Yes, if you excise that.

256. The 104th clause provides:—“The Company shall not be entitled to any of the rights and privileges conferred upon it by this Act unless it shall have completed, to the satisfaction of the Central Authority, the works necessary for carrying out the purposes of this Act within a period of three years from the date of the passing of this Act”? Yes; we would come under the provisions of that Act.

257. When was that Act passed? In December, 1890; practically about a year and ten months would be given us from the date of the passing of the Bill; you could let those two clauses stand and insert another giving us eighteen months; but I think that you might as well leave it under the old Act and give us a year and ten months.

258. You will be satisfied with eighteen months, and if the work were not completed, you are willing that the £10,000 should be forfeited? Yes, if the clause says with the consent of the Governor-in-Council; we think it would be rather hard if a ship were wrecked and we had to forfeit in that case.

259. Is there any other amendment that you propose to make? If clause 4 be excised we propose in clause 6, line 50, to strike out the words “a matter of its *bona fides* so to do,” and to insert instead “a guarantee of its *bona fide* intention so to do”; and in line 54, after the words “in the event of the works not being so commenced and carried out” we propose to strike out the words “the said sum of £10,000 to be forfeited and go to the Consolidated Revenue of the Colony of New South Wales,” and to insert instead the words, “Then it shall be lawful for the Governor-in-Council to order such £10,000 to be forfeited, and that all rights accruing under this amended Act shall cease, and upon such order being made the said sum of £10,000 shall from the date of such order be forfeited and such rights shall cease.” The reason for that is this. You will see at the end of the clause that the concluding words are, “And all rights and privileges accruing under this amended Act and of the original Act shall cease.” That was no part of the bargain at all. At our deputation we never suggested such a thing. That was put in in error, and I pointed that out to the Premier. We therefore propose to strike out the concluding sentence in the clause. We do not want to forfeit our rights under the parent Act.

260. Are there any other amendments that you propose? No; those are the whole.

261. Why do you want to wait four months before you make a commencement with the work? Because, as I explained yesterday, different meetings of our shareholders will have to be held and also of the associated mines, and this would take a considerable time. I do not know what notices the mines have to

Mr. H. H.
Drysdale.
3 (Feb., 1892.

give, but ours are three weeks, and you could not get all the meetings held on the same day. There are five or six different mines whose shareholders would have to be called together by proper legal notices, and after that has been done they will have to have an extraordinary meeting of confirmation to decide finally as to whether they will consent to the directors advancing the £100,000 which they have agreed to advance to the water company.

262. What about the people of Broken Hill? The people are not suffering now. As a matter of fact we are not doing this for our own benefit at all—we are doubling our capital for no benefit to ourselves at all. Every gallon of water that we pump from the Darling will be a loss to us. So we think, under the circumstances, that we should not be asked for £10,000 or anything else.

263. If the Bill become law, is there an absolute certainty that you will be able to raise the money and carry out the works, or will there be a delay? I do not think so.

264. Have you any absolute certainty at the present time that you can raise the money? The certainty we have is the assurance of the directors of the Mines Association that they can persuade their shareholders to subscribe this money, and I think myself that if the shareholders object the directors themselves will come forward with the money.

265. Supposing the money is not obtained? Then we forfeit the rights in three months.

266. And all this time might be wasted? It is possible, but not at all probable.

267. How long have you had this Bill under consideration? I should say a month or six weeks, roughly speaking.

268. Was not that a sufficient time to have all arrangements made for the capital of the company? Oh, no. There was no certainty that we should get the Bill passed. We cannot make the final arrangements until we get the Bill.

269. Did you not tell the Premier that you were absolutely certain of getting the capital? No.

270. You are not absolutely certain about getting the money? As far as any one can be.

271. But you are not absolutely certain? No; but it is one of the greatest probabilities that could possibly be. It is almost a certainty.

272. There is no way of compelling the shareholders of the Broken Hill companies to take up these shares? Oh, no.

273. And it is optional with the directors as to whether they will think it good enough to go into the matter? You heard what Mr. Clarke, one of the leading financiers, said,—that he would have no hesitation in making one of a syndicate to underwrite the scheme, and I think that if the mines object he and his friends will complete it.

274. As a matter of fact, there is an element of speculation about the Bill? A very small one.

275. But there is some? In what way?

276. Speculation as to whether you will get the money or not? There is no speculation about making money out of it—it will be a loss to us.

277. I mean as to getting the capital? Well, it is very, very slight, indeed.

278. With regard to the people of Broken Hill, can you give us any evidence that they, as represented by the Municipal Council, are in favour of your company getting these concessions? As far as I am aware, I believe we are.

279. In what way are you made so aware—have public meetings been called? I saw in the paper that there was a public meeting, and a large requisition was being signed for presentation to the Government or Parliament asking them to pass the Bill.

280. This particular Bill? The amending Bill.

281. For the Stephen's Creek Company? Yes.

282. Have the Municipal Council passed any resolution or considered it in any way? I am not aware of that. I believe they have.

283. Have they had a copy of the Bill? I think not.

284. They know the facts merely from hearsay? Simply that the Bill gives power to get the water from the river Darling to the reservoir at Stephen's Creek. I suppose they do not know what the clauses of the Bill are.

285. Do you think it would be more advantageous to the people of Broken Hill to have the work carried out by the Government instead of by a private company? It is impossible to say. If it is carried out I can say this;—it will be very disadvantageous to the people of Broken Hill if it is carried out by the Government to bring in the water solely from the Darling, for it will cost at least 10s. per 1,000 gallons, and therefore will cost the people double what it would by our scheme. If they pumped the water merely from the Darling into Broken Hill, it would never pay.

286. You believe that the people of Broken Hill as a body are in favour of this Bill of yours being passed into law? I believe so, but I have no personal knowledge.

287. Mr. Languell.] With an average rainfall, how long do you estimate the supply in the reservoir at Stephen's Creek would last at the present rate of consumption? Once it is full, and even with double or treble the present rate of consumption, it would last for quite three years without any other rainfall at all.

288. Do you think that you could depend on the supply of rain for three years to fill the reservoir at Stephen's Creek? I certainly think so. I feel very sure of it for this reason. For the past twelve years the average rainfall has been 10½ inches, and if we get one-fourth part of that in an ordinary time, say in two or three hours, that would be sufficient to fill our dam and give us a three years' supply.

289. Then, on the average rainfall for the last twelve years, you will have no occasion whatever to draw on the supply from the river or from Lake Speculation? None whatever, if that average is kept up.

290. It is not a very large average, is it? It is very small, but we require only one-fourth of that average to fill the dam.

291. In the natural course of events, you should have a sufficient rainfall to fill the dam before you could get this work completed? Yes, in the natural course of events—certainly.

292. Consequently you would not require to use the work to be authorised by this Bill? Not unless the demand were far greater than what it is likely to be for some time.

293. You have already said that if the demand were three times as great as it is at present the supply would last three years? Yes; but at the present we have no demand from the mines, because we cannot supply it. We cannot tell what that might be. That might be very greatly increased.

294. You also said in answer to Mr. McCourt that you were not doing this for your own good? Not for the

the present—certainly not. We are looking a number of years ahead. It may be to our good in the future, but it certainly is not at present.

295. On every gallon of water that you would bring in from the river Darling you would have a direct loss? Yes.

296. If you can get a three years' supply of water in the reservoir by rainfall, and that is sufficient, even allowing for a demand three times as great as it is at present, why do you require this additional power? I am speaking of the domestic supply only. We anticipate that the mines will require a great deal more water, and after the people have become accustomed to it, we think that their demand also may increase. We think that the town will improve by leaps and bounds when once they get the water, and we are looking some years ahead.

297. You do not expect to construct these works and supply Broken Hill at a loss to the company, do you? We may have to do it for a period. Suppose there were a period of drought, we would have to do it. We are not allowed by our Act to charge more than 5s. per thousand gallons, and if there were a long period of drought we would supply at a loss, no doubt.

298. You have said that you desire to make an amendment in clause 3, line 20, by the insertion of certain words? Yes.

299. As this is an amending Bill, and as you have already stated that you do not require any exclusive right to the land or to the water, do you think that you could strike out in clause 3 the words "all the provisions of the Broken Hill Water Supply Act, except the 10th section," and that this Bill should deal with and state specifically what you do require? Certainly; simply a pipe track and sufficient land to build depôts for pumping-stations.

300. You would be quite agreeable to that alteration? Yes; that that should be struck out.

301. So that the Committee and the House shall understand exactly what you do require? Yes; simply the line of the pipe track.

302. *Mr. McCourt.*] You say that the people of Broken Hill are in favour of this scheme of yours? I believe so, as far as I am aware.

303. Has the Mayor of Broken Hill or any member of the Broken Hill Municipal Council been asked to give evidence before this Committee in regard to that? I think not.

304. Do you not think that it would be a proper thing for the Mayor of Broken Hill to be called upon to give evidence as to the views of the people of Broken Hill? I believe that to our engineer he has expressed his approval of the scheme.

305. Do you not think that it is necessary that he should give his evidence here as representing the people of Broken Hill? I hardly think so.

306. It would be on oath? It would delay the passing of the Bill this Session.

307. But that is not the question;—do you think it is right for the people of Broken Hill to be represented by their Mayor stating their views on the question? They have been represented so far.

308. Before this Committee I am speaking of? I do not see what purpose it would serve. I have seen a number of letters and articles in the local papers of Broken Hill, and the matter has been before the public of Broken Hill for a considerable time, and if they objected they would have said so.

309. I was at a public meeting at Broken Hill, when the Mayor was in the chair, which absolutely refused to have it unless the Government would do it; and I ask if you do not think it is necessary that the Mayor of Broken Hill should be called before this Committee in order to give evidence as to the views of the people there on this matter? They have had the whole thing before them, and could have given evidence if they had wished, and they have not done so.

310. Are you aware that this Bill has been so recently introduced that the people of Broken Hill could hardly know its provisions, or even that it has been introduced, except by wire? They know. I have seen leaders in the *Silver Age* saying that it ought to be done.

311. That is a paper? Well, it represents the people to some extent, I suppose.

312. You do not think that the Mayor ought to be called? If it could be done without jeopardising the Bill going through this Session, I think you might call him out of courtesy only. I think there is no need to do so.

313. Do you not think that it would facilitate the passing of the Bill if the Mayor said that he was in favour of it? I think it would. You can ask our engineer what the Mayor has told him. I myself know that the Municipal Council and the Mayor are in favour of it.

314. Then why did you not call him? Because the Government has thought that, as a matter of urgency, the Bill should go through this Session.

315. But if you knew that the Mayor was in favour of the Bill, why did you not call him yourself? I never thought it necessary. The Mayor gave evidence before the Select Committee in favour of our old Act.

316. *Mr. S. Smith.*] Before it was passed, was the Act under which you are working at the present time, and which gives you certain rights, submitted for the consideration of the Municipal Council of Broken Hill, and were they asked to express any opinion upon it? Yes, they were.

317. What opinion did the Council express on that occasion? They were altogether in favour of the Bill, and expressed a very strong wish that it should be passed; in fact the Mayor and a number of the councillors came to Sydney and interviewed the Premier, and the late Minister for Works, I think, and asked the Government to use their influence in getting the Bill passed. They felt that it was the one Bill which should receive their approval and co-operation.

318. On that occasion I presume that the company submitted the Bill to the Municipal Council, did they not? That I cannot vouch for individually, but I believe they did.

319. In view of what was done in that case, do you not think that it would be advisable also to submit this Bill to the Municipal Council for consideration, in order to elicit from them an opinion as to whether the concessions asked for should be granted to the company? They have expressed such a wish already, and in a leader in the *Silver Age*—I think it was in the *Silver Age*—it was stated that the Municipal Council were in favour of the Bill. It seems to me that it will be unnecessary, because if they objected they would certainly have sent some communication either to this Committee or to the House, but I know they are absolutely in favour of the Bill, and strongly recommend that the rights asked for should be given to this company.

320. It has been stated to this Committee that at a public meeting held at Broken Hill not long ago it was decided to oppose the granting of the concessions now asked for; have you any knowledge of that? I have this knowledge—that it has never been done. They have not taken any action to do so, and I hardly think that that could have been a representative meeting.

- Mr. H. H. Drysdale.
2 Feb., 1892.
321. You have no evidence directly from the Council to bring forward to show that they are in favour of the granting of the concessions asked for? Only negative evidence—that the thing has been so ostentatiously before the public that they would certainly have objected if they had not been agreeable to it, and the Council have allowed expressions of opinion to appear in the local paper, and if they had not agreed they would have supplied evidence to that effect, either to the House or to this Committee. That is what I may call negative evidence in favour of the Bill. I may say that the people of Broken Hill are strongly in favour of our getting these rights.
322. How long is it since this Bill was first introduced in Parliament? I think only about ten days or a fortnight ago.
323. Would it be possible in that time for this Bill to have reached Broken Hill, and for the Municipal Council to have expressed any opinion with regard to its provisions? Oh, yes; in fact, the provisions of the Bill were printed in the papers there. A full copy of this Bill was printed in the *Silver Age*.
324. With the amendments you now suggest? Yes.
325. Then you have every reason to believe that the Municipal Council are fully aware of the provisions of this Bill, and also the amendments that you have proposed before the Committee to-day? There is no doubt about that. The whole of the provisions were printed in the paper, and they must have seen them.
326. Have you completed the works which you have permission to construct under the present Act? Not absolutely completed them. The dam is completed, and the engine is in course of erection, but the steel pipes of the main connecting the reservoir with the town are being landed at Port Adelaide now; the reticulation is being proceeded with now; it will all be completed in about two months.
327. Have any doubts been expressed, now the dam is completed, as to whether, if we had a good fall of rain, the dam would hold the water? Many doubts have been so expressed, but by people who have not much knowledge of the works. There can be no doubt.
328. Are you aware that engineers have expressed that opinion? All engineers that I am aware of who have seen it have said that there can be no possibility of doubt as to its holding water.
329. Have you had the matter thoroughly investigated? Certainly. We would not have gone to such an expense without being thoroughly convinced about that.
330. There is no reason to fear any danger of the water going to waste? None whatever. One of the most eminent engineers in the old country has expressed his opinion strongly that there is no doubt about the dam holding water.
331. *Mr. Slattery.*] You were asked by Mr. McCourt about the company raising a sufficient amount of money to carry out these works. If I remember rightly, when the deputation waited on Mr. Dibbs there was some correspondence from the various companies, binding themselves as far as they could bind themselves by correspondence? Yes; that is so.
332. Of course they were not able to bind themselves legally by having these various documents under the seal of the companies without calling their shareholders together? That is so.
333. What I understand now is that the companies intend, immediately the Bill is passed, to call their shareholders together for the purpose of having what they have informally agreed to carried out by the votes of the shareholders? That is so. Steps are now being taken for that purpose.
334. As far as the companies themselves can bind themselves at present, the directors have done so in writing? Yes.
335. Although they cannot bind the shareholders unless they have meetings properly called under their articles of association? Yes; that is so.
336. Have you heard of any objection on the part of the Mayor and aldermen of Broken Hill to this Bill? None whatever. So far as we know they are all with us—strongly in favour of the Bill.
337. Supposing you want to call the Mayor of Broken Hill as a witness before us, how long will it take the Mayor to reach Sydney. First of all, he will have to be summoned by the Committee, and then reach here. How long would that take? If you did it in the ordinary course it would take four or five days. I should think that a general reply by telegram would be sufficient.
338. *Mr. O'Sullivan.*] I understand that you want this Bill passed through the Legislature before you appeal to the shareholders to raise the extra money? Yes.
339. You have to give them some guarantee that you have something solid for them to contribute their money to? Exactly.
340. I do not see any powers of resumption anywhere in the Bill. Is it proposed at all to give the Government power at any future time to resume the work if necessary, after giving due notice and paying fair compensation? We are content to let that remain under the section of the parent Act which actually compels us to relinquish the whole of the works after twenty-eight years from now.
341. *Mr. Slattery.*] The 103rd section of your present Act provides:—"All the works of the company, together with all the rights, powers, and authorities conveyed by this Act, with all their hereditaments and appurtenances, shall at the expiration of twenty-eight years from the date of this Act become and remain the absolute property of the Government, freed and discharged from all claims and liabilities whatsoever?" But I think we ought not to allow that, but ought to put in a new clause in the amending Bill. I do not think that that provision applies to these works, for there is a possibility that the rainfall may be sufficient to do for ever, and if we find, after a number of years, that it is sufficient, the engines and pipes will be lying idle, and I think that we ought to have power to sell them ourselves. I do not think they should be left there to rot for twenty-eight years; and, if the Committee were favourable, I would like to insert a clause providing that we shall have all the extra works ourselves.
342. *Mr. O'Sullivan.*] But you know that you got these very extensive rights on the understanding that when you have recouped yourselves the work shall go to the Government, if necessary? That is the old works.
343. I see these words, "and all the provisions of the Broken Hill Water Supply Act"—that is all the connection that I can see between that resumption clause of the Act and this Bill? Exactly.
344. Therefore, we must not strike that portion out? That can be struck out, but a new clause can be put in allowing us, if the works are not required, to sell the engines and pipes. I think that would be equitable. You see we are doubling our capital now without really any advantage to ourselves, except, perhaps, in years to come, unless the demand greatly increases. If the mines take a large quantity of water from us it may pay very well. I think that it would be only equitable that the ownership of the new works should remain with us, and that we ought not to hand them over to the Government.

William Robert Wilson called in, sworn, and examined:—

345. *Chairman.*] I think you are acting chairman of the Broken Hill Proprietary Company at present? I am chairman.

346. Are you in any way connected with any of the other mines on the Hill? Yes; I am a director of several of them—the British and Block 10.

347. I think that you have an organisation amongst the mines—a Mines Association;—have you not? Yes.

348. Are you in any way connected with that? I am chairman of that.

349. Do you know if the consumption of the water at the mines will be large in the future? I think that it undoubtedly will. I am prompted to say so more to-day than I was yesterday by reason of the fact that I have just received reports of the Lubrig process of concentration—a process in use in Germany which has been extraordinary successful there, so much so that the Victorian Government instructed Mr. Cosmo Newbury, the Superintendent of the Technological Museum, who was in England, to go to Germany and see a test made there. I got a copy of his report yesterday, and it affords evidence that Herr Lubrig is treating sulphide ores very successfully by his process. This process requires water. Without that evidence I should be able to say that an enormous quantity of water would be required by the mines; in fact, the work there cannot go on without it. But having his report I am better able to say so—not only Mr. Newbury's report, but Herr Lubrig's report also.

350. Can you give the Committee any idea as to what quantity of water the mines would use daily? I think it is quite safe to say that if water were available within a year from now—it would take a considerable time to get the faces all open and everything ready—I think that 500,000 gallons would be within the mark—that is for the mines alone. No one can form any estimate at all. If the problem of treating the sulphide ores can be solved, then I do not think any one could tell accurately what quantity would be wanted. It might well be 1,000,000 gallons, for the process will be entirely a process requiring enormous quantities of water. In addition to that, as you are aware, Mr. Chairman, we have been treating all the ore until now by fire, except occasionally, and the concentrating mill is now idle for want of water. This mill, which has only sixty stampers, will be followed, as Mr. Howell has stated in his report, by at least 200 head more stampers. That process requires water, and cannot be worked without it. This mill is nearing completion, and will be completed in a month but it will have to stand idle until we get water. Its cost complete will be £60,000. We are now idle at the leaching works, and the concentrating works both at the British and the Proprietary are idle for want of water, and the furnaces at some of the other mines, I think at the Central, at all events, are not running full time, and the Proprietary are doing so at enormous cost, because they are buying water. At all the little mines they are bringing it in. They have great difficulty at the present time in keeping the furnaces going.

351. Can you give the Committee an idea as to what quantity of water is consumed by the whole of the mines at present, or can you give them separately? I could not give them separately, but I think the total quantity is between 90,000 and 100,000 gallons a day, which is largely coming from the Acacia dam. The Proprietary Company, and the other Companies have brought water in from there for about eight months, and have had little hopes of its holding out, but it has turned out a wonderful supply. No one can give a proper theory as to where the water comes from. As soon as we pump it out it comes again. We are taking 70,000 gallons from it daily now. It is in a limestone formation, and it is only at a depth of 20 feet where we are getting it. We have put pumps there and the water is being pumped to the hill from there. If it were not for that God send, as I may call it, the works must have been idle, certainly two-thirds of the plant for the last four months.

352. Providing that the works proposed under this Bill were carried out, would the mines draw from that source exclusively? No; they would retain their right under an agreement with the Broken Hill Water Supply Company to use their own water.

353. I understand that that is an agreement that you have got between the two companies? Yes. You know that the mines also had a Bill, or intended to introduce one in the House for this, and that would have made three Bills. The mines have come to an agreement with this company under which they withdraw their Bill, and endeavour to assist this company to get this Bill passed, on certain conditions. The conditions are regarded as favourable to the mines, and the situation is such that it would be better for them to do that, because they will only have to convey the water up to a certain height, and it is only 42 miles to bring it to the Hill. Their plant will then take it on from their present reservoir, and their reticulation pipes will be employed for the work. They have the engineering staff and plant and everything there, and Mr. Jobson has completed the survey, and it was thought after very much consideration had been given to the matter by the Associated Mines, that it was better to do this in order to hasten the matter, and if possible get it over this Session.

354. Have the Associated Mines entered into any agreement to guarantee any portion of the capital required to carry out this work? They were not in a position to guarantee it, but they have undertaken to induce their shareholders to subscribe £100,000, and I know the people so well that I have no hesitation in saying that that will be done. The shareholders will see that if they do not do it water cannot be obtained and their dividends will be seriously interfered with. The position that the mines have taken up is this: They are to find £100,000 of the money required, and you are aware, sir, that at a deputation which waited on the Premier a little while ago I particularly wished a clause inserted in the Bill providing that in the event of this Water Company not going on with the work in four months the Bill should then become the property of the mines, because if they do not do the work I know the mines would do it, and we do not want to be tied up another two years, as was the case with the Darling River Water Supply Company. That is the sole reason why this matter has not been taken in hand before—we could do nothing until after the two years was up. The moment that time was up we started to endeavour to do something. Had it not been for that company having that concession I have no hesitation in saying that the water would have been in Broken Hill now, if we could have got power from the House to do it.

355. In reference to the £10,000 guarantee, are the Associated Mines prepared to guarantee that that money shall be put down? No. You see they cannot guarantee anything until they have meetings of their shareholders and place this thing before them, and also have confirmatory meetings. That £10,000 has not to be put up by the mines, but to be deposited by the Water Company, as an earnest of their intention to go on. That is how it was understood by Mr. Dibbs when the deputation waited upon him. From the knowledge that I have of the shareholders of the Water Company, and also of the shareholders of the Associated Mines, I do not think there is any doubt about the money being subscribed,
because

Mr.
W. R. Wilson.
3 Feb., 1892.

Mr.
W.R. Wilson.
3 Feb., 1892.

because they are all fully alive to the importance of the subject; and I think it may be looked upon as done. It is a good deal of money to get in times like these, but still the question is so important, and they know it, that I think the money will be forthcoming.

356. I believe that you already have means of conserving water locally—have you not? We have several tanks.

357. What is the capacity of those tanks? I think about 3,000,000 gallons.

358. About what quantity does the Acacia sidings soakage give you per day? It is giving us now 70,000 gallons. The tanks of course cannot be relied upon, as they are only filled when the rain comes, and we can only use water from them as long as it will last. There is a good deal of evaporation.

359. Supposing that a shower of rain fills them how long does that last as a rule? With the Acacia water to help it, it will last a considerable time, for the Acacia is now giving us from 65,000 to 70,000 gallons a day, and altogether the supply would last a considerable time. I cannot say how long—it would depend greatly upon how long the Acacia holds out. We have been dreading that the supply would become less during the last two months but it is holding out in a wonderful manner.

360. Have you been up to the River Darling? Yes.

361. You have some knowledge of the River Darling? Yes.

362. Do you think there is any guarantee of a permanent supply from that source? I think there is undoubtedly, because although the Darling occasionally goes dry in patches, by sinking 2 or 3 feet you always get a big stream. There are bars of gravel between the waterholes which become dry, but still there is a stream steadily flowing.

363. Do you know the lakes? Yes.

364. Do you think that the water conserved in those lakes would be fit for human consumption? Yes, undoubtedly; until they got very low.

365. Are they free from vegetable matter? There is very little in the bed of the lakes. When the river is in flood the body of water coming down is very enormous, and it backs up to the lakes, and is then impounded by them, and it could not be otherwise than fresh—fairly good. It would be much better than the water that we have had to drink since the beginning of Broken Hill.

366. I suppose these lakes empty themselves again as the river goes down? They would if the water were not impounded, but the proposition is to impound it, and by means of flood-gates to keep the water in the lakes.

367. I believe that it is proposed by the company that is seeking the passing of the Bill to tap the whole of those lakes? I am not quite sure. I have not studied their Bill sufficiently. I know that Lake Speculation is their main source of supply.

368. You do not know what provision the company require as to pipe lines and the area of land outside? No, except in a general way. I suppose they would want room for their pumping stations and pipe line.

369. To your knowledge, there is no object in acquiring the land except to draw water from that source of supply? No; I do not know what other purpose they would want it for. They would want a fair amount of room, of course, at the lakes, and if they are going to tap the river they would want room for their plant, and probably a paddock for horses to bring in firewood and other fuel. I do not know what land they would want out there.

370. *Mr. Langwell.*] Do you think that a better supply of water could be obtained by running pipes into the river and by erecting a loch and weir on the river? I could not quite say. Lake Speculation is so vast that if you spent £2,000,000 or £3,000,000 you could not make a better reservoir than it is. Its natural features are so wonderful that I think it would be ample.

371. You know that it is still the intention of the company to extend their pipes to the river? Yes; that is in case the lake might get dry. It has been dry.

372. Do you not think that if a loch and weir were erected below where the company intend to put their pipes in the river a more permanent supply of running water could be obtained than could be obtained from the lakes? Certainly; it would back up the water, but I fear that the river would overflow its banks, the Darling is so very flat. At Menindie it is only 200 feet above the sea level.

373. But that could be provided for;—you could allow the river to run and obtain what you require? The Darling River water would not be so pure as the water in the lake, for when it gets low the water is so scarce that stock go into it and it becomes practically putrid. It gets very bad with filth from sheep and cattle and that sort of thing. I should say that the water in the lake would be a great deal purer than that in the Darling, except at flood-time.

374. You maintain that the stagnant water in the lakes is purer than the running river water? Undoubtedly.

375. Were you in that part of the country in the years 1886 and 1887? Yes.

376. Were you anywhere near the lakes? Yes; I went across the lakes.

377. Did you hear or know of your own personal knowledge that the water in those lakes was bad during those years? No; I cannot say that.

378. When they were nearly filled up? I could not say of my own knowledge. I think it was in 1886 that I crossed over Lake Speculation. Instead of going round we went across the bed of it. I have been across it dry two or three times, but I never drank water from it.

379. You have heard, have you not, that the water in the lakes and all the creeks occasionally gets so bad that it is impossible to drink it? I have heard that when the lakes are very low the water is somewhat salt, but I cannot say of my own knowledge. I do not think that the water in the lakes gets bad.

380. When the lakes have been full they have contained a large quantity of some sort of decayed vegetation? I am not aware of that.

381. *Mr. S. Smith.*] When the Broken Hill Water Supply Bill was passed, were representations made to the Government of the day that if the scheme were carried out there would be ample water for the requirements of Broken Hill? I think that was so.

382. I understood you to say just now that you would have carried out the Darling River scheme long ago had not the Darling River Company certain rights? I think undoubtedly it would have been started.

383. When did you first have any doubts as to the permanency of the Stephen's Creek scheme? I have not an atom of doubt about it now. The only thing I have any doubt about is this: The requirements are so vast compared with what they used to be—for we know that the mines have been proved to a large extent, and we are sure that the new concentrating process will require a great deal of water—that there is a doubt about the Stephen's Creek scheme being ample for the town and the mines as well. I think the Stephen's
Creek

Creek works as constructed will undoubtedly be a success; and my authority for that is a statement of Mr. Oswald Brown, one of the most eminent engineers in England, who was paid a fee of 4,000 guineas by the South Australian Government to report on their water scheme. He was brought out specially to do it. Mr. Brown went upon these works. Mr. Jobson was not then the engineer in charge of them, and mistakes had been made in the construction of the dam. These mistakes, Mr. Brown pointed out, and on his recommendation the work was done over again—I am sure at very large cost; that is to say, they dug out a trench, I think 14 feet wide, and went down to the bed-rock, and puddled it from top to bottom. Mr. Brown himself told me that if that work were carried out he thought the scheme was a good one. I do not think that any better authority could be quoted. He is regarded in England, I know, as one of the very highest authorities. The dam has been completed, but not a drop of water has come down the creek. Mr. George M'Culloch, the manager of Mount Gipps station, who for fifteen years lived within view of the creek, had no doubt whatever about the supply of water, but was only afraid of the water getting away through the sides. But Mr. Jobson will tell you that since the dam was put in, and after seeing the rock that had to be cut away in order to do that, no danger is apprehended. The great difficulty is evaporation, and the dam not being very deep I think it would be absolutely necessary now to get the Darling River water brought in. With the Darling River in addition to Stephen's Creek, I am certain that I am within the mark in saying that there will be work provided at Broken Hill for at least 3,000 more men than are employed there at present. At the present time, Mr. Howell, our general manager, has a large quantity of ore that ought to go to the concentrating plant, but we have not sufficient water and cannot work it. There is a great deal of ore ready to go to the smelters, and a greater deal of lower grade ore to be concentrated, but we have nowhere to put it. The place is so cramped that operations are immensely hampered at the present time.

Mr.
W. R. Wilson.
3 Feb., 1892.

384. I understand then that you were perfectly satisfied at the time of the passing of the Bill that ample provision would be made to provide both the mines and the township with water? Yes.

385. On that occasion did the Municipal Council express any opinion with regard to the Bill? Yes; Mr. Coombe, the then mayor, and one or two councillors urged the Government to pass it. They did all they could to assist on the matter. There was opposition there at the time, but it was on behalf of the opposition company, and not legitimate opposition from the people.

386. Then I understand that both the Municipal Council and the people were in favour of the Stephen's Creek scheme, and felt that it was ample for all the requirements of the place, and that there was no necessity to make any other provision? At that time, yes.

387. *Mr. O'Sullivan.*] Can you give us an idea as to the continuance of Broken Hill as a mining centre? I do not think you can gauge it at all. If the sulphide ore can be treated, I think that we are safe in counting up to the end of the term of the Bill. I think you might well say twenty-five years.

388. The recent process that you refer to—the Luhrig process, is for treating sulphide ores? Yes.

389. If that proves successful? It will have an immense effect upon the whole place, and double the population there within three years.

390. I remember taking evidence at Broken Hill from gentlemen who were confident about the place lasting forty years? I have seen a few mining fields in America as big as ours, but twenty-five years afterwards they were very small.

391. *Mr. McCourt.*] Are you aware that Mr. Drysdale in his evidence stated that this company did not want the exclusive right to the water in the lakes or to the land around them? No; I was not aware of that.

392. If that is so, would you, as one of the directors of the associated mines be agreeable to that? You see we have nothing to do with the water company.

393. But supposing we pass a Bill providing that this company shall not have the exclusive right to take the water out of the lakes or to the land around them, would your directors subscribe the money asked for by this company? I am afraid not.

394. Unless you got the exclusive right to the waters of the lakes and the land around them? I would not say the exclusive right, but I would say the right to take the quantity we require. We would have no objection to anybody taking the balance. We want the prior right to take the quantity provided for in the Bill.

395. Then you want almost exclusive rights before your directors will join in subscribing the capital? That would be my own feeling in the matter; I have not consulted the other representatives of the companies and I would not like to say definitely, but my own feeling would be that. When an amount of money like this is to be spent and the whole of the works are to revert to the Government in twenty-six years it would be only fair to get some guarantee that the water up to that point would be at the disposal of the company.

396. If Mr. Drysdale has said that he is willing that other people should take the water out of the lakes and use the land around them, you do not agree to that? I would not like to speak on behalf of the others, but I think there should be a guarantee that we have the first right to the quantity of water we require.

397. You, personally, would not subscribe money on those conditions? Not if they had the first right. I think we ought to have the first right.

398. *Mr. O'Sullivan.*] What do you mean when you say "exclusive right"—do you mean the right to shut out all competitors or the right to obtain all the water you require for these works? In the Darling River Water Supply Bill there is a stipulation, I think, of 500,000 gallons a day and the amending Bill provides for 750,000 gallons a day, and I thought there was such a clause in this Bill. I think that this company, who have spent their money, should have the first right, and that others should be able to take the water after them.

399. *Mr. McCourt.*] Supposing the water were to run short—this company, you say, should have a right to it, but that is the time when the people would want it? The people must always have it.

400. But supposing the people of Menindie should want water from these lakes, if the water were running short you would not allow them to have it? The people must always have it before the mines.

401. Supposing the people of Broken Hill wanted the water, you would not let the people of Menindie take it? I think that the people of Broken Hill should have the first right to it.

402. If the Bill be passed in its present form, not giving this Company an exclusive right of preference to the water or the land, you do not think that the money would be subscribed? I do not say that.

403. We want to be clear about that? I will answer the question as far as I can. I think there would

Mr. W. R. Wilson. be no great difficulty about it. I feel that this company will spend the money, and if they once make a start I do not think another company will. I do not think that a second company will start when they see that this company is going ahead in a *bona fide* manner to complete the work, but I would not like to commit others.

3 Feb., 1892.

404. *Mr. Langwell.*] In the event of another company starting, do you think that the Stephen's Creek Water Supply Company should have a prior right? I think so, because they have shown more wish to honestly deal with the work than any one else has. They have spent a large amount of money already, and the men connected with the company are men, who, I am sure, will go on with the work. They are not desirous of getting rights conceded to them and then not to proceed with the work.

405. *Mr. McCourt.*] We wish to protect the rights of others, including the owners of travelling stock? Travelling stock would always have to go in—there is no doubt about that.

406. But if the water were running short, you would not allow any one to take it? The people of Broken Hill, I think, should have the first right to it, but I do not think that the mines should have it before travelling stock.

407. Unless that condition were embodied in the Bill, you, personally, would not be prepared to subscribe any money towards carrying out these works? No, I think not. I think that if this company spend a large amount of money, they ought to have the first right to the water, but not for a moment to block people residing in the neighbourhood, for, of course, they should not be asked to go without water whilst people 40 miles away had it.

408. You have a good knowledge of the people of Broken Hill? I know them intimately.

409. Do you know whether they are in favour of this scheme being authorised? Yes, undoubtedly 99 per cent. are in favour of the passing of the Bill. I know this from letters I have received from there.

410. Do you not think that the Mayor of Broken Hill, as representing the people and the Municipal Council there, should give evidence to that effect to this Committee? He has already been down here.

411. Not on this Bill? No; but in connection with the water, and I know from my own knowledge that he is in favour of this Bill.

412. You think that it is advisable that he should give evidence before this Committee? He could not easily be got down to do it, but you could telegraph to him. I am sure if you telegraphed to the Municipal Council, and asked them to give an opinion on the Bill, their opinion would be unanimously in favour of it.

413. But do you not think that the Mayor ought to be examined before this Committee on behalf of the people? I think there is no necessity for it, because they have not taken any steps to oppose it, and I know from my own knowledge that they are entirely in favour of it. I do not think that they have any particular feeling in favour of any company. If the other company had gone to work the same as this company have I think they would have favoured that company.

414. Are you aware that meetings have been held at Broken Hill to prevail on the Government to carry out this scheme? I believe a memorandum was prepared some three weeks ago, but I have heard no more about it.

415. Have any public meetings been held to ask the Government to do it? Not to my knowledge. When the present Stephen's Creek Bill was before the House there was a great deal of opposition to it.

416. I mean with regard to any particular scheme? No; I do not know of any opposition.

Henry Henderson Drysdale recalled and further examined:—

Mr. H. H. Drysdale.

3 Feb., 1892.

417. *Mr. Langwell.*] In the event of this Bill not passing through the House, do you think there is any possible chance of the Government buying the rights that have been given to the Stephen's Creek Company—that is, the present work that is being carried out? That I could hardly say. I do not think the Government would.

418. Would your company sell their rights to the Government, if the Government would buy them? I think so; but we would not be anxious to sell.

419. If the Government would carry out works from the Lake to Stephen's Creek, would you be willing to sell your works to them? Yes; I do not think there would be any difficulty in the matter.

420. *Mr. McCourt.*] You have heard the evidence of Mr. Wilson with regard to an exclusive use of the water? Yes.

421. What have you to say after hearing his evidence? Well, he did not hear mine. I excepted Lake Speculation, and if he had known that I had excepted Lake Speculation, I do not think he would have said what he did. I do not think there would be any difficulty. We would be satisfied at present with Lake Speculation, and if we found at any time there was not sufficient water, we might ask Parliament to give us a right to another lake. I do not think the mines would have much objection if they knew that we had the sole right to Lake Speculation, with a right to carry our pipes through the Menindie Lake to the Darling. We do not mind any other company getting the right to take water into Broken Hill. We know that they cannot do it at the price, as long as they are restricted to the same rate as we are to charge.

422. *Mr. O'Sullivan.*] But there is this standing out behind that matter:—Ten years ago, no one imagined that you would have a large place like Broken Hill where it is, and five years hence, we might have another place like Broken Hill in a different direction, to be served by the lakes? That is possible.

423. If so, would there be anything to stop another company from serving that population? No; we should be quite satisfied with one lake.

424. *Mr. Sydney Smith.*] I presume that in supplying water, the company understand that they should first consider the people of Broken Hill—that is, supply them with water for domestic use? Certainly.

425. The company would not think of allowing the people to go short for the sake of the mines? No; certainly not.

426. Would you have any objection to a clause being inserted in the Bill making provision for the people to be supplied in the first instance? Not at all.

James William Boulthbee sworn and examined:—

427. *Chairman.*] What is your position in the Mines Department? I am Officer-in-charge of the Water Conservation Branch of the Mines Department.
428. Have you been up to the river Darling? Yes. I lived on the other side of the Darling for nearly fifteen years.
429. You have seen the company's Bill which they are trying to get passed by Parliament? Yes.
430. You know the lakes in question? It is fifteen years since I saw them.
431. But you are familiar with those lakes? Yes; I know them.
432. Do you think that that source of supply would guarantee sufficient water for the population of a place like Broken Hill? I would not like to express an opinion about that. I think that is a matter about which you ought to have a professional opinion.
433. Having lived there, you are familiar with the waters in those lakes? I know the water in Menindie, Cobham, Bulliabullia, Bancannia, and other lakes in the district.
434. Is there any vegetation in them? I know that the northern lakes of those which I have mentioned get very bad from vegetation, and the water becomes undrinkable.
435. Do you know whether those lakes are dry at any time? Oh, yes.
436. Are they frequently dry? That I could not exactly say. I have heard of their being dry on several occasions.
437. They are only filled by the flood-waters? Yes. The others that I mentioned are only filled by local rainfall, and they dry up as well—I mean the ones farther north, which have nothing to do with Lake Speculation or Lake Menindie.
438. Have you had much experience of water-works of this character? No.
439. Not in the carrying out of water-works? No.
440. But from a departmental point of view, would you consider this a feasible scheme to supply the town of Broken Hill with water? I think Mr. M'Kinney might express an opinion on that.
441. You do not know the Stephen's Creek at all, do you? Yes, I do.
442. Is there any doubt as to whether that will hold water? I should not think there is. There are very large soakages in the creek, which were available all through the last drought for Broken Hill. Evidently there is a good clay bottom.
443. Have you read the schedule of the Bill? Yes.
444. Is this schedule similar to that of the Darling River Company's Bill? No; I do not think that it is.
445. It does not ask for an exclusive right to the land, the same as the other Bill did? As I read the Bill I fancied that it did ask for an exclusive right subject to the approval of the Governor-in-Council.
446. Do you mean the schedule of the other Bill, or of this amending Bill? This amending Bill. I thought the company asked for the land exactly under the same conditions as provided for in the Stephen's Creek Water Supply Bill.
447. I believe there has been some objection in the Department to the granting of the land for that purpose to the Darling River Company—that is, they could not, they say, get their concessions from the Department? As I understand the matter, they did not furnish sufficient information to enable the Minister to come to a decision and to express his approval or otherwise of the scheme.
448. You think that is the reason why they did not get the concessions? Undoubtedly.
449. If this company were to give the necessary information, you see no reason why there should be a block in the way of this company exercising their powers under the Bill? If the company give the full information required by the Department, and the engineering reports are favourable to the scheme, I see no reason why consent should not be given.
450. *Mr. McCourt.*] Are you aware of the area of land included in the schedule? No.
451. Are you aware what river frontage it will embrace? I think about 17 miles.
452. Is there any likelihood of this water ever being required for irrigation purposes? That I could not say. I have no idea what schemes Mr. McKinney is having surveyed or has in progress in connection with these lakes. The policy of the Department all along has been to protest against the alienation of any frontages either to rivers or to lakes, and that ought to be considered, I think, in connection with Mr. Lyne's statement yesterday that he intended to lock the Darling. I have no idea how far these lakes might enter into that.
453. In view of the water being required for irrigation purposes, do you think it would be right to give this company an exclusive right to the water? I should not think so.
454. Do you know that there is a Bill before Parliament known as Stockdale's Bill? Yes.
455. Have the rights under their Act lapsed? Yes; their Act only had a currency of two years. The Act has lapsed, and they are asking for an amending Bill.
456. But not having given notice of the amending Bill before the Act lapsed, will they have any legal rights under that Act? I could not say.
457. *Mr. Langwell.*] I think you saw the plans submitted here yesterday? Yes.
458. You say that, according to the plan, the company require something like 17 miles of river frontage? I could not say for certain that that is the case, but that is my impression, looking at the distance marked on the plan. It is only a guess on my part, but I could have that verified.
459. You think that, according to the wording of the schedule, they are asking for exactly the same privileges and rights regarding the land as under the parent Bill? Yes, I think so. They are asking to put the provisions for the taking of land in the first Bill into force with regard to the schedule of this Bill, so that they can take and use whatever land they require within this area.
460. That, in your opinion, would give them exclusive right to the water and all the land within the red line marked on the plan submitted yesterday? It is a question whether it would give them an exclusive right.
461. Is it your opinion that it would? I fancy it would, but I do not know.
462. So far as you are aware, the Department is not favourable to granting exclusive rights to water for any water conservation scheme? No; I do not think so.
463. *Chairman.*] I understand that you wish to make a correction in your evidence? Yes; in reference

Mr. J. W.
Boulthbee.
3 Feb., 1892.

- Mr. J. W. Boulton.
3 Feb., 1892.
- to the question as to whether the Bill gives an exclusive right to the area shown on the plan, subject to the approval of the Governor.
464. What is the correction which you wish to make? I see that the 8th section of the parent Act provides:—"For the purposes of this Act, and subject to the approval aforesaid, the company may construct weirs and dams in any creek or watercourse Provided always that such works shall not interfere with any existing rights, nor with the construction hereafter by any person of other necessary works approved by the Governor for providing water supply for domestic use, or for live stock, or for mining or manufacturing, or other purposes."
465. You think that that corrects the idea about their having the exclusive right? Yes.

WEDNESDAY, 10 FEBRUARY, 1892.

Present:—

MR. CANN,	MR. SLATTERY,
MR. DICKENS,	MR. SYDNEY SMITH,
MR. LANGWELL,	MR. WADDELL,
MR. O'SULLIVAN,	MR. WANT.

J. H. CANN, ESQ., IN THE CHAIR.

H. E. Cohen, Esq. (instructed by Mr. C. C. Read), appeared as Counsel for the Bill.
J. C. M'Lachlan, Esq., appeared as Solicitor for the Broken Hill District Water Supply Company.

John Penrose sworn and examined:—

- Mr. J. Penrose.
10 Feb., 1892.
466. *Chairman.*] Where do you reside? In Silverton and Broken Hill. I am Mayor of Silverton.
467. Most of your business is in Broken Hill? Yes.
468. You are well acquainted with the district of Broken Hill? Yes.
469. I suppose you are aware that the Stephen's Creek Water Supply Company is applying for an amending Bill for the purpose of bringing in water to Broken Hill? Yes.
470. Are you familiar with the Stephen's Creek scheme? Yes.
471. I believe the works are almost completed, as far as Stephen's Creek is concerned? Yes.
472. Do you know the river Darling at all? I do.
473. Do you know the lakes near the river Darling? No; I have not been as low down as the lakes, but I lived in Wilcannia for a number of years.
474. You do not know the lakes at all? No, not at all.
475. The main thing that we want to examine you on is as to how the people of Broken Hill feel towards the Bill;—do you know if the people of Broken Hill are desirous that this Bill should pass? Yes; I feel sure they are. I have heard it expressed very often.
476. Is there any feeling in Broken Hill on the part of the people that the Government should carry out this work? There is such a feeling; but if the Government does not carry out the work they would like the next best scheme, which they consider is the Stephen's Creek scheme.
477. We are to understand by that that they would prefer the Government to carry out the work? Yes, if practicable.
478. Failing the Government carrying it out, they prefer this company to carry it out? Yes.
479. What do you suppose would be the water consumption of Broken Hill? It is a very hard matter to say. It depends whether the mines would take it.
480. But for domestic purposes? I think 70,000 or 100,000 gallons a day.
481. You do not know what the mines would consume? No; I do not suppose they would use this water if they had their own tanks full—not until they ran short again.
482. You mean their own tanks near the mines? Yes; that is, the Proprietary Mine.
483. *Mr. O'Sullivan.*] Why have the Municipal Council of Broken Hill not taken steps to carry out this work and apply for powers to do so? That I could not say. I think it was the amount of capital required which debarred them from carrying it out.
484. Are the rates sufficiently utilised in making the improvements in the town? Yes, I think so, and in paying interest on borrowed money too.
485. Broken Hill is a very rich municipality now, is it not? Yes, very rich. But it was in a very rough state when first formed into a municipality, and there has been a great sum of money spent in making it anything like ship-shape.
486. Has this matter ever been entertained by the Municipal Council of Broken Hill—I mean the Stephen's Creek scheme? Not that I am aware of; I am not a member of that Council.
487. Has the matter come before the Silverton Municipal Council? No.
488. Silverton will be out of the way of this work, will it not? Yes; but a great many residents of Silverton will benefit from it who have businesses in Broken Hill. I shall benefit from it to a considerable extent.
489. Has Silverton a local water supply? Yes.
490. That supply is sufficient for the town of Silverton? Yes.
491. Therefore the people of Silverton are not directly interested in the carrying out of this work? A great number of them are.
492. As residents of Silverton? No, but as having businesses in Broken Hill.
493. You are under the impression that their idea is that the Government should carry out the work, but failing the action of the Government, they would be willing to see this company do the work? They would prefer to have the water there as soon as possible, and if the Government do not intend to carry out the work, they would like the Stephen's Creek Company to do so.
494. *Mr. Langwell.*] Have any public meetings been held in Broken Hill concerning this water supply scheme? I believe there was one public meeting held.
495. Do you know whether any resolutions were passed at that meeting in favour of the Government carrying out this water supply scheme? No, I do not know anything about that. A meeting was called some time ago by a few people; I do not think they were representative people. I think it was purely opposition from the other scheme.
- 496.

Mr.
J. Penrose.
10 Feb., 1892.

496. *Mr. M'Lachlan.*] Which other scheme? The Broken Hill Water Supply scheme. I think that a few shares would have settled that, if they had been offered to them.
497. *Mr. Langwell.*] Have you read the proposed amending Bill? No, I have not.
498. You are not aware of the time that the company are asking for to carry out this work? Two years, I think, but I am not sure.
499. Not two years, but eighteen months. In answer to the Chairman, you said you were familiar with the Stephen's Creek scheme? Yes.
500. With the average rainfall, do you think it would be necessary to take any water from the Darling River or from Lake Speculation to supply the domestic requirements of Broken Hill? Yes, I think it would be quite necessary. We have been three years with a rainfall of a little over 4 inches. I have some statistics in my pocket which were obtained from a Government official stationed at Mount Gipps at one time.
501. *Chairman.*] Whom is this paper from? Mr. Lichfield, an Inspector of Stock, who was stationed at Mount Gipps in 1875, 1876, and 1877.
502. Where is he now? I think he is manager of Moorara Station.
503. He is away in the west? Yes; near the Darling.
504. *Mr. Langwell.*] You think that the average rainfall at Broken Hill is not sufficient for the consumption—that is, with the provision that is made at Stephen's Creek? No, I do not think it is.
505. You think that it will be necessary to take water from the river Darling? I think it would be necessary.
506. From your knowledge of the country, do you think it would be possible to carry out the work in less time than that asked for by the company, namely, eighteen months? Certainly, if they had the pipes here, but I do not know what provision they have made with reference to having the pipes in the country.
507. Until this work is carried out, Broken Hill will necessarily have to depend on the rainfall and on the Stephen's Creek scheme? Unfortunately we have to depend now on South Australia.
508. Yes, but in the event of its not raining they will have to depend either on South Australia or on Stephen's Creek? Yes, on Stephen's Creek and the tanks already constructed by the Government.
509. The general opinion of the residents of Broken Hill is that the Government should carry out this work? Yes, that is the general opinion.
510. *Mr. Slattery.*] Have the Mayor and Aldermen in the Silverton Municipal Council considered this question? No; it does not affect Silverton.
511. But I understand that you stated that the people of Silverton were in favour of this scheme? Yes.
512. That is, if the Government would not carry out the work? Yes.
513. Of course, naturally enough, if the Government would carry it out they would rather see them do it than any other body? Oh, yes.
514. If some water supply were provided for Broken Hill, whether by the Government or by any company, you do not think that that would be a benefit to the Silverton people? Yes.
515. They could be supplied from Broken Hill? Oh, no; not supplied from Broken Hill. We have our own water supply, but a number of the residents at Silverton are interested in business at Broken Hill.
516. Therefore this matter does not affect Silverton in any way? It does not affect Silverton town at all.
517. I may then ask your opinion as an ordinary witness: Supposing that the Government will not carry out a matter of this kind, in your judgment should assistance be given to the present proposal of the Stephen's Creek Company? Yes, I think assistance ought to be given to them, for Broken Hill has very nearly been reticulated with pipes by them, and I think they would be the company that would be most expeditious in carrying out the works.
518. I understand that you are speaking as an independent witness? Yes.
519. Silverton has nothing to do with this? No.
520. You, knowing the whole case, say as an independent witness that in your judgment Parliament should give favourable consideration to the present proposal? Certainly. I think they ought to place no obstacle in the way.
521. Do you know there are other suggestions or proposals by other companies? Yes.
522. What do you say about those other companies? I do not think that any other company should be entertained at all. They have had a Bill and have allowed it to lapse, as far as I understand. I understand that their scheme was for 15s. a thousand, and this scheme is for much less.
523. Are you interested at all in the company promoting this Bill? Not at all. I have not a share in it, and never had.
524. You have no interest whatever in it? No.
525. In the present Bill you have no interest either directly or indirectly? No.
526. Being the Mayor of Silverton, and not interested at all in this scheme, you having your own water supply, do you say from your knowledge of the district that it would be the most conducive to the public interest there if this Bill were passed into law? Certainly, I do.
527. I put this question so as to act perfectly fairly towards other companies—you know there are other companies that have made suggestions, and you say, as you did in reply just now, that you think they are not entitled to consideration, they having had time to carry out their works, but not having done so? Yes. I think that if it had not been for that company we should have had water there before now. Some other company would have carried out the work.
528. *Mr. Cohen.*] Are you aware that the average rainfall for the past ten years has been 10½ inches? I did not know that.
529. Assuming the average rainfall to be 10½ inches, can you say whether or not one-third of that rainfall would be sufficient to fill the reservoir at Stephen's Creek, and give a three years' supply? I really could not answer that question. I do not know whether it would give a three years' supply, the evaporation is so great, and I think they have underestimated the evaporation a great deal. I have been in the back country for a number of years, and I will speak of a lake that I was on for some time. Bulka Lake was 16 miles around when I went there, but it afterwards dried up.
530. Was that a deep or a shallow lake? In the deepest places it was about 7 feet.
531. Can you state whether there was a large area of the lake which would be covered by water 7 feet deep? Oh, no—only in the deepest places.
532. Was it a lake that you might characterise as a shallow lake? Yes.

- Mr. J. Penrose.
10 Feb., 1892.
533. Assuming that the cost of pumping water in periods of drought from the Darling River and the lakes to Broken Hill would be 10s. per 1,000 gallons, do you think that the people of Broken Hill and district would willingly, in time of drought, pay 10s. per 1,000 gallons for water supply? I think they would be only too pleased to pay it, or even £1.
534. Do you now pay a very large amount for water supply at Broken Hill? Yes. Water for the purpose of making aerated waters, which I send from Silverton, has cost me £185 15s. per month. Another company, the Simpson Brewing Company, paid £130 per month; and the South Australian Brewing Company paid the South Australian Government £154 for water last month.
535. Merely for business purposes? Yes, merely for brewing purposes.
536. I understood you to say that the feeling of the district was in favour of this scheme and of this Bill? Yes, most certainly.
537. Is it a correct inference to draw that the people of the district are in favour of the company which is promoting this Bill having power to carry out this scheme? Yes.
538. *Mr. M'Laughlan.*] Do you think that Lake Speculation and the river Darling would furnish a permanent supply? Yes, I do.
539. Then if any Government official has expressed an opinion that it would not, I suppose you think that that would probably be absurd? Yes, I should, really.
540. Quite absurd? Yes.
541. It would unquestionably furnish a sufficient supply? Yes. I have been acquainted with the river Darling something like fourteen years, and I feel certain that the water coming from the river Darling would, if conserved in the lakes, I never saw the Darling stopped running. It is always a fair stream. I have seen it very low, but never stopped running.
542. What are the relative distances of carrying the water for these two companies that you speak of? Which two companies?
543. You have spoken of two companies? The Darling River Company and the Broken Hill Water Company. I could not say what is the relative distance of carrying the water.
544. Can you not say how far one company would have to carry it, and how far the other would? No.
545. How could you form an opinion, then, as to the feasibility of the two schemes? I did not form such an opinion.
546. You said that one was better than the other? No; I said that one had lapsed, and did not deserve consideration. I did not say that I preferred one to the other.
547. You do not know what either of the companies might have to do to complete their scheme? No; I know the Stephen's Creek Water Supply Scheme as far as Stephen's Creek.
548. Cannot you give the approximate distance which the Stephen's Creek people would have to carry their water, and also the Darling River Company? No; but I think about 60 miles.
549. Which is about 60 miles? Either of them. I do not know whether one is farther than the other or not.
550. Is there not a difference of 8 or 10 miles? I do not know; I know nothing about the Darling River scheme.
551. Supposing it could be shown that they were delayed in their operations through no fault of their own, would that make any difference in your opinion about them, for you have simply put it on the ground of delay, without knowing anything about the causes of the delay? I could not say anything about the causes of delay, but when they got a Bill passed to allow them to carry water in for 15s. per 1,000 gallons, I think there should not have been any delay at all.
552. Do you know that it requires the sanction of the Governor? I did not know that.
553. Do you know that the sanction of the Governor has never been given yet? I do not.
554. Would that make any difference, in your opinion, as to the delay? Perhaps it was the company's own fault.
555. But you do not know? No.
556. Do you not know that the principal ground of delay was that it was said that the Darling Company had not shown a sufficiently permanent supply? No, I do not.
557. From your knowledge of the country, if they had carried it out, was there not a sufficient supply? From my knowledge of the country I should say there would be a perfectly sufficient supply for Broken Hill.
558. How might that knowledge have been obtained by any other person,—could a person visiting the district ascertain it? Yes.
559. An engineer—a qualified man—could easily have ascertained that? Yes.
560. By what means—just by looking at the lake? Yes; and estimating the quantity and getting the height of the river for a number of years back.
561. How long do you think it would take a perfectly qualified engineer to go to Broken Hill and ascertain what you already know as a practical man—that is, that there would be a perfectly sufficient supply? As I am not an engineer, I cannot say.
562. But in your opinion? Well, I suppose a couple of months, perhaps.
563. How long have you lived there? Fourteen years.
564. Do you think it would take an engineer two months to ascertain that? I could not say; I am not an engineer.
565. But is that your opinion? He could get a lot of information in two months.
566. Do you think it would take two months for a qualified engineer to ascertain that? Well, it would take some time for him to get the information; of course it depends on circumstances. Engineers who come there generally spend a lot of time in the town.
567. But I am not assuming that a man is drinking about the town, but that he is doing his duty? But engineers I see about generally do more drinking than engineering.
568. When you say that the people are anxious that this scheme should pass, I presume it is that the people are anxious that they should have some water supply? Yes.
569. That is all their anxiety? That is their anxiety.
570. Do you really think that the people of the district have studied the two schemes? No, I do not think they have; but one scheme has made some show, and the other has not.
571. Your opinion is that the people as a body have not studied the relative schemes, but that their great desire is to have water? Yes; some one to bring it in.

Mr.
J. Penrose.
10 Feb., 1892.

572. You say that as regards the body of the people all their idea is that they want water? Yes.
573. The reason why you think they would favour this scheme is that, in your opinion, they would get the water? Yes. They have, unfortunately, been deceived by the other scheme, and they think that this scheme shows them something tangible.
574. How long do you think it would take to perfect this proposed scheme from the Darling to Stephen's Creek, and from Stephen's Creek to the town? That all depends. If they had the pipes in the country, I think they could do it in twelve months, or perhaps ten months or so.
575. Have you any knowledge as to whether they could get the pipes in the country? I have not.
576. Supposing they had to import the pipes, how long would it take? I could not say.
577. As you have expressed your opinions about what the people think, do you and they think that the Darling Company ought to have started their works without getting the sanction of the Governor;—would you, as a man of business, think it would be reasonable to expect them to incur very large expenditure without first getting the sanction of the Governor? Oh, no.
578. You think it would be reasonable to wait until you got the sanction of the Governor? Yes; but it depends on the way in which the company went about it.
579. I admit it is reasonable that they should take the necessary steps;—if they, however, did that, but did not get sanction from the Governor, you do not think they would be to blame? They of course could not spend their shareholders' money without getting proper authority to proceed with the works.
580. If you were a director of the company you would not proceed with the work without having the sanction of the Governor? No.
581. If they did take reasonable steps, and yet did not get the sanction of the Governor, you think they are not to blame? Yes.
582. I suppose you are of opinion that the Stephen's Creek alone would be an utter failure without the connection of Lake Speculation with the Darling River—that Broken Hill could not be supplied from Stephen's Creek alone? Not unless we had a fair rainfall.
583. It could not be depended upon? No, it could not.
584. It would not be at all safe for the people of Broken Hill to trust to Stephen's Creek? No, it would not.
585. Then, whoever the promoters of the Stephen's Creek scheme were, they made that mistake as an engineering matter, did they not;—I suppose you know that their opinion was that Stephen's Creek would be sufficient? Yes, I know that.
586. So far they have made that grave mistake—they thought that Stephen's Creek would be sufficient, and they now want to take the scheme of other people;—do you know that Stephen's Creek silts up considerably? I do not know that.
587. Do you know that it silts up at all? I never saw a dam across it.
588. You have not seen it since the dam was put across it? I have not seen it silted up. This is the first dam that I know of that has been put across it.
589. Has there been any rain since the dam was put there? Very little, not worth speaking about.
590. Do you know the height of the dam? No, I could not say.
591. Do you remember Mr. McKinney visited that neighbourhood early last year, about twelve months ago? No.
592. Do you know that about two months ago Lake Speculation was very full? No; I had only just returned from a visit to England.
593. Do you know that at about that time Lake Speculation was about as full as it ever has been within the memory of man? I do not know that it was as full then as it ever had been.
594. Was it known to be very full then? I could not say—I know nothing about it.
595. *Mr. Cohen.*] You said that you did not think that the people of Broken Hill have studied this particular scheme? I do not know that they have studied it particularly.
596. I suppose you mean from a strictly engineering point of view? That is what I mean.
597. You cannot tell what amount of time various people may have devoted to the scheme? I cannot tell.
598. I believe that you have no engineering knowledge whatever? No, I have not.
599. *Mr. Dickens.*] Supposing rain fell quickly, how much do you think would fill the dam at Stephen's Creek? Two or three inches at the outside would fill it right up.
600. Do you often get rains of that description in that district in the summer months—heavy thunderstorms? Yes. We had it about a fortnight ago, when sufficient water came down Stephen's Creek to fill the dam twice over.
601. If you had rain like that, and the Stephen's Creek reservoir were filled, how long would that water last as a supply for Broken Hill? That is a question I could not answer. It depends on whether the mines or only the inhabitants were using it.
602. Say the inhabitants only? I think it would last about twelve months.
603. I suppose that you know the people of the Broken Hill district pretty well? Yes, intimately—almost every man, woman, and child.
604. Have they generally got confidence that if this Bill be passed the promoters of the Bill would be able to carry out the work satisfactorily? Yes; they appear to have every confidence in the Company.
605. More so than in any other scheme that has been broached so far? They look on the other scheme as being dead. You never hear anything being said about it.
606. You spoke some time ago about Bulka Lake being a shallow lake which dries up quickly;—has Bulka Lake any connection with the river Darling? No, none at all.
607. How is it filled? By the rainfall of the district.
608. Simply by rain-water? Yes.
609. From your knowledge of the Darling River, on an average, in how many years would there be sufficient water to flood Lake Speculation, Lake Menindie, and the other lakes—that is, an average flood that passes down, say, by Wilcannia? I could hardly say. I do not suppose that an average flood would fill them more than once in two years.
610. Supposing that these lakes were filled once in two years, and the waters were conserved, that is, not allowed to run back to the river, would you reckon on them as being permanent? Yes, I think so; they would give a fair amount of water, anyway.
611. Would you consider the water fit for human consumption? That I could not say. I believe that the water does get brackish when the lakes get low. I have heard it said so.

- Mr. J. Penrose.
10 Feb., 1892.
612. At the end of two years, do you think that the water would get brackish? That is a thing I could not say.
613. You have no practical knowledge of it? No, I have no practical knowledge of the lakes.
614. *Mr. Slattery.*] You have given some evidence about breweries and aerated-water factories—how many breweries are there in the Broken Hill district? Four breweries.
615. How many aerated-water factories? I think there are about six.
616. I was going to ask you a question as to how many years' residence you have had in the district, but Mr. M'Lachlan put that question, and I believe you stated that you have resided in the district fourteen years? Yes.
617. During that time, has it ever been known that the Darling has stopped running at Menindie? I could not say about Menindie, but at Wilcannia it has never stopped running since I can remember. It has always been a stream at Wilcannia.
618. Have you ever known or heard of its having stopped running at Menindie? No, I have not.
619. May I ask you, in consequence of a question asked by Mr. M'Lachlan, is there the slightest feeling, as far as you know, in Broken Hill or Silverton, in favour of one company or another, except that you want a water supply? We want a water supply.
620. There is no feeling for one company or another? The other company you never hear spoken of; it is dead to the world.
621. Therefore, you say that the feeling is in favour of this? For the Government to bring in the water, or for the Stephen's Creek Company to do so.

Thomas Harry Houghton sworn and examined:—

- Mr. T. H. Houghton.
10 Feb., 1892.
622. *Mr. Cohen.*] I believe you are a member of the firm of Simpson and Houghton, engineers, Sydney? Yes.
623. How long have you been in your profession? About seventeen years.
624. All that time in Sydney? No; I came out from Home two years ago.
625. Do you know anything at all about hydraulic engineering? Yes; I have been in it all my time—since I have served my time.
626. Have you been engaged in any large hydraulic engineering works? Yes. I put up the machinery for the Sydney Waterworks. I came out for the Government to do that.
627. Had you any similar work on your own account before you came here? Yes. I was with the biggest hydraulic engineering people at Home.
628. Who are they? Simpson & Co.
629. Where do they carry on their business? Picnic, London.
630. You have not been up in the Broken Hill District? No, I have not.
631. Have you made yourself acquainted, from documents and other information, with the details of the proposed scheme for pumping water from the Darling River and Lakes there to Stephen's Creek? Yes, I have. For two years, ever since I have been out here, it has been one thing that I have been interested in. I have been conversant with it ever since Mr. Morton brought out the scheme.
632. He is an hydraulic engineer in Victoria? Yes; he was previously engineer to the Stephen's Creek Company.
633. Have you made an estimate of the total cost of this scheme? I have.
634. What do you estimate the total cost will be? About £220,000 to bring the water from the Darling to the reservoir at Stephen's Creek.
635. Have you made an estimate of the cost of pumping 1,000 gallons of water from the Darling River or the lakes into Broken Hill, say, on the basis of the consumption of 100,000 gallons per day? Yes, I have; I prepared it just before I came here. I make it 8s. 8d. per 1,000 gallons. That is the cost of labour, fuel, &c.
636. Does that allow for wear and tear and depreciation of plant? Yes, it does.
637. Have you made a similar calculation on the basis of a daily consumption of 150,000 gallons? Yes; I make that come to 6s. per 1,000 gallons.
638. Have you made a calculation as to what price would have to be charged to return say 10 per cent., in each case, on the capital invested? For 100,000 gallons per day you would want to charge £1 11s. 3d. per 1,000 gallons, and for 150,000 gallons per day, £1 1s. 2d. per 1,000.
639. *Mr. M'Lachlan.*] I understood you to say that it would cost £220,000 to take the water from the Darling to Stephen's Creek? Yes.
640. You said nothing about the works between Stephen's Creek and Broken Hill? No.
641. Do you know what they have cost? About £190,000, I understand.
642. Those two items would make £410,000? Yes.
643. You estimate what it would cost for pumping to Broken Hill through Stephen's Creek—how many pumping stations would there be? One at the lake, one half-way, and the present one at Stephen's Creek.
644. You have said that in order to give a dividend of 10 per cent., which would be little enough, I suppose, for any company of this sort, it would cost 31s. 3d. per 1,000 gallons? Yes.
645. So that to make this scheme feasible, the people will have to pay 31s. 3d. per 1,000 gallons for water? For such a small quantity of water as that, but I think they have taken a very low estimate.
646. Do you know that this company, in order to get this Bill passed, have undertaken to supply the people at 5s. per 1,000 gallons? I have not seen a copy of the Bill.
647. It would be utterly absurd to attempt to make the thing a success, and it is not possible to supply water at 5s. per 1,000 gallons with such a capital? I do not think that that is an engineering question. It is only supplementary in case there is not sufficient water in the creek.
648. Have you made an estimate of the probable consumption? I have no means of doing so.
649. You have heard of the population? Yes, 29,000 people.
650. What do you think would be a fair estimate of the consumption? I hardly know what would be required for the mines.
651. You have taken a basis here for two questions—first as to 100,000 gallons, and then as to 150,000, and have put the cost of pumping at 8s. 8d. and 6s. per 1,000 gallons;—but what is your own opinion as to the

the cost and consumption? They probably might use 750,000 gallons, but I am not in a position to say. 750,000 might or might not be required.

Mr. T. H.
Houghton.

10 Feb., 1892.

652. You have spoken of forming an opinion from documents? Yes.
653. What documents? I have had the levels and the distances given me.
654. Prepared by whom? Prepared by the engineers.
655. You mean the engineers for the company? Yes.
656. Not the Government engineers? Not the Government engineers.
657. Only the engineers for the company? Yes.
658. Where did you get the plans and levels? From the company's engineer.
659. You do not know whether they were correct or not? No, but they agreed closely with information that I received from Adelaide and other sources.
660. What information did you get at Adelaide? From an engineer there.
661. Have you any objection to producing those plans? I have not got them, and I have not had them.
662. You say that you formed your opinion upon them? I saw the sketch plans, but I have not seen the big plans, which I suppose are deposited with the Bill.
663. Do you know the relative distances that the companies would have to carry the water? Forty-seven miles to Stephen's Creek, and 10½ miles from Stephen's Creek to Broken Hill.
664. That would be 57½ miles for this company? Yes.
665. What would be the distance that the Darling River Company propose to take it? Fifty-two or 54 miles.
666. What would be the longest pumping distance that you propose? About 24 miles.
667. As an engineer, do you think it is practicable to pump 24 miles? We have pumped 110 miles through one main.
668. Up hill? Yes.
669. What grade? That does not affect it.
670. Can you pump as easily perpendicularly as horizontally? Yes; it makes no difference.
671. You can pump 24 miles as easily perpendicularly as horizontally? Yes. You must not go 24 miles perpendicularly. So long as you have —
672. Can you tell me what friction? 2,000 lb.
673. Resisting power? It was a Worthington engine.
674. I mean as to the friction on the pipe—resisting power? It came to about 2,000 lb. There are many mains at Home pumping 14 or 15 miles.
675. A 6-inch pipe, you say, with 2,000 lb. pressure to the square inch? Yes.
676. As to distance, where do you start to measure from—you said 57½ miles—where would your starting-point be? That is from Lake Speculation.
677. The nearest point of Lake Speculation? It may be.
678. *Mr. Want.*] I understood you to tell Mr. M'Lachlan that the cost would be 31s. per 1,000 gallons? Yes; to pay 10 per cent. on the capital, supposing there were a consumption of 100,000 gallons a day.
679. Are you calculating that they would be pumping all the time from Lake Speculation? No; only a certain number of hours.
680. I mean that the supply would be coming from Lake Speculation? Yes; from Lake Speculation only.
681. You do not make any allowance for Stephen's Creek containing enough for two or three years, and the company having to pump only two or three months? No; I have not made any allowance for Stephen's Creek at all.
682. You are treating it as if the water were taken from Lake Speculation only to Broken Hill? Yes.
683. *Chairman.*] I suppose you have not made any estimate for a greater quantity of water being consumed? Yes, I have.
684. You mentioned just now about 750,000 being used;—what would it cost per 1,000 gallons, supposing the consumption to be at that? It would probably cost, including everything, about 7s. 6d., roughly speaking.
685. *Mr. Cohen.*] That is to return 10 per cent? Yes; that is only an approximate estimate from notes that I have here, and if they were pumping the whole way from the lake.
686. *Mr. O'Sullivan.*] To emphasise your statement that water has been pumped 110 miles through one main, would you state where that has been done? On the Standard oil pipe-line in Pennsylvania—pumping the petroleum from the wells into the refineries. There are stations every 30 miles apart. They have pumped there the 110 miles several times. The usual pumping is 30 miles apart.
687. I suppose there is little or no difference between pumping oil and pumping water? Not the least—the only difference is that the specific gravity of oil is a great deal lighter. It does not make any difference whether you are pumping water or oil.
688. *Mr. Slattery.*] Is your estimate of the price that you mentioned to Mr. M'Lachlan, based on the supposition that all the water is pumped from Lake Speculation and the Darling? Yes.
689. But supposing that you had an ample supply of water to fill the reservoir at Stephen's Creek, would that price then prevail? The cost, of course, would be less.
690. When you mentioned the price to Mr. M'Lachlan, did you put it in that way—that it would have to be pumped from Lake Speculation to the Darling? Pumped from Lake Speculation.
691. Constant pumping? Yes.
692. *Mr. Dickens.*] I suppose that if the Stephen's Creek dam were full it would not be necessary to pump at all? No, it would not.
693. *Mr. M'Lachlan.*] It does not gravitate from Stephen's Creek? No; you pump from Stephen's Creek.
694. *Mr. Cohen.*] How far is Stephen's Creek from Broken Hill? Ten and a half miles.
695. *Mr. M'Lachlan.*] Can you tell me what amount of water per hour would go through a 6-inch pipe 24 miles, up hill? That is rather a wrong way to ask it. What pressure will you have at the bottom.
696. Any pressure you like? I could not tell you.
697. Well, with the greatest pressure you put on? What velocity will you take through the main?
698. Any you like? Well, I will take 5 feet a second—500,000 gallons a day; but I would not advise you to pump it through that size pipe.
699. Could you force a full stream of water through pipes 24 miles? Yes.

Thomas Coombe sworn and examined :—

- Mr. T. Coombe.
10 Feb., 1892.
700. *Mr. Cohen.*] I believe you are a resident of Broken Hill? I am.
701. For how many years have you been a resident there? Six years; but I have been connected with Broken Hill and Silverton nine years.
702. Did you occupy the position of Mayor of Broken Hill? Yes; last year.
703. For how many years were you connected with the Municipal Council of Broken Hill? Three.
704. Was that from its inception? No; about six or nine months after.
705. During your mayoralty, did the Municipal Council of Broken Hill consider a scheme for bringing in a water supply from the Darling River and Lakes? No; they did not consider it from any particular point, but merely the question of water supply.
706. Did they come to any resolution upon it? Yes.
707. When was it? It was considered on two or three occasions. On the first occasion we wrote to the Government. We got no favourable reply from the Government. The Parkes Government then gave us to understand that they would not take any action in the matter, saying it was a matter for private enterprise. They never encouraged us to go on with the agitation in any way whatever.
708. What followed that, from the Council? Some time elapsed, and then the present Stephen's Creek Company came to us and asked for our support. Failing to get any satisfaction from the Government, and having confidence in these men, we promised them our support, and have given it consistently ever since.
709. Was there a resolution of the Council passed to that effect? There was; just after I had taken the position of Mayor.
710. Have you a copy of the resolution? I have not a copy of that resolution.
711. What is the document which you have in your hand? This is a document authorising me to appear here as a representative of the Council. The document is as follows :—

At a duly convened meeting of the Municipal District Council of Broken Hill, at which there were nine members present, His Worship the Mayor stated that the Council had been convened to consider telegrams from Mr. Cann, M.L.A., respecting progress being made with the Barrier Ranges and Broken Hill Water Supply Company Amendment Bill now before Parliament, and to consider and make order on sending delegates to Sydney to give evidence in support of the measure.

Telegrams from Mr. Cann read stating that the Parliamentary Committee to consider the Bill would meet on Wednesday next at 2 o'clock p.m.

Resolved :—“That this Council appoint Aldermen Coombe and Creedon as delegates to proceed to Sydney, and lay before the Parliamentary Committee the earnest desire of this Council, and the people of this town, to have the amended Bill now before Parliament passed into law with the greatest possible expedition.”

Motion carried unanimously.

G. J. MORGAN,
Mayor.

712. *Mr. Slattery.*] Is nine the full number of members of the Municipal Council? No; twelve.
713. That document is under the Common Seal of the Council? Yes; the seal of the Council is attached to it.
714. *Mr. Cohen.*] Do you think that in times of scarcity of water or drought the people of Broken Hill would be willing to pay 10s. per 1,000 gallons for water to come from the Darling River or the Lakes? They would like to have it as cheap as they can.
715. Would they be willing to pay 10s. per 1,000 gallons? Yes, if they could not get it more cheaply. I do not think they understand what it will cost to bring it in. If they understood that it could not be brought in for less than that, I do not think they would object to that.
716. *Mr. Want.*] What is it costing them now? £3 per 1,000 gallons.
717. *Mr. Cohen.*] That is the water supplied by the South Australian Government? Yes. Until the Council took the matter in their own hands and paid the carters, it was costing £7, £8, or £10, but £3 is the price at which the Council deliver the water all over the town.
718. Is it good water at that price? Yes, very good—from Mingary, South Australia.
719. Do you know the average rainfall of the district? Only from published reports from Mount Gipps, which I understand give an average of about 10 inches for ten years. But during the last twelve months I understand the rainfall has not been more than 4 inches.
720. Would a rainfall of 10 inches fill Stephen's Creek? If it came all in one rain, but unfortunately it falls about half an inch at a time.
721. *Mr. McLachlan.*] I suppose that the people, and even yourself, have not studied the relative schemes—what the Companies have to do? We have to a certain extent. I have.
722. When you speak of a want of water, it is simply a desire to get water? The people do not care who brings it so long as they get it. The cheapest scheme will please them the best.
723. Do you know Lake Speculation? Not personally. I have not been there.
724. You know the locality? I know there is such a lake.
725. Do you know that a direct line from Lake Speculation to Broken Hill would be much nearer than round by Stephen's Creek? I do not know that it would. Taking a straight line, I think Stephen's Creek is slightly nearer.
726. Have you ever seen any plans? Yes, I have, but have not criticised them.
727. Where have you seen them? Up at the Hill.
728. Supposing that water could be carried more cheaply direct from Lake Speculation than through Stephen's Creek, would the people of Broken Hill then prefer that scheme? The people would prefer the scheme that could be brought into operation in the quickest possible time. The town is suffering a good deal from the want of water. People have left it by hundreds and hundreds, and the quickest possible scheme that could be brought into operation, consistent with a fair price, is what they want.
729. If a direct line from Lake Speculation to Broken Hill would be nearer than round by Stephen's Creek, I suppose it follows that water could be taken in more quickly direct from Lake Speculation? Stephen's Creek is nearer than Lake Speculation, and taking it round by Stephen's Creek would not be further.
730. Would it not have to go down hill to get to Stephen's Creek, and be pumped up hill from Stephen's Creek? It would not.

Mr.
T. Coombe,
10 Feb., 1892.

731. Is it not up hill from Stephen's Creek to Broken Hill? Yes; I think the water has to be pumped up 300 feet; but Lake Speculation is 600 feet lower than Stephen's Creek.
732. Do you not know that the Darling Company's scheme runs down hill? I do not know much about their scheme. I did not know that there was a scheme. I thought it was a matter in the air.
733. As a matter of fact, you do not know which is the most feasible? I do not hear anything about the other. I have no confidence in that.
734. You do not know that it is a very feasible scheme, supposing it be carried out? I do not.
735. *Mr. Want.*] Supposing the Stephen's Creek dam were actually started now and filled, would it be safe for the township to rely on that alone without having any stand-by scheme? I do not think it would be actually safe, though I have a much better opinion of that scheme than have many people, who put it down as a failure. I do not think it is a failure.
736. But do you think it would be safe to depend on that? I think it would be much safer to have connection with the Darling in case of drought; it would be absolutely safe then.
737. You think it would not be absolutely safe without that? No; it would not.
738. *Chairman.*] Do you know whether the people of Broken Hill prefer to have the Government, or a private company, to carry it out? I think the people would prefer the Government if they would carry it out quickly, but this company if they would carry it out more quickly. I do not think there is any strong feeling in the matter.
739. Is it true that there has been a large petition to the Government asking them to carry it out? I believe there has been.
740. Do you know what number of signatures were obtained? I could not say. There is a feeling among a large section that they would rather the Government did it, but failing the Government I think they would prefer this company.
741. *Mr. Dickens.*] The people of Broken Hill consider that this company is a *bona fide* concern? This company have shown their *bona fides* and the other company have shown nothing.
742. Do the people of Broken Hill believe that if this company are empowered to carry out the work they will do so? They have the greatest confidence in this company—more than in any other company that has projected a scheme, and next to the Government they would prefer this company to be supported. We want water, and we want it quickly.
743. Have you formed any idea as to how long the Stephen's Creek supply would last if the reservoir were filled? Only from what I have heard. Some say it would last three years. I dare say it would last eighteen months or two years. If we had an average rainfall, I do not think we should have to draw on the Darling but very seldom, once we get the reservoir full.
744. The Lake Speculation scheme would be supplementary to the Stephen's Creek? Yes; and perhaps it would be idle for several years.
745. *Mr. O'Sullivan.*] How long have you been a member of the Council? Three years.
746. How is it that the Council have not applied to the Government for powers to carry out this work? They have applied—some three years ago.
747. To carry it out under the existing law? No; we studied the existing law, and saw that that would not meet our wants at all. It would only give us £25,000 at five years' rates—we should require a special Act.
748. I want to know from you why it is that the Council itself did not apply to the Government for powers to enable the Council to carry it out? I say that there is no existing Act under which we could carry it out. We did apply to the late Government; but they never favoured our application in any way; in fact, Sir Henry Parkes, when at Broken Hill, stated that in his opinion it was a matter for private enterprise and not for the Government.
749. Is it not a fact that under the Town and Country Water Supply Act you could obtain powers to carry out a water scheme? It would be absurd. It would only give us power to borrow about £25,000. No scheme worth a button could be carried out for less than £200,000.
750. You mean you could not have obtained powers to carry out a scheme? Not unless a special Act were passed.
751. Are any of the members of your Council connected with this company as shareholders? Not that I know of.
752. Directly or indirectly, you are not aware that they have any interest in promoting this scheme? No.
753. They simply recommend this for the good of the town? Yes.
754. Failing the Government, they think that this company should have the right to carry out the work, because they have given evidence of their *bona fides*? Yes; that is the recommendation of the Council.
755. *Mr. Langwell.*] During the time that you filled the position of Mayor of Broken Hill, were any public meetings called and resolutions handed to you, as Mayor, to forward to the Government? No. Public meetings were called, but no resolutions were handed to me.
756. When the Mayor and aldermen elected delegates to come here and give evidence had they seen a copy of the Bill now before the Committee? Yes; we had a copy of it in the Council.
757. Did your Council understand the powers that this company were asking for in the amending Bill? I can speak only for myself. I do not know what the other aldermen thought.
758. But in the credentials which you handed in to the Chairman, it is stated, I think, that they advocate this Bill being passed immediately? Yes; but I could not say what particular knowledge they had of the Bill.
759. Were they aware of the powers being asked for? I suppose they were, but I cannot say that they were.
760. *Mr. Dickens.*] Personally, you yourself were aware? Yes.
761. *Mr. Langwell.*] Do you know the powers that are being asked for under the Bill? I cannot say hurriedly. I could not quote exactly the clauses.
762. You are aware of the time that the company are asking for before starting the work after the Bill becomes law? I understood that they were asking for eighteen months to complete the work.
763. But they are asking for four months after the passing of the Bill before they start work at all? We do not think that unreasonable.
764. I think it states in the Bill that £10,000 have to be deposited within one month? Yes.
765. And that the work has to be completed in eighteen months? Yes.
766. From your knowledge of the reservoir at Stephen's Creek, do you think that, with an average rainfall of 10½ inches, which they have had for the past twelve years, it would be necessary to draw any water from Lake Speculation? Only in case of drought.

Mr.
T. Coombe.
10 Feb., 1892.

767. But with an average rainfall of 10½ inches? It depends how that falls; if it falls in half-inch rains it would not run.

768. But anything like the rain generally falling there in storms? In an average season there would be no necessity to draw on it at all.

769. You think that the provision made at Stephen's Creek would provide an ample supply for Broken Hill? Yes; in ordinary seasons. This is an exceedingly dry season.

770. *Mr. Dickens.*] The mines and the population? Yes; the mines conserve a large local supply of some millions—10,000,000 or 15,000,000, I think, they conserve themselves.

771. What has been your experience of rainfall during the last twelve months;—has it fallen in good showers? Not very heavy showers—very good for getting water off the roofs, but not for surface dams.

772. Is that exceptional for Broken Hill, or is it the usual way in which the rain falls? Sometimes we get a heavy thunderstorm and 2 or 3 inches right off.

773. And then you may be a long time without any rain? Yes; no two years have been alike since I have been there.

774. It would not be safe to trust to Stephen's Creek? No; but this would make it absolutely safe, or as safe as it could be made, I think.

775. *Mr. Sydney Smith.*] When did your Council first come to a decision in regard to the Stephen's Creek scheme? About two years ago.

776. What did the Council do on that occasion? They met by appointment the gentlemen representing the Stephen's Creek Company, and, after hearing what they had to say, they promised them their support.

777. Was any resolution passed at the Council meeting? Yes.

778. What was the nature of that resolution? I could not give you the exact words, but the tenor was that they should have the support of the Council; who had faith in their ability to carry out the works.

779. Was a letter to that effect sent to the Government of the day? That I could not say.

780. At that time did the Council believe that the company would carry out their undertaking in a perfectly *bona fide* way? They did.

781. And that the scheme would be a success? They did.

782. Did they think that they would be able to conserve sufficient water to meet the whole of the requirements of Broken Hill? Yes.

783. They did not anticipate that any other scheme would be necessary? At that time, we did not.

784. Are you aware that, in the first instance, the amount per 100 gallons was greater than was afterwards decided upon? Yes; it was reduced.

785. But notwithstanding the high price then fixed the Council expressed an opinion in favour of it? Yes.

786. Subsequently, when the Bill was before Parliament, you are aware they had to reduce the amount to 6d. per 100 gallons? Yes.

787. From 15s. to 5s. per 1,000? Yes; we supported that amendment.

788. Was any petition presented to Parliament or to the Government, either from the Broken Hill people or from the Municipal Council, against the Stephen's Creek scheme? I believe there was from a meeting held apart from the Council.

789. Was the member for the district requested to give his support to the Bill of the Stephen's Creek Company? Yes; and he did all through.

790. In dealing with this question and in favouring this company carrying it out in preference to the Government was he acting on behalf of the Council or the people of Broken Hill? He was acting in the best interests of the people of Broken Hill.

791. Was any petition presented to the Government of the day subsequent to that decision about two years ago, asking them to make any other provision for a water supply for Broken Hill? I do not remember.

792. Are you aware that any communication was sent from the Council or the people through the Council to the Government of the day asking the Government to provide an additional supply of water? There was only the occasion I referred to before this.

793. That was prior to two years ago? Yes.

794. I think the time you refer to was January, 1890? Somewhere about then.

795. Have any meetings been held subsequently against the Stephen's Creek scheme? There was the meeting that I have referred to when a motion was carried antagonistic to the scheme and calling on the Government to provide a scheme.

796. Was any petition presented to the Council by the people? No.

797. Or were the Council asked to send any communication to the Government in regard to that? No; they acted independently of the Council.

798. Therefore, in point of fact, since the decision arrived at in January, 1890, the Council have not, so far as you are aware, addressed any communication to the Government asking for an additional supply to be granted to the people of Broken Hill? No.

799. I presume that as a Council you think it really part of your duty to see that the people of Broken Hill have a good supply of water? Yes. I consider that it is a very important part of our functions to look after that.

800. Do you consider that the responsibility of making representations in regard to water supply rests solely with the Council for the time being? I think the Council should take the lead. We cannot, however, prevent independent people from doing it.

801. You would not expect the Government to take action until the Council moved in the matter? But we did move in the matter.

802. How long ago? Three years ago. We asked then, and Sir Henry Parkes plainly told us that his Government did not favour enterprises of that character being carried out by the Government, but thought that it was a fair matter for public enterprise. He told us that plainly, either at Stephen's Creek or at the Coffee Palace. He gave us no encouragement to appeal to the Government.

803. On the occasion of Sir Henry Parkes' visit I understand that the Council came to a resolution in favour of Stephen's Creek? Yes.

804. *Mr. Cohen.*] You referred to a meeting that was held in Broken Hill; was that what you call a representative meeting? I do not think it was.

THURSDAY, 11 FEBRUARY, 1892.

Present:—

MR. CANN,
MR. DICKENS,
MR. LANGWELL,MR. O'SULLIVAN,
MR. SLATTERY,
MR. SYDNEY SMITH.

J. H. CANN, ESQ., IN THE CHAIR.

H. E. Cohen, Esq. (instructed by Mr. C. C. Read), appeared as counsel for the Bill.

J. C. McLachlan, Esq., appeared as solicitor for the Broken Hill and District Water Supply Company (Limited), of Sydney.

Denis Creedon sworn and examined.

805. *Mr. Cohen.*] Are you a resident of Broken Hill? Yes.
806. How long have you been a resident there? About six years regularly.
807. Have you held any public positions there? Yes.
808. What were they? I have been an alderman of the municipality ever since it was incorporated.
809. Have you ever filled the Mayoral chair? No, sir.
810. Are you acquainted with the feeling of the people of Broken Hill with reference to the scheme proposed by the Bill now under consideration—the Stephen's Creek Company's Bill? Yes, I am very well acquainted with the feeling of the people.
811. What is the feeling of the people with reference to it? They seem to be unanimously in favour of the Stephen's Creek Company's Amending Bill.
812. Were you present at a recent meeting of the Municipal Council when a resolution was passed in favour of this present Bill? Yes. There was more than one motion passed in the Council in favour of this Bill,—there were two motions.
813. Assuming that the actual cost of pumping water from the River Darling to Broken Hill would be 10s. per 1,000 gallons, do you think that the people of Broken Hill would object to pay that price for it, say, during times of drought? No, I do not think they would during times of drought. Of course they are paying £3 per 1,000 gallons for water now, and it is not the best of water either.
814. Do you know anything at all about the average rainfall at Broken Hill—say in the course of some years? I have not a gauge, but I think the average has been about 10 inches for the last six years.
815. Do you think that 4 inches or 3½ inches would be sufficient to fill the Stephen's Creek reservoir? It all depends on how the rain falls.
816. If it fell I suppose in heavy showers it would fill the reservoir? Yes.
817. And being filled what would the reservoir hold—a one, two, or three years' supply? That greatly depends on the quantity of water consumed by the inhabitants.
818. Take the present consumption? That is not a standard to go by, for the water is so dear that they do not use much.
819. Supposing they had a full supply of water, and taking an average consumption, for what period do you think the Stephen's Creek reservoir, having been filled, would afford a supply? I expect about two years.
820. Do you know Alderman Chapple, of Broken Hill? Yes.
821. Has he been long resident there? To my knowledge he has been there six years.
822. Has he been connected with the Municipal Council as long as you have? Just the same—he and I are the two oldest members of the Council now.
823. Do you know Mr. Morgan? Yes.
824. Is he Mayor of Broken Hill? I do not think he is to-day. There was an election of Mayor last night.
825. Was he Mayor last year? Yes.
826. Has he been long connected with the Council? Ever since it was incorporated.
827. Do you know Mr. Sleath, district secretary of the A.M.A.? Yes.
828. Has he been long resident in Broken Hill? Yes; five or six years.
829. Do you know Mr. W. J. T. Giddings? Yes.
830. Has he been long resident in Broken Hill? About three years.
831. Do you know Mr. R. Sayers? Yes.
832. Has he been long resident there? About four years.
833. Do you think that they would be likely to know the feeling of the people of Broken Hill with regard to water supply? They are in a position to know the feeling with regard to the water question.
834. And to form an opinion themselves? Yes.
835. *Mr. McLachlan.*] Do you know Stephen's Creek pretty well? Yes, part of it; I do not know the whole of the creek.
836. Do you know the dam that has been made? Yes.
837. Have you seen it pretty often? Yes.
838. Is it silted up freely? I have never seen any.
839. You never saw any silt in it? No.
840. You have given answers as to a lot of names, are those people here, available as witnesses? I do not know.
841. Are any of those persons whom Mr. Cohen asked you about in Sydney? I do not think they would be, but they may be here for aught I know.
842. Have you lived in the district some years? About six years.
843. After there have been heavy rainfalls, has there been any silt in the Creek;—does it not silt very freely? I should like to know what you mean by silt in the Creek.
844. How long has this dam been made—you have had rain since the dam was made, have you not? No rain to fill the dam.
845. *Mr. O'Sullivan.*] How long have you been a member of the Municipal Council of Broken Hill? Ever since it was incorporated, about three years and three months.

Mr.
D. Creedon.
11 Feb., 1892.

- Mr. D. Crendon.
11 Feb., 1892.
846. What reason do you assign for the inaction of the Council in regard to this water supply? Because under the Municipalities' Act they could not raise the money. It appears to me that there is no Act in existence at the present time that would enable them to raise the money. The only way it can be done is for the Government to pass a special Bill and lend the Council money, or for the Government to construct the works and hand them over to the Council. The Council has approached the Government on various occasions in every possible way, and tried to get the works done on a national basis, but we did not succeed.
847. You said just now that you had endeavoured to get the Government to carry out the works? Yes.
848. What answer did they give you? Sir Henry Parkes informed us, about two years ago, I think—I forget the exact date—but when he came to Broken Hill he told us that the Government did not see their way clear to assist the Council to carry out waterworks on a national basis. He gave us to understand that it was a work for private enterprise.
849. The Government refused on that ground, I suppose? Yes.
850. Have you read the report of that meeting held at Broken Hill yesterday? Yes, in this morning's paper.
851. Do you consider that the men who spoke at that meeting are representative of the population? Yes.
852. Do you think that the attitude which they have taken up is one which will be indorsed by the people at large? Certainly.
853. Do you know of any members of your Council who are interested in this Bill? I do not. As far as I am concerned I never had a share in the Stephen's Creek scheme, nor any interest whatever in it.
854. You think that the action of the Council has been prompted solely by a desire to benefit the public? Yes, certainly.
855. *Mr. Dickens.*] In the account of the meeting held at Broken Hill last night it is stated that the town hall was filled to its utmost capacity;—did you read that? I did not read it very carefully; I had not time to do so this morning.
856. Supposing the town hall at Broken Hill was packed to its utmost capacity, do you know about how many people it would hold? If packed it would hold 2,500 people.
857. Supposing that those 2,500 people were unanimous, could they fairly be considered to represent the public feeling at Broken Hill? Oh, yes; I know that the feeling at present is that they want water in the quickest way they can get it.
858. *Mr. Sydney Smith.*] You mentioned in the first part of your evidence that two resolutions were passed by the Council with respect to the Stephen's Creek scheme;—can you inform the Committee the dates on which that decision was arrived at? I have not the dates.
859. Are you aware whether the Council, about two years ago, passed a resolution in favour of the Stephen's Creek scheme? Yes.
860. You mentioned just now that Sir Henry Parkes informed you that he thought that this was a matter that should be undertaken by private enterprise? Yes.
861. How long was that ago? On the occasion of his visit to Broken Hill.
862. Are you aware whether at that time arrangements were being made by the Stephen's Creek Company to commence operations at Stephen's Creek? I am not aware that arrangements were made to commence operations, but to commence making the dam.
863. I think that they laid the foundation stone, or something of that kind, for the dam? Sir Henry Parkes went up there and turned the first sod.
864. During the time of Sir Henry Parkes' visit was the matter brought under the notice of the Council? About that time. I do not know whether it was actually when he was in Broken Hill.
865. What was the decision arrived at by the Council? The Council agreed to support the Stephen's Creek Bill after being informed by the Government that they could not carry out the work themselves. Stockdale's scheme was not being carried out and they saw no chance of getting water from that source. The Government would not do the work and we had no option but to support this company.
866. Was the Council of opinion that the arrangements made by the Stephen's Creek Company would be sufficient to meet all the requirements of the place? We thought so at that time.
867. You were under the impression that the works proposed to be undertaken by the Stephen's Creek Company would supply all the water requisite for Broken Hill? We thought so at that time.
868. At the time the Council came to that decision, are you aware that the price asked by the Stephen's Creek Company was 1s. 6d. per 100 gallons? No; 6d.
869. At all events, you supported the Stephen's Creek Company in their proposal as originally submitted? Do you mean the Council?
870. Yes? I could not answer that question now.
871. Have the Council made any representations to the Government since their decision in January, 1890—I think it was about that time—with respect to a water supply for Broken Hill since they came to a decision with reference to the Stephen's Creek Scheme;—did the Council apply to the Government again last year? I could not tell you the date exactly. It would be about five or six months ago, I think.
872. Did you see the letter that was sent? I did not know. It was passed by the Council and sent in the ordinary way.
873. Up to that time no communication was forwarded to the Government with respect to the water supply for Broken Hill? National supply?
874. Yes, or in any way representing to the Government that the Stephen's Creek Scheme would not be sufficient to meet the requirements of the place? Not by the Council.
875. Do you think that the principal duty of the Council is to see that a proper water supply is provided? I think so. That is a special feature of their business.
876. If they saw any danger and required any assistance, you think it would be their duty to make representations to the Government? Certainly.
877. *Mr. Cohen.*] Is that a report of the meeting held at Broken Hill last night, to which you referred just now? Yes.

Henry Henderson Drysdale recalled and further examined:—

878. *Mr. Cohen.*] Can you give us any certain information with regard to the average rainfall at Broken Hill? Yes; we have the official record taken for the last ten years, and that record shows about 10½ inches. It was taken by the manager of Mount Gipps station.

Mr. H. H.
Drysdale.

11 Feb., 1892.

879. *Chairman.*] Have you any official document that you could hand in to the Committee? We have it, but unfortunately not here. Mr. Jobson had it at the first meeting of the Committee, but unfortunately he was not asked about it.

880. *Mr. Cohen.*] Assuming a rainfall of 3½ inches, would that be sufficient to fill the reservoir? If it fell in two or three hours, 2 inches would be more than sufficient to fill it.

881. Being filled, for what period would the reservoir contain a supply? For quite two years, allowing 33 per cent. for evaporation.

882. I believe that your company is proposing this Darling scheme as supplementary to your Stephen's Creek source? Yes, simply. We have no doubt whatever about the Stephen's Creek being sufficient for the requirements with an average rainfall; but we are proposing the other scheme in case there should be a period of drought.

883. The Stephen's Creek at present is not affording a supply to Broken Hill? Not in the ordinary way. Carters are going out and getting water there, but we are not pumping it.

884. Is that by reason of the drought? Yes. We pump into the tanks which the carters carry out, and we do it at a nominal cost.

885. Have you, in conjunction with Mr. Houghton, gone through the figures as to the cost of pumping? No, not with Mr. Houghton.

886. With whom? I have gone through them with our own engineer, Mr. Jobson. He has pointed out that if a long period of drought ensue we shall be pumping water at a very heavy loss. I have myself gone into these figures and worked them out.

887. And you satisfied yourself as to the correctness of Mr. Jobson's figures? Yes. I have worked independently. Those figures show that for a supply of 208,000 gallons daily consumption the cost will be a little over 10s. per 1,000 gallons—that is, to pump the water the whole way.

888. Do you wish to suggest any amendment with regard to the cost of water which is pumped in from the Darling? Yes; I think it is only a fair thing to ask that we should get somewhere about the cost of that—only for the water we pump, that is, during times of drought. We could hardly be expected to supply it at a loss, and for all the water that we pump from the Darling right into the hill we propose that we should get 10s. per 1,000 gallons, but, as soon as we get the dam filled from rainfall, we should revert at once to 5s. We believe that that will not be for more than one month in the year, but there is a possibility that there may be a year's drought, or even more, and we think it would be very unfair that we should be expected to pump that water at a serious loss to ourselves.

889. Has your company laid down a reticulation service in Broken Hill? We have been doing that for some time past, and it is nearly completed; a week or two will complete it.

890. *Mr. McLachlan.*] How long do you estimate it will take from the present time to get this scheme ready for the use of the public? If we have no strikes, and no accidents from shipwreck, we can do it in nine months.

891. How long do you require;—what time do you wish to ask for? We have asked for eighteen months.

892. Under your Bill? Yes, under the Bill.

893. That is the time which you think it is necessary to take? Yes.

894. Is that from the passing of the Bill, or from the present date? From the passing of the Bill.

895. You say you wish now to have the Bill amended, and ask for an allowance of 10s. per 1,000 gallons for water pumped from the Darling or Lake Speculation? Yes.

896. How do you propose to regulate that, and to distinguish it from the water that is collected in the dam at Stephen's Creek;—you have not two dams there? We will have.

897. Two separate dams—one for Stephen's Creek water? Yes.

898. And one for Lake Speculation water? It will be a service reservoir.

899. It will enable the two waters to be kept perfectly distinct? Yes.

900. What is the object of that? To prevent a rush of water against our dam, and to keep it clear.

901. That is the present dam? Yes.

902. The two dams will communicate, of course? Not necessarily.

903. How will you fill the one from the other? How do you mean?

904. There will be no connection between the two dams? That is a question for the engineer. I really cannot tell.

905. It will be a question for the public if they are going to pay 10s. for one lot of water and 5s. for another? That can be regulated by having a meter at the dam or at Lake Speculation, so as to see what water passes through.

906. Then, as far as this scheme is concerned, you require 10s. per 1,000 gallons of water? Yes.

907. Do you happen to know that the Premier mentioned to a recent deputation that the only reason for encouraging your Bill was that you were going to do it for 5s.? I happen to know that it was not.

908. Do you happen to know that the Premier said that if you did not do it at 5s. you would get no Bill? No; he did not say so.

909. As a man who has studied this question, and supposing that you had no interest whatever in Stephen's Creek, would you consider that water from Lake Speculation, Lake Menindie, and the Darling could be taken more cheaply to Broken Hill directly than by passing through Stephen's Creek? I very much doubt it.

910. You doubt it? Yes.

911. Whether a company taking water directly from Lake Speculation and Lake Menindie could take it more cheaply than you could through Stephen's Creek? It is possible that it might make a little difference.

912. You are not certain? No.

913. You only go the length of saying that it is possible? Yes.

914. Which is the shorter distance? I cannot tell; I have not surveyed it myself.

915. You cannot tell without surveying it? I believe they are about the same.

916. You have seen plans? Yes.

917. Do they show they are the same? Yes.

- Mr. H. H. Drysdale.
11 Feb., 1892.
918. Have you any plans to show us that they are the same distance—do you mean to say that the distances are the same? That is my recollection.
919. You have frequently seen plans? I do not know that I have frequently, but I have seen them. It has not been necessary to refer to them very frequently.
920. What plans have you seen? Government plans, and plans from our own engineer.
921. There are Government plans, then, are there? Yes, certainly.
922. Where have you seen them? Government maps.
923. You mean simply parish maps? Yes.
924. Showing routes of water schemes? Not at all—simply showing the country and the relative positions.
925. Do they lay down any survey of this pipe line, or anything of that sort? No.
926. You have not seen any plans showing any water scheme? Yes, I have; but I do not know whether that is correct.
927. Where? Laid out on our own plans.
928. Do you know by whom? I cannot tell. I suppose some of our surveyors.
929. You are one of the directors of the company? Yes.
930. And have had to consider these things? Yes.
931. Have you had any plans prepared for the company showing your scheme? Certainly.
932. Surveys and levels? Yes.
933. Who made them? Some of our surveyors. We had a number of surveyors.
934. What are their names? I cannot tell you their names.
935. Not one of them? Not even one of them. Our chief engineer attended to our business there. We did not bother about surveyors, or their names either.
936. Who are the engineers? Mr. Jobson; he would produce plans to us made by surveyors and draftsman.
937. Are they signed by any engineer or surveyor? That I cannot tell.
938. Have you any objection to producing them? We have not got them here—it would cause delay.
939. Where are they? They are in Melbourne.
940. Have they ever been seen by the Government officials? One plan was.
941. That is in Melbourne? No; it was seen here by this Select Committee, but I am not aware whether that shows the two routes.
942. You do not consider that they are of so much importance then to the Committee that they should see them? They have seen a plan.
943. One of them you say—not the plans? All that is necessary, I think. If the Committee wish for any more we shall be only too glad to provide them. [*Plan produced.*]
944. Is this a perfectly straight line, or apparently so? Apparently there it is, certainly, but the track will not be.
945. Is this the line you propose by your notice? No; we ask for a deviation line. We ask for the land between those two points.
946. Three chains? No; three miles each side, I think.
947. But for your pipe line, what do you ask? We lay the pipes anywhere between those deviation lines.
948. You want 6 miles for the pipe line? No; for the purpose of laying it we want 6 miles.
949. Who is Mr. P. V. Tuxon? I believe he is a surveyor under the Act in Victoria.
950. This plan is said to be compiled from Government plans—you do not know how they were compiled? No, I do not.
951. Is this man in the Government Service now? He was the surveyor in charge at Broken Hill.
952. Do you know anything about the correctness of this plan? Not personally.
953. Do you know if the Government have ever made any plans? I am not aware.
954. Are you not aware whether the Government have ever made any surveys for the purpose of this company, or showing any part of this scheme? I am not aware of it.
955. So far as you know, has there ever been an actual survey of the route? Yes, there has.
956. By whom? By our engineer and assistants.
957. What is his name? Mr. Jobson.
958. Where is that survey? I suppose he has possession of that.
959. Do you propose to produce it? We do not propose to do so.
960. You do not propose to produce it? Not unless the Committee ask for it. We do not wish to prolong this inquiry.
961. Is there a tendency to silt up very much in the dam at Stephen's Creek? I do not think so at all.
962. What about the soakage—is there any great soakage? The soakage will be one soakage completed and finished the same as with a sponge. It will take up a certain quantity, and will not afterwards take up any more.
963. *Mr. Slattery.*] In regard to this plan, do I understand that it is merely a preliminary plan for the information of the Committee and the Assembly? Certainly.
964. This is not a final plan for the works? Of course not.
965. One clause in your Bill provides that if you get the concession, the plan to be used for the purpose of carrying out the work will have to be approved by the Governor-in-Council before you can go on with the work? Certainly.
966. *Mr. Dickens.*] You said just now that you were supplying a certain quantity of water to Broken Hill;—is that water on the surface, or do you get it from going through the drift? It is on the surface; it is soakage water, but it cannot get away, and it remains near the dam.

Hugh Giffen M'Kinney sworn and examined:—

- Mr. H. G. M'Kinney.
11 Feb., 1892.
967. *Chairman.*] What is your position in the Public Service? I am Chief Engineer for Water Conservation.
968. How long have you been in the Water Conservation Department? The Department was formed only at the beginning of 1890, but I had been engaged in exactly the same class of work before. The Department was formally authorised then. 969.

Mr. H. G.
M'Kinney.

11 Feb., 1892.

969. I presume that you have had some experience in water conservation? During the last twenty-two years the whole of my experience has been in connection with water conservation, irrigation, and drainage.

970. Have you been on the river Darling;—have you been where the proposed works under this Bill will be? Yes.

971. Do you know the lakes which it is proposed to tap? Yes; I have seen them.

972. Do you, as an engineer, think that a water supply for a township like Broken Hill can be obtained from that source? From Lake Speculation. I think that is the place the company intends to pump from.

973. And also from the river, I think, according to the Bill? It is a good source of supply, for there is a considerable storage to fall back upon—that is to say, if the reservoir at Stephen's Creek should fall very low the storage they have in Lake Speculation will be very valuable in supplementing it.

974. I understand from your answer, then, that there would have to be some work done at Lake Speculation before it would afford a permanent supply—that is, dams or flood-gates, or something of that kind? There has been a small dam constructed already by the lessees of the run.

975. Do you think that that is sufficient to conserve a sufficient body of water to give a permanent supply? Not by itself, but I think that, together with the storage at Stephen's Creek, that would be sufficient. I understand that the large storage reservoir has been completed at Stephen's Creek, but I have not been there since it was completed. I knew the original proposal of the Stephen's Creek Company, and I understand that one reservoir has been constructed, and that it is larger than the reservoir originally intended. If that is so, that reservoir, together with Lake Speculation, will, I think, provide a permanent supply.

976. Have you been over the proposed pipe route? I went over the pipe line of the Broken Hill and District Water Supply Company.

977. From an expert's point of view, how long would you consider it would take to carry out this work? I should fancy that it should be done within twelve months, at all events. I think it could be done within twelve months, and possibly in considerably less time. I think it could be done within twelve months, in going about the matter in a fairly energetic way.

978. I suppose you know the population of Broken Hill? I have been informed that it is now something like 25,000.

979. From your experience, can you give us any idea what, approximately, would be the consumption of water by a population of that number? Well, as the water must necessarily be more expensive than in towns situated under ordinary favourable circumstances, I do not think the supply there would average more than 20 gallons per head per day. That would be 500,000 gallons. That is assuming that the whole town would take the water, of which I am not very sure. The town is a good deal scattered, and I question very much whether the whole town will make full use of the supply.

980. Do you think that that would be a fair estimate to base it on—500,000 gallons a day? I think that such arrangements should be made as would provide that supply, independently of the requirements of the mines.

981. I suppose you can give the Committee no information as to what quantity the mines would require? No; I have no information about that.

982. Did you inspect the reservoir at Stephen's Creek? I inspected the dam site the first time I went up, and the second time one of the dams was in course of construction, and I inspected that then, but it had not progressed very far. I have not seen the works since it was finished.

983. Do you think that the dam, if properly constructed, would hold water? I think so.

984. There is no doubt about that? I do not think there is.

985. In answering my question just now in reference to the time it would require to carry out the work, were you meaning that to apply to the pumping of the water to Stephen's Creek? The supply and erection of the pumping machinery and the laying of the pipe line.

986. To Stephen's Creek? Yes, to Stephen's Creek.

987. I suppose you know the distance from the river to Stephen's Creek? I know that from Lake Speculation, along the lines which were adopted by the other company, the distance was 51 miles to Broken Hill, and I should say that the distance would be 42 or 43 miles from Lake Speculation to the Stephen's Creek reservoir.

988. Do you think that the works to Stephen's Creek could be carried out more quickly than works direct to Broken Hill could be carried out? Oh, yes, I should certainly say so.

989. Do you think that they could supply water from Lake Speculation more quickly by pumping it into Stephen's Creek than by pumping it straight to Broken Hill? I think so decidedly, because in connection with the scheme for pumping water from Lake Speculation to Broken Hill direct there are a number of reservoirs, some of which would take a large amount of time, it being a more tedious work than the laying of the pipe lines.

990. How many pumping-stations do you think would be required to pump the water to Stephen's Creek? It is rather difficult to answer that question, because I think it is quite a question whether the water cannot be forced the whole way by one pumping-station. But I do not know that that would be an economical arrangement or a safe one. It is a matter of choice whether there should be two, three, or four. I should say, at the very least, two.

991. Do you think it is quite a feasible scheme to pump water from the lakes and the river? Oh, yes, certainly.

992. There is no engineering difficulty in the way of carrying out such a class of work? None whatever.

993. Mr. O'Sullivan.] You have had a long correspondence, at least, your Department has, with one of these companies? Yes; a considerable number of letters have been exchanged on the subject.

994. What was the nature of that correspondence? The first letter of importance, so far as the Mines Department is concerned, was the report which was given in about this scheme on the 4th February of last year. The subsequent correspondence grew out of that. A report was given in relating to the scheme of the Broken Hill and District Water Supply Company.

995. What are the points at issue between your Department and the Broken Hill and District Water Supply Company? Put briefly, it is simply this: We never had a definite scheme at all.

996. Are you satisfied that you have a definite scheme from the other company? Yes, decidedly.

997. Have you made a thorough examination of their proposals and plans? Yes. 998.

- Mr. H. G. 998. And you are satisfied that they will meet the requirements of the place? Yes, I quite believe so.
 M'Kinney. 999. Have you anything to lead you to doubt the *bona fides* of the Stephen's Creek Company? None whatever.
- 11 Feb., 1892. 1000. What work have they been doing at Lake Speculation? There is a small piece of cutting that has been made between Lake Speculation and Lake Menindie. It runs from 3 or 4 feet up to 7 feet in bottom width, and there are two small dams. These works, I may say, the station manager informed me had been done by the station. I see that Mr. James, who was engineer to that company, mentioned the same thing in his evidence before the Select Committee, but I notice that it is said now that they were made by the Broken Hill and District Water Supply Company.
1001. And the other company also claim to have done it? I do not know whether the other company has done anything or not. The other company has taken no action about Lake Speculation until within the last two months, I understand.
1002. How could they get authority to interfere with a public lake at all? In regard to that, the lake comes within a squatter's run—the Kinchega run—and it is possible that they may have made some arrangement with the lessee of the run.
1003. Would you allow even the lessee of a run to interfere with the water-rights of an important lake like this? There is no law in this country which deals in a definite way with water-rights.
1004. You mean in a lake—there is nothing to define high-water mark? No.
1005. You heard a remark made yesterday by one witness that more drinking than work was done by engineers sent out—do you think that that was a proper remark to make? I certainly do not.
1006. Do you not think that was reflecting on the officers sent out there? I do not know whom it could refer to, and it was certainly a very improper remark, and made, as far as I am aware, without any foundation at all.
1007. As head of that Department, you know nothing of your own knowledge to justify such a remark being made? Certainly not.
1008. *Chairman.*] Has your Department sent any engineers out there? There has been one assistant engineer out at Lake Speculation and Lake Menindie, and there has been an engineering surveyor. They were the only ones, besides myself, that went out there.
1009. Those are all the Government officials that have been sent? Of course there are the inspectors of tanks and wells for travelling stock. They have been out there too.
1010. But I mean surveyors and engineers? Not in connection with my work.
1011. *Mr. Slattery.*] You stated in reply to Mr. O'Sullivan just now that a great deal of correspondence has taken place between the Department and the Broken Hill and District Water Supply Company (Limited)? Yes.
1012. I want to know if it is a fact that that company could not get specific information from the Department in regard to the matter? No; there is no foundation at all for that statement.
1013. None whatever? Not the slightest foundation.
1014. Were you and the Department always prepared to give every possible information to assist them in this matter? Certainly, and from the outset we pointed out different things in which the information supplied by them was seriously defective.
1015. Is it a fact that you told Mr. Stockdale, or any one else, at Menindie that you were satisfied with their scheme? Certainly not. I never informed anyone that I was satisfied with their scheme.
1016. Neither Mr. Stockdale nor any one else? No. As a matter of fact, when I saw Mr. Stockdale at Menindie I had not commenced to examine the scheme. I had the papers in my possession, but I had not begun my inspection. The idea that I could tell him that I was satisfied with a scheme I had seen nothing of is sufficient to speak for itself.
1017. Did you, at Menindie, or anywhere else, make a statement to that effect? Certainly not. I never made such a statement.
1018. When you saw Mr. Stockdale at Menindie, had you at that time visited Lake Speculation? No; I had never seen it.
1019. Did Mr. Stockdale at that time know that you were only just beginning your inspection? Yes; in fact, I informed him that I was going to inquire into the scheme.
1020. Did he at any time ask any question as to whether you were satisfied or not? No, he never asked me such a question. I need scarcely say that I should not have answered it if it had been asked.
1021. And you say you would not have been in a position to do so, not having visited Lake Speculation? I would not have been in a position to give an answer.
1022. Did you ever, at any time, have a conversation with the Hon. George Henry Cox about this scheme? I never had any conversation with him about the scheme. I never spoke half a dozen words to him in my life. I was introduced to him one day at this House.
1023. But in regard to this Broken Hill and District Water Supply Company's Bill, did you ever have a conversation with him about it at all? Never a word.
1024. Had you, or have you, any feeling whatever against this Broken Hill and District Water Supply Company? Not the slightest.
1025. None whatever? Certainly not.
1026. Did they produce proper plans to you? No; I was never able to get proper plans. I may mention in particular there is one point to which I called attention time after time in connection with their scheme—that is, the reservoir proposed to be erected on the top of Taylor's Hill. That is one of the most important features of the scheme. This reservoir was to be about 5 miles or so from Broken Hill. We never got any details about that, and the information that we had was so contradictory that one authority, speaking on behalf of the company, said that 3,000,000 gallons storage would be enough to provide, whilst another said 30,000,000 or 40,000,000, and the same one afterwards gave information which was equivalent to saying that about 80,000,000 would be required. We never got anything more definite than that about the reservoir, and the site for it was very vaguely described, and that was one of the main features of the scheme.
1027. Did the company put you in possession of information to justify you in recommending the Minister to get the approval of the Governor-in-Council? Certainly not.
1028. The Minister, then, was never placed in that position? No, certainly not.
1029. Were you anxious to see any kind of scheme carried out for the purpose of having the people of
 Broken

Broken Hill supplied with water? Oh, yes; certainly. I should have been only too glad to see the difficulty got over.

Mr. H. G.
McKinney.

11 Feb., 1892.

1030. And have assisted any company? Yes.

1031. Have you any interest in any other company at all? I have not now and never had any interest in any company for supplying water to Broken Hill.

1032. Did you at any time assert that the supply of water under the scheme of the Broken Hill and District Water Supply Company was not likely to be permanent? I pointed out that the duty of the company was to show that their supply would be permanent, and that they had entirely failed to do so. In fact, the bulk of the evidence that we had went to show that their scheme would not provide a permanent supply.

1033. Did you or the Department, to your knowledge, at any time make any frivolous or any other kind of objection to this company getting the approval of the Governor-in-Council? Certainly not. Every objection that was made was based on the want of information which the company should have supplied.

1034. And you say now, being examined here as a witness, that that information was never supplied to you? It never was supplied.

1035. *Mr. M'Lachlan.*] Do you think it necessary to have more than one pumping-station to pump water from Lake Speculation to Broken Hill or Stephen's Creek? Yes, I do.

1036. How many do you think is necessary? It is necessary to have at least two pumping stations to force the water to Stephen's Creek.

1037. Would that be sufficient, do you think? I think two would be sufficient, but I should certainly say that there should be at least two. I think that should be the minimum.

1038. Two in your opinion would be sufficient either to Broken Hill or to Stephen's Creek? No; I do not say to Broken Hill. There is a very material difference—a difference, I understand, of 300 or 400 feet between the two. I do not think two would be sufficient from Lake Speculation direct to Broken Hill.

1039. How many ought there to be? Three or four would be sufficient, I fancy.

1040. Can you not give a more definite opinion than that; you think two would be sufficient from Lake Speculation to Stephen's Creek and you say three or four to Broken Hill? I say two would be sufficient as a minimum.

1041. You say two would be a proper number, in your opinion, to Stephen's Creek? No; I do not.

1042. What did you think two would be sufficient for? I said, at least.

1043. You said two would be the proper number, in your opinion? No, I did not.

1044. What did you say two would be sufficient for? I did not say two would be sufficient for anything.

1045. What did you say about two pumping-stations? I said that two pumping-stations, if taken as a minimum, would do to supply water to Stephen's Creek.

1046. Did I not ask you what, in your opinion, would be the right number of pumping-stations to have, and didn't you say two? I do not think so.

1047. What do you consider now would be the proper number from Lake Speculation to Stephen's Creek? That is a question I could not answer off-hand.

1048. Well, what is your opinion? I would decline to give an opinion off-hand about a thing like that. It has, in the first place, to be gone into whether the pipes to be used would be cast or wrought iron, and also the question what pressure they would stand. I know that with two stations it could be done—the water being forced twice from Lake Speculation to Stephen's Creek.

1049. If you had the control of the works, what number would you construct? I would not give an opinion off-hand as to what number I should have. That is a matter for calculation.

1050. Well, about what number? I may tell you, to begin with, that an opinion given in that way is not of any value whatever as a definite matter, but I should say probably three or four.

1051. To Stephen's Creek from Lake Speculation? Probably three.

1052. What difference would you make from Lake Speculation to Broken Hill? One pumping-station is sufficient at Stephen's Creek.

1053. I am not talking about Stephen's Creek, but between Lake Speculation and Broken Hill direct, if there were such a scheme? About one more than the other.

1054. One more pumping-station, you think? Yes; probably. I may repeat that information which involves considerable calculations given in this way is of no value whatever. You ask me "about," and I may tell you about three or five, or two or four, but I do not say it is of any value.

1055. Is there not a good deal of it down hill from Lake Speculation to Broken Hill? No; there is very little down hill.

1056. Is it up hill much? On the line taken by the Broken Hill and District Water Supply Company there is a piece shown as down hill from Mount Taylor. They propose to supply the water by gravitation from Mount Taylor.

1057. Do you say it is down hill or up hill? It is up hill; there is a tremendous rise.

1058. What is the rise? Something like 900 feet from Lake Speculation to Broken Hill.

1059. What is, roughly, the rise from Lake Speculation to Stephen's Creek? I think it is 300 feet from Stephen's Creek. This would give about 600 feet from Lake Speculation, roughly.

1060. Have you formed any opinion as to whether Lake Speculation and the River Darling would give a permanent supply? Yes; I may say that I have.

1061. And Lake Menindie? Yes.

1062. That is Lake Speculation, Lake Menindie, and the River Darling; have you formed any opinion as to whether that would give a permanent supply? Yes; I have.

1063. What is that opinion? The information goes to show that it would not be reliable. Lake Speculation has been known to be dry for long periods. We have it on first class authority that the Darling there has been known to be dry for months, and Lake Menindie is worse still.

1064. But the whole three together? Well, Lake Speculation is as good as the whole three together, for it has the largest storage.

1065. A part cannot be equal to the whole, can it? Well, it cannot; but Lake Speculation is the only place there where there is really a good storage. Lake Menindie is very shallow, and as a matter of fact, there are grave doubts as to whether the water there would be wholesome. The supply in Lake Speculation comes in at very irregular intervals, and depends on high floods in the Darling, and none

Mr. H. G.
M'Kinney.
11 Feb., 1892.

comes in unless there are high floods; therefore, in a long period of drought the chances are that Lake Speculation would be dry, and there would be very little water in the Darling, too, for several months.

1066. In your opinion do those three sources, Lake Speculation, Lake Menindie, and the River Darling, at Menindie, form a permanent supply? I would not like to state positively, but the whole bulk of the evidence goes to show that they do not form a permanent supply.

1067. In your opinion they do not form a permanent supply, those three sources? In my opinion the bulk of the evidence goes to show they do not form a permanent supply.

1068. In your opinion they do not? In my opinion the bulk of the evidence goes to show they do not form a permanent supply.

1069. But you have seen the place, and I ask you your opinion? But I never come to an opinion without sufficient evidence.

1070. The opinion you have formed is that those three sources are not sufficient? I say that the bulk of the evidence shows that.

1071. That is your opinion—that they do not form a permanent supply? I have not an opinion.

1072. Then why express one? I have told you repeatedly that I have not an opinion. I tell you what the facts of the case are.

1073. Then you have never formed an opinion? I have told you what my opinion is—that the bulk of the evidence goes to show that they do not form a permanent supply.

1074. Do you think that Lake Speculation and Stephen's Creek would form a permanent supply? Yes, I think they would.

1075. Why? Because as a matter of fact the reservoir at Stephen's Creek will really hold considerably more water than Lake Speculation, and it will be an easy matter when the water falls low in the reservoir at Stephen's Creek to pump up from Lake Speculation. It is a very improbable contingency that there would be low water in Stephen's Creek and in the Darling for a long period concurrently. I think the chances are so small that such a thing would happen that Stephen's Creek Reservoir and Lake Speculation conjointly may be regarded as a permanent source of supply.

1076. And a better supply than those other three sources together? Yes.

1077. More abundant and more certain? A better supply.

1078. More permanent? Yes.

1079. That is your opinion; that these two—Lake Speculation and Stephen's Creek—would be more permanent than Lake Speculation, Lake Menindie, and the Darling at Menindie? Yes, more reliable.

1080. *Mr. Langwell.*] Are you—in speaking of Lake Speculation—including Lake Menindie? I am including the fact that a connection will exist between the two, but that Lake Speculation will be looked upon as the main storage.

1081. But drawing a supply from Lake Menindie? Yes, I am looking to a maintenance of the connection between the two.

1082. *Chairman.*] Do you mean the river as well? Yes, I mean the river, which has in times of drought been known to go dry for several months.

1083. I understand that your answer to Mr. M'Lachlan's questions was that the supply from Lake Speculation, Lake Menindie, and the River Darling, together with Stephen's Creek, you consider better than without Stephen's Creek? Quite so.

1084. *Mr. M'Lachlan.*] My question was this—whether Lake Speculation and Stephen's Creek would be more permanent than Lake Speculation, Lake Menindie, and the Darling at Menindie? There is really nothing in the point, because Lake Speculation depends on the River Darling, and the flow goes through Lake Menindie.

1085. I will put it this way: Would Lake Speculation, Lake Menindie, and Stephen's Creek give a more permanent supply than Lake Speculation, Lake Menindie, and the River Darling. What is your opinion of that? There is really no meaning in the question.

1086. There is no meaning in the question, you think? It is certainly not an engineering question.

1087. I will put two schemes to you, one being Stephen's Creek, Lake Speculation and Lake Menindie, and the other Lake Speculation, Lake Menindie and the River Darling. Which do you consider would be the more permanent supply—you do not think it is intelligible? No; it is a mere quibble.

1088. Have you ever heard of the River Darling at Menindie having failed? I have.

1089. You have not known it of your own knowledge? No, I have not.

1090. Do you know from whom you heard that it ever failed? I got it from the evidence taken before the Water Commission.

1091. Whose evidence was that? The evidence of Mr. Tully, Inspector of Stock, and Mr. W. J. Hanna, Road Superintendent, and Messrs. Donkin and Gipps' report on the Darling River.

1092. Don't you remember putting the matter in a very prejudiced way in reference to that report—picking out one part and not the other? No; I certainly do not remember doing anything of the kind.

1093. You do not remember quoting one part of the report given by Messrs. Donkin and Gipps, Members of the Water Commission, as authorities to show what you are now saying, namely, that the river is not reliable—quoting one part of the report against the Darling River Company, but saying nothing about the other part, which put it the opposite way? I do not see that anything would overturn facts like those.

1094. I suppose you know that this report, dated April 9, 1891, was not available to my clients until this return was called for—it was merely in the Department, and was not communicated to the Darling River Company? I am not aware of it, but I am not aware there was any necessity for it.

1095. In the ordinary course it would not be sent—it is merely from the Chief Engineer, that is yourself, to the Under Secretary for Mines? Yes.

1096. Do you notice that in that report to your superior officer you make this remark amongst many arguments against the Darling River Company's scheme:—"My statement that satisfactory information as to the permanence of the supply had not been furnished is met with the assertion that the permanence of the supply in this scheme is its leading feature." The Engineer to the Broken Hill and District Water Supply Company supports this statement by another equally daring assertion, that "during the severest drought the river at this point always contains a large supply of running water." Unsupported statements such as these are calculated to damage seriously the cause which they are intended to serve. Before making such statements authoritative evidence to the contrary should have been dealt with. For instance, the published statements of Mr. J. B. Donkin, L.S., and Mr. F. B. Gipps, C.E., members of the

late

Mr. H. G.
McKinney.
11 Feb., 1892.

late Water Commission, that "the absence of a constant stream in the Darling has been very prejudicial to the interests of the settlers in the western part of the colony," should certainly have been dealt with and refuted. Another published statement which should have been dealt with is that of Mr. W. J. Hanna, formerly Road Superintendent of the western district, to the effect that he has seen the River Darling "when it was a chain of waterholes." I presume that was clearly intended to show that Messrs. Donkin and Gipps were of opinion that that supply was not reliable—I suppose it was your intention to convey that idea? Yes.

1097. You therefore quoted from that part of the report. Will you look on the other page of the same report by Messrs. Donkin and Gipps; the words "the absence of a constant stream in the Darling has been very prejudicial to the interests of the settlers in the western part of the colony," are, it is true, quoted by you; but you do not quote the words on the previous page—"the time at our disposal being limited, we were unable to make a thorough inspection of the lake system along the course of the river, but we succeeded in visiting some of the more important lakes near Menindie. Instrumental examination will, however, be necessary to determine accurately the value of these lakes as reservoirs; but the evidence placed before us justifies our expressing the opinion that very large bodies of water can be permanently conserved in these depressions at a comparatively small expenditure. It is estimated by the Road Superintendent of the district, Mr. W. J. Hanna, C.B., that the water in Menindie Lake and Cawndilla Lake, which covers an area of over 60,000 acres, could be retained at a cost of about £700." That part of the report is very much in favour of a permanent supply, is it not? Yes.

1098. Why not, in fairness, have quoted both those extracts in your report to the Under Secretary for Mines? There is a very good reason for that.

1099. What is it? There was an attempt made to carry out the conserving of water in Lake Menindie, and it proved a complete failure.

1100. Then their opinion was wrong? Yes, on that point it was certainly wrong.

1101. You quoted their opinion as very valuable, but according to you now it is not valuable? Not at all.

1102. A valuable opinion against us? Nothing of the kind.

1103. As to Lake Speculation failing, the dam that was made two years ago is standing now is it not? I do not think it would stand continuously for two years.

1104. Was it not made two years ago? There was a dam made two years ago, I believe.

1105. Is it not still standing? Yes, I believe there is a dam still standing; it is a very small affair.

1106. Did you not visit it? Yes, I did.

1107. Did you not see it standing? Yes, it was standing when I visited it.

1108. Roughly speaking, what was about the quantity of water in the lake then? There may have been, perhaps, 2,000,000,000 gallons.

1109. Have you any idea of the depth? Yes; I have had soundings taken since.

1110. But I mean at that time? I fancy that the maximum depth then came to a little over 17 or 18 feet.

1111. Was it full? Well, it was not so full as it was afterwards.

1112. Was it nearly full? Yes.

1113. And only had a maximum depth of 17 feet; I suppose you do not know that it was fuller than it had ever been within the memory of man? I know it has been fuller since.

1114. But at that time? It may or may not have been.

1115. There have been floods since? I was there at the beginning of last year.

1116. I mean at the time of the Bourke flood? But from the fact of a flood being the highest on record at Bourke it would not necessarily follow that it was the highest on record at Lake Speculation.

1117. Was it not the highest at Menindie? I could not say exactly whether it was the highest or not—it may have been or not.

1118. It was very high at all events? Yes.

1119. Can the lake have been higher after that, do you think? Yes, I think so.

1120. What would cause it, after that? I got information that there was a high flood since then.

1121. About when? I cannot state from memory, but I can get details if you like.

1122. Have you not, from the very commencement—it may have been for some very good valid reason, but at all events, rightly or wrongly, have you not from the commencement, from almost the first line that you wrote about this, shown an opposition to the Darling River Company when they had not been guilty of any delay, or any worth talking about, at all events? No, certainly not.

1123. Will you look at page 10 of this return—that is the first letter, I believe, you wrote on the subject? Yes; I think it is.

1124. The Bill was passed in October, 1889? Yes.

1125. Do you remember writing this on the 19th March, 1890:—

In bringing the Broken Hill and District Water Supply Act into operation it will be necessary to exercise great care in sanctioning the resumption of land for the purposes of the Act, as there is a rival company in the field, which has a Bill ready for presentation to Parliament at the commencement of next Session. Under the Act now proposed to be put in force the water is to be obtained from Menindie and Speculation Lakes, near the river Darling, while under the rival scheme the source of supply is Stephen's Creek. No complications can arise in regard to water-rights, but in the matter of land for service reservoirs and other such uses in or near Broken Hill difficulties may arise, and it is especially in regard to these points that care is required.

To provide against mistakes and complications, I am of opinion that notices regarding land proposed to be resumed should be made out with the same care as are notices descriptive of land proposed to be resumed by the Crown. The notice, of which copies are submitted with these papers, appears to me very defective, and I think it should be submitted to the Department of Lands for a decision as to whether it can be recognised as a proper description in terms of the Act.

Yes.

1126. That was the first letter that you ever wrote about the matter—that is, in March, 1890? Yes.

1127. It is a memo. from yourself to the Under Secretary for Mines, and not a letter to the company?

Yes.

1128. You have written several letters and memos. in connection with this matter? Yes.

1129. That was the first? Yes.

1130. Have you not shown an aversion to the carrying out of the Darling River scheme all through—that is by arguments, and so on? Most decidedly not. But I wish to explain that this was prompted by the very loose way in which the description of the land was got out. Even at that early stage the looseness of the way in which the business was done attracted my attention.

1131.

- Mr. H. G. M'Kinney.
11 Feb., 1892.
1131. Have you ever had any better information from this present company, who are applying for a bill, than you had from the Darling River Company, or anything like equal to it? Yes; I have had very much better information.
1132. What had you? When the scheme was inquired into first I got full details in regard to it.
1133. Where are they? I presume they are on record in the office.
1134. *Chairman.*] Do you mean this to apply to the Stephen's Creek scheme? Yes; when I went to Broken Hill first to make my first inspection I went to inquire into water supply generally.
1135. *Mr. M'Lachlan.*] I am talking about the present bill? In regard to this line from Lake Speculation to Stephen's Creek of course I have seen nothing except this preliminary plan.
1136. You do not know anything about the correctness of that? Certainly not.
1137. Have the Government ever compiled any plans showing any route or water scheme? No.
1138. Then there is an incorrect statement on the plan, is there not; it says "compiled from Government plan"? No, I see no reason to suppose that that is incorrect.
1139. Although the scheme is charted on that? It may be from plans of the Lands Department.
1140. *Mr. Stattery.*] What you say is that there were no plans prepared in the Water Conservation Department relating to this? No plans prepared by the Water Conservation Department.
1141. *Mr. M'Lachlan.*] Nor as far as you know have any plans of this water supply scheme been prepared by the Government at all. I do not care whether by the Lands Department or any other Department? No, not of this water supply scheme.
1142. Was any plan prepared giving the information contained in that plan—are you aware of any Government plan whatever? I should think it not at all unlikely that there are plans of that district.
1143. But are you aware of any? No I am not.
1144. Are you aware of any plan at all having been prepared by the Government showing any water scheme for this Stephen's Creek Company? No.
1145. When you say that that description which is amongst these papers was not sufficient I suppose you had referred to the Act; of course, you could not form an opinion without looking at the Act? Yes.
1146. This is what we were required to give and which you say we did not give; section 2 sub-section 1 of the Darling Company's Act provides. "The company shall publish once at least in each of three consecutive weeks in some local newspaper circulating in the town and district of Broken Hill, a notice describing shortly the nature of the undertaking in respect of which it is proposed to take any land that has been alienated from the Crown naming some central place at Broken Hill where a plan of the proposed undertaking may be seen at all reasonable hours, and stating the quantity of such land required."
1147. The quantity was stated, was it not? I believe it was, but I know that I referred the description to some licensed surveyors and they said the land could not be identified by that.
1148. On page 10 of this return, there is a letter from Mr. Herbert D. Hughes, of 32 Pirie-street, Adelaide, and dated 20th February, 1890, addressed to the Secretary of the Broken Hill and District Water Supply Company, Limited, as follows:—"Your letter, dated 15th February, also tracing of proposed block of land, portion of my Menindie lease, and copy of the public notices as printed have reached me, and in reply, I beg to state that I am neutral in respect to your company taking such land.
1149. That being the provision in the Act we gave the quantity of the land, did we not, and did we not also give shortly a description of the land; I ask you to refer to the bottom of page 9 and the top of page 10, in which we describe the land; this is what you say was not in compliance with the Act; that notice was duly given, I believe? Yes. The description given is as follows:—"All that portion of land situate and being about five miles from Broken Hill, containing about 1,500 acres, being part of certain lands held under lease from the Crown by Herbert Bristow Hughes, being No. 244 on the Government plans of resumed and leasehold areas, and being a portion of the Kinchega run; and bounded generally on the north-east by the said lease to Herbert Bristow Hughes, along which it extends about 128 chains; generally on the south-east by the said lease to Herbert Bristow Hughes, along which it extends about 94 chains; generally on the south-west by the said lease to Herbert Bristow Hughes, along which it extends about 161½ chains; generally on the north-west by the said lease to Herbert Bristow Hughes, along which it extends about 39½ chains; on the north partly by the said lease to Herbert Bristow Hughes for a distance of about 2 chains, and partly by the leasehold property of J. H. Aldridge, along which it extends about 52 chains; and generally on the north-west by the said lease to Herbert Bristow Hughes, along which it extends about 33 chains. JOSEPH MARSHALL, H. WESTCOTT.
1150. That is what you say is not in compliance with these words, "describing shortly the nature of the undertaking in respect of which it is proposed to take any land that has been alienated from the Crown, naming some central place at Broken Hill, where a plan of the proposed undertaking may be seen at all reasonable hours, and stating the quantity of such land required"? I found, on going into that, that we could not fix the position of that land on the map.
1151. The Act does not require it to be fixed, does it? It does not state that it shall not be fixed.
1152. It says "stating shortly"? But that must mean an intelligible description.
1153. Do you mean to say, seeing that a plan was given to you showing a line from Lake Speculation to Broken Hill, that that was not sufficient to enable you to go and examine the country and see if you could report either in favour or against the scheme? But there is not the slightest comparison. This is merely a preliminary plan, but that was supposed to be a plan of the land to be taken up.
1154. It comes to this: that you rest your objection upon saying that that was not a compliance—in other words, that we did not shortly describe the land and did not state the quantity—I suppose the whole of your objection afterwards was justified by that? I object to the word "obstruction" altogether.
1155. Well, opposition? In regard to this particular letter, I took the only course possible—that is, I called attention to the defective description and recommended that it should be referred to the Lands Department.
1156. Although the legislature sanctioned a more general and shorter description? The legislature did not say that an unintelligible description would be permitted.
1157. At all events it comes to this: That you considered that by giving that notice, which is mentioned on pages 9 and 10 of the return, we had not complied with section 2 of the Darling Company's Act? I thought it was a very loose description, but that was by no means one of the main points of objection to the scheme.

Mr. H. G.
M'Kinney.

11 Feb., 1892.

1158. What other? That is a minor point altogether. I did raise that point, and recommended that it should be referred to the Lands Department.

1159. What other difficulties were there about giving us permission to go on? I never could get any particulars about the reservoir on Taylor's Hill.

1160. What other particulars did you want? We wanted to know if it was to be of 3,000,000, 30,000,000, or 80,000,000 gallons capacity, and what was to be the nature of the work, and we could get nothing whatever about it. That was one of the main features of the scheme. The information we got was most contradictory.

1161. Did not the scheme state the specific quantity? I believe it did, but we got three or four different statements, all given authoritatively, to which we were referred. One was 3,000,000 gallons, another 30,000,000 or 40,000,000 gallons, and the third, if I recollect rightly, six months' supply. Some statement like that, which, when calculated out, amounted to about 80,000,000 gallons. One of the professional advisers said the capacity should be from 30,000,000 to 40,000,000 gallons. The same engineer stated afterwards that this reservoir should contain at least half a year's supply, and that was 80,000,000 gallons according to his estimate, and the other authority said the capacity should be 3,000,000 gallons.

1162. But we having furnished a scheme for a water supply, all you had to do was to approve of it or not? My idea was that the scheme was being made to look plausible, and it certainly did not. The information given to us did not make the scheme look plausible.

1163. Will you look at page 26 of this return, where it says:—"Roll of sections and plans received from the solicitors to the Broken Hill and District Water Supply Company are herewith returned.—H. G. M'K., 9/2/91. In View of this report, it is not expedient that the scheme be approved of.—H. W., 9/2/91. Submitted. The Company may be asked to give further information with respect to the questions raised by the Chief Engineer.—S. SMITH, 16/2/91. Will the Chief Engineer be good enough to supply the questions necessary to elicit the information required.—H. W., 17/2/91." You saw that at the time? Yes.

1164. Did you furnish those questions? They are not put in the form of questions, but I complied with that instruction.

1165. It says, "Will the Chief Engineer be good enough to supply the questions necessary to elicit the information required?" I did not think that the Minister meant me to take the statement literally and to supply questions.

1166. How do you think you carried out the Ministers directions? In the next letter. That is as follows:—"In compliance with the Minister's note of 16th instant, I can only point out that, as is shown in detail in my report of 4th instant, the scheme for supplying water to Broken Hill is incomplete in two most important points. In the first place no details are given to show how the permanence of the supply is to be maintained, and in the second place no details are given as to the character and number of works which the scheme would involve. Details are required as to these two matters, and explanations are required as regards the discrepancies between the statements of the two engineers who were the responsible professional advisers of the promoters of the scheme." Do you mean to say that that was putting the questions that you wanted to have answered? Yes, I do.

1167-8. I am looking at the evidence given by you on the 28th October, 1891, before the Select Committee of the Upper House on the Darling River Company's Amendment Bill—do you remember being asked this question, and giving this answer: "205. Have you detailed to the Committee exactly what you want to make that plan complete, giving the particulars which the department require? I have not given details with regard to what is wanted in that plan, but I can easily make out a statement of what is wanted?" I believe there was such a question and answer. I think it is very probable that that is correct; but, if I did not give details, I gave a general statement.

1169. Had we not all along been pressing you to give details so that we might comply with what you wanted? I know that all along you have been trying to get me to work out the scheme for you, and I decidedly object. In fact, I was told broadly at one time that, if I was not satisfied with the information, I could get it from the Government officers.

1170. What information? The information we required in support of your scheme.

1171. But in your evidence you said "I have not given details with regard to what is wanted in that plan, but I can easily make out a statement of what is wanted." Why did you not send it out? I gave a general statement. Supposing I had made out a list of information I required about the quantity of water the reservoir was to contain, the dimensions and form of it, and things of that sort—I do not think that is necessary when you have a general statement of what is wanted.

1172. *Mr. Slattery.*] According to the printed papers, the Hon. George Henry Cox, called on the 4th March, 1881, for the purpose of getting a copy of your report for the company? Yes.

1173. And a copy of your report was furnished to Mr. Cox, on the 7th March—three days afterwards? Yes.

1174. *Mr. Sydney Smith.*] The Minister directed that the extracts should be supplied? Yes.

1175. *Mr. M'Lachlan.*] Is it not a fact that we asked for details of what you required over and over again, which you say you could easily furnish? No. I over and over again gave information to the company as to what we required, and my letter of the 19th February, 1891, shows clearly what we did want. Up to the present time we have never got any information in compliance with the points that are raised in that letter.

1176. This is one of the difficulties which you make in the report of the 4th February; you said to-day, first of all, that two pumping stations would be enough? Excuse me, I did not.

1177. You afterwards said that you did not say it? I know there was a great deal of quibbling to make me admit that I said that, but I did not. I told you that that was a matter for calculation.

1178. Do you know that the Act provided for eight pumping stations? I had forgotten that point, but I know that we got contradictory information about the number of pumping stations that were wanted, and that I referred to in one of my letters. The information we got on that point was most contradictory.

1179. *Mr. Cohen.*] Information from whom? From the different authorities to whom we were referred. First of all, there were the examinations of two engineers of the Broken Hill and District Water Supply Company, and the information given by those two engineers was very contradictory. Then we got an official statement which was also contradictory of their information in several points, and then we referred to the information before the Select Committee, if we were not satisfied with those three contradictory items of information.

1180.

- Mr. H. G. M'Kinney.
11 Feb., 1892.
1180. *Mr. Dr'Lachlan.*] You make complaint about the pumping stations not being definitely stated? I did. The main reason for that was that there was a considerable area of land wanted for them, and therefore it was necessary to have definite information as to what land was required.
1181. With regard to these pumping stations and your evidence to-day, would you be surprised to hear of a qualified man saying that there would be no difficulty in pumping water 120 miles? I think it is quite possible. I would not be surprised at all.
1182. He said it would make no difference to pump it either perpendicularly or horizontally? I do not think any qualified man would say that.
1183. You do not agree with that? I certainly do not.
1184. Would there be any difference between pumping oil and pumping water? That simply is a matter depending on the specific gravity of the two. The one is slightly different in weight from the other.
1185. You do not think there is any material difference? No, but there might be a little difference in the friction of the pipes.
1186. You agree with him to this extent, that there would be no difficulty in having one pumping station to pump 120 miles? I do not think there would. It depends to a great extent on the elevation of the two ends of the pipe.
1187. In 900 feet would there be any difficulty? Yes, I think there would. It could be done, but the cost of pipes would be enormous for a thing like that. The pressure on the pipes would be enormous.
1188. You think that gentleman's evidence not at all reliable in which he says there is no difficulty in pumping 120 miles? I do not think anything of the kind.
1189. As easily perpendicularly as horizontally—you do not agree with that at all? I am not aware that he said anything of that kind. If it is Mr. Houghton, I think it is very improbable that he did say anything of the kind.
1190. What quantity of water would you consider would be a permanent supply for Broken Hill, mines and all? Do you mean what quantity of water daily?
1191. No—in bulk in the reservoir, what quantity would form a safe and permanent supply? I cannot say that I have any information as to what the mines would want.
1192. Well, without reference to the mines, and only for the population? I think it would be advisable for the storage connected with Broken Hill to have a three years' supply sufficient for 25,000 people.
1193. That is what you think ought to be? Yes.
1194. That you would consider permanent, estimating the people at 25,000? That amount of storage should be provided.
1195. That you think, as representing the Government? Yes.
1196. That you would look upon as sufficient for a permanent supply? There should be storage for at least three years' supply.
1197. How much do you consider was in Lake Speculation when you were there? When I was there I fancy there was probably about 2,000,000,000 of gallons.
1198. For how many years' would that be a supply, according to your figures? That would be over ten years' supply.
1199. What you saw there in your opinion would be over ten years' supply for Broken Hill? Yes, but that does not signify anything for a large portion of the lake is very shallow and it is questionable whether the lake in its natural circumstances would last for more than two or three years; the evidence rather goes to show that it would not.
1200. *Mr. Dickens.*] Does that include evaporation and soakage? No.
1201. Simply if the water stopped there all the time? Yes, and, as I say, it is no signification at all.
1202. Do you know that from 1886 to 1890, and with no rain, there was a depth of 10 feet? I would like to have pretty strong evidence of that.
1203. You do not know that and never heard of it? I do not.
1204. If it were reliably proved that from 1886 to 1890, with the dam you saw there, and at the end of that period, there were ten feet of water there, what would your opinion be about that supply then? I simply would not believe it.
1205. If by any chance it were proved, you would be perfectly satisfied with that supply—supposing it were proved by your own engineer, Mr. Hauna? I should like to have definite proof about it.
1206. But supposing it were proved to your satisfaction? It would take a great deal to make me believe that the evaporation would be only a little over two feet per annum.
1207. But supposing it were proved, would that be a permanent supply? No; I do not think it would.
1208. Not even then? No, not even then, for there is definite evidence that Lake Speculation has been dry.
1209. Then, if what I have suggested were proved, then you would not believe that to be a permanent supply? No; because I have definite information of a different nature.
1210. That means you do not believe it? It seems to be perfectly clear it has not been proved.
1211. If the fact were that it was? But I think it has been sufficiently established that it has not been the fact. I would not believe anyone who told me that the evaporation in Lake Speculation was only about 2 feet per annum.
1212. That is allowing 4 feet per annum? That would make out that there were 26 feet of water in it at the beginning of that period.
1213. At one time when you were there there were 23 ft. 4 in.;—you made it about 23 feet, did you not? No; on the contrary I have had soundings made right across the lake in what was supposed to be the deepest part, and the deepest sounding was about 21 feet.
1214. When was that? That was about five or six months ago.
1215. That was the maximum depth? Twenty-one feet.
1216. What was the minimum? It went off to nothing—in fact a large portion of it.
1217. What would the average be? Not more than 10 feet or 12 feet, if so much.
1218. That is six months ago? Yes; I am only speaking roughly as to the time.
1219. I refer to your report of August 27th, 1891, which is about six months ago, in which you report this to the Under Secretary for Mines: "As an instance of the defective manner in which information regarding the scheme is supplied, I may mention that since the date of my last letter on this subject I have had a line of soundings taken along the centre of Lake Speculation from end to end, and found that the general depth was 20 feet 3 inches"? That is a mistake; that is a misprint. 1220.

1220. Would you like to produce your original report—this is a misprint, is it? Yes, it is.
1221. That is your own letter? Yes; but that is a misprint.
1222. Would you have any objection to producing the original letter, and let us see if it is a misprint? Not at all.
1223. This must be a misprint you say? Yes; I have the section that that is taken from.
1224. The letter is what I would like to see—have you it here? No. I have not. Soundings across Lake Speculation begin at nothing; then 7 ft. 6 in. to 16 feet; and then run up to the maximum 20 ft. 3 in.
1225. How long was that after your visit to the Lake? I see this was taken on May 11, 1891.
1226. Those soundings? Yes.
1227. This report or letter was written on the 27th of August, 1891? Yes. I fancy the book was not sent in to me for some time afterwards.
1228. Why does the mistake occur;—is it a slip made by you or a misprint by the printer? I cannot say as to that. Anyone may make a slip, but I think it is a mistake of the printer. However, I would not be certain.
1229. *Mr. Sydney Smith.*] Are you satisfied that that information is correct? Yes, there is no doubt about that. This is the information on which my report is based.
1230. *Mr. M'Lachlan.*] When did you visit those lakes? About this time last year.
1231. About February, 1891? About January, 1891.
1232. Did you make any inquiries at Menindie about the local supply for that township? Yes, I did.
1233. There is a waterhole at Menindie, is there not? Yes.
1234. Did you make any inquiries about that? Yes, and could get no definite information about it.
1235. What did you get? I had information from two engineers of the company, one to the effect that it was 8 miles and the other to the effect that it was 1 mile.
1236. *Mr. Slattery.*] Do you produce now your original report dated August 27th, 1891? Yes. It states: "I have had a line of soundings taken along the centre of Lake Speculation from end to end, and found that the greatest depth was 20 ft. 3 in. The prospectus of the company gives the depth as 30 feet. So the clerk in copying it put the word "general" instead of the word "greatest"?" Yes.
1238. *Mr. M'Lachlan.*] You know that the depth was given by the company just after sounding it after a high flood? I got various statements from the company.
1239. Well of course it would vary; you object to it because it varies; our soundings would have to vary; your objection to the scheme is that it would vary? But we got all these statements together; at the same Select Committee the depths were given differently.
1240. Did you make any inquiries of the residents as to the local supply—as to the permanence of the waterhole at Menindie? Yes; I did make inquiry of them.
1241. What was the result? They told me that the township never had been in want of water.
1242. It is a small township, I suppose? I suppose about sixty or 100 houses altogether, if so many.
1243. From whom did you get that information? From the bank manager and the storekeeper there.
1244. Mr. M'Kenzie the storekeeper? Yes.
1245. They are respectable residents of the place? Yes.
1246. *Mr. O'Sullivan.*] In the early part of your evidence you said that there were reasons for believing that the water in Lake Menindie was unwholesome? Yes, it is very shallow, and polygonum and other scrub grows in it.
1247. If that water is let into Lake Speculation will it not render that water unwholesome, too? Not necessarily, for the water flows into Lake Speculation during high floods when there is a good flow in the river, and the time when the water in Lake Menindie would be likely to be unwholesome would be when it had been standing for some time.
1248. I mean when the two are connected by a channel? It is a doubtful point whether the Lake Speculation water would not be rendered more or less unwholesome if that channel were deepened so that the river would flow in at a lower level.
1249. Do you think it safe to run that risk? It is just a point. I was told by people there that the water in Lake Menindie did get unpleasant. I am not sure that I was actually told that it got unwholesome, but I was certainly led to believe that, and I know that I saw polygonum and other scrub in large quantities growing in it.
1250. *Mr. M'Lachlan.*] Can you tell me how much water can be pumped in 16 hours through pipes of 8 inches, with the fullest pressure, the pipes being first-class wrought iron pipes? That is a matter that depends altogether on the power of the engine and the velocity of the water.
1251. But I say the greatest pressure the pipes would stand? That is a thing I could not answer off hand, but I could easily work it out for you.
1252. Could you not, as an engineer, in a minute or so give an opinion on that? I would not trust my memory with the details of that.
1253. Would you have any objection to calculating it and stating it later on? I will do so.
1254. In a letter of yours dated 30th December, to the Under Secretary for Mines, you said that an agent called from the Darling Company's solicitors, Messrs. Laurence and M'Lachlan; I do not quite understand that? I used the word "agent," but I meant that someone called on behalf of the firm.
1255. That is a matter I know nothing about; can you tell me who it was? I cannot. Some one called and asked me if I was dealing with the matter, but I do not know who it was. The gentleman who did call said he came from Messrs. Laurence and M'Lachlan, and I depended on his statement. He said he was instructed by Messrs. Laurence and M'Lachlan to inquire.
1256. You see there is a letter in pursuance of your memo. calling attention to that. Mr. Boulton writes. "As the Chief Engineer for water conservation is about proceeding to the district with a view of an examination of the scheme proposed, I shall be glad to have any plans or further information the company can supply furnished for his use?" Yes.
1257. We wrote on the 31st December. "Referring to your favour of yesterday's date, we have the honour to forward herewith a portfolio of tracings of the plans and sections for the Broken Hill and District Water Supply Company's scheme, which we think the chief engineer will find sufficient for his purpose. Do you notice those words? Yes, I do.
1258. I presume that letter would be referred to you? Yes. The letter says, "Which we think the

Mr. H. G.
M'Kinney.
11 Feb., 1892.

Chief

- Mr. H. G. M'Kinney.
11 Feb., 1892.
- Chief Engineer will find sufficient for his purpose. As, however, the tracings have been placed in our charge we can only lend them on the understanding that they are to be returned to us or to our order, and we will ask the favour of an acknowledgement that they are held in terms of this letter.
- 1259-60. You note that remark "which we think the Chief Engineer will find sufficient for his purpose?" Yes.
1261. You never wrote to us after that saying that they were not sufficient for your purpose? Yes, most undoubtedly.
1262. When? When I made my first report.
1263. But I mean after that? I took these tracings on to the ground. I did not go through them till I got on the ground.
1264. Your first report is in February? Yes, but in the meantime I had gone over the works.
1265. Did you go over the works or along the road? In saying over the works I know it was an incorrect term, for there were no works, but I followed the line as nearly as I could.
1266. Simply followed the line as nearly as you could? Yes.
1267. You did not go on the road? I went on the road the latter part of the distance; when going over the hills there is no other way of going except by the road; but I understand that the line followed the road pretty nearly right through.
1268. Will you swear positively that you did not go the whole way along the road? I did not go by the road the whole way—certainly not.
1269. Except at Speculation Lake where there is a deviation, where you went to look at the dam—with that exception did you not go by the road the whole way? Speaking generally, there is no road to be seen there.
1270. Is there not a track there—a mail track? I believe there is a track.
1271. What did you mean then by saying that there was no road? I meant to say that just as the coaches went it would vary a quarter or half a mile in any direction.
1272. Is there one well-beaten track? There is, on the upper part of the distance; but I do not remember a well-beaten track on the lower part of the distance.
1273. You say there is no distinct track? I do not say that.
1274. Is there a distinct track? When I started, I told the driver, who knew the country well, to take me as near as he could to what was supposed to be Mr. James' line.
1275. Did you go by the mail coach? No, I did not, but had a buggy specially. I went to the Kinchega Run, and made inquiries as to how far I had been following the line, and they gave me information as to which direction the line went, and also information as to the big bend in the line called attention to in my letter, for which bend there seems to be no substantial reason.
1276. Were you more on the road than on the line, or *vice versa*? I was more on the road on the part towards Broken Hill, because it was hilly country, and I had to follow the road.
1277. How many pegs did you see, or did you see any? I saw very few. I made a great search for pegs about Lake Meniudie, and was not able to find one there. Since then I have had an assistant engineer searching, and he was not able to find one there. I afterwards did get information of one peg being found near Lake Speculation.
1278. Then you were not on the line at all? That does not follow.
1279. Is it a fact? I must have been on the line.
1280. Will you swear positively that you were on the line? I must have been.
1281. Followed it? I cannot say how far I followed it. The man knew the country very well.
1282. Are not the pegs labelled and marked at every mile? I do not think so.
1283. Would you swear that they were not? No.
1284. Are you prepared to say they were not marked at every mile? I had the minutest search made for 16 miles, but could not get information that there was one peg to be seen.
1285. Who gave you the information? The assistant engineer.
1286. What was his name? Rigate.
1287. When was he there? Two or three months ago.
1288. Not when you were there? No.
1289. How long did it take you to do the distance of 60 miles? I went over the pipe line in two days.
1290. That would be 30 miles a day? Yes.
1291. You could not look much for pegs in that way? No; but in a bare country like that it is not very difficult to find pegs if they are about.
1292. You mention in a memo. from yourself to the Under Secretary for Mines, dated October 28, 1891, "a large plan and section bearing the signature of Mr. James?" This memo. refers to a plan made over to me after the Broken Hill and District Water Supply Company's Bill had lapsed. You say in that memo.—"On the section figures are given apparently indicating the ground level at every 10 chains, and levels are also given at a few intermediate points. The datum of these levels is given as 20 feet below a bench-mark on the bank of the river Darling." What bench-mark is that to which you refer? That is what I should like to know. Mr. James said it was 20 feet below, but I never could find any.
1293. Was that given on this plan? Yes, it is marked on the plan.
1294. *Mr. Cohen.*] Who is Mr. James, to whom you refer? He was the engineer who made the original survey for the Broken Hill and District Water Supply Company.
1295. *Mr. M'Lachlan.*] But in the previous paragraph you say "With reference to a large plan and section of the proposed pipe-line from Meniudie to Broken Hill, I beg to add the following remarks to my memorandum of the 8th ultimo:—The large plan and section bearing the signature of Mr. James, who took the levels for the Broken Hill and District Water Supply Company was shown to me for the first time on the 22nd instant and was made over to me for examination on 24th instant. The section is on a horizontal scale of 10 chains to an inch and a vertical scale of 40 feet to an inch. The plan is on a scale of 20 chains to an inch, and bears date March 22nd, 1888." You say you had seen that plan only a few days before you wrote this memo? Yes.
1296. You wrote this memo on the 28th October? Yes.
1297. You said although that is contradicted, that that had never been seen by you until the 22nd? Yes.
1298. And you still say so? Yes.
1299. Is the bench-mark shown on that plan you speak of lower down? No; there is no information at all

all given about the bench-mark. As far as I recollect, it states on the plan just briefly "datum 20 feet below bench-mark."

Mr. H. G.
M'Kinney.
11 Feb., 1892.

1300. The object of this memo. is apparently to show to the Under Secretary for Mines that you had not seen that plan before the 22nd—six days before the writing of this memo;—is that bench-mark shown on that plan? That point alone is enough to stamp the work as being done in a very careless sort of way. There are very many buildings in Menindie, and the least thing that a competent surveyor should do would be to connect with some permanent mark, and we can find no connection whatever.

1301. You refer to a bench-mark—I take it that that bench-mark was shown on that plan which you had only a few days before seen for the first time? No, it was not.

1302. Where was it shown? It was mentioned on the plan that it was shown.

1303. Had you ever heard the bench-mark referred to before seeing it on the plan? I do not recollect.

1304. Try and remember; you make reference to it in this memo; you say "on the section";—is that a section on the plan, or with the plan? Yes, I believe so.

1305. You say, "On the section figures are given apparently indicating the ground level at every 10 chains, and levels are also given at a few intermediate points. The datum of these levels is given as 20 feet below a bench-mark." You mean, is given on that plan, I suppose? Yes.

1306. You say "a bench-mark" was that bench-mark ever brought under your notice before that—the bench-mark you there refer to? I do not think so. When I was there I tried to find some sort of permanent mark, and inquired if there was any, but could get no definite information about it.

1307. Did you ever hear of the bench-mark before seeing it on that very plan? I could not say whether I had heard of it or not.

1308. I suppose you know Mr. Fullwood says that he did show you that bench-mark? I can imagine that he would say that.

1309. You know he has said it? No, I do not.

1310. How do you account for this: "But I have been unable to find any trace of this bench-mark." Having only seen the plan on the 22nd, do not you wish to convey the idea that you had been looking for it between the 22nd and the 28th October, you being in Sydney on the 28th? I need not necessarily have been looking for that particular bench-mark.

1311. But you say you had? I say nothing of the kind.

1312. Do you not imply it? I do not know what you mean by imply. I made a search when at Menindie for bench-marks, and fixed nothing at all that would throw light on the scheme.

1313. But you could not have been looking for that bench-mark, as you had not seen the plan? I was looking for a bench-mark.

1314. But that particular bench-mark? A proper survey should start from some particular bench-mark or peg, and when at Menindie I made inquiries and searched about, but I could find no trace of any bench-mark or peg.

1315. I suppose there would be dozens of bench-marks? I did not see a sign of any.

1316. Well, several? I did not see one.

1317. Will you swear there were none? No; but I have had another search made since without effect.

1318. Why did you not ask Mr. Stockdale while you were there;—did you send for him? No.

1319. Did you send Mr. Morton, the landlord of the hotel where you were staying, to ask Mr. Stockdale to come and see you? No, I did not.

1320. In support of your statement that you had not seen this plan, you say that you never saw it before the 22nd; on the 28th you wrote, "The datum of these levels is given as 20 feet below a bench-mark on the bank of the river Darling, but I have been unable to find any trace of this bench-mark." Does this not imply that in consequence of seeing it on the 22nd you made a search for that bench-mark and never found it;—did you make a search? I did make a search.

1321. Between the 22nd and 28th October? Certainly not. That refers to the search which I had made by the assistant engineer.

1322. I suppose you were not out of Sydney within the previous six months? No.

1323. You never made the search, at all events? No; I never suggested that I did.

1324. Well, this suggests it? Not necessarily.

1325. Will you undertake to say that the bench-marks are not there? To which bench-marks do you refer?

1326. To that bench-mark you refer to there? There may have been bench-marks about there that were ingeniously concealed from the people of Menindie.

1327. Do you say that they must have been "ingeniously concealed"? All I can say is, that no one about Menindie could give me any information about them.

1328. Mr. Stockdale was at Menindie, and you could have asked him—you knew he was there? Yes; I saw him, I believe.

1329. Did you have a talk with him from 11 till 2 o'clock one night? I do not think so, but I remember his telling me something about his explorations.

1330. Do you remember a conversation, Mr. Murray being present? Yes; Mr. Murray was present.

1331. Had you a conversation for many hours? I had a conversation with Mr. Murray.

1332. But with Mr. Stockdale;—was Mr. Stockdale present? He was during a part of the evening, at all events.

1333. You three were there? I am under the impression that others were present too; I am not sure about that, though.

1334. You are positive that you did not send the landlord of your hotel, or any person from your hotel, for Mr. Stockdale? Yes, I am quite sure about that.

1335. Nobody—neither the landlord nor anybody else? No, I did not. The first I knew was that Mr. Stockdale was at the hotel I was in. Someone told me that Mr. Stockdale had arrived.

1336. In the course of your various oppositions, or whatever you like to call them—I perhaps improperly called them obstructions, but (say) opposition, if you like, for you certainly opposed it—you make one objection, namely, that a tramway is mentioned in the prospectus? I call attention to it.

1337. Is that in the scheme at all;—how could that be an objection to the scheme? A printed prospectus was handed to us as showing a part of the scheme.

1338. You sent for a prospectus, did you not? If I recollect rightly, it was handed over to me.

- Mr. H. G. M'Kinney.
11 Feb., 1892.
1339. Do you swear that it was given to you as part of the scheme? I think a prospectus was sent as indicating the nature of the scheme.
1340. At page 11 of this return the scheme is very plainly put in a letter from Messrs. Laurence and M'Lachlan, dated 25th September, 1890, accompanying the scheme, which is the next document setting it out, and accompanying the scheme is the evidence taken before the Select Committee? Yes.
1341. Was anything else sent with that letter besides the scheme and the evidence? I do not think the prospectus was sent at that time; but I think it was sent subsequently.
1342. We wind up the letter in these words:—"The company are only awaiting his Excellency's approval of this scheme to wire to England acceptance of certain tenders for supply of pipes, and to at once embark in a very heavy outlay of money and push on the construction of these much-needed works, and as the company have to complete same by 1st October, 1891, we have to ask that this matter be regarded and dealt with as one of great urgency." That was in the letter, was it not? Yes. I see that that letter is dated 25th September, 1890, about a year after the passing of the Bill.
1343. But there were several letters before that? But that is the time at which the Government got the description of the scheme.
1344. In pursuance of your further demands, trying to satisfy you, of course? We should have had that eleven months sooner, at all events.
1345. Seeing that the tramway was not part of the scheme, why do you take it to assist you in your opposition to the measure. In your report of the 7th September, 1891, which was read before the Select Committee of the Upper House on the Darling Company's Bill, do you remember urging the tramway as an objection? Yes, I remember referring to the tramway.
1346. But supposing you had approved of the scheme, you would not have approved of the tramway? We could get no definite information about anything, and were referred to every source of information, at one time being told to go to the report of the Select Committee, and at another time that sufficient information was given by the engineers of the company; and this prospectus was originally given us to enlighten us as to the scheme.
1347. At your request—will you swear you did not send for it? I am not positive about that. I am positive that it was offered to us. I do not know whether I sent for it afterwards, but I am quite positive that it was offered.
1348. Will you swear that you did not send for it, and that is how you came to have it officially? It is possible that I may have sent for it in response to its having been promised to us.
1349. Who promised it to you? Some of those who spoke on behalf of the company. I really cannot say now.
1350. In a report dated 7th September, 1891, you are good enough to quote some words from the prospectus, but also to leave out a few words following—I do not know if that was intentional or accidental—you quote these words from the prospectus. Again, in the prospectus of the company, under the heading "Proposed Tramway," the following words are to be found:—"It will be seen that amongst the magnificent land concessions under the company's special Act of Parliament, as given on page 8, is a strip of land, 3 chains in width, extending over the whole length of the scheme from Broken Hill to the river Darling, a distance of about 66 miles, upon which it is the ultimate intention of the company to construct a tramway of a substantial and permanent character, which will be available for goods and passenger traffic." There you stop; you quote correctly as far as you go, but why not follow on with these other words which are also in the prospectus—"by increasing their capital or floating a separate company afterwards, or by selling or leasing the land granted to them, in order that such tramway may be laid down." We would have had to get the sanction of the Governor to that, and it might have been refused, but you do not add those words? Well, I simply gave as much of it as was sufficient to throw light on the intentions of the company.
1351. Or to damage the position of the Darling Company? Nothing of the kind.
1352. It would have been well to have added their particular mode of dealing with the tramway? If I had thought that it would be more satisfactory I would have been willing to quote the whole of the prospectus, but I did not think that was necessary.
1353. But you have quoted that as an objection, although it was no part of the scheme at all—you quoted as an objection to allowing us to go on that we had mentioned that in the prospectus, but you did not quote the words "by increasing their capital," &c.? If it is no part of the scheme, why should it be in the prospectus?
1354. Do you not know, as a matter of fact, that we could not have constructed the tramway without a further Act? I do not know. I think that in all probability you could not, but I do not know positively.
1355. Why did it constitute an objection to our scheme of water supply? Because there was nothing definite given to us; the whole scheme was visionary; [there were tramways and all sorts of things, but nothing of a definite nature supplied to us.
1356. But you would not be approving of the tramway by approving of our scheme; therefore, why should you mention it as an objection to the sanctioning of our scheme? I fancy that if the Minister were to give his sanction to a particular scheme, and if a great number of things were done afterwards that nobody anticipated, the company would endeavour to get out of their responsibility of action in the matter.
1357. Do you remember saying to a deputation that you were surprised at the Minister asking you to go through the scheme at all;—do you remember a deputation waiting on you, consisting of Mr. Stockdale, Mr. Fullwood, and Mr. O'Neill, one of the engineers? I remember being worried several times by deputations of that kind.
1358. You remember one, at all events? Yes, two or three of them.
1359. By these same people? I remember they came on one occasion.
1360. Did you not then say that you were surprised at the Minister asking you to go over the scheme, as there was an Act of Parliament, and you thought that that was all that was necessary? I do not think I could have said that.
1361. Will you swear that you did not say it? I am sure I did not state that.
1362. Are you sure you did not say something like that? I really cannot say. I said nothing resembling that in meaning.
1363. What did you say? I really do not remember what I said. I cannot tell everything. I know there was a great deal of discursive conversation. The deputations when they came to me were ready to talk over matters at any length, but I could not get any solid facts or figures from them.
- 1364.

1364. I may mention that these words were taken down by a shorthand writer; is this correct. "Mr. M'Kinney stated that in point of fact he was astonished at his instructions to prepare a report on my company's scheme, as he was under the impression that an Act of Parliament was quite sufficient to enable a company to proceed;"—do you swear that you did not say that or anything like that? I will not swear that I did not say something like that. I may have said that I did not expect to go, or something of that kind. I may have stated that it was a surprise for me to be sent on this mission, or something of that kind, but as to anything more, I certainly cannot have gone into such details as are inferred from that, because I know that after I got instructions to go, I got very good advice as to the action with regard to matters of that kind.

Mr. H. G.
M'Kinney.
11 Feb., 1892.

1365. Is it correct that you stated this, "He (meaning you) saw the Minister for Mines, Mr. Sydney Smith, and asked for more definite instructions, when he was told that he was to get all the papers relating to the scheme and go minutely into them, as on him would rest the onus as to the scheme being proven"? I do not recollect saying that, but something of that kind may have been said. I was not aware at the time that these depositions waited on me for the purpose of entrapping me to make admissions as to things which they thought I should not say.

1366. You did not say that? Something like that may have passed between us. I was instructed by the Minister to go carefully into the matter.

1367. If that were so, or anything like it, how do you account for not invoking Mr. Stockdale's assistance, he being at Menindie, and proving whether he was telling the truth or otherwise? I am not aware now, nor was I then, that he was the engineer of the scheme.

1368. Nor had any knowledge of the scheme? I knew he had some knowledge, but I wanted facts and figures such as the engineers of the company could give, or ought to be in a position to give.

1369. Don't you know that Mr. Stockdale was the original promoter, and had more to do with it than anybody else? I know he had a great deal to do with it.

1370. Laid out the scheme? I would not say that. Mr. James certainly did the laying-out part.

1371. Didn't Mr. Stockdale do it? No.

1372. Mr. James merely made the survey? I understood that it was simply the idea that originated with Mr. Stockdale, but as to details, I understood that the whole was the work of Mr. James.

1373. Didn't you know that it was Mr. Stockdale who did the whole of the work, merely having the assistance of Mr. James and others? I do not think that is a correct description.

1374. Did Mr. Stockdale not offer to show you every peg? I do not recollect such an offer.

1375. Will you swear that he did not; when you started from Menindie that morning did he not offer to show you every peg? I have no recollection of any such offer.

1376. Will you swear that he did not? I do not believe any such offer was made. Mr. Stockdale is a gentleman who has a good deal to say, and he speaks pretty quickly, and I really should not like to be responsible for recollecting, after the lapse of thirteen months, all that he said.

1377. You had to get a man to drive you? Yes.

1378. I suppose that was because you did not know the way? Well, it was a convenience in every way.

1379. Will you look at page 33 of this return, in which you refer to a plan sent by my firm, and you make comments upon it in your memo. of the 27th August. Yes; I see.

1380. But that was not communicated to the Darling Company or their solicitors, and they had no means of knowing you had those difficulties;—up to the present moment, except by reading this return recently obtained, had we any means of knowing that you had those difficulties? I do not know.

1381. That you had not all the information you required; you mention certain difficulties, but were they communicated to the Darling Company or any person connected with them? I cannot say as to that. That is, of course, beyond my province.

1382. It would be right that the company should be informed in some way or other; whose province would it be? Perhaps Mr. Boulton might be able to give you information about that. It is my business to address the letter to the Under Secretary, but it is a question whether the letter should be sent on or not.

1383. On the 11th August, 1891, we sent you a plan? Yes.

1384. Has the department ever communicated to us any objections to that plan since then? I do not know.

1385. Not that you are aware of? No; I do not know anything about it.

1386. Was it not your business to let us know that objections were made as to its inefficiency? No; it was not my business.

1387. How were we to know that you were not satisfied; did the Government ever communicate those objections to the company, or their solicitors? I cannot say as to that.

1388. As far as you know; I had not charge of the correspondence.

1389. Had you not something to do with preparing that Return? No; except as to furnishing the letters. Under any circumstances you would not have got a letter from me.

1390. Is it a fact that they were not communicated to us by the department? I do not see a trace of it here.

1391. Did you ever visit the site of the reservoir at Taylor's Hill? I did not go over the site.

1392. Did you ever visit it? I passed by.

1393. Within sight of it? Yes; I believe so.

1394. How far from it; I could not say exactly.

1395. About how far? A few miles distance.

1396. There are big hills between are there? There are hills between, but we got no definite plan either of the ground, or of the work, or anything connected with it.

1397. Did you ever visit the site of the reservoir at Taylor's Hill? No; I did not.

1398. Why not? I fancy it would have been a very difficult matter to find a site which even yet does not seem to have been fixed on.

1399. Is that the only reason? The only reason for what?

1400. Why you did not go to visit the site? I did not think it necessary to go on a wild-goose chase for something not properly marked out.

1401. Any other reason? I think I have given enough reasons about it.

1402. Have you any other reason? I have no other reason at all. The fact is that all the way from Kinchega to Broken Hill I made inquiry about Taylor's Hill, I looked at maps and tried to get information. The information was defective, and I did not think it was worth while to go on a wild-goose chase after a site not definitely fixed, and in regard to which no definite information had been got out.

1403. How do you know you were near it? That is just a point.

1404.

Mr. H. G.
M'Kinney.
11 Feb., 1892.

1404. How do you know you were near it? The inaccuracy of the plan was such that I may have been farther away from it than I thought I was.
1405. But you swore you were near it? So I believe.
1406. How do you? Judging from the plan that the company supplied to me, but I admit that it was a very bad guide. In my report to the Under Secretary for Mines, dated 28th October, 1891, it is stated:—"In the plan accompanying the section the areas of land proposed to be taken up for pumping-stations are roughly sketched on in pencil. From these pencil sketches it would appear that eight pumping-stations were contemplated and that the last was to be at about 46 miles from Lake Speculation, while the reservoir site was proposed to be at about 47 miles, that is about a mile and a quarter nearer to Broken Hill than the summit of Mount Taylor. As it has been repeatedly stated in the papers that the reservoir is to be at the summit of Mount Taylor, it would appear that the pencil notes cannot be depended on."
1407. One of your reasons was that you thought it would be a wild-goose chase—in other words, I suppose you did not think you could find it; was not Mr. Stockdale staying at the same hotel as you were? Yes; Mr. Stockdale came to that hotel, if I recollect rightly, the night before I left.
1408. You have said it would have been a wild-goose chase to go out looking for it; was it of no importance for you to see it if you could? Yes; it was an interesting point in connection with the scheme.
1409. Did you make any effort to find it; did you ask Mr. Stockdale or anybody else how to find it? No; but I did not know when I left Mr. Stockdale that the plan was so vague and untrustworthy.
1410. Did you tell him so? I could not tell him so if I did not know.
1411. Then that could not have been your reason? How could it not have been my reason? I could not tell him the plans were incorrect and unsatisfactory when I had not examined them.
1412. But you said that the reason why you did not go was because it would have been a wild-goose chase—in other words, you could not find it? I asked about Mount Taylor, and found it was a great question as to where it was.
1413. Why did you not ask Mr. Stockdale; he could have told you? I thought from the description given by him that there would be no difficulty in finding it, but that it was a prominent hill. When I saw him I did not know how badly the scheme had been prepared.
1414. You thought then it could easily be found? Yes.
1415. And you did not take the trouble to inquire; you thought it would be easily found? Yes.
1416. *Chairman.*] Where did you see Mr. Stockdale? At Mcindie, before I commenced my inspection of the line.
1417. Was it when you saw him that you thought it would be a wild-goose chase, or when you were coming back? Oh, no. When I saw him I had not seen the plans. I went into them on the route. As I went along I kept the plans opened before me, and I found out where the bend occurred.
1418. After you left Mr. Stockdale you thought it would be a wild-goose chase from the bend? Yes, seeing how vague and apparently incorrect everything was.
1419. *Mr. M'Lachlan.*] Where is the bend you speak of? Not far from Kinchega station. It was stated, and, I think, Mr. Stockdale said, it was intended to run a bee-line, but there is a great loop on the line.
1420. Did you see that in the plan? I found out where the loop was.
1421. Didn't you say you couldn't find the line? No, I did not.
1422. Could not find the pegs? I was shown the position by the people at Kinchega station, who saw Mr. James on it when he was surveying.
1423. What were the names of the people? I think Mr. Phillips was one. It was the then manager, I think Mr. Phillips, and there were some others—I think, sons at the station.
1424. Did not Mr. Stockdale follow you all along the line? I believe he did.
1425. You remember his seeing you going to your bath after your journey? I believe I saw him at Broken Hill.
1426. If you had any difficulties, did you mention them to him then? No, I did not.
1427. You had found difficulties when going over the line? Yes.
1428. Why didn't you mention them to him? I did not see that that would be any good.
1429. You did not mention them to him? No; I did not think that would be the slightest use.
1430. You did not ask him to show you the reservoir or anything? No, I knew it was not Mr. Stockdale who surveyed the line, and it did not follow that he would know anything about it.
1431. You know that the evidence shows that Mr. Stockdale went over the line with the surveyor? I do not think he was over all the line with Mr. James.
1432. Do you not know that in the evidence it is so stated? I do not recollect that he accompanied Mr. James on his journey. I knew Mr. Stockdale had been over the line.
1433. Then why did you not ask him if you met with all those difficulties; why did you not say, "I am surprised you said this, that, and the other, I cannot find anything"? I did not see that there was really any necessity.
1434. You can give no reason, except that you did not think it was necessary? If Mr. James had been there I should have asked him. He is the engineer who surveyed the line.
1435. Were you not sent up to examine and report on the scheme? Decidedly.
1436. Were you not desirous of getting all the information you could? Yes.
1437. When you were so desirous, why did you not ask a man who you knew must have some knowledge about it? My experience of asking non-professional men for information on professional matters is not such as would lead me to repeat that experiment very often.
1438. Would it take a professional man to show where a peg was? It would most decidedly. If there were many pegs about, the chances are that a non-professional man would mislead instead of giving valuable information.
1439. You know very well that there are very few men in the Colony who are better bushmen than Mr. Stockdale? Being a good bushman is very different from being a good engineering surveyor.
1440. You have been to Lake Speculation only once, I think? Yes.
1441. That was about January last? Yes.
1442. When you stood looking at the lake, did you consider then that there was a permanent supply? No, I cannot say that I did. At that time I had not the soundings taken, and did not know much about the lake, but from my inquiries I learnt that a large proportion of the area contained very shallow water.
1443. Did you ask any person there as to the permanency of the lake? Yes. 1444.

1444. Whom did you ask? There were very few people about there to ask. I saw one or two, but I also asked one or two in Menindie.
1445. Whom did you ask at all? I recollect asking at Kinchega station.
1446. That is, Mr. Phillips? Yes.
1447. What did he say? I cannot tell you from memory what he said, but the information that I got was to the effect that Lake Speculation had been known to be dry.
1448. Never since it was dammed though? I do not recollect that point, besides the dam is such a small affair that it would not make a great difference.
1449. But it held the water? It does hold a few feet additional.
1450. Did any of them tell you how long that lake had lasted from the flood of 1886? I do not recollect that they did.
1451. Have you a record in your department how long the 1886 flood lasted at Lake Speculation? I am not sure that there is, but there may possibly be in the reports of the Water Commission.
1452. Can you get it? I will look it up and see if there is.
1453. *Mr. Slattery.*] Has everything that you have done from start to finish with regard to this Broken Hill and District Water Supply Company been done in the performance of your public duty? Certainly.
1454. Have you had any ill-feeling or quarrel at all with the gentlemen connected with that company? Not the slightest.
1455. Or any misunderstanding with them? Not the slightest.
- 1455½. No dispute of any kind? Not the slightest.
1456. After the Bill was passed and became an Act of Parliament, what was the first plan that was supplied to you? The first I recollect seeing was a little one in the prospectus of the Broken Hill and District Water Supply Company, Limited.
1457. In the prospectus at the end of which there is something said about the proposed tramway? Yes.
1458. In your report of the 7th September, 1891, you then brought the question of the tramway under the notice of the Minister? Yes.
1459. Or rather the Under Secretary? Yes.
1460. You point out some portion and state, "No such tramway was provided for in the Act, nor was the question brought in any way before the Select Committee which inquired into the scheme"? Yes, quite so.
1461. Did you mention that in the ordinary official way, this being included in the book put before you? Nothing more.
1462. You mentioned it to the Under Secretary in order that it should be brought under the notice of the Minister? Yes.
1463. In that same report of the 7th September, 1891, you state: "In short, what the company practically asks is that the Minister should give his sanction to a scheme of which not only the details but some of the most important features are withheld from him, and to the granting of important concessions, without being supplied with definite information as to how these concessions are to be used"? Yes.
1464. Is that a correct statement of what existed up to that particular date? Yes, it is.
1465. And, being here examined on your oath, you state that some of the most important features were withheld from the Minister, who was asked to sanction "the granting of important concessions without being supplied with definite information as to how these concessions are to be used"? Yes.
1466. You say that they have never been supplied to him? They have not.
1467. Will you look at a memo. of yours dated 28th October, 1891, where you state in the second paragraph "the large plan and section bearing the signature of Mr. James, who took the levels for the Broken Hill and District Water Supply Company; was shown to me for the first time on the 22nd inst."? Yes.
1468. That was just six days before this report? Yes.
1469. "And was made over to me for examination on 24th inst.; the section is on a horizontal scale of 10 chains to an inch and a vertical scale of 40 feet to an inch; the plan is on a scale of 20 chains to an inch, and bears date 22nd March, 1888"? Yes.
1470. Am I correct in stating that although this plan bears date 22nd March, 1888, it was never brought under your notice at all until 22nd October, 1891? No, it was not.
1471. And then was handed over to you for examination on 24th October, 1891? Yes.
1472. In the last paragraph of your memo. you say "on the whole while the original plan and section of the line of works as now supplied contain considerably more information than those furnished at the end of last year, even these are very defective and can be regarded only as the result of a preliminary survey"—is that correct? Yes, quite so.
1473. "This preliminary character of the survey is clearly seen from two points alone—firstly, that pumping stations are marked in pencil on what is termed an 'alternative line' which does not appear to have been surveyed or levelled";—is that correct? Yes.
1474. You say so now? Yes, there is no evidence that an alternative line was surveyed.
1475. You could produce that plan? I believe we have it still in the office.
1476. "And, secondly, that in the hilly country near Mount Taylor the pipe line is merely sketched on so far as can be judged by the plan, and there is no evidence that levels have been taken along it",—do you say so now? Yes, quite so.
1477. The plan now produced is the original plan, produced before the Select Committee on the 30th November, 1888? Yes; and these are the plans I had with me at Broken Hill.
1478. There are copies of those plans annexed to the return which was laid on the Table of the House? Yes.
1479. Beyond those plans, and the plan which I understand has been referred to the company, or the solicitors of the company, you had no other plan? No, except one of the land. First of all there was a little plan given in of the land, but it was not drawn to scale and was very rough. When I scaled off the different blocks I found they differed 30 or 35 per cent. from the areas they were supposed to represent. I wrote about that, and we obtained a subsequent plan of the land, I think about August or September, 1891. The letter forwarding a plan of the land—a plan drawn to scale—was sent by Mr. Fullwood, the secretary of the company, on the 18th August, 1891.
1480. I notice that there is a letter from the Under Secretary, dated 1st June, 1891, and written to the secretary of the Broken Hill and District Water Supply Company, asking to be supplied with "a proper plan,

- Mr. H. G. M'Kinney.
11 Feb., 1892.
- plan, showing the land required, also a general plan and description of the works proposed in connection with the Broken Hill and District Water Supply Company (Limited)"? Yes.
1481. You say that was never supplied? In response to that letter, there was a plan forwarded by the company on the 18th August.
1482. But you say there never was a perfect plan? Well, it was defective in this way, that it was on very much too small a scale to show the land properly. I say in my memo. of the 27th August, "I may mention that this plan differs very materially from that of the land and pipe line already received from this company, although the company's letter of 19th May asserted that the position of the various blocks of land required were properly shown on the first map forwarded."
1483. *Mr. Langwell.*] In the first memo. that you sent to the Under Secretary concerning the scheme of the Broken Hill and District Water Supply Company you said, "It will be necessary to exercise great care in sanctioning the resumption of land for the purposes of the Act"? Yes.
1484. Do you think it would be necessary to exercise the same caution with regard to the resumption of land asked for under this Amending Bill? Yes.
1485. You saw a plan which has been submitted to the Committee? Yes; that is really only a preliminary plan.
1486. Do you understand the area of land that is asked for under the Bill? I have not seen the whole statement of it.
1487. You see the straight lines represent 3 miles on each side of the pipe line according to the scale of the map? Yes.
1488. And there is a total length, I think, of 14 or 16 miles of river frontage;—you think it would be necessary to exercise a good deal of care before the Government gave to the present company an exclusive right to that land? Most decidedly.
1489. I think you mentioned also that the dam to conserve the water in Lake Menindie had proved a failure? Yes.
1490. In what way? There were dams constructed there, and one dam at least broke away, and in another case the water worked round the ends of the dam. I found while I was there that to conserve the water in Lake Menindie would be a very much more troublesome and expensive work than was anticipated by those who first thought of it.
1491. Do you think that the manner in which the dams were constructed caused the breakaway? I cannot say that it was. As far as I saw, the actual construction of the dams was good; but there is a wide area of land that is flooded, and the dams were outflanked in both directions.
1492. You also stated that you had been informed—I do not know whether you said at the time you visited Lake Menindie—that the water in the lake was not good? I was told that at times it is not good.
1493. You know that Lake Menindie is connected with Lake Speculation, and that it is the intention of the Broken Hill Water Supply Company to run the supply from Lake Speculation? Yes.
1494. You also stated that you did not think that those two lakes, without being connected with the Stephen's Creek scheme, would afford a permanent water supply? No; there is something wanted in addition. I do not think that Lake Speculation itself can be regarded as a permanent supply.
1495. Well, Lake Speculation and Lake Menindie? Yes, but Lake Menindie becomes dry before Lake Speculation.
1496. You do not think that it would be possible to conserve the water in Lake Menindie? It would be possible, but to be possible is one thing, and to be practicable is another. I think it is doubtful; certainly not in the way it was undertaken.
1497. You are aware that the dam erected across Lake Menindie in 1880 was done by the unemployed sent from Sydney? Yes, but in addition to that there was a good deal of patching up of the dam afterwards.
1498. Do you not think that a company or the Government, if they went in for a scheme to supply Broken Hill with water, would erect a dam that would conserve water in the lake? I think it possible they might erect a dam in the river itself to conserve the water but as far as I can see it is not practicable to conserve the water in Lake Menindie at any reasonable expense by putting a dam across the outflow from the river to the lake.
1499. You also saw the dam that was made across the mouth of Lake Speculation? Yes.
1500. That has been erected by the lessee of Kinbega Run, has it not? So I was informed.
1501. Are you aware that Lake Speculation was dry in 1886? Well, I was not sure of the year. I was told that it had been dry, but I do not know exactly in what year.
1502. Do you think that the erection of a weir and lock on the Darling River, below where it empties into Lake Menindie, would be the best means of supplying Broken Hill with a permanent water supply? It would certainly make matters still more secure.
1503. You think, as an engineer, that it would be a better scheme than drawing the supply from the lakes? It would still be the least expensive way, I think, to draw the water direct from Lake Speculation, for it means a long distance from a dam if it is not taken from Lake Speculation. The situation of the lake is advantageous in the way in which it largely diminishes the pipe line.
1504. As a reservoir? Yes.
1505. But would it not necessitate the building of a very high weir to throw the water in there occasionally when it ran out? Yes, I think it would. The bottom of Lake Speculation at the deepest part where the soundings were taken is about 2 feet 10 inches above the bottom of the gauge on the Menindie River. The bottom of Lake Speculation is 2 feet 10 inches above the zero of the Menindie gauge. So it requires a pretty high flood to fill Lake Speculation.
1506. Don't you think that it would be a better plan to carry the line right through to the river—what I mean is that Lake Speculation is apt to run out at any time in a long drought? Yes; but I do not think that there is any likelihood of Lake Speculation and the Stephen's Creek reservoir running out at the same time. I think that the chance of that is so very remote that it might almost be looked upon as an impossibility.
1507. The local rainfall supplies Stephen's Creek? Yes.
1508. Whereas the river depends principally on the New England Range and Queensland? Yes; quite so. The storage capacity originally intended to be provided in the Stephen's Creek reservoir—and I understand it has been increased—was very much greater than the storage capacity of Lake Speculation.
1509. Then you think the storage capacity of Stephen's Creek and Lake Speculation would be sufficient for the supply of Broken Hill? I think so.
- 1510.

1510. Without touching the river? Yes; excepting to maintain the connection with Lake Speculation and Lake Menindie, of course, so as to allow Lake Speculation to get full whenever a flood came.

1511. If you were carrying out the work would you be in favour of running the water from Lake Menindie into Lake Speculation for the supply of the town, knowing, as you hear, that the water there occasionally goes bad? The water cannot flow into Lake Speculation until it is in high flood, and in high flood I do not think there is any chance of impurity. I do not think there would be such a chance of impurity in the water that it would be worth while taking any special precautions to provide against it.

1512. But you are aware, are you not, that it is the intention of the company to connect the two lakes? Quite so; but that connection would have no effect when the supply in Lake Menindie is low, for the water would then be higher in Lake Speculation than in Lake Menindie, and be held back by the dam.

1513. It would be necessary then to pump water out of Lake Menindie into Lake Speculation? Well, not necessarily. The rise of the floods would have to be looked to, and the dam in Lake Speculation would have to be opened in time to allow the high flood to go in and fill it up, and then be closed again before the water had time to fall.

Mr. H. G.
M'Kinney.
11 Feb., 1892.

FRIDAY, 12 FEBRUARY, 1892.

Present:—

MR. DICKENS,
MR. LANGWELL,

MR. O'SULLIVAN,
MR. SYDNEY SMITH.

J. H. CANN, ESQ., IN THE CHAIR.

H. E. Cohen, Esq. (instructed by Mr. C. C. Read), appeared as counsel for the Bill.

J. C. M'Lachlan, Esq., appeared as solicitor for the Broken Hill and District Water Supply Company.

Hugh Giffen M'Kinney recalled and further examined:—

1514. *Mr. M'Lachlan.*] The prospectus in which the tramway was referred to was not handed in as part of the scheme or at about the same time when the scheme was sent in? It was handed in to throw light on the scheme.

Mr. H. G.
M'Kinney.
12 Feb., 1892.

1515. How long after the scheme was sent in? There was a paper sent in purporting to be a description of the scheme. That was sent in about December, 1890. As far as I recollect, at least, it came to the Mines Department about December, 1890.

1516. I think that you will find that the letter accompanying the scheme is dated September, 1890? Yes, that letter was dated September, 1890. I see this was sent in error to the Secretary for Public Works. That was, no doubt, the cause of its not coming to the Mines Department then.

1517. That was the scheme, at all events, submitted in September, 1890? Yes.

1518. If you look at the prospectus in which the tramway is mentioned, you will see that it is dated 1891, and that that did not therefore come with the scheme? It is dated January, 1891. That is about the time I went up for my inspection.

1519. So you see the prospectus could not have formed a portion of the scheme submitted in September, 1890? But we were referred to numbers of things. This statement came in purporting to refer to the scheme, and I know the prospectus was forwarded to throw some additional light on it.

1520. Do you say you never saw that big plan—of course you know the plan we refer to? I may have seen a man carrying it along the street, or something of that kind.

1521. You never saw it open? It never came before me officially.

1522. And you never had to consider it? I never had to consider it.

1523. Will you swear that it was not produced before the Select Committee that inquired into the Darling River scheme, in 1888, before the Bill was passed? It may have been produced, for all I know.

1524. Did you not give evidence with reference to that plan, which you say you never saw till October, 1891? It is possible that I may have seen it then.

1525. Will you turn to your evidence given before the Select Committee on the 13th June, 1888:—Question 157 is "Having seen the plan, have you any reason to change the opinion you have just given?" and your answer is "I think not"? It is quite possible I may have seen the plan lying on the table.

1526. It is possible now? It is possible. I said I may have seen it carried down a street, and I may have seen it lying on the table.

1527. But you could not answer a question of that kind from seeing it lying on the table? You ask me if I saw a plan. I might see hundreds of plans, but that would be very different from examining them. I never saw it to examine it.

1528. Do you say you never saw it? That is only a quibble.

1529. *Mr. Langwell.*] You mean seeing it officially? Yes.

1530. *Mr. M'Lachlan.*] But would it not be officially when you give evidence upon it? Certainly not. I may see a plan for five seconds, but you would not expect me to give a definite opinion upon it.

1531. Will you swear this is not the plan referred to in question 157—that plan which you say you did not see? It is quite possible it may have been.

1532. Can you think of any other plan that was referred to in that question? It may have been a sheet of tracings that was supplied at the time of the inquiry.

1533. Was any other plan but that used at the time of the inquiry? I do not know. There may have been a dozen others, or there may not have been one. I understand that a tracing was exhibited before the Select Committee, and it may have been a tracing that was handed to me.

1534. Will you swear that it was a tracing? No, I will not. I do not remember which it was. If I saw a plan lying for a few seconds on the table I could not remember, after years, what plan it was.

1535. This is a remarkable thing, that ought not to be forgotten by a man knowing his duty? I have not seen any remarkable plan except for the meagre information it contained.

1536. Is it not a remarkable thing that you can remember that small tracing you speak of, which was not a remarkable-looking document? To tell you the truth, that was the most remarkable of the whole
of

Mr. H. G.
M. Kinney.
12 Feb., 1892.

of them. The idea of a thing like that being given in support of a scheme that was to cost a quarter of a million or more was very remarkable.

1537. [*Plan produced.*] This plan is 42 feet long. This is elaborate, is it not? Yes; elaborate in a sense.

1538. You said it was remarkable for its meagreness? Yes; but you cannot judge a plan by its weight.

1539. Having looked at it—42 feet long;—do you admit that to be the plan you refer to in question 157? It is possible.

1540. You say that tracings may have been produced, but I think you will alter that answer when you look at this; seeing that they were only produced in November, 1888, you will see that they could not have been produced then;—do you see that? I will take your word for it, but it depends on what tracing is meant. Other tracings may have been produced.

1541. You choose to say that that could be the plan you referred to in question 157? It is quite possible. I may have seen dozens of plans lying about at the time.

1542. You have never seen any plan anything like that, for either of these companies? I do not recollect. I would not like to say positively that I have not. I have a tracing here with a note on it, that it was exhibited before a Select Committee of the Legislative Council on 30th November, 1888.

1543. Do I understand you to say that the scheme for taking water from Lake Speculation and the Darling to Broken Hill is a practicable scheme, either by way of Stephen's Creek or direct? It is quite possible to take the water.

1544. Is it practicable? I think that that is what your company should have shown. We could never get any information to show whether it was or not.

1545. Do you consider that it is practicable to take water from Lake Speculation and the Darling to Broken Hill—for if it is not practicable it is not much use to pass this Bill? I think such a scheme could be carried out.

1546. Is it practicable? I do not say your company's scheme is practicable, but it is practicable to take water from Lake Speculation and the Darling to Broken Hill.

1547. Have you always thought so? I never could see any difficulty in the way of doing it.

1548. I call your attention to question 149 in the same examination—"Do you consider, then, from your general knowledge of these matters, that a scheme is practicable to convey water from the Darling to Speculation Lake, and from that place to Broken Hill; It is possible; but I should scarcely call it practicable. I mean that it is a very much bolder proposal than I have ever heard of for the supply of water to any town." You said that, did you not? It is very likely that I did.

1548. You are of the same opinion now? Yes; I think the scheme, as it was put forward then, showed very little sign of being practicable.

1549. That is not the way the question is put to you; I will read it again;—that does not speak of any particular scheme—of any mode of doing it? A scheme which is perfectly practicable as applied to a large population may not be looked upon as practicable if applied to a small one. Practicable, as applied in that way, means that the scheme could be carried out, certain to be a financial success, at a reasonable cost, as compared with the requirements.

1550. You did not qualify it in that way? No. It is very likely that if I had entered into extensive explanations there I should have been interrupted.

1551. *Mr. Dickens.*] At the time you gave that answer how many schemes were there to take water from Lake Speculation and the Darling to Broken Hill? There was only one scheme at that time to take water from Lake Speculation to Broken Hill.

1552. Did you allude to that one scheme, or were you speaking generally? I meant principally in reference to that scheme, for it has been put before us in a very vague way, and certainly did not bear the mark of being practicable.

1553. *Mr. M. Lachlan.*] Do you know if the Government have ever approved of the Stephen's Creek scheme;—have they, as far as you know? Not to my personal knowledge.

1554. You have not heard of their having done so? I have heard so.

1555. When did you hear that? I saw some announcement in some of the newspapers lately.

1556. How long ago? Probably five or six weeks.

1557. You have heard it simply, but never officially? No.

1558. Of course, as part of the scheme, you remember that this evidence taken in support of it was submitted. A copy of that was sent with the scheme, and it was your duty to consider that evidence? I probably have read that evidence.

1559. That was sent with it as part of the scheme? At all events, I did see that evidence.

1560. Will you look at question 253, in Mr. O'Neill's evidence—"Is this document a plan prepared by you, showing all the levels and the sections? Yes." I want to show you that you ought to have known that that big plan was in existence and available to you. Will you also look at questions 379 and 380 in Mr. James' evidence—"And you have been personally over the ground proposed to be traversed? I have chained every foot of it, and levelled every foot of it." "And you have prepared a very elaborate set of plans for the company? Yes; I prepared their long sectional plans." It was your duty to have read this? So I did.

1561. Did you ever take the trouble to inquire where the plans referred to in this question were? I did not see that it was my business to run after the company to inquire about plans. I never did make such inquiry. I sent for plans, and after a great deal of trouble and two years' delay we got that one.

1562. *Mr. Sydney Smith.*] I understand that you gave evidence before the Select Committee of the Legislative Assembly on the 13th of June, 1888? I did.

1563. Are you aware whether that Committee made any report to the Legislative Assembly? I have not seen the report—at least, I do not recollect it. It certainly was not on this evidence that the Bill was entered on. By the second Committee that was appointed I was not called as a witness.

1564. You were examined before the first Committee, that is, the Legislative Assembly Committee, but you were not examined by the Committee appointed by the Legislative Council? Not the Committee that passed the Bill on to the Assembly. I think there have been three Select Committees about this, if I recollect rightly. There was this first one, and then a second one about October or November, 1888.

1565. Have you seen a copy of this report? I have seen a report of the evidence, and I was aware of the fact that the Bill was not proceeded with on the evidence that was then obtained.

1566.

Mr. H. G.
M'Kinney.

12 Feb., 1892.

1566. Are you aware what decision the Committee arrived at on that occasion? Yes; I see from the paper itself that the decision arrived at was that the Committee, having examined the witnesses named in the list of questions put from the Chair "That this preamble stand part of the Bill" was negatived.
1567. That is the occasion on which you were examined? Yes.
1568. Were you examined before the Select Committee when the first Bill was passed in 1888? No.
1569. You were examined on the amending Bill? Yes; that is, the recent one.
1570. I understood, from your evidence yesterday, that a number of gentlemen waited on you with respect to this scheme—a deputation it was called. Is it usual for officers in your position to receive deputations? No, certainly not; it is quite outside my province. I regard that as a matter for the Minister; or if he chooses to depute it to the Under Secretary, it is a matter for him; but I am not in a position to receive any deputation officially.
1571. Do you remember what took place at that interview? The first deputation that came took me by surprise. My clerk came in and told me that three gentlemen wanted to see me, and were standing outside. Not suspecting anything, I told him to show them in, although they had not given their names nor stated their business. I found that the three gentlemen were Mr. Stockdale, Mr. O'Neill, and, I think, Mr. Fullwod, the Secretary of the Broken Hill and District Water Supply Company. They commenced to discuss matters connected with their scheme. I heard the statement for the first time yesterday that shorthand notes of that interview were taken. I need hardly say that if I had suspected that the object of the deputation was to entrap me into making admissions that were to be taken down in shorthand I would certainly have terminated the interview quickly. The shorthand notes must have been taken very smartly, for I certainly did not notice anything of the kind going on. I might explain that at that interview I tried to impress on the gentlemen who came that we wanted facts and figures, and not arguments and discussions.
1572. I understood that you expressed surprise at the Minister asking you to visit the Darling and to thoroughly examine the proposed scheme;—is that so? If I did it was in some way that I do not remember particulars of. It must have been in a very casual way. I may have said that I did not enjoy my last trip to Broken Hill, and was rather surprised to hear that I was to go again; but as the conversation was simply an ordinary one, I did not make a statement beyond that—that my last visit was not a pleasant one, and I was surprised that I had to go back again.
1573. Have you read the provisions of the Broken Hill and District Water Supply Act? Yes.
1574. Are you aware that although Parliament passed that Act the responsibility of approving or rejecting that scheme rested with the Governor or the Minister in charge of the department? I had not gone into that matter carefully until after I got instructions to go and inquire into it. Then I went into the matter, and found that the sanction of the Minister was required. I was not aware of it until I received my instructions.
1575. You noticed in the Act that it is part of the duty of the Minister to make full inquiry into the scheme, through his officers, and that the Minister has also power to refuse sanction or modify the scheme in any way which may be thought desirable? I noticed that on my examination of the Bill after I received instructions.
1576. In view of those provisions, do you not think that it was perfectly within the power of the Minister to see that full inquiries were made with regard to this matter before he gave assent to it? Yes, certainly; in fact, I do not see that anything less could have been done than make full inquiry under the terms of the Bill.
1577. You were directed to visit the place, and make full inquiry, and submit a full report regarding the scheme? Yes, I was.
1578. Was that large plan, to which reference has been made, submitted to you when you were asked to report? No, it was not. I might explain that I applied for plans then, and the plan that was furnished to me was this one. That is a tracing. I described that minutely in the report which I sent in, and mentioned the information which that showed.
1579. If such a plan was produced before the Select Committee, it was prior to the passing of the Broken Hill and District Water Supply Act? Yes.
1580. As you said just now, the Committee of the Assembly, who examined into this scheme previously, even if that plan was produced before them, did not at all events report upon it? I do not quite understand the question.
1581. The Committee appointed in 1888, as you said, did not make a report? No.
1582. And you stated that possibly that plan may have been submitted for consideration to that Committee? Very likely that plan was submitted to that Committee. That large plan may have been submitted to the Committee.
1583. But as far as you are aware it was not submitted subsequently to you? It was never submitted to me until within the last few months.
1584. *Mr. M'Lachlan.*] But tracings of it were? I received tracings, which gave very meagre information.
1585. *Mr. Sydney Smith.*] If a plan was submitted to a Committee which never reported, and which had nothing to do with the passing of the Bill, would you consider it your duty to take that as evidence in favour of the scheme? Certainly not. On the contrary, I should be inclined to think it was a point against the scheme. It looked as though the plan had not been approved of by the previous Committee.
1586. When the Stephen's Creek Company made application for the approval of the Governor for their scheme, was not full inquiry made in respect to the scheme proposed? Oh, yes.
1587. Were you not directed to take the same course with respect to their scheme as with respect to the Broken Hill and District Water Supply Company's scheme? Yes; I was.
1588. Was not approval deferred owing to some particulars which you considered necessary not having been supplied? Yes; it was deferred twice on that account. Mr. M'Lachlan asked me yesterday what was the maximum quantity of water that could be pumped through an 8-inch pipe in sixteen hours.
1589. *Mr. M'Lachlan.*] With the fullest pressure and the best pipes? That is a question.
1590. That is what I said yesterday? This is a difficult question to answer. It is similar to asking what is the greatest velocity which can be given to a projectile from a cannon. If you increase the power of your explosive, and the thickness of your cannon it is difficult to say what particular limit would be reached, and so by increasing the strength of pipes and pumping power, it is difficult to say when the limit of the quantity of water discharged would be reached. If you assume a 3-foot velocity in the pipe

- Mr. H. G. M^r. Kinney.
12 Feb., 1892.
1591. I have said a first-class pipe of ordinary wrought-iron—the best pipe that is made? The common velocity for water in a pipe of that description would be 3 feet per second, and with that the discharge in sixteen hours would be about 377,000 gallons. I may add that with a velocity of 5 feet per second the discharge would be 630,000 gallons.
1592. Would distance make any difference—any difference between 10, 20, or 30 miles? Distance makes a difference. You have to put on extra power for a longer distance.
1593. But with the necessary power they can get the same supply as you have mentioned? That is taking a main velocity of that in the pipe. There was another question asked by Mr. M^r. Lachlan, but, unfortunately, I found that my note about it was defective. It was about the duration of the drought of 1886, I think.
1594. Yes? In the short time I have had since then at my disposal, I have found various items about the drought on the Darling, but have got nothing of such a definite nature that would make it worth while to lay it before the Committee.
1595. From 1886 to 1890, I asked? Yes, but I have not received anything of a definite nature about it.

MONDAY, 15 FEBRUARY, 1892.

Present:—

MR. WADDELL,	MR. O'SULLIVAN,
MR. DICKENS,	MR. SYDNEY SMITH,
MR. SLATTERY.	

J. H. CANN, Esq., IN THE CHAIR.

Mr. Cohen (instructed by Mr. Read), appeared for the promoters, and Mr. M^r. Lachlan appeared for the petitioners against the Bill.

Henry Henderson Drysdale recalled and further examined:—

- Mr. H. H. Drysdale.
15 Feb., 1892.
1596. Mr. M^r. Lachlan.] You are a director of the Broken Hill Water Supply Company? I am.
1597. When did you become a director? I could not say from recollection.
1598. About? Twelve or eighteen months ago.
1599. You said your company had spent how much on the Stephen's Creek scheme? I do not think I mentioned the amount.
1600. Do you know the amount? I do not exactly.
1601. Tell us about the amount? I think about £170,000.
1602. Actually expended? It may be £10,000.
1603. You say that that amount has been actually spent upon the work? Yes; I think actually expended. There may be items to be included. For instance, the other day there was a sum of £5,000 which I do not think is included.
1604. What was that for? Pipes coming out.
1605. How much of the £170,000 has been expended in the last six months? Seven shillings and sixpence a share on 190,000 shares would be about £70,000.
1606. That amount has been actually expended during the last six months? Calls have been made for the purpose.
1607. Do you know that the balance-sheet of your company to the 30th June, 1891, exhibits a total expenditure of £65,000? I am not aware of it. I was out of the Colony when the half-yearly meeting was held.
1608. Have you a balance-sheet here? No; I have not.
1609. Here is a balance-sheet, which shows that the total expenditure to the 30th June, 1891, was £65,000? This balance-sheet apparently only deals with the expenditure for six months.
1610. Do you see from that balance-sheet that the total expenditure up to date was £65,000? Yes; that is so.
1611. Then, if about £10,000 has been spent since, that would be about £120,000? £70,000 has been spent and there is another 2s. call due at present to pay liabilities, and there is a large Bank overdraft in addition. The present outstanding liabilities are very considerable.
1612. Can you give those liabilities roughly? There is another 2s. call still due.
1613. Can you tell by the balance-sheet what the liabilities were which were not paid out of the £65,000? No. I think the total amount is rather over £70,000. A portion of that has not been paid but there is another 2s. call which will bring in £20,000. That has not been paid in yet.
1614. At that time there were 10,000 shares as paid up to £1? Yes.
1615. And 16,000 as paid up to 6s.? I cannot say. There were some paid up to 6s. and some to 5s.
1616. Were there 124,000 shares paid up to 5s.? I do not know; probably somewhere about that, but I do not know the exact number.
1617. Have you no report or return that would enable you to answer that? Not with me.
1618. Do you know that there were about 10,000 shares paid up to £1? Yes, that is correct.
1619. Do you know that there were 16,000 paid up to 6s.? That I cannot say. Some were paid up to 6s. and some to 5s., but I do not know the exact number.
1620. Were there about 16,000 paid up to 6s.? I could not say. There were some.
1621. Were there about 16,000? I could not tell.
1622. Were there 124,000 shares as paid up to 5s.? I do not know the respective numbers at all. They were soon afterwards made all alike by making 1s. call.
1623. Do you know, that at that date it showed a written up capital of £45,800? I do not.
1624. So that consequently there was only £20,000 actually expended? I do not know that.
1625. Will you undertake to swear that there was more than £20,000 absolutely expended up to June, 1891? I will swear nothing that I am not certain of.
1626. Will you undertake to swear that there was more than £20,000 actually expended up to June, 1891? I should imagine that there was more, but I could not swear that there was more.
1627. You said the constitution of the company was how many shares? 200,000 shares.
1628. There are only 150,000 issued, are there not? There are 190,000 issued. 1629.

Mr. H. H.
Drysdale.
15 Feb., 1892.

1629. How many have been issued within the last six months? I could not tell you.
1630. About? I really could not tell you.
1631. Have there been about 40,000 shares issued within the last six months? I think more than that.
1632. About how many? Yes, perhaps 40,000 or 50,000.
1633. Although notwithstanding that your company was incorporated in February, 1890? That I am not sure about.
1634. This book which I have in my hand is your own I believe? Yes, that is correct.
1635. Will you look to the last paragraph but one of the report? Yes. It says that 30,000 shares have been issued.
1636. Is it a fact that since the 30th June last, 30,000 shares have been issued to the shareholders of the Broken Hill Water Works Company (Limited), Sydney? Yes, more than that.
1637. How many? Something over 40,000 I think, probably between 40,000 and 50,000.
1638. To the Broken Hill Water Works Company (Limited), Sydney? Yes.
1639. What did they pay for them? I think they paid about 10s. 6d.—I am not sure.
1640. Were they not issued as paid up to 5s.? Yes, but they had to pay the 5s., and the other calls upon them.
1641. Had they to pay the whole 10s. 6d.? Yes.
1642. Are you sure they were not merely written up as paid to 5s.? I am almost certain they were not.
1643. Are you quite certain? I was not a director at the inception of the company.
1644. Are you certain? I am almost certain, I believe that the whole 5s. was collected.
1645. And actually paid? That is my belief.
1646. But you are not sure of it? No, I am not certain, but I am almost certain. I have always understood so.
1647. What consideration did your company receive for those shares? They received the money.
1648. No interest in the works? No, I think not.
1649. Had the Broken Hill Water Works Company anything to sell? That I cannot say.
1650. Anything that you know of? That is a legal question. They claimed that they had something to sell.
1651. Did they profess to have anything to sell? I believe they did.
1652. What? Certain rights.
1653. What rights? Rights to construct dams and reservoirs at Stephen's Creek, the same as ourselves.
1654. Do you know where they obtained those rights or where they alleged they obtained them from? Yes; from a man named Inglis, and he has a suit pending against that company now.
1655. Are you aware that the Broken Hill Water Supply Company have a capital of £150,000, but only 575 shares taken up? I know nothing about that.
1656. Is your December balance-sheet out? I have not seen it.
1657. Is it not out yet? As far as I know it is not.
1658. Are you aware that many of the registered shareholders on your company's register are in dummy names? I am not aware of that at all.
1659. You are not? No; I do not think there are any as far as we know of, because we refused to transfer some shares some time ago, because we had an idea that the man whose name was mentioned was a dummy.
1660. How many shares were represented? Only 2,000 or 3,000.
1661. You refused to transfer the shares believing them to be only dummies? Yes.
1662. As a shareholder in Stephen's Creek, is it not to your interest to see the Stephen's Creek scheme and the lake and river scheme carried out rather than the direct route to Broken Hill? I do not think it is at all. Do you mean as against another company?
1663. I will repeat it. As a shareholder in the Stephen's Creek, is it not to your interest to see the Stephen's Creek and the lake and river scheme carried out rather than the direct route to Broken Hill? I do not think so. The mining proprietors are going to take the water by the direct route themselves, and I told them we had not the slightest objection.
1664. Would it be to your detriment—somebody said the other day that it would be a loss to the company every gallon that was pumped from the lake? I say so still.
1665. Then it is mere patriotism, and your company are going to lose money. Not at all. The matter would be very greatly affected by the attitude of the mines. We wish to do what we can for the people; but we also think there is a possibility of a three or four years' drought, and we are simply guarding against that possibility.
1666. Is this not a scheme more for the benefit of the mining proprietors than for the population of Broken Hill? Certainly not.
1667. Was it the mining proprietors who approached you or did you approach the mining proprietors? I believe that our chairman first spoke to some one connected with the mines.
1668. What is his name? Mr. Grant. I am not sure that he did.
1669. So that really the overtures came from you? That I do not know. Mr. Grant mentioned in conversation that it would be a good idea to try to get the mine-owners to find the whole of the capital.
1670. Is it not a fact that the chairman of the Proprietary Company, the secretary and several of the directors of that and other mines are the principal shareholders in the Stephen's Creek scheme? No; it is not a fact. I doubt whether the Proprietary people have any shares in it at all.
1671. Was he not registered as a heavy shareholder since the 1st February? I think not. It is news to me if he is. I always understood that he had sold the whole of his interest.
1672. *Chairman.*] Are you referring to Mr. Wilson or Mr. McGregor? They are alluding to Mr. Wilson.
1673. *Mr. McLachlan.*] Is he not the holder of 4,817 shares? I very much doubt it. His name may be on the register, but it does not follow that he holds the shares.
1674. Would he be on after that date? Yes, I suppose so.
1675. Are you satisfied that the time the list was prepared Mr. Wilson was not the holder of 4,817 shares? No; his name no doubt appeared on the register.
1676. And did not Mr. Gregory hold 6,800 shares? Yes, I believe he holds a large interest.
1677. You believe he still holds those shares? I believe so.
1678. Mr. McGregor has been a director of the Proprietary and several other mines, has he not? He as just been elected a director of the Proprietary Mine.
1679. And several others? I cannot say.

- Mr. H. H. Drysdale.
15 Feb., 1892.
1680. Of some others? I am not at all sure. He has been out of the Colony for the last twelve months.
1681. There is the name of Mr. Bowes Terry on the list and also of Mr. Knox? Mr. Bowes Terry—yes; he is on the list.
1682. His name is on the register for 6,187 shares, and he is also a director of the Proprietary Mine, is he not? Yes; I believe he is.
1683. Will you look at the name of Mr. Knox, secretary of the Proprietary Mine? His name appears for 581 shares, but I do not believe that he holds any.
1684. But they stood in his name on the first of this month? Yes, his name is on the register.
1685. Then if he does not hold them he is a dummy? Surely not a dummy, a dummy is a man from whom you can get nothing.
1686. Of course you know, as a business man, that good business men, such as all these are, in a liability company would take care to have their names off? I know the opposite. I have tried in many cases to do so, but could not get my name off.
1687. If a man has his name down for 6,000 shares will he not take care to have his name taken off? No, he does not trouble. We have had shares advertised for forfeiture in well-known names and they have sent to say that they were not their shares. In many instances, people have not taken the trouble to get their names off the register.
1688. Were not the plans of your works, as progress was made, submitted for the approval of the department? That I could not say.
1689. You do not know whether it was or not? No; that would be a matter for the engineer.
1690. Mr. Read.] In reference to this question of the amount already expended, will you tell the Committee how much has been expended or is contracted for—how much you are indebted, and the amount that you have paid? The works which have been contracted for, and the money for which is about falling due, will amount altogether to about £188,000 or £192,000. For work actually done and being contracted for at the present time there is about £20,000 for pipes still coming out, and the cost of laying them. £6,000 or £7,000 is still due on account of excavations and dams. Fencing is a very large item which is being contracted for, and that is not complete yet.

Frederick Bowdler Gipps called in, sworn, and examined:—

- Mr. F. B. Gipps.
15 Feb., 1892.
1691. Mr. M'Lachlan.] What is your profession? I am a civil engineer.
1692. Have you had any extensive acquaintance with water works? I have in India, in California, and in this Colony.
1693. For how many years? Fifteen years in this Colony.
- 1693½. And for how many years altogether? Since 1858 or 1859—about thirty-three years. Including fifteen years actual practice in this Colony.
1694. What actual practice have you had in this Colony? I have been engaged by the Harbours and Rivers Department to assist in laying out the Sydney Water Supply Works, and in surveying water supply works for Forbes, Mudgee, Hill End, and Gulgong; also in hydraulic works on the Turon River, and hydraulic works at Kiandra—both design and construction. I also surveyed the proposed main water supply of Sydney. I have also had to do with the Wingecaribbee Lake and Tamworth, Junee, and other waterworks in my private practice.
1695. Were you a member of the Royal Commission on Water Conservation? I was.
1696. And did you examine and take evidence on the Darling River? I did, in 1886, at Menindie.
1697. What was the state of the river at Menindie when you took evidence there? It was in high flood, about 26 feet, as far as I remember.
1698. Did you examine the Menindie Lake and the channel leading into it? I did. I found the Menindie Lake was a very shallow depression; and from soundings which I made, I do not think that it would give an average depth of 4 feet all over.
1699. Did you consider, from your examination, that that lake would be a good basin for conserving water for the Broken Hill supply? No; I should not think it would be a good basin in its present condition for conserving water for any purpose. My proposal for treating this lake was to dredge out a certain portion to a depth of 18 or 20 feet, and reclaim the foreshore on which I proposed to settle a large population for irrigation. I think the lake would be a good silting-bed for water passing through it into Lake Speculation.
1700. The two together would work well? The two together would work well. It would allow all the silt with which flood waters are charged to settle before the waters passed into the lake.
1701. Could the flow of water from the River Darling into the Menindie Lake be improved? Undoubtedly. That is one of the things that I suggested, to improve all those channels. At present there are bars to the entrance to the lake, and I propose that a grade should be run from the deepest point in the lake to the river bed, so as to allow the floods in the Darling River to run into the lake much earlier than they do at present.
1702. Would that improve the capacity of the lake? That would improve the storing capacity of all those lakes.
1703. Do you consider that Lake Speculation is essential for storing a reliable water supply for Broken Hill? I think water could be stored there undoubtedly.
1704. According to the evidence that you took, what is the longest period during which the Darling River has been known to be unnavigable for steamers? Two years up to Menindie, but that does not mean that it was two years a dry bed,—it means that they could only make stages between Wentworth and Menindie.
1705. Still there was a good supply of water? Yes.
1706. What depth of water is required for the navigation of the river? 3 feet 6 inches to 4 feet over the bars.
1707. Can you estimate what quantity of water would have to be thrown into Lake Speculation to preserve it at a constant level, that is to provide for evaporation and a daily supply of 1,000,000 gallons of water? That would depend upon the area of the lake.
1708. Estimating the area at 2,000 acres? That would take about 10,000,000 gallons of water.
1709. Is 2,000 acres a fair estimate? I should think so—it may be a little over the mark from what I have heard. It would take about 10,000,000 gallons a day to provide for an evaporation of 60 inches in a year.

Mr.
F. B. Gipps.
15 Feb., 1892.

1710. Would you suggest that that quantity of water should be supplied? By continuous pumping from the Darling River till the lake gets up to a certain level. It is necessary to keep the lake at a normal level, in order to tide over at least six months dry weather, and we must discharge that quantity of water into it.
1711. Did you take any evidence in proof of the exact number of days that the river has been known to run dry at one time? Yes.
1712. What was it? I think about a month, or a little over; perhaps six weeks. Mr. Mackay gave evidence of his experience from 1858 to 1886, as far as I recollect.
1713. You think that a storage of water in Lake Speculation to provide for evaporation and water supply, and six months' storage of 2,000,000,000 gallons, should be 10,000,000 gallons a day? Yes.
1714. What area and depth of water would be required for such a storage? About 1,000 acres, with an average depth of about 8 feet.
1715. Have you seen the large and elaborate plan that has been prepared, about 42 feet long? I have.
1716. Do you recognise the plan produced? Yes.
1717. I would ask if, in your opinion, that plan and the sections of the proposed scheme of the Darling Company for the supply of Broken Hill are sufficient to demonstrate to you or any qualified engineer that the scheme is practicable from an engineering point of view? Undoubtedly, it is sufficient to show me that the scheme is practicable, and to allow me to base my estimate.
1718. And if you were a Government official, would you have any difficulty in reporting upon that either with or without modifications? No.
1719. You would have no difficulty whatever? Not the slightest.
1720. Do you consider the plan a workmanlike production and sufficient to base an estimate on? It shows sufficient for me to base my estimate upon.
1721. And you would feel no doubt whatever in reporting upon it as a practicable scheme? No. I might make some modification perhaps with regard to pumping-stations, but they would represent simply my opinion, that is all.
1722. Then would you have any difficulty in going from one end of the scheme to the other, and reporting to the Minister upon it? Not the slightest.
1723. Have you seen the tracings produced? I have not seen them before.
1724. Is that large plan sufficient to prove to you, as an engineer, that you can obtain an even grade, without the slightest difficulty, from one end of the line to the other, and to enable you to divide the lifts so that the scheme can be carried out with the greatest advantage and economy? Not an even grade. I could get a regular hydraulic grade. It shows what hydraulic grades I could get, and how I could best design the work so as to equalise the lifts.
1725. It is sufficient for that? Yes.
1726. Is it sufficient to allow you to make an estimate of the cost of the scheme, with the exception, perhaps, of the reservoir at Rockwell Hills? Yes, it would enable me to divide my heads into four different pumping-stations, and to bring the pumping-station which had the greatest lift close to the Rockwell Hills reservoir.
1727. How far is Rockwell Hills from Broken Hill? Six miles.
1728. Would the water go from there by gravitation? I believe so.
1729. Do you know the water-hole at Menindie? Yes, from evidence.
1730. Do you know its normal level—its width and depth? I believe it runs about a mile up the river, from the entrance of the creek to the lake.
1731. What is the width? It is 60 or 70 yards wide, and about 12 feet deep. The River Darling, when it is dry, runs into a series of water-holes, and in the small water-holes the water is unfit for drinking, because too much saline matter gets into it. In the bigger water-holes, according to the evidence taken, the water is of better quality. The water-hole at Winbar supplies the locality with perfectly fresh water, almost an unlimited supply. They have pumped water from it for irrigation, but they did not seem to lower the level of the hole at all. If it was left to me, I would not depend upon the water-hole at Menindie—that is why I said it would be necessary to supply 10,000,000 gallons a day, to keep the Speculation Lake up to its normal level.
1732. How often has the Darling River been in flood since 1868, when the navigation was first opened? Almost every other year—sometimes two years, sometimes three years. The Water Commission took evidence on the point.
1733. What is the length of Lake Speculation? From what I can learn a little over 2 miles.
1734. And the average width? Over one mile.
1735. As an engineer, having had the experience that you have, do you consider this a bold scheme? Not in comparison with sundry works which I have examined. In California I should call it a very mild scheme. At Virginia city the gold water supply crosses a depression of 1,700 feet in 18-in. pipes.
1736. You consider it a scheme which can quite easily be carried out? Yes, quite easily.
1737. The scheme is shown by the plan to be perfectly easy? Yes, as I could lay it out by that plan.
1738. Now that you have had a cursory look at those sections, do they appear to you to be tracings of that big plan? I have not been able to compare them, but they appear to me to be similar.
1739. If they are so, they would be sufficient to enable you to report? Yes.
1740. What is the horse-power required to pump 10,000,000 gallons into Lake Speculation? That would depend upon the lift. Assuming the lift to be 30 feet, it would require to be about 150-horse power.
1741. What difference would it make if it were 20 feet, for I am told it is between 20 feet and 30 feet? That would require 100-horse power, you may say, approximately.
1742. Do you consider that it would be cheaper and more advantageous to bring water direct from Lake Speculation to Broken Hill, 50 or 52 miles, than to take it to Stephen's Creek, 48 miles, and then repump it 10 miles to Broken Hill, having regard to loss by the silting, evaporation, and soakage which would result from the latter scheme? It would be far more economical to take it from Lake Speculation direct, with different pumping-stations of course.
1743. The consequence would be that the people would get the water at a cheaper rate? They ought to do so.
1744. *Mr. O'Sullivan.*] You have made an examination of Lake Menindie and the surrounding lakes in connection with one of these proposals, have you not? Not in connection with Broken Hill—simply as a member of the Royal Commission on Water Conservation.
1745. You said that Menindie Lake had only an average depth of 4 feet? That is all.

Mr.
F. B. Gipps.
15 Feb., 1892.

1746. Is the water wholesome in Menindie Lake? I do not know whether it is or not, but I should think that it would be, simply on account of the large quantity of silt in the river—that is to say, if the water were drawn when the river was flowing into it, it would undoubtedly be unwholesome then.

1747. If the water of Menindie Lake is let into Lake Speculation by means of a channel, will it not deteriorate the water in Lake Speculation? Not if they allow it to flow all through Menindie Lake. Lake Menindie would then act as a silting-bed. Most of the water would have deposited its silt before it reached the inlet into Speculation Lake.

1748. You think that the water would leave the deleterious matter behind? Undoubtedly.

1749. You do not apprehend any danger of the water of Lake Speculation being made unwholesome by this? No.

1750. Do you think it right that this or any other company should have the right to take water from Lake Menindie, Lake Cavendish, Lake Pamamaroo, and Lake Speculation at one time? I do not think it right that any company should have a right to take water from these lakes. I think they should be reserved for public purposes, and that there should be a reclamation of the foreshores. Many people might be attracted by cheap land and settle around the lakes, and we might get a large population there. I think that the water of Menindie Lake should not be used except, as I say, when flowing in. During the high floods, when there would be material difference, the water would either flow down the Darling or into the lake, and I do not see any reason why Lake Speculation should not be filled.

1751. Have you examined the country between the lakes and Broken Hill? No.

1752. Do you know anything about that country? Only from the evidence we took on our Commission.

1753. Have you ever been over this proposed scheme? No.

1754. Do you think it is right that any company should claim a pipe-track 6 miles wide between Lake Speculation and Broken Hill? Undoubtedly not.

1755. What do you think is their object in claiming that width? I cannot understand it at all.

1756. What do you think would be a fair width for a pipe-track? A chain wide, with extra land for pumping-stations here and there.

1757. With a right to deviate where they please? Yes, with rights of deviation. But when once it is laid down they would not want to deviate. I do not see any necessity from what I see from these plans to deviate at all.

1758. *Mr. MacLachlan.*] You mean our plans? Yes.

1759. *Mr. O'Sullivan.*] Do you think that if 3 chains were given that would be ample for all contingencies? Perfectly ample. I think that the companies ought to be allowed a certain area in connection with the pumping-stations, so as to enable them to grow fuel, which will be a great expense in connection with the pumping-station; but that would only mean extra area at each of the pumping-stations.

1760. *Chairman.*] What would you consider the proper area for each pumping-station? About 1,000 acres would be quite sufficient.

1761. You say that you examined the long plan? I did.

1762. And you see no difficulty in laying out a scheme from that plan? None whatever.

1763. As the plan stands at present? Yes.

1764. I understood you to say that you could lay it out by that plan, by making certain alterations? That would be according to my own opinion.

1765. Do you think there would have to be alterations to make a practicable scheme out of it? Not to make a practicable scheme, but to make it the most economical scheme.

1766. Do you maintain that the pumping-stations and other works are fully laid out on that plan? According, I suppose, to the proposals of the company.

1767. Do you think they are laid out sufficiently to indicate the accuracy of the working scheme? They could work the scheme with the pumping-stations—yes.

1768. I suppose you have been in the Government service a while? I have. I assisted in laying out the Sydney Water Supply Works.

1769. Has it been your duty, in the department you have been in, to have plans submitted to you for approval or otherwise? Not during my departmental experience.

1770. In having plans submitted to you, is it usual to alter them, or do you leave it to the people to submit another plan, or do you do it yourself? Certainly we can. For instance, in connection with the Sydney Water Supply Works, I altered the line completely. I deviated the line of canal from one side of the range to the other after all the plans had been submitted to the Commissioners and to Mr. Clarke. I took it from the Campbelltown side of the range to the Appin side.

1771. Were you acting as engineer for the works then? As assisting engineer.

1772. But would you consider that you were right, if you were only approving of the scheme, to have shifted the pipe-track in that way? Oh, yes, I think so. In the Tamworth water supply works, for instance, I have drawn up all my specifications at schedule rates, in order to allow me to modify the scheme whichever way I like; perhaps introducing fluming instead of canals marked now, and doing away with tunnelling, to give me general powers to modify the scheme.

1773. Do you think it would be right for the Government officer to undertake all that work? They do it in Victoria, so I do not see why they should not do it here. They accept contracts at schedule rates, so as to allow of modifications.

1774. Supposing they were not allowed to charge schedule rates? Of course if they did not charge schedule rates, you let the contracts on definite plans.

1775. *Mr. Sydney Smith.*] I understand that you were a member of the late Royal Commission on Water Conservation? I was.

1776. And during that time you made an inspection of the river Darling? I did.

1777. Did you as a result of that inspection report that the great drawback to the river Darling was the want of permanence of the supply of water? I did.

1778. When you prepare a scheme for water supply works of importance, do you not consider it necessary to make a careful inquiry into the permanence of the supply? Undoubtedly—that is my first inquiry.

1779. If you find that several competent engineers and surveyors have made statements calling in question the permanence of a supply which you contemplate depending on, do you not consider it necessary to make a careful and independent inquiry into the accuracy of their statements? Undoubtedly.

1780. When you prepare a scheme for water supply, do you not consider it necessary to have plans prepared showing all the main features of your scheme? Undoubtedly. 1781.

Mr.
F. B. Gipps.
15 Feb., 1892.

1781. Supposing that you were engineer for a large water supply scheme which involved the laying of a great length of pipes and the construction of an important reservoir, would you consider your scheme complete if you had not marked out and measured the whole of the pipe-line and made a plan of the reservoir? If it showed me the position of the pipe-line—gave me a true section of the pipe-line, and showed the position of the reservoir, I should consider that quite sufficient.

1782. Do you know the nature of the report which the engineer for water supply was called upon to give in regard to this scheme? No, I do not.

1783. Have you read the Act of Parliament? No, I have not.

1784. Are you aware that the company was to have large powers for resumption of land, &c., if the scheme were carried out? I had some idea that they were to have powers of resumption, but what powers of resumption I do not know.

1785. If you were a Government officer, and the Government were called upon to approve a certain scheme, would you not, as a Government Officer, insist upon full information being given to you as regards the nature of the scheme—the reservoir, and all other particulars in regard to the scheme? Undoubtedly.

1786. Would you consider that any scheme would be complete unless all that detailed information were given to you to enable you to report to the Minister? I should not want all those details. I should leave it to the company. If they chose to lose their money by taking any false action they would be the losers.

1787. But supposing they were to have certain powers to carry out the works, and also large concessions on the approval of the Governor being given to their scheme—would you not, in reporting to the Minister, think it necessary to be supplied with that information to show you whether the scheme was feasible or not? To show the scheme was feasible, undoubtedly.

1788. And whether the works could be carried out? One would be tantamount to the other.

1789. Of course, in regard to the works to which you referred just now, I conclude they were works carried out by the Government—the Sydney Water Supply Works? Yes.

1790. You were engineer to the Government? Yes, in the Harbours and Rivers Department.

1791. There were no large concessions to be given to any company with regard to land? No.

1792. They were not to have a right to charge a certain amount for water? No.

1793. Nor take a large water frontage? No.

1794. Would you consider that, in reporting upon a private scheme, you would be required to be more particular before asking the Government to approve than in reporting on a sort of scheme like that? I should require to be very particular.

1795. I understand that you have not been over this scheme? No.

1796. Are you aware what land the company propose to resume? No; I do not know anything about it.

1797. In connection with the Sydney water supply, had you authority to change the line in any degree? Yes, we were certainly allowed.

1798. I mean yourself? Yes.

1799. Without reference to anybody? Only to report it to head-quarters immediately. Of course it was only until drawing the definite plans. They were not in.

1800. I understand that you have not examined the Act of Parliament referred to? No.

1801. And are not acquainted with the nature of the report which it would be necessary for the officer to give in order to enable the Minister to say whether the scheme should be approved of or not? No, I am not.

1802. How long, in your opinion, is the Darling not navigable? I should say from four to six months, judging from the evidence given to us by Captain Johnstone, that is to say, when there was actually no water. As far as I recollect, I think it took him eighteen months to go from Wentworth to Bourke.

1803. What height would the river have to be to make it navigable? Three feet above the bars.

1804. What height would the water have to be running in the river before it would go into Lake Menindie? I believe it would go into the lower creek at 8 feet, and into the higher creek at 15 feet or 16 feet.

1805. If a proper plan of the land, and if a proper plan of the works and reservoirs have not been submitted to the officer for consideration, do you think he would be justified, in view of the Act of Parliament, in reporting in favour of the scheme? Well, I do not know about reporting in favour of the scheme.

1806. Well, reporting on the scheme as to whether the Minister should approve of it or not? I consider that these plans and sections that I have seen are perfectly sufficient to report on the scheme.

1807. As to whether the Minister should approve of it or not? I suppose he would examine it before he would give an opinion.

1808. An engineer, I think, would be the proper person to examine a plan of that kind? Yes, I mean the engineer; but, as I said, it would be quite sufficient for him to traverse the country and examine it for himself, and I should not think of reporting unless I had examined it myself.

1809. Do you think it would be sufficient to justify him in saying to the Minister, "I think this scheme should be approved of"? Yes, certainly, after examining the country himself.

1810. But supposing that the evidence was not clear in regard to the land, and that a proper plan of the reservoir, &c., had not been given, do you think that the officer, in view of the concessions to be given under the Act, would be justified in saying, "I think this scheme should be approved"? I think he ought to examine the line from end to end.

1811. Supposing he did that, and supposing that full particulars were not given as to the quantity of land to be resumed, and supposing that the reservoir was not properly shown, do you think he would be justified in saying to the Minister, "I think this scheme should be approved"? He might suggest his idea of the land to be given. The two main points in that scheme are undoubtedly the pipe-line and the supply from Lake Speculation—whether the supply could be kept permanent and pure, and whether the country to be traversed by the pipe-line was of such a character as to allow the scheme to be carried out as proposed.

1812. *Mr. M'Lachlan.*] I notice that you said that providing fuel for the pumping-stations is an important matter, and requires a good deal of land. That being so, if the company chose to construct a tramway, it would really be a benefit, inasmuch as they could carry fuel to the pumping-stations? Undoubtedly.

1813. So far from being a detriment, it would really be an advantage to the scheme? Undoubtedly.

1814. *Mr. Sydney Smith.*] Are you aware whether the plans just produced show the actual length of the pipe-line? I know nothing of the country. I take them as they are handed to me. Of course I have never seen these section before.

- Mr. F. B. Gipps. 1815. *Mr. M' Lachlan.*] Supposing you were the officer deputed to examine into the matter, would you consider you could do justice to the thing in going over 60 miles of pipe-line in two days in order to examine it? I think so. I should only want to see the features of the country if I had those plans and sections. I should simply take the base line straight through.
1816. But you would follow the pipe-line, and not go along the main road? Undoubtedly, I should follow the line all through.
1817. *Chairman.*] You said just now that you would take the base line—would it be any detriment to your judgment of the scheme if you never found the base line? I mean the base line of the section, which is the pipe-line. That is the basis of the whole scheme.

John William James called in, sworn, and examined:—

- Mr. J. W. James. 1818. *Mr. M' Lachlan.*] What are you? I am a civil engineer.
1819. What experience have you had as a civil engineer? Considerably over twenty years.
1820. Have you credentials from the Heads of Departments in this Colony? Yes, I have.
1821. Which? From the Harbours and Rivers Department. I have also credentials dating a long way back, from the first office in England—the Crown Agent's Department, in Downing-street. I have also my certificate here from the Institute of Civil Engineers, under date 1876; and also a receipt of the Geological Society, of which I have had the honor to hold a Fellowship since 1876. My certificate is signed by George Robert Stephenson, the President.
1822. In addition to those credentials, a gentleman in a high position in this Colony, Mr. Moriarty, Engineer-in-Chief, in a document that I hold in my hand, speaks of your having been in the employ of that Department for six years, and as your having been engaged in most important work in connection with water supply? I have.
1823. He also says that your duties have taken you over a large part of the Colony, and that you have had peculiar facilities for becoming acquainted with the country and its requirements? Yes.
1824. And that you served the department with energy and ability, and showed great tact in dealing with the public in the discharge of your duties? Yes.
1825. Do you know this large plan? Yes; this plan was made entirely by myself.
1826. Will you describe to the Committee what that plan is? That is the survey of a pipe-line from the Darling River, touching Lake Menindie and Lake Speculation, right to Broken Hill, with the view of supplying Broken Hill with water—to determine whether it is feasible that such a thing could be done; and no engineer could do it without a plan like that. When requested to go there, I said I must make my traverse line and my sections with the proper instruments, and that is the result of my labours.
1827. What did you do? I surveyed the line and levelled every part of it. I used the very best of theodolites—that is, a 6-inch Troughton and Sims, with a perfect adjustment a 20-inch Pallant level, and a 5-chain measure in smooth country, and a 2-chain measure in rough country. First I traversed my section with the theodolite; then I came back and ran the section with the level over the chain, punctuating at every point where necessary, which is shown on the plan, checking my work in the level country to ascertain if any errors had crept in. When I got into a flat piece of country where I could get back quickly to check my peg work, I threw my men back from the peg farthest on for perhaps 2 miles. I worked that out, and if my error went over 2 inches I would make an alteration; but I found I had made very few errors.
1828. What about pegs? I marked out every mile with a stake standing from 2 feet to 4 feet high, some square at the top with a tin plate on each, and the number of miles stamped with a nail in the tin, and a little red flag on the top of that. The half-miles were marked, and also properly trenched. In passing through the roughest country—the only little bit of rough country was in the Makulpa Ranges—I supported the pegs with stones around them. Many of these pegs had paint put on them, but my paint supply ran short; however, we put a tin and a flag on each peg. Every peg was marked clearly and distinctly, so much so that with a theodolite you could see one peg after another for a distance of 2 or 3 miles.
1829. Would any ordinary surveyor or ordinary bushman have any difficulty in finding those pegs? Not if he got one to start from.
1830. He would have no difficulty in getting one to start from? No.
1831. Would any surveyor have any difficulty in finding those pegs? I should think not, unless the fires burnt them down.
1832. I suppose you know that Mr. Stockdale could easily have found them? Yes, Mr. Stockdale could find them easily enough. I myself could find them easily enough. Where it starts from Lake Speculation, the road goes to the left, and the pipe-line stands to the right.
1833. Did Mr. Stockdale accompany you? The whole of the way.
1834. All through the scheme? Yes.
1835. Is the pipe-line in a great many instances a good distance from the road? Yes; in some places 4 or 5 miles.
1836. It cannot be seen from the road in many places? The plan will show where the road passes near it, but there are many wild-horse tracks.
1837. But is there not a main track? There is, but it is a very crooked main track indeed.
1838. Do you know the bench-mark on the river? I do well.
1839. At the foot of a tree? I do; I cut it.
1840. Was that carefully marked? Yes.
1841. Very distinctly? Yes.
1842. Do you know how many bench-marks are on that? There are a considerable number.
1843. About how many would there be? Fifteen or twenty bench-marks. I always left a bench-mark in a high place, where I could find it again.
1844. I am speaking of bench-marks on the river? Oh, only one on the river.

1845. As some mention has been made of the tramway and fuel this morning, how would fuel for the pumping-stations be got ordinarily? There is plenty of fuel all through the country.
1846. There is at present, but if considerable settlement takes place there might be considerable difficulty in getting it? I do not consider there would be any difficulty at all—there is plenty of fuel for years to come; and then there is the river, by which to bring coal if you want it, and the railway is at the other end.
1847. When did you prepare that big plan? In 1888, I think. The date is under the heading of it.
1848. You have given the levels all along? Yes; everything is worked out complete.
1849. It was prepared sometime in 1888? Early in 1888.
1850. Do you know that the plan was produced before the Select Committee? Yes; I was there at the time.
1851. Which Select Committee? On the 3rd May, 1888.
1852. Do you know if Mr. McKinney gave evidence before that Select Committee? I cannot tell you, but I believe he did give evidence. I only heard so.
1853. At all events, that plan was produced before that Committee? Yes; it was produced in this room.
1854. And you were examined on the plan? Yes.
1855. As an engineer, having had the experience you have told us of, do you say that that plan is sufficient to enable a Government official—an engineer—to report to his Minister as to whether the scheme should or should not be sanctioned? I think that is quite sufficient to enable him to report favourably on the matter, that water supply works could be constructed on those lines, but asking for detail of cross-sections where the pumping-stations would be.
1856. Almost any scheme that you could produce would leave open very many matters of inquiry? Yes; if you are going to build a house, you want details.
1857. But you say that that plan would be abundant for the Minister or his officer to say whether that should be approved or disapproved, especially where the areas of land have afterwards to be approved by a second approval, as in this case? Yes.
1858. In any case, there would be no difficulty in locating the land asked for? None whatever.
1859. And in saying whether it should be granted or not? I should have no difficulty.
1860. Would you have any difficulty in determining the position of a piece of land and estimating its value? Once I saw pegs there giving number and position, I could estimate it very quickly.
1861. Supposing you had nothing to do with the preparation of that plan, but simply by going along the line you would know what land should be taken for pumping-stations and so on? If the mileage were pointed out to me.
1862. At any peg you could say what was wanted? Yes.
1863. And report to the Minister whether it should be granted or not? I could.
1864. Whatever might be the importance of the concessions, whether large or small, you would be able to ascertain whether they should be granted or not? True; I have had to do similar class of work in other countries on similar lines.
1865. Which do you consider would be the cheaper way of getting water to Broken Hill township—this scheme proposed by the Darling Company, or the scheme proposed by the Stephen's Creek Company in this present Bill, going round by Stephen's Creek? I should go direct.
1866. Would there be a considerable difference in the cost, and ought not the water to be delivered much cheaper? You have only to make a connection between one place and the other at Stephen's Creek.
1867. Do you consider it would be cheaper and more advantageous to bring water direct from Lake Speculation to Broken Hill, 52 miles, than to take it by Stephen's Creek, 48 miles, and then repump it 10 miles to Broken Hill, having regard to the loss by the silting, evaporation, and soakage which would result from the latter scheme? I like everything, like an engine, direct-acting, and would take everything direct-acting straight through.
1868. It is palpable that it would be very much cheaper? Of course it is, because the position of the Stephen's Creek works is further up the creek.
1869. In the evidence given before the Select Committee on the Darling Company's original Bill is there a misprint in the evidence given by you;—it is printed in the evidence that 3,000,000 is the capacity for the service reservoir—I think that should read "30,000,000"? Calculating 20 gallons per head per day for a certain number of people would make it 3,000,000, but that would be only for one day, and there should be a supply of 30,000,000 or 40,000,000 gallons.
1870. Do you know Stephen's Creek and the present dam there? I do not know where the present dam is.
1871. Can you tell what is the probable silting and soakage? As an engineer, and having lived in the bush for years, I should say that that is one of the most difficult creeks to deal with—it is a complete bed of silting sand.
1872. What would be the effect of that dam? You would have to go to a terrific expense to keep your dam tight, or the water would go underneath it.
1873. Would it silt up the dam? Certainly; it is bound to silt up.
1874. Does your opinion go so far as to say that that dam as a source of supply is almost impracticable because of the silt—would the scheme to supply water from Stephen's Creek be almost impracticable? No; I should divert the water as it came to storm-dams. That is the only cure for it. At all events, I should not think of taking it into the creek itself.
1875. Do you know the dam as it is at present? No.
1876. Can you say anything about the probable soakage? At the time we were there we had to go a long way down to get a drink of water.
1877. Must not any dam across that creek be subject to very considerable silting? Yes; because of the natural level of the country. The confined area between its mud-banks would show it instantly.
1878. Do you know anything about the effect of the water of the catchment area of that creek—is it at all poisonous? I could not say at the present moment. I did not follow any of the catchment area above.
1879. Would the evaporation at Stephen's Creek be very considerable? I do not think the water would stop there long enough to evaporate much.
1880. *Mr. Read.*] How long is it since you were at Stephen's Creek? When I did this survey.
1881. That was in 1888? Yes.

- Mr. J. W. James.
15 Feb., 1892.
1882. At that time was any dam, or any provision, or anything else made there—was a dam made at all at Stephen's Creek? Not that I know of. I did not go to the Stephen's Creek Company's place at all, but only travelled over the scheme where this line crosses.
1883. Would that be above or below? Above.
1884. You did not go up as far as that? No; I did not.
1885. You cannot speak as to the efficacy of this work—of the dam or anything else? I cannot say. I have never been there, I only speak of where I crossed Stephen's Creek.
1886. Really you know nothing about this dam? No; nothing whatever.
1887. The water that is in the dam at Stephen's Creek, you say, would not stop there? I would take it for granted, unless the foot of the dam were put very low down in the creek.
1888. *Mr. Slattery.*] When did you make that plan? About February, 1888.
1889. Would you call that a preliminary or a final plan? I should call it final for going through a plain country; there is no necessity to spend any more money there, but simply to traverse from point to point.
1890. Could you work from that plan? Certainly I could.
1891. Could anybody else? Certainly; to save too much departmental expenditure.
1892. Is that the only plan that was laid before the department? I believe that is the only one—that is the only one I did.
1893. After you did this survey was any gentleman put on to do another survey? I do not know about that. I finished this work and handed it in.
1894. Was Mr. O'Neill engaged with you at the time? I believe that Mr. O'Neill was afterwards connected with the matter, but I went away altogether from the district.
1895. Mr. O'Neill was not at work before you? No.
1896. And must have been after, if at all? I was the first man who went through it.
1897. Do you really look upon that as a final permanent plan? I look upon it as a plan on which I could construct a water supply, asking for cross-sections to place the reservoirs afterwards.
1898. If that is a correct plan that could be worked from by any engineer, there would be no necessity for another plan to be made? The position of the pumping-gear, that is all.
1899. If that is a perfect plan any other engineer could work from it, would there be any necessity to have another plan prepared? It might please anybody, if he liked to spend money in trying another route.
1900. But I ask would there be any necessity? Not for that route.
1901. Have you marked on that plan the number of miles of proposed deviation? I do not understand the words "proposed deviation."
1902. Look at it and see if there is not "proposed deviation" marked? I see a dotted line here, but I do not know the meaning of it at all.
1903. That is not your dotted line? No.
1904. There are some alterations made on that plan not made by you? Yes—"alternative line." That is not made by me.
1905. The alternative line was not made by you? No.
1906. I suppose you knew nothing about it until I called your attention to it? No.
1907. You have not seen the plan since you sent it in? Only on the table.
1908. Not so as to know that these alterations have been made? No.
1909. *Chairman.*] Are not pumping-stations marked on the plan in pencil? That I could not tell you until I have looked at it. [*Plan produced.*]
1910. Are those the pumping-stations? That I could not tell you.
1911. Did you mark any pumping-stations? Yes; according to the position of what the contour of the country gave me, with a suggestion to use a stand-pipe in lieu of a second pipe if necessary.
1912. Are they marked there? I do not see that they are now.
1913. Did you yourself mark any pumping-stations on that plan? No; I do not see them here. I marked pumping-stations here simply to give my opinion of what should be done.
1914. But I mean on that plan as it is now? I did not mark these pumping-stations.
1915. Where did you mark pumping-stations—are they shown on the plan? I do not see them here.
1916. Having looked at the plan, you say that there are no pumping-stations marked on it, do you? There were some marked on it, but I do not see any on the plan now.
1917. What did you mark them with? With pencil and light ink.
1918. You did not mark in pencil pumping-stations on the alternative line? No. Any person who suggested that straight line would have great difficulty in passing at the junction at the 30 miles peg, because that is in the centre of a saddle.
1919. *Mr. Slattery.*] I suppose you do not know who put on the alternative route? No.
1920. Would you look and see if there are levels along that route? I do not see any levels marked there.
1921. Taking that alternative route, would you say that any engineer could work from that? No; he could not unless he had a section like mine.
1922. Did you yourself take any levels along that alternative route? No; I took a series of flying observations coming down from Broken Hill to Menindie to guide me in my position, where I was going to, and where I was coming from.
1923. Did you prepare any plans of the proposed reservoir at Mount Taylor? Merely a slight sketch plan to argue with the gentlemen who were with me. Mount Taylor is a magnificent position.
1924. What capacity did you think that reservoir should have? You could make it almost any size you like. It would depend on how much money you spent. You could impound an immense quantity of water there, or only 1,000 gallons if you like.
1925. Can you say more definitely what would be the utmost capacity, in your opinion? I think you could impound 40,000,000 or 50,000,000 gallons there if you had plenty of dam barrier in front.
1926. In view of the importance of that reservoir in the scheme, do you not think that a plan of it was necessary before the scheme could be considered complete? That is an after detail. I think that a small section showing the exact amount you are going to impound and the height of the dam would be necessary.
1927. In asking the sanction of the Governor-in-Council for this scheme, do you not think it is necessary that

Mr.
J. W. James.
15 Feb., 1892.

that such an important work as that should be clearly shown for the guidance of the Minister and the officers of the department? I should take a broader view of the matter than that. I should simply ask if it was feasible to suppose it could be done.

1928. Do you not think it ought to be clearly shown? It is clearly shown that it could be made there the same as works from Botany to Waverley—the one is straight and the other is zig-zag, that is all. The reservoir to be built is, I should say, governed a great deal by the money to be spent upon it. It could be raised 10 feet afterwards if you wished to impound a larger area.

1929. Do you think it is sufficiently shown on that plan for the guidance of any other engineer? The position of the reservoir is sufficiently shown, but the detail of cross-section and giving an exact minute detail of how much is going to be impounded with that area of dam of such-and-such a height is not given; but that is an after detail which, if I were an officer in charge of a Government department, I should ask for when the construction came on. When the dam is put up I should ask for those plans.

1930. Surely you would not construct first and ask for information afterwards? If the site of the reservoir were shown I should say let it be constructed.

1931. You have had considerable experience in this work? Yes; I have been connected with waterworks all my life.

1932. In preparing large waterworks of this kind would you think it necessary that a complete plan should be prepared of the whole of the work? The question I should determine would be, "Is it possible that such a thing can be done."

1933. Could the works be carried out from that plan? The whole of the pipe line?

1934. The whole of the works? The details as to engine-house, pumping-stations, and reservoir are after-considerations.

1935. Do you call those details? Yes.

1936. Do you call pumping-stations details? Yes.

1937. And reservoir? Yes; certainly I do. The main object of a plan is to determine where I am going to place that.

1938. Do you show on the plan all those things? Simply the contour of the country.

1939. That is for merely taking water through the pipes? It is not to take water through the pipes, but to show whether it is a high or low position, according to the given straight line on which we suppose water will run.

1940. For the construction of all these works would that plan be sufficient, supposing you were to call for tenders? No; a tender question is a very different thing.

1941. Would that be sufficient for the purpose of tendering? No.

1942. Then, if it is not sufficient for that, I ask you how it could be sufficient for asking the sanction of the Governor and Executive Council to it; if that would not suit for the purposes of tendering, how can you say that it ought to suit the Governor and Executive Council in giving authority for these works to be constructed? I think the Governor would be out of place in asking for it. The primary point would be, "Is it possible to carry the thing through;" and the pipe line, as laid out by myself, shows it is possible that it could be done, and the quantities given in the reduced levels on the datum line show a position where you could obtain sites for pumping-station and reservoir.

1943. The question of possibility does not come in? I think it does.

1944. The question of possibility does not come in after the Bill has been passed and become law;—the possibility was admitted, because, unless it had been possible, the Act would not have been passed; but in the Act it is provided that the Governor and Executive Council should approve of the scheme;—what I want to know is how any officer could approve of the scheme, or any Minister or the Governor and Executive Council approve of it, unless all these things which you call details, were placed before him? He could not possibly if the whole thing were laid out at once and tendered for through the department. It would be an utter impossibility. I should consider that he did very wrong in doing so. He would have to call for details to enable the contractors to know what they were going to do.

1945. Would you think of calling for tenders for the proposed work before settling on the capacity and plan of the reservoir at Mount Taylor? To make plans for a large reservoir, or for dams, would, I think, take any good man, if he had a section of the country, three days. And as to the pipes, the company would only have to telegraph to England for them. I had to go to England once to construct everything under special plans, and it took me some time to do it, but in this case you have only to cable for your pipes and engines, and they will be sent out.

1946. Is the Mount Taylor reservoir one on which Broken Hill would have to depend for a rising supply in case of accident or drought? If that is permitted I would have a supplementary one. If the high service reservoir was there, any man with an ordinary bump of caution would have a service reservoir at a lower level.

1947. Do you say that the Broken Hill people would have to depend upon the Mount Taylor reservoir for a supply? When the complete scheme was laid out the engineer, if a man of experience, would have a supplementary reservoir on a lower level, to give immediate relief if required.

1948. Would you look upon that as a vital part of the scheme? Yes; one of the vital parts of that end of the scheme.

1949. Would you call that a detail? It is an after detail.

1950. Was any information given to the department in regard to the size, cost, or style of construction of the Mount Taylor reservoir? Simply that a reservoir could be constructed there.

1951. Was any information given to the department as to the size, cost, or style of construction? Yes; that a reservoir site could be obtained there.

1952. But about the size? As I have said, you could make it any size you liked.

1953. What is the use of fencing the question? I am not fencing.

1954. Did you give any information to the department as to the size? I told them they could make it any size they wished.

1955. Did you give any information about the amount of cost? That of course is a different thing.

1956. Did you give them that information? I gave the approximate cost to the company.

1957. I am talking about the department? I gave the approximate cost

1958. And as to the style of construction? I would not say I gave the actual cost and style of construction. I did not give it, for I reckoned that that was a secondary matter that could be reckoned at any time. An engineer's junior clerk could do that.

1959.

- Mr. J. W. James.
15 Feb., 1892.
1959. If that could so easily be done, why was it not done on the plan, and the information given to the department? I do not know. No instructions were given to me to do it.
1960. *Mr. Read.*] You said you thought the Stephen's Creek reservoir would not hold water, yet you admit that you know nothing about the construction of the dam? I gave you to understand that I had not been up to the Stephen's Creek works, but that around Stephen's Creek, where my survey line crossed a reservoir, there would be a difficult thing to maintain.
1961. You were asked whether the Stephen's Creek dam would hold water, and you said that it would all run away, and that the dam would silt up? I said that the water in the dam in Stephen's Creek would all run away at the place to which I referred.
1962. You were asked if a dam could be made at the works? That I do not know anything about. I have never been there. I meant to say a dam.
1963. Not at the point where our dam is? I do not know where your dam is.
1964. You were asked about the dam at Stephen's Creek, and you said that a dam there would be of no use whatever? I say so now. A dam at Stephen's Creek, where my survey is, would be of no use whatever. I should think it is similar country all the way up.
1965. What difference would it make if the silt were taken out of one part and put up against the dam? I could surmise that it would silt up again. I should only use the dam at Stephen's Creek as an intercepting power.
1966. How could you say it would silt up again—where would it silt up from? It would come down from the neighbouring country.
1967. What do you think would be a fair estimate of the quantity of silt per annum that would be brought in by the creeks from outside the average area and deposited within that area? That would be a difficult question. It would be governed by the rainfall, by the fall of the country, and by the nature of the soil.
1968. You just said that you had no doubt that it would silt up? I have not the slightest doubt of it.
1969. What quantity would it take to silt it up? That would depend upon the rainfall and other things.
1970. How much would the rainfall have to be before you estimate that it would silt up? That would be governed, to a great extent, by local circumstances.
1971. Then, how can you have an opinion upon the matter without local information? From the information that I gathered when I was there—from seeing the ground at Stephen's Creek.
1972. You have not seen where the reservoir is? I have not seen that.
1973. Your evidence as regards the silting up is of no value, because you have no information? I should say that a dam at Stephen's Creek, at the place I saw —
1974. Where is that? That is where my surveyed line is.
1975. To the opposition company? Yes. My opinion is that it would be almost money lost trying to conserve water in Stephen's Creek.
1976. Why would it be of no value;—would Stephen's Creek silt up? I think it is likely to silt up, unless there is a proper catchment for it.
1977. Have you seen the catchment area of Stephen's Creek? I know what the meaning of a catchment area is.
1978. Have you seen this catchment area? No.
1979. You do not know what the soil is like, or anything about it? It cannot be changed in that distance from my surveyed line.
1980. If you cannot form an estimate of what silt would come down, you cannot say what silting there will be;—how can you say that it will silt up—I suppose it is only a surmise? From observations of my own in the district, and from previous experience of Australia for years, and from seeing similar country in South Africa.
1981. Can you not form an estimate of what silting will come in? No; but you must be assured that it would come in.
1982. You cannot form any estimate? I cannot.
1983. If well-known professional men have estimated the quantity at 1,000 tons per annum, would you contradict them that that silting power would be that amount? I should be governed entirely by my observations—the catchment area, the rainfall, and other matters.
1984. Can you say that it would be more than that? I cannot. It is impossible for me to say. It is not a fair question.
1985. Allowing that the quantity will be 1,000 tons per annum, what difference would that make in the storage capacity of the dam in twenty years? That would be a simple rule of three sum.
1986. Supposing you were told that they would be only 1 per cent. in twenty years of the storage capacity? I should accept it without seeing it.
1987. And you would not be surprised if that is what it would be? I should not be surprised at all—it might or might not be.

Charles O'Neill called in, sworn, and examined:—

- Mr. C. O'Neill.
15 Feb., 1892.
1988. *Mr. Mc Lachlan.*] What are you? A member of the Institute of Civil Engineers.
1989. How many years' experience have you had? About 40 years' experience.
1990. Do you know anything of the scheme proposed and the plans submitted by the Darling River Company? I do.
1991. Have you been over the ground? Yes.
1992. Carefully or casually? I made a flying visit to the ground.
1993. About how many days did you put in there? About a week. I went up with Mr. Stockdale.
1994. Do you know the plan which has been referred to here as the big plan? I do.
1995. From your experience as a civil engineer, would you consider that that plan would afford you sufficient information of a scheme to enable a Government officer to report on it as to whether the scheme should be approved or disapproved? Yes, I believe so.
1996. If you had been a Government officer appointed to report, would you feel any difficulty in understanding exactly what the scheme was that was proposed? Certainly not.
1997. And you would have no trouble in reporting upon it? No.
1998. Of course, you would have to go over the line to check it? Yes.

Mr.
C. O'Neill.
15 Feb., 1892.

1999. Does it give the information that could reasonably be expected? Yes, for a general plan.
2000. As a scheme? Yes.
2001. Of course, it is not a perfect plan, with specifications and details? No.
2002. I suppose, in a large scheme like that, having to carry water 50 or 60 miles, it would be almost impossible to let the whole contract in one tender? Anyone accustomed to large contracts might take it up.
2003. I suppose the most practicable way would be to let it in different parts? Yes.
2004. Have you been professionally employed to survey, take levels, and report on the scheme? I was consulted and requested to report on the scheme, which I did, with Mr. Stockdale.
2005. Did you go and examine it when Mr. James had prepared his plan? It was after the plans had been prepared.
2006. Do you know these tracings that have been produced to-day? Yes.
2007. Are they tracings from the large plan? Yes.
2008. Do these tracings supply the same information as the big plan? Yes.
2009. Do you know when they were prepared? They were prepared in November, 1888.
2010. You have seen them frequently since then? Yes. I know them quite well.
2011. Without reference to the big plan, do you say that these tracings would afford a Government official sufficient information to report upon the scheme? Yes.
2012. And say whether it should be improved or modified? Yes.
2013. Having been over the scheme, do you see any reason for any serious modification of it from a Government point of view? No.
2014. As affecting the Government and the public interest, you do not see any occasion for any serious modification of the plan? I do not.
2015. Could you suggest any way in which the Government would be affected—how it would affect their interest to alter any part of the scheme? I cannot say that it would affect their interest.
2016. The supply of water, having reference to the consumers and the Government, you do not see any necessity for modifying the plan? No.
2017. I suppose you might see some details in which the company might have economised? Yes.
2018. But that would only affect the company? Exactly.
2019. In your opinion, could there be any better scheme for the supply of water to Broken Hill than that shown by the tracings? No. It seems to me a very sure scheme.
2020. Do you consider that the company adopting this scheme could supply water more cheaply than the company adopting the proposed Stephen's Creek scheme? I do not know that scheme.
2021. I understand it is to take water from Lake Speculation to Stephen's Creek, where they have a dam, and to supply Broken Hill from there? Stephen's Creek is 12 miles from Broken Hill.
2022. Assuming what I believe is a fact, that the distance is 6 miles further one way than the other, which would be the cheaper way to pump the water up to Stephen's Creek, and bring it from there to Broken Hill, or to bring it in the way shown by the plan and the tracing? That would depend very much upon the expenditure in connection with the other lake.
2023. Suppose only the necessary expenditure in either case to be incurred? Taking the other lake?
2024. Leaving the other lake out of the question? You see that in one case the distance is 6 miles shorter than in the other.
2025. Then it would depend on the levels and the pumping up of the water from Stephen's Creek? Yes, and other things. I do not know what the expenditure would be. It is a question that I could scarcely answer. It would have to include the expenditure on Stephen's Creek. I have examined the route from Lake Speculation to Broken Hill, and, in my opinion, that is the best scheme.
2026. Do you regard Lake Speculation, Menindie, and the Darling as the natural sources from which to supply a large population like that at Broken Hill? Yes.
2027. Do you consider the pumping-stations proposed are ample? Quite ample.
2028. Are there any engineering difficulties in the way of pumping water from the lake in pipes to Broken Hill? No.
2029. Is the practicability of the scheme palpable to any observer? It is a very level country from Lake Speculation to Broken Hill.
2030. Anyone can see that the scheme is quite practicable? Yes.
2031. It is an easy country? Yes; until you come to the hills.
2032. Is there any great extent of those? No.
2033. Did you lay out the 1,500 acres mentioned in the plan for a reservoir? Yes; near Broken Hill.
2034. Did you make a correct survey of it? Yes.
2035. Was that land clearly laid out so that no one would have any difficulty in ascertaining every inch of it? Yes.
2036. Anyone could see exactly what you were proposing to take? Yes; it is thoroughly well marked.
2037. And is it fully described? It is. It is a piece abutting on a property of Mr. Aldridge.
2038. Does that furnish a very good landmark? Yes; Mr. Aldridge's property was being fenced in at the time.
2039. So that there could be no difficulty in getting a starting-point if anyone wanted to make a survey for themselves? No.
2040. We have heard something in the examination of another witness about a deviation about which you know something? Yes; it was a suggestion of mine.
2041. It is on the big map? Yes; it was put in a dotted line.
2042. That was a suggestion of your own? I think Mr. Stockdale suggested it.
2043. Did you approve of it? Yes; it seemed to shorten the line.
2044. Could that deviation affect the interests of the Government or the public in any way? No.
2045. Can you conceive any way in which the public interest could be affected by that deviation? No.
2046. I suppose it would affect the company to some extent;—what was the object, to cheapen the line? That was the idea.
2047. But there is nothing in connection with it that would affect the Government or the public? No.
2048. It could not make the water either cheaper or dearer? No.
2049. Do you know the reason why the blocks were shown in pencil for pumping-stations on the big map? Just so that they could be traced on some other plan; they were not put in ink. 2050.

Mr.
C. O'Neill:
15 Feb., 1892.

2050. Would the Land Board have to make any investigation about it? That depends on the terms of the Act.

2051. *Mr. Cohen.*] You have been asked whether these plans were sufficient to enable the Government officers to report on the scheme? Yes.

2052. Of course they could report up to a certain point, no matter how imperfect the plans were;—is there anything in these plans to show any officer who might have to report on the scheme whether the supply of water is permanent? Nothing; you would not expect to show it on the plan; the lakes and river are shown.

2053. Yes, but there is nothing to show that the supply of water would be permanent? No.

2054. Suppose that for two months in the year you required to pump water from Lake Speculation and the Darling, and for the other ten months you could draw a supply from Stephen's Creek, do you not think the Stephen's Creek scheme, connecting with the Darling River and the lake in case of emergency, would be preferable to a supply that was always to be drawn from the Darling? You may not make it safe.

2055. Do you think that a scheme depending in the main on Stephen's Creek, and having only to resort to the Darling River and the lakes in case of emergency, would not be better than a scheme depending entirely on the Darling, taking the average rainfall for a series of years? It would be, as far as I could understand, but you would have to bring water from the Darling to Stephen's Creek.

2056. In that case, do you not think the Stephen's Creek scheme would be cheaper and more safe? I do not think it would be any cheaper.

2057. If for ten months of the year you could draw your supply from Stephen's Creek, and if for only two or three months you had to resort to the Darling, would not that be cheaper than taking the whole year's supply from the Darling? I daresay it would be.

2058. *Chairman.*] In submitting these plans to a Government officer to be reported upon, do you not think they should be clearly defined? Yes; I think these plans are pretty well defined.

2059. Do you not think that an alternative line marked on the plan would be misleading? That alternative line would have to be gone over before it could be approved of.

2060. Tell me, as a professional man, if plans were submitted to you with two proposals on them, would you think that a definite proposal? I should inquire into the two different lines, but I do not attach the slightest importance to the alternative line in the plan. It might save a mile or two, but that is nothing in a big scheme.

2061. Do you not think it conveys the idea that the company, in submitting the plan, were not very decided as to which way they were going? That might be taken as an alternative line.

2062. I suppose there was to be a certain pipe line allowed whichever way they went? Yes.

2063. And if the pipe line is altered a different patch of land would be required? Yes.

2064. *Mr. Slattery.*] I understand that you went there after Mr. James had completed his survey? Yes.

2065. And the alternative route is yours? No; it was done in town here.

2066. By you? Yes; on a plan, but at the instigation, I believe, of Mr. Stockdale.

2067. Did you survey for that? No; but I was told that it would save 2 or 3 miles of piping; that was all.

2068. If you had to advise the Minister, he having to recommend the line to the Governor and the Executive Council, would you feel justified, in that position, in saying that that was a scheme that you could conscientiously recommend? Well, I would score out the alternative line to make myself safe and keep to the main line.

2069. Have you looked at the plan of the main line carefully? Yes.

2070. Do you know whether any arrangements are made there for pumping-stations? No; they are not shown, because the exact positions of the pumping-stations had not been quite fixed.

2071. Would you not say, as a scientific man, that they should be shown in a proposal of that kind for the information of the Governor and the Executive Council? It would be better to have them shown.

2072. As a matter of fact, should they not be shown; if you had to report would you not insist that they should be shown? It depends on circumstances. That is a wild country.

2073. Would you not say, "Before I can recommend this to the Minister I must have this or that pumping-station shown," supposing you were dealing with a Government work? Yes.

2074. In regard then to the reservoirs should they not be shown, and distinctly shown? That reservoir is a part of the 1,500 acres.

2075. Do you, or do you not think, that a plan of that kind for the purpose of supplying Broken Hill with water, and which was to receive the approval of the Governor in Council should not show every detail of that kind? I do not think it should show every detail.

2076. Every detail that you could foresee? Well, it was stated that there would be a reservoir there.

2077. Should not that and all such matters be shown on the plan? All the pumping-stations?

2078. Pumping-stations, reservoirs, and everything? I do not think it would be quite necessary.

2079. You think it could be done without? Yes.

2080. Another engineer may take a different view? Yes.

2081. You did not prepare any original plans yourself? No; except of that 1,500 acres. I made the tracings.

2082. Do the tracings show anything like the information of the large plan? I do not think they show this pumping-station. These tracings were prepared before it was laid down.

2083. Do you notice that in the tracings the levels are shown only at every mile, whilst on the large plan they are shown at every 10 chains? I believe so.

2084. Then the tracing is not a copy of the large plan? It is a perfect copy of the surveyed line.

2085. So that the whole of the survey was done by Mr. James? Yes; I was consulted.

2086. Did you inspect Lake Speculation and Lake Menindie? Yes.

2087. And the part of the River Darling at Menindie? I did.

2088. Did you inspect Mount Taylor where it was proposed to have a reservoir? Yes.

2089. Did you carefully inspect it or pass it by with a view of giving an opinion on it? Close to Mount Taylor is where the proposed reservoir is to be. I saw that laid off by Mr. Stockdale, but I do not attach much importance to that big reservoir. If we were going on with the works, I would have put a reservoir at the top of Mount Taylor that would have held a week's supply, and I would have done away with the big one altogether.

2090. Did you inspect the town of Broken Hill to form an opinion as to the cost of reticulation? No.

2091. As regards your inspection, I think that from the time you went there until you finished, a week elapsed? I was up there two or three times. The first time I was up there with Mr. Stockdale going over the line, and we were there about a week. I was afterwards there for about a fortnight. I was then engaged chiefly in laying off that 1,500 acre block, where that large reservoir was to be placed.

Mr.
C. O'Neill.
15 Feb., 1892.

2092. Did you prepare a design for a reservoir at Mount Taylor? No.

2093. When preparing a large engineering scheme, do you not as a rule make out designs of all the main works required? Yes; generally.

2094. Would you say now that the design required for all the main works required in this water supply scheme for Broken Hill was supplied? Certainly not. This plan is just to give an idea of the scheme. Just as in England they prepare a Parliamentary plan for a railway.

2095. What difficulty would there have been on the part of the company to show the main works required on the plan? No difficulty at all.

2096. It was only a question of expense and time? That is all. Of course you must bear in mind that this scheme is quite in the back blocks. You would feel that if you deviated 2 or 3 or even 10 miles it would make very little difference.

2097. *Mr. S. Smith.*] I understand that you have been engineer for the company two years? I think they appointed me about two years ago, but before that they consulted me.

2098. Have you done all the work of the company? They have consulted me all along whenever required.

2099. You were the engineer who prepared this plan, I understand? Yes, this tracing.

2100. Prepared by you from the original plan prepared by Mr. James? Yes.

2101. Do I understand you to say that this deviation was made by you, and that you thought it was better than the line originally surveyed? I did not say it was better.

2102. Did you prepare a plan of the pumping-stations, and also of the proposed reservoir at Taylor's Hill? I prepared a plan showing the position of the pumping-stations and the reservoir.

2103. Did you also prepare a plan of the land required? Yes, a plan of 1,500 acres, near Broken Hill.

2104. Have you read the provisions of the Broken Hill and District Water Supply Act with respect to the power of the Governor to either approve or modify the proposed scheme? I do not know whether I have or not, but I believe there is power to that effect.

2105. As an engineer in large practice, do you think that in submitting a plan for approval full information should be given with respect to the scheme? All the general information is there—such information as would be given for a railway in England—just as much as would be shown on a railway plan.

2106. But are you aware that in this case the Government were to give certain concessions to the company—that on condition that they carried out this water scheme they were to have certain water frontages, the control of certain lakes, and a certain quantity of land and power to charge a certain rate? Yes.

2107. In view of those facts, do you not think that it was due to the engineer, who was to report on the scheme, that he should be supplied with all the information necessary to enable him to report to the Minister, so that the Minister could form an opinion as to whether sanction should be given to the proposed scheme? If every detail were required it might be given.

2108. Do you not think if large concessions were to be given that the engineer had a right, on behalf of the Government, to expect that information should be given to him as regards this scheme? Yes, he ought to get as much information as possible.

2109. You think he ought to be supplied with full information? Yes.

2110. *Mr. McLachlan.*] You have said that you consider this is full information? Yes.

2111. *Mr. Slattery.*] Did you go so far as that in reply to me. Would you say that is full information? I have said that these plans seem to me to be sufficient information.

2112. In carrying out large engineering works of any kind whatever—whether for water supply or for any other purpose—would you say that those plans would be full information for the purpose of any one coming to a decision on the proposal? They might not be full enough in that way.

2113. *Mr. McLachlan.*] Would they be full enough for you if you were the Government official? I believe they would. If I wanted to bring the water to a place where it was terribly wanted I would go to work without a plan at all. It is proposed in the first instance to lay down pumping-engines in duplicate of 30-horse power, each to convey about 400,000 gallons of water per day in 8-inch wrought-iron or steel pipes (laid under ground) from Lake Speculation (which is distant from the town of Broken Hill about 50 miles) to the town of Broken Hill, lifting same by easy stages of from 7 to 8 miles each to service reservoir, capable of holding from 30,000,000 to 40,000,000 gallons near Mount Taylor, about 4 miles distant from the town, and allowing it to gravitate from this point into the town through 10-inch pipes. There is a fall of about 120 feet in this last-mentioned distance, which will give ample pressure for all requirements, including fire-plugs. The lands under the third schedule are required for the purposes of obtaining a supply of timber for the engines, and for erecting and constructing thereon the pumping-stations, reservoirs, and dwellings, also tanks for watering stock, &c.

2114. You remember seeing the scheme of which that is a part? Yes. Schedule 3 of the Act is as follows:—

The following is a description of the line of route of the proposed water-works and of the district to be supplied:—

1. The Lakes Menindie and Speculation and the intervening country, being a strip of land about half a mile in width, situated in the Electoral District of Wentworth.
2. The river Darling at a point about half a mile above the town of Menindie, and thence to Lake Speculation and the country intervening, being a distance of about 16 miles in length, in the Electoral District of Wentworth.
3. A line of country between Lake Speculation and the town of Broken Hill, being about 50 miles in length, in the said Electoral District of Wentworth, of a width along the whole route of 3 chains or thereabouts, except at the pumping-stations and reservoir.
4. The following area of land at the reservoir near the town of Broken Hill, viz., 1,500 acres or thereabouts.

Mr.
C O'Neill.
15 Feb., 1892.

5. The following areas of land at the several pumping-stations for timber supply and other purposes, viz. :—

1. At the first, second, third, fourth, and eighth pumping-stations, one thousand acres each or thereabouts.
2. At the fifth, sixth, and seventh pumping-stations, five hundred acres each or thereabouts.
3. At the point on Menindie Lake, known as the feeder to Lake Speculation, one thousand acres or thereabouts.
4. At the starting-peg on the bank of Lake Speculation, one thousand acres or thereabouts.

The whole of the lands above referred to are leased from the Crown, and occupied by Herbert Bristow Hughes, and is included in the Kinchega Run, number two hundred and forty-four on the Government plans of resumed and leasehold areas.

6. The streets and lands in the township and municipal district of Broken Hill.

2115. All that information, as you know, is given by the Act of Parliament? Yes.

2116. That did not require to be repeated in the Darling Company's scheme? No.

2117. You would assume that the Government official and the Minister would know that? Yes.

2118. Reading that third schedule of the Act of Parliament in conjunction with the scheme and these tracings, would you not say, if you were a Government official, that that was abundant information to enable you to report on the scheme? I should.

2119. You say, taking all those facts together, you would have abundant information on which to report? Yes.

2120. Would your report have been in favour of or against the scheme, if you had been a Government official? In favour of it.

2121. At all events, there is sufficient information to enable you to do that? Yes.

2122. As for the water supply, you were asked, I think, by Mr. Cohen, whether there was anything to indicate the permanence of the water supply;—those plans show the lakes? They do.

2123. And I suppose you would assume that the Government knew, or might easily know, what those lakes were capable of? Yes, they know quite well.

2124. You would not expect to have an underground survey of the lake, I suppose? Certainly not.

2125. You would assume that the Government, or their officers, knew the extent of that lake and its capabilities? Yes.

2126. Would you say that the permanence of the water is sufficiently indicated? I would say so.

2127. The Government have from time to time investigated the capabilities of these lakes, have they not—taken evidence about their capacity? I believe Mr. M'Kinney was there once.

2128. Did not the Royal Commission on Water Conservation take evidence on the capabilities of these lakes, the river, and so on? I do not know.

2129. *Chairman.*] If you had to build a pumping-station, would you consider it sufficient evidence if it were stated to you in written instructions "about a certain distance";—would you consider that sufficient to distinguish where the station had to be;—taking the wording of the Schedule of the Act, which has been shown you, and which says about so many miles, would you consider that sufficient to enable you to build the station? No; I would like to have it pointed out where the station was to be exactly.

2130. You have seen those tracings;—are any pumping-stations marked on those tracings? Not on this tracing.

2131. Is there any pumping-station marked on the big map? In pencil on the big map.

2132. But that is on the alternative route, is it not? No; on the general plan.

2133. But I thought Mr. James, who made the survey, said they were not on the main line, but on the alternative route;—you see the pumping-stations are on the alternative route? (*Looking at plan.*) Yes.

2134. Has that alternative route ever been surveyed? I think I said not that I know of.

2135. You put those pumping-stations on, did you not? Yes. I do not know that they were actually surveyed, but I do not think that that makes much difference.

2136. Do you consider that "on or about," or "about" phrases giving definite information? A mile or two in that country is a mere nothing.

2137. Do not consider the country, but say if you consider whether "on or about is definite information"? Definite information would have to be exact to an inch.

2138. Do you think it would do to construct waterworks by to say "on or about";—taking the wording of the schedule, do you consider that that would be definite enough information for the purposes of construction? No; this would not be definite.

2139. Not if accompanied by these plans? This would not be definite enough, but that plan is definite enough.

2140. But you said just now that this alternative route had never been surveyed? It was never surveyed that I am aware of.

2141. *Mr. S. Smith.*] And yet the pumping-stations are shown on that line? Yes; the country is so level that I believe that alternative line would make very little difference.

2142. *Mr. M'Lachlan.*] I suppose that there is very little difference in any part of that country? Very little difference.

2143. *Mr. S. Smith.*] You really think there is no difference between laying the pipes on the alternative line or on the other? I do not think so.

2144. You see no difficulty in the way? I see no difficulty in the way.

2145. Though you have not surveyed it? No; I have not surveyed it.

2146. Did I understand you to say that you have really never prepared a proper plan showing the capacity of the reservoir at Mount Taylor? I have not.

2147. Do you not think a proper plan should be supplied in submitting a scheme for the consideration and approval of the Governor? The size ought to be given before it be approved of by the Governor; but the position will make very little difference. I do not know whether it would be advisable to have the reservoir or not.

2148. Did you not consider that as part of the scheme? Oh, yes; it was taken as part of the scheme.

2149. Well, you say you never gave full information to the Government regarding it? No, I did not.

2150. Do you not think that a reservoir is a very important part of a water scheme? Yes, but I did not think the Government would really wish for that. I thought they would be inclined to be pleased to see

a strong company spending a lot of money there to bring the water as quickly as possible to Broken Hill.
2151. Why did you propose a reservoir at all? This was really proposed before the matter came into my hands. It would catch a lot of the rain-water, and would always be useful to have.

2152. As a stand-by? From an economical point of view. You should have a supply in the service reservoir sufficient to supply the town for a week. I know that some people pooh pooh the idea of having pumping-stations at this and the other distances; but in America it is shown that they can pump 70 miles.

2153. A gentleman examined here the other day said they pumped 120 miles in one case in America? The longest I have known is 70 miles.

Mr.
C. O'Neill.
15 Feb., 1892.

Frederick Bowdler Gipps recalled and further examined:—

2154. *Mr. M' Lachlan.*] You have already given evidence as to your opinion as to the sufficiency of these plans for the purpose? Yes.

2155. You have had experience in reporting on similar matters? Yes.

2156. As a rule, has not the information generally been much more meagre than that furnished here? Undoubtedly, as a preliminary report.

2157. Can you give me an instance? Here is a report of the Junee waterworks, which shows the plan of the proposed pipe-line—Mr. Price's line of pipes and mine.

2158. The same officer, Mr. M'Kinney, reported on that, did he not? No; Mr. Price, who was the inspector.

2159. That was all the information given in that case? Yes.

2160. And that was considered sufficient? Yes.

2161. Do you know if Mr. Price, in reporting on that, said, "By constructing a reservoir a short distance off the line, where it crosses the ridge about 2 miles from Junee, sufficient elevation can be got to command this"? Yes.

2162. Was the water scheme carried out? No; it is still in abeyance; it has to go before the Public Works Committee.

2163. But it was not rejected on the ground of insufficient information? No; it was taken as sufficient, and reported on. Mr. Darley took it as quite sufficient.

2164. *Chairman.*] Did I understand you to say that that work has not been carried out? It has not been carried out, but has to be brought before the Public Works Committee.

2165. *Mr. M' Lachlan.*] But it was sufficient to report upon? Yes, so far.

2166. *Chairman.*] I understand that that scheme has been reported upon? Yes; here is Mr. Price's report upon it, and Mr. Darley recommends it to be carried out on Mr. Price's report and on these elevations.

2167. I understand that you produce these to show that it is feasible enough to carry out a scheme though there is very little information given upon it, the same as in this case? Exactly; but of course that is authentic information.

2168. Do you think this would be sufficient information if there were eight or ten pumping-stations, and the Government had to give a large grant of land to carry out a scheme of this kind? Not that in itself, but it would if each pumping-station were shown.

2169. *Mr. Slattery.*] I think I understood you to say that this little plan that you produced to-day and the report of Mr. Price were really preliminary? Well, you see that Mr. Darley recommends that that scheme should be carried out.

2170. That was preliminary? I should call it preliminary.

2171. Not final? But you see there is Mr. Darley's recommendation to carry it out.

2172. The question had to be submitted to the Public Works Committee? It was so ordered afterwards, because the Council wanted my scheme to be carried out, and therefore the Minister of Works allowed the matter to go before the Public Works Committee; but that is a final report of Mr. Darley's on that scheme as far as he is concerned.

2173. But do you notice that Mr. Darley, in his first paragraph, states this: "From Mr. Price's report herewith, it is quite clear that all notions of carrying out Mr. Gipps's scheme of placing a weir across the Murrumbidgee River, at Wantabadgery, and pumping water from there to Junee with pumps driven by a turbine, must be abandoned as impracticable"? Yes.

2174. At all events, that was preliminary, but not final? It is final, so far.

2175. Well, as far as that scheme is concerned? Yes, in order to make his own scheme final. He goes on to say that.

2176. He says they will have to fall back on another scheme? Yes; and he has taken the Bomen Lagoon scheme.

Mr.
F. B. Gipps.
15 Feb., 1892.

TUESDAY, 16 FEBRUARY, 1892.

Present:—

MR. O'SULLIVAN,
MR. S. SMITH,

MR. LANGWELL,
MR. WADDELL,

MR. DICKENS.

J. H. CANN, ESQ., IN THE CHAIR.

H. B. Cohen, Esq., instructed by Mr. Read, appeared for the promoters of the Bill. J. C. M' Lachlan, Esq., appeared for the Broken Hill and District Water Supply Company, who petitioned against the Bill.

Fred. Fullwood called in, sworn, and examined:—

2177. *Mr. M' Lachlan.*] You are secretary of the Broken Hill and District Water Supply Company (Limited)? I am.

2178. And you have been ever since the inception of the company? Yes.

Mr.
F. Fullwood.
15 Feb., 1892.

- Mr. F. Fullwood.
16 Feb., 1892.
2179. What was done on behalf of your company immediately on the passing of the Bill in October, 1889? We went on with several works.
2180. Did you do anything in October in the shape of advertising? In October we advertised the 1,500-acre block.
2181. Have you got copies of the advertisements? Yes.
2182. What is the date? I have one here dated 1st February, 1890.
2183. I am asking what was done in October;—when were the advertisements for tenders put in? In October.
2184. That was for the construction of the reservoir on the 1,500-acre block? Yes; on the 26th October, the advertisement appeared in the *Sydney Morning Herald*.
2185. In October, 1889, you inserted advertisements in the papers calling for tenders for the construction of the reserve reservoir on the 1,500 acres? Yes.
2186. Did you, on or about January, 1890, send a surveyor to the site of the reserve reservoir? Yes; we sent Mr. O'Neill.
2187. To prepare the plan? Yes; he prepared to plan.
2188. Is that the large plan? No, it is not.
2189. What plan was it? It was the plan of the land itself—the 1,500-acre block.
2190. He prepared a full plan? Yes.
2191. Have you got it here? I think I have a copy of it.
2192. At all events it is a perfect plan and description of the 1,500 acres? Yes.
2193. Was that deposited in the terms of the Act of Parliament at the "Grand Hotel," Broken Hill? Yes.
2194. Were the advertisements in the terms of the Act of Parliament inserted in the *Government Gazette* of the 7th, 11th, and 21st February, 1890? Yes, and in the local papers.
2195. And in the *Barrier Miner*? Yes; of the same date.
2196. Was a notice of the company's intention to take the land as set out in the third schedule of the Act, namely the 1,500-acre block, served on Mr. Hughes by post on the 15th February, 1890? Yes.
2197. Did he reply? Yes.
2198. On the 12th March, 1890, you forwarded a petition to the Government? Yes; re the 1,500-acre block.
2199. Between February and August, 1890, was anything done? We constructed two dams on the feeders between the two lakes.
2200. What was the object of that? To impound the flood-waters which had accumulated in Lake Speculation.
2201. What was the period for which they would supply Broken Hill? At the lowest estimate it was equal to six weeks' supply.
2202. *Mr. Cohen.*] How do you know that? From the reports that were put in.
2203. *Mr. M'Lachlan.*] It is your estimate for what it is worth? It is my company's estimate.
2204. Between February and August, 1890, what was done with reference to the two proposed blocks of land sanctioned in the third schedule? Two of these proposed blocks were pegged out on the land.
2205. *Mr. Cohen.*] You are speaking from hearsay? I am speaking from the reports that were put in.
2206. *Mr. M'Lachlan.*] Do you remember that any technical difficulty was raised by the department? Yes. In the 44th clause of the Act the words "hereinbefore" should read as "hereinafter."
2207. It was a defect in the drafting of the Bill? It was a defect caused by the alteration of the Bill as it passed through Committee. The clause which it referred to had been struck out, and these words had not been altered.
2208. Mr. M'Kinney said, in giving evidence, that there were certain words which counsel and the Attorney-General agreed to regard as surplusage. That caused a delay of something like four or five months? Yes; that is quite right.
2209. Was there not a considerable amount of correspondence about that error? There was.
2210. When was the large plan submitted to Mr. M'Kinney? On two or three occasions.
2211. Can you remember the first occasion? I think the first occasion was when we interviewed him on the 11th March, 1891.
2212. In what way was it submitted? It was just casually shown to him.
2213. Where? In his own office.
2214. Did he look at it? He did not make a close scrutiny.
2215. That was on the 11th March, 1891? Yes.
2216. You are quite certain of that? Yes.
2217. When was it again submitted? At a subsequent interview on the 27th June.
2218. Of the same year? Yes.
2219. Under what circumstances then? He saw it then, and said that he had the plan in book form, and did not wish to see the large plan. We pointed out that the book was a copy of the large plan.
2220. Meaning the tracings? Yes.
2221. What did you ask Mr. M'Kinney to do with the large plan that caused him to say he had already got it? We asked him to see it. We had seen the Minister, I think, just prior to that.
2222. On the same day? I believe it was on the same day.
2223. You think that it was on the same day? No; it was afterwards that we saw the Minister; it was on the 30th June.
2224. On the 27th you saw Mr. M'Kinney? Yes. Perhaps I had better refresh my memory from notes which I took at the time. The question of delay with the department was dwelt upon by Mr. Hancock. When Mr. M'Kinney had the papers brought in Mr. Hancock drew special attention to Mr. M'Kinney's report dated the 4th February being only received by the company on the 10th March. Mr. M'Kinney had his second report of 9th April turned up, but did not read it, a copy of which had not been forwarded to the company, and at which Mr. M'Kinney expressed his surprise.
2225. Have you ever had that report of the 9th April? No.
2226. The first time you saw it was in the printed papers? Yes.
2227. It has never been furnished to you? No.
2228. The first you saw of it was in the printed papers called for in December, 1891? Yes. The object of this interview with Mr. M'Kinney arose out of an interview Mr. Hancock had with the Minister on the previous day. Mr. Hancock stated at the interview that he had seen the Minister the day before.
2229. Had you the large plan with you? Yes.

Mr.
F. Fullwood.
16 Feb., 1899

2230. What was said about it? Mr. Hancock pointed out that the plans supplied, namely, copy of plan and sections in book form, and also similar plans with sites and land-marks thereon, were plans on which the company would undertake to carry out the scheme, and were looked upon by the company as sufficient for the purpose. Mr. M'Kinney stated that in his opinion the supply available had not been proved, and that the evidence and the various papers showed great differences. Then I pointed out to Mr. M'Kinney that the whole matter had been dealt with in Mr. O'Neill's report of the 24th March, 1891, and I also drew attention to the fact that Mr. M'Kinney had said that he had no doubt that the scheme could be successfully carried out, that the differences occurring in the evidence were in the main accounted for by different engineers giving particulars of what they saw at the dates on which they made their inspection of the different parts of the scheme.

2231. What did Mr. M'Kinney say with reference to the large plan? We pointed out that we considered the information supplied was adequate to enable the department to grasp the principles of the scheme, and asked Mr. M'Kinney to point out what further was required if in his opinion it was deficient. Mr. M'Kinney declined to do so. He said it was not for him to formulate the company's scheme. The book Mr. M'Kinney looked upon as being a copy of the large plan.

2232. I want to know what you said when Mr. M'Kinney asked about the large plan? He said he was satisfied, and as he had the plan in book form he did not require to see the large plan from which it was copied.

2233. *Mr. S. Smith.*] Was Mr. Boulton at the interview on the 27th June when that conversation took place? Yes.

2234. *Mr. M'Lachlan.*] Then that is what took place on the 27th June? Yes.

2235. Do you remember a deputation on the 11th March, 1891? Yes, that was to Mr. M'Kinney.

2236. Who were the deputation? Mr. Charles O'Neill, Mr. Stockdale, and myself.

2237. Have you mentioned its business? I have stated that we called upon Mr. M'Kinney with reference to his report of the 4th February, and that Mr. O'Neill was there with the object of discussing the points of it.

2238. You heard Mr. M'Kinney's version of that deputation—was that correct? No; Mr. M'Kinney spoke from memory. I am speaking from shorthand notes which I took at the time.

2239. Was it your invariable practice, as secretary, to take these shorthand notes? I always do everywhere. I always take shorthand notes.

2240. *Mr. S. Smith.*] Were these shorthand notes taken whilst the interview was proceeding? They were.

2241. *Mr. Langwell.*] Was Mr. M'Kinney aware that you were taking shorthand notes? I do not know. I did not hide the fact. I took notes on my knee as I always do. I did not take notes in a book, but on a slip of paper.

2242. *Mr. M'Lachlan.*] What did Mr. M'Kinney say as to his report? He said he was astonished at his instructions to prepare a report on this scheme, as he was under the impression that an Act of Parliament was quite sufficient to enable the company to proceed. He said he saw the Minister, and asked for more definite instructions, when he was told that he was to get all the papers relating to the scheme, and to go minutely into them, as on him would rest the onus as to the scheme being approved. With regard to the report, he drew attention to the fact that he had not expressed an opinion in any way as to whether the scheme was good or bad, but simply that the details furnished were very meagre, and that, in his opinion, the permanence of the supply had not been proved. Mr. Stockdale drew his attention to the evidence taken before the Select Committee on our Bill, and also to the testimony of residents on the river who had lived there for upwards of twenty-nine years that the water-hole at Menindie had not been known to fail. Mr. M'Kinney said that he saw Lake Speculation and Lake Menindie and the river Darling when he was on the ground, and that there was abundance of water there, and he had not the slightest doubt that the scheme could be successfully carried out. Then Mr. M'Kinney said he was under the impression that the scheme originated with Mr. James, Mr. O'Neill acting as consulting engineer for several of the promoters. He, therefore, placed more importance on Mr. James's evidence. He suggested that it would be well to interview the Minister for Mines on the matter. We immediately proceeded to the Minister's office, but the Minister was away. We saw the Under Secretary, and arranged to see the Minister in the morning on the 12th March, 1891. We called upon the Minister on the 12th, but were unable to see him. We received a letter on the 13th appointing 11 o'clock on the 17th for the interview of the Minister with the deputation. That is all in connection with the matter.

2243. Is there anything else that you wish to mention? I can give the details of the interview with the Minister on the 17th March, 1891. The interview took place at 11 a.m. The Secretary introduced the deputation and explained its object. Present, Mr. O'Neill, Mr. Stockdale, and myself. Mr. S. Smith stated in reply that there were several points deficient in the scheme submitted for the approval of the Government. The pipe-track on one of the plans was shown as a straight line, whereas on the larger plan it was shown with a decided angle in it. We explained that the plan that was shown with the straight line was to a very small scale, and was only an approximate plan. The large scale plan of course took precedence of it. Then the Minister stated that a number of pumping-stations were not shown, and that as the petition asked him to sanction various blocks of land it would be necessary to have those marked on. We pointed out that several of the sites of the pumping-stations had been set out on the land, and that if it was absolutely necessary before approval to the scheme could be given they could and should be shown on the plan at once. Then Mr. Smith drew attention to several small amendments in the scheme which we stated had been introduced with the view of improving the scheme. As to the permanence of the supply, another point raised, we pointed out that this was our strongest point, and that, though Mr. M'Kinney had written in his report that the permanence of the supply had not been proved, stating further at the interview that it required figures, and that he had stated himself that there was abundance of water at the time when he was on the ground, we pointed out that Mr. Stockdale met Mr. M'Kinney on the ground, and had a very long interview with him, and was willing to give Mr. M'Kinney any information that he might require. Mr. O'Neill pointed out that he had read the Act to mean that the Governor only required to see that the scheme for lifting the water from Lake Speculation, on the river Darling, to Broken Hill, was a feasible one, without knowing all the details down to every nail. He required to know that there was a good supply of water obtainable, leaving the company and their engineers to carry out the scheme. It was arranged that the sites of land should be shown on the plan. That plan, I may say, was sent in on the 26th June, accompanying the report of Mr. O'Neill, dated the 24th June.

2244.

- Mr. Fullwood. 2244. Doing what was suggested? Yes; we sketched it on the large plan.
 F. Fullwood. 2245. Then Mr. M'Kinney wrote his report on the 9th April, which was never conveyed to your company?
 16 Feb., 1892. That is so.
 2246. Was that report on that plan and letter? Yes; it was in reply to that.
 2247. Making several objections to your plan, which were not brought to your notice? They were not.
 2248. And they were not published until your Bill had expired? They were not. We had another interview with the Minister on the 30th June. Mr. Hancock stated that he saw Mr. M'Kinney on Saturday—this would be on the 27th June, 1891; but Mr. M'Kinney informed him that he had received no instructions in reference to reporting on the feasibility of the scheme. The Minister stated that the information supplied was not sufficient to warrant him in giving his approval of the scheme. Mr. Hancock asked where the information was deficient. The Minister replied that Mr. M'Kinney had pointed this out, or would do so. Mr. Hancock stated that Mr. M'Kinney had declined to point out why the information was wanted. The Minister pointed out that he had not given his approval to the other scheme, because the information was not complete, though he had tried to give his approval to that scheme. He said there was a great difference in the way the information with reference to the two schemes had been put before him—that the Stephen's Creek people had given a great deal more than he required. What he wanted was the thing complete in the way in which it would be carried out, together with particulars of the work. Mr. O'Neill pointed out that the information supplied was quite adequate, more particularly so as the whole of the scheme traverses but one man's holding, and passes through land where it is of small consequence whether the pipes are laid in one position or in another, as it is all land of a similar nature, like a sea or a wilderness. Mr. Hancock expressed to the Minister his willingness to sign the plan and carry out the scheme on it, but the Minister declined to give his consent to this. That is about all.
 2249. As regards the correctness of your notes, what experience have you had as a shorthand-writer? I have been a shorthand-writer ever since 1874—about eighteen years.
 2250. Mr. Cohen.] Your company were asserting that the information they had was sufficient, and the Department said that it was not sufficient? Yes; that is what it came to.
 2251. Mr. O'Neill seems to have gone to Broken Hill and gone over the line? Yes, he did.
 2252. You are not aware whether at that time he made any personal investigation as to the permanence of the supply of water? He did. His report was mainly for that object.
 2253. You cannot say whether on the visit out of which that report arose he made any investigation as to the permanence of the supply? Not in connection with that report.
 2254. That is the only report we have sent in in answer to the requirements of the Department that the permanence of the supply would be substantiated? I think so, speaking from memory.
 2255. You have told us about your interviews with the Department on the 11th March and the 27th June? Yes.
 2256. Is it not a fact that on the 23rd February, 1891, a letter was written from the Under Secretary to Messrs. Laurence and M'Lachlan, containing this paragraph:—"In the first place no details are given as to how the permanence of the supply is to be maintained, and in the second place no details are given as to the character and number of works which the scheme would involve; explanations are also required as regards the discrepancies between the statements made before the Select Committee by the two engineers who were the professional advisers of the promoters of the scheme"? I believe that such a letter was written.
 2257. It was written to your company? Yes.
 2258. And are not the points referred to in the letter really the points that were involved, though set out in a more amplified form in Mr. M'Kinney's report of the 4th February, 1891? I believe that is so; but the letter is not sufficiently definite, and we did not understand it.
 2259. Of course the company knew what information you had given previously both upon the particular points referred to in the letter of 23rd February, 1891? Of course we knew what information we had given.
 2260. So you were asked for further information? Yes, but we never could find out exactly what was required.
 2261. You cannot say exactly what was required? No.
 2262. In other words, Mr. M'Kinney did not put to you the exact form in which the information should be given? That is it.
 2263. You have not expressed any opinion yourselves as to the feasibility of the scheme expressed by your company? No; I have no engineering knowledge.
 2264. Is it true that up to October last year your company had only spent £1,500 altogether in the prosecution of their scheme? No; it is more like £5,000.
 2265. May I call your attention to your evidence before the Select Committee of the Council, in October, 1891, question 8;—the question is, "Have you spent any money in attempting to carry out the provisions of the Act?" That was only in connection with the Act. We have spent £2,000 or £3,000 up to this stage.
 2266. In connection with the Act? No, outside the Act. It is information that we were working up at the time when we had to get the Act. It would be information that would be very useful to the company in connection with the Act.
 2267. Tell me for what purposes mainly this expenditure of £2,000 or £3,000 took place? The survey, I suppose, cost us very nearly £1,000 to start with.
 2268. As to that, I would call your attention to your answer to the question I have referred to;—your answer is, "Yes; we have spent upwards of £1,500 in survey work";—you say now that you spent a large sum in surveys outside that amount? We have done surveys besides the original survey. We have set out several blocks and surveyed a 1,500-acre block.
 2269. And that is outside the survey work referred to in question No. 8? Exactly.
 2270. The £1,500 is for survey work, erecting dams, advertising, and other matters? Yes.
 2271. You have spent £2,000 or £3,000 in addition to that? Yes.
 2272. You say that there were four persons present at the interview on the 27th June, 1891—who were they? Mr. M'Kinney, Mr. Boulton, Mr. Hancock, and myself.
 2273. Chairman.] You said when you first commenced your evidence that the company had called for tenders for various works;—what tenders were they? Tenders for the reservoir.
 2274. The big reservoir? Yes.

2275. I think you said further on that you had had surveys made of this reservoir? That is so.
2276. And a plan made of the reservoir? No; I have not said that. We have had a plan made of the site of the 1,500-acre block, but not of the reservoir.
2277. You did not get a plan of the reservoir? We have had a sketch plan made, that is all.
2278. Had you not specifications and plans for the contractor to go by, who would tender for the work? No; it was tendered for at so much a yard.
2279. Then you had no plans or specifications for the making of the reservoir? We only stipulated so much for the ordinary digging and so much for rocks. We asked for several prices.
2280. Am I to understand that you did not know what sized reservoir you were going to make when you started? No; we did know what sized reservoir we were going to make.
2281. But if you had no plans or specifications, how could you know what form the work was to take? I do not see that it is necessary to have plans and specifications if you have in mind that you are going to construct a reservoir of a certain size.
2282. If you had had plans and specifications it would have been an easy matter to submit them to the Minister to get his approval of the scheme? There were plans and specifications of a kind.
2283. You do not think that they were sufficient to induce the Government to consent to the work? They were stepping-stones to such plans and specifications as would have been sufficient.
2284. But you do not think that they would do to get the consent of the Government to the work? They could be put into proper shape and form.
2285. How much of the work did you do? We did not do any of the work in connection with the reservoir. We could not go on the land until we got consent. We called for tenders, prior to attempting to get consent as to the land. We could not get consent as to the land, and stopped the work in consequence.
2286. You referred also to plans submitted to the Minister. Will you tell us what the scale of that plan was—I do not mean the one referred to on 11th March, but the one referred to prior to that date? I do not remember having said anything about a plan. There was a plan of the 1,500 acres that was surveyed, but I cannot tell from memory what was the scale of it. It has been sent into the Department with a petition.
2287. You cannot tell whether or not it was a correct plan? I am not a surveyor.
2288. You do not know whether it was correct? We believe it is correct.
2289. In answer to a question as to the faulty drafting of the Bill, you said that it was not the drafting of the Bill, but a clause had been struck out after the Bill had passed through Committee? That is right.
2290. You were aware that a clause had been struck out after the Bill had passed through Committee? A portion of a clause.
2291. Have you got that portion that was struck out? Not here.
2292. Could you supply the Committee with the portion that is missing from the Act? I think I could.
2293. Are you aware that there is no power to strike out the whole or part of a clause after it has gone through Committee in the House? I am not well up in Parliamentary practice. I meant to say that it was left out when the Bill went through Committee and the House as a whole.
2294. *Mr. M'Lachlan.*] You mean in Committee? When the clauses of the Bill were being discussed.
2295. *Chairman.*] In Committee? Yes.
2296. And it was struck out by a Committee of the whole House? Yes.
2297. That is very different? I meant one Committee, and you meant another. I simply said Committee.
2298. You say that the large plan was submitted to Mr. M'Kinney on the 11th March, 1891? Yes.
2299. Was it not submitted to Mr. M'Kinney before that? Not to my knowledge.
2300. Do you consider that to be the only plan you have made which contains the information you require? That contains the detailed information; but that is more a question for an engineer than for me.
2301. Did you not state that that was the plan that contained the most detailed information of your scheme? Yes, so far.
2302. What was the date that you got your Bill through? It received the Governor's assent on the 1st October, 1889.
2303. And yet you say that you did not supply that detailed information until 11th March, 1891? To speak candidly, we looked upon the consent of the Government as simply a matter of form, and that we should have no difficulty in getting it.
2304. You say that you sketched the pumping-stations on the plan? Yes. We could not lay them down definitely until we had got the land properly given to us by the Land Board. They might not allow us to have the land in the shape in which we put it down.
2305. Did you sketch according to the scale of the map before you? Yes, approximately.
2306. Did you put an alternative pipe-line on the big plan? I did not. Mr. O'Neill put it on after some discussion with the board of directors. It was thought that by adopting that line we should save a few thousand pounds, and it would shorten the distance.
2307. I suppose that that was only a sketch done in the office? That was all.
2308. Did you float a company? No.
2309. Then I understand that it was only a syndicate that got the Bill? My company is a company in syndicate form. No scrip has been issued up to the present time.
2310. What is the capital of the syndicate? Of course they are liable to the extent of their holdings.
2311. *Mr. M'Lachlan.*] It is a registered company, is it not? Yes.
2312. *Chairman.*] What do you mean by "liable to the extent of their holdings"? For any shares that they may contribute for they are liable to any extent that they like to go.
2313. Is it true that your company tried to sell the scheme in England? No; they did not try to sell it—they tried to float it on the London market, and were successful.
2314. Is it true that you wanted to sell it? If one system had not worked we should have adopted the other; but it did work. I hold a telegram stating that the capital was available in London subject to an extension of time, and the Governor's approval being obtained.
2315. An extension of time? Yes.
2316. What was the date of the telegram? December, 1890.
2317. Then I understand that you have really never floated a company—it has only been the promoters of the scheme who formed a syndicate? They have endeavoured to form a company in the Colony.
2318. Have they succeeded? No.

Mr.
F. Fullwood.
16 Feb., 1892.

- Mr. F. Fullwood. 2319. Then it is really the promoters of the scheme who formed a syndicate? Yes.
- 16 Feb., 1892. 2320. Could you tell us how many promoters' shares there are in this syndicate? Fourteen promoters' shares.
2321. Do these promoters contribute anything towards the carrying out of the scheme? They would do when the scheme was to be carried out. They would take up shares largely. We should be able to obtain the capital in London as soon as we were in a position to go on with the work. We have a gentleman in London now who was empowered to let contracts for pipes and engines on receiving a cablegram.
2322. *Mr. M'Lachlan.*] Is your company prepared to lodge £10,000 as a guarantee of good faith? Yes.
2323. *Chairman.*] Did you say that the scheme could be carried out for £170,000? Yes.
2324. Is your company prepared to spend that amount of money? I do not know. The syndicate itself would. There would be no difficulty in raising the capital if we could get the consent of the Government to the scheme.
2325. Then I understand that you have not really had the capital to carry out the work? No; so far we have not.
2326. *Mr. Cohen.*] Do I understand you to say that the cable that you received from London to the effect that capital would be provided if you got an extension of time and the Governor's approval, was dated December, 1890? That is right.
2327. In December, 1890, you did not require an extension of time? We required an extension of time for carrying out the work. There are certain conditions to be complied with within two years, but before they would lay down their money the capitalists wanted to see definitely that the thing would not slip through their fingers before the work could be completed.
2328. In December, 1890, you had made no application for an extension of time? No.
2329. When did you first apply for an extension of time? We did not make any application for an extension of time, because at that time the Broken Hill water supply question was giving the House a lot of trouble. That was about the time when Mr. Crick made certain charges in the House, and we were advised not to go for an extension of time then.
2330. Although you had an assurance that you would get the necessary capital, you were advised not to apply to Parliament for an extension of time? Yes; because the Broken Hill water supply question was giving the House a lot of trouble, and we thought we might be met with a negative.
2331. Since you received the cable in December, 1890, have you had any other cable messages or letters to the effect that capital would be provided if you could get the present Bill passed? Not recently.
2332. Tell me the most recent date you got any information from England? I cannot speak from memory.
2333. Have you had any such message during the last twelve months? Yes; I think we have.
2334. Have you during the last nine months? I cannot remember to a month or two.
2335. You say that your company is registered as a limited liability company? It is.
2336. What is its nominal capital? £250,000 in £1 shares.
2337. How many persons have subscribed to the Memorandum of Association? The requisite number.
2338. That would be seven? Yes.
2339. Can you tell me how many contributing shares in all those seven members have subscribed for? As I explained, it is a company in syndicate form.
2340. I cannot understand how it can be in syndicate form if it is a registered company. Will you tell me the number of contributing shares those seven members have subscribed for? It is not on that basis at all.
2341. They must have subscribed for some? Yes.
2342. Can you tell me the number? I think it is one each.
2343. Are they the only shares subscribed for in the limited company? Yes.
2344. Have you the articles of association? Yes, I have them here.
2345. *Mr. M'Lachlan.*] Have the company paid all the calls that have been made upon them? Yes.
2346. *Mr. S. Smith.*] When was the Broken Hill District Water Supply Bill assented to? On the 1st October, 1889.
2347. When did you call for tenders for the construction of the reservoir? On 26th October, 1889.
2348. Who prepared the plans? Mr. O'Neill and Mr. Stockdale.
2349. Are you sure that Mr. O'Neill prepared a proper set of plans? Not a proper set of plans, but a sketch plan.
2350. Such a plan as would be required by any contractors to carry out the work? I think they would be sufficient, giving the size of the reservoir, and the slope of the banks. It was to be partly excavation and partly of earthwork dug out, and a wall was to be formed round the reservoir—a sort of dam.
2351. Would you be surprised to learn that Mr. O'Neill has stated that he made merely a slight sketch plan to argue with the gentlemen who were with him? I say it is not merely a sketch plan. It is a sketch plan of a nature that would enable the contractor to form an idea as to what is required.
2352. But I presume you would act upon Mr. O'Neill's opinion? Exactly.
2353. He was engineer for the company? He was.
2354. I presume he would have a better idea than you whether such a plan was necessary in order to enable the contractors to tender? I suppose he would.
2355. You say that on the 26th October you invited tenders? Yes.
2356. How many did you receive? We received nine tenders.
2357. What action did you take upon them? I interviewed several of the tenderers, but we could not go on with the work because we could not get possession of the land.
2358. When did you first apply for the Governor's approval of the scheme? I believe it was on the 25th September, 1890.
2359. Will you refresh your memory as to the application that was made? I find that it was on the 12th March, 1890; I made a mistake.
2360. Notwithstanding that your Bill was assented to on the 1st October, and that you called for tenders for the construction of the reservoir on the 26th, you made no attempt to obtain the approval of the Governor until March, 1890? That is the fact.
2361. You are aware of the provisions of the Broken Hill District Water Supply Act? Yes.

2362. You understand from the provisions of that Act that the Minister is supposed to make full inquiries into the scheme, and to approve of it as proposed or to modify it as he thinks fit? Well, we have understood all along that it would be a formal matter.

2363. I suppose you have read the provisions of the Act? Perhaps my reading of it and other people's may be two different things. Sub-section 4 of clause 2 says:—"On receipt of such petition, and on due proof of the proper notices having been published and served, the Governor shall take such petition into consideration, and may either dismiss the same or direct a local inquiry as to the propriety of assenting to the prayer of such petition, but until such inquiry has been made no provisional order shall be made affecting any such lands without the consent of the owners, lessees, and occupiers thereof."

2364. Do you think that is a formal matter? I acted on legal opinion.

2365. But you are aware that a large concession was to be made to this company, in the shape of land and water frontages to the river and the lakes on condition that they carried out a certain scheme? We did not know which department to take.

2366. You were aware that you were to get certain concessions, such as land and water rights? We were to get a lease for twenty-one years of the land.

2367. And a right to the waters of the lake and parts of the River Darling? Yes.

2368. These concessions were to be given to you provided that you carried out a certain scheme to supply Broken Hill with water? Yes.

2369. Would you consider giving such large concessions merely a formal matter? We looked upon it as such. We did not consider that we should have any difficulty in getting approval of the scheme, &c.

2370. You state that there was some delay after the petition was lodged on the 12th March? Yes.

2371. With respect to the wording of the Act? Well, I did not say in connection with the 12th March. I said it was some time in October or November of the same year. That was when it came under my notice.

2372. October or November of 1889? No.

2373. I am referring to the 12th March, 1890? I am referring to October and November, 1890. That was when I knew anything about it.

2374. That was the first time that you knew of any difficulty in the way of the Minister dealing with the matter? That was the first time that I know. The solicitors were dealing with the matter as well.

2375. You did not know it of your own knowledge? Not of my own knowledge.

2376. You have had to deal with all the correspondence on this subject? Yes; I have, and enough of it, too.

2377. I understood you to say that you were not aware of the nature of Mr. M'Kinney's report of the 9th April, 1891? That is so, absolutely.

2378. Do you remember a letter being sent to you by the Under Secretary on the 28th April, 1891? I cannot say so.

2379. Would you kindly refresh your memory by reference to the paper that has been laid on the Table, page 31? I saw that letter, and replied to it.

2380. You have since read Mr. M'Kinney's report of the 9th April? I have.

2381. Is not that letter in terms of Mr. M'Kinney's report—a decision of the Minister in regard to the question? Yes; but it leaves out several vital points.

2382. What vital points does it leave out? It refers to Messrs. Gipps and Donkin having said certain things; but when we compare Messrs. Gipps and Donkin's report, we find that there are certain things which Mr. M'Kinney might have mentioned in favour of our scheme. He picks out the parts against our scheme, but leaves out those in favour of it.

2383. Anything else? That is one—there are several, in point of fact. I do not think he mentions anything about the difference in the figures of the engineers. No; he does not.

2384. In that letter you were asked for definite and detailed information in regard to the plan and scheme, were you not? Yes.

2385. That letter was subsequent to the date of Mr. M'Kinney's report to which reference has been made? Yes. That letter only deals with the matter generally. It does not take note of the figures or definite points, but deals only with the matter generally.

2386. Do you notice on page 24 of the correspondence referred to a letter that was addressed by Mr. Boulton to the solicitors for the company? Yes.

2387. Was that letter brought under your notice at all? No, it was not.

2388. Did you, as secretary to the company, take any steps to comply with the request contained in the letter referred to? I was telephoned to, now I come to think of it, and the plans asked for were furnished by the solicitors.

2389. On what date? On the next day, 31st December.

2390. What plans did you send on that occasion? That roll of tracings.

2391. Did you send a large plan prepared by Mr. James? Not on that occasion. The department had seen that already.

2392. You know of course why this information was asked for? I must say that I did not personally.

2393. This was on the 31st December, 1890? Yes.

2394. Mr. M'Kinney's interview with you, when you allege that he made certain statements with regard to the large plan not being necessary, did not take place until March, 1891? That was after he made this report.

2395. Mr. M'Kinney's interview was subsequent to the date of this letter? Yes.

2396. You are aware that Mr. M'Kinney visited Broken Hill and the site of the proposed scheme? I am not absolutely aware, but I have been told so several times. I do not know whether he did or not.

2397. You are aware that he submitted a report on the 4th February, 1891? Yes.

2398. Are you aware that at that time the large plan to which reference has been made was not submitted to him for consideration? Well, as far as I know, I could not say one way or the other—if it had or had not been.

2399. Although that was the plan prepared by Mr. James, as far as you know, you are not aware that that was submitted to Mr. M'Kinney when he was asked to report upon the scheme? Perhaps not a definite plan, but a tracing of the main points which would give him as much information as he would require.

Mr.
F. Fullwood.
16 Feb., 1892.

- Mr. F. Fullwood.
16 Feb., 1892.
2400. Are the pumping-stations shown on that? No; they were not shown on the other at that time.
2401. Do you not think that that would be necessary? We had not fixed the lands.
2402. You had not fixed the pumping-stations? Yes; but we had not fixed the lands, because we could not get the Land Board's authority.
2403. If you thought that the smaller plan was quite sufficient, how is it that you make such a strong point about the large plan? Well, you see, when we waited on Mr. M'Kinney, we had this plan with us to refer to. That was the only object in taking it—to show it to Mr. M'Kinney, and to refer to it.
2404. What was your object in submitting this large plan if Mr. M'Kinney had, in your opinion, all the requisite information before he was asked to report? We did not know whether he would have that available. We had all our information together, so as to save two or three interviews.
2405. I presume you are aware of the letter of December 30th, and the plan to which reference has been made, which was supplied by Messrs. Laurence and M'Lachlan on December 31st? Yes; I know it now.
2406. What do you call that plan? We call it the book of tracings.
2407. Mr. M'Kinney submitted a report on 4th February, 1891? Yes; which we got on the 10th of March, under cover of a letter of the 7th of March. It took three days to get to us.
2408. A full copy of that letter was sent to your company to reply to? It was. On the 11th of March we interviewed Mr. M'Kinney, and on the 24th of March we replied to it.
2409. I think you said you are aware that an alternative scheme is shown both in the tracings and on the large plan? An alternative line.
2410. Are you aware whether the pumping-stations were shown on the main or on the alternative line? I believe they are on the alternative line at that point.
2411. Are you aware whether any surveys or levels were taken of the alternative line? I am aware that the country is of a similar nature.
2412. Mr. James was acting for you, was he not? Not at that time.
2413. He prepared the plan that you were relying on to get the consent of the Minister? He prepared the original survey.
2414. You say that, in your opinion, there was no difference between the alternative and the other line? There is a difference, of course.
2415. You do not think that there is any material difference? Not very material, either one way or the other. The country is of a similar nature as regards levels, &c.
2416. Would you be surprised to learn that Mr. James, the engineer, who prepared this plan, in reply to a certain question, stated this: he was asked—"You did not mark in pencil pumping-stations on the alternative line?", and he replied "No; any person who suggested that straight line would have great difficulty in passing at the junction at the 30-mile peg, because that is in the centre of a saddle"? I have never been on the ground, and so I cannot say, but by those who have been on the ground I am informed that it is of a very similar nature.
2417. Supposing that a plan were submitted with two pipe-lines, would you think that a definite plan to go by? It is not definite; but if the one is not carried out the other is.
2418. Supposing that there are great difficulties in the way of the one, but not of the other? Then you take the one that is easy.
2419. Who would submit that for consideration—do you not think that it would be the company's place to show the one that should be adopted? I do not think that it is proved that the other one is difficult.
2420. You depended on the plan submitted by your engineer in the first place? Mr. James is, of course, speaking from his knowledge of the country, but he may not remember exactly the nature of the country at this special point.
2421. You relied entirely on Mr. James's report and plan in the first instance? Yes, of course; but we know that he did not definitely survey the line right; he went too far to the left.
2422. He did not survey the line right? Not as was intended. It does not make the scheme any the worse, but, nevertheless, it would have been better if it had been straight.
2423. I understood you to say in answer to a question asked by Mr. Cohen, that it was in December that you received the first intimation that money was available to carry out this work? Well, we exchanged a lot of cablegrams, but that was the definite date when we got the money available in London. A lot of cablegrams passed between London and here.
2424. What money had you available (say) by November, 1890? How could I remember that?
2425. Can you find out from your books? I have not the books here. I could find out, I daresay.
2426. What money do you think? A few thousands.
2427. How many thousands, roughly speaking? It is not what we have available, but what the gentlemen will subscribe.
2428. Were you prepared in November, 1890, with the money at your command to carry out the scheme without any assistance from England? Not without assistance from England.
2429. You were not in a position to do it? Not without assistance from England.
2430. Were you in a position to carry out the work at Mount Taylor when you called for tenders? Yes—that is to say, if we got possession of the land.
2431. Had you money available? Yes.
2432. How much? As I say, some few thousands.
2433. *Mr. M'Lachlan.*] I suppose you do not know what Mr. Cox, Mr. Adams, and the other gentlemen are worth? No, but I know that some of them are wealthy.
2434. *Mr. S. Smith.*] What would probably be the cost of the reservoir at Mount Taylor? That I could not tell you.
2435. Has any estimate been obtained as to the probable cost of that? I think that I did make a calculation at so much per foot.
2436. You made a calculation yourself? Knowing the quantity and the price, it is a very easy matter to make a calculation.
2437. Was any estimate made by your engineer as to the probable cost of that work? I believe there was, but I could not say definitely from memory.
2438. Do not you think that in a case like that a company calling for tenders ought to know the actual cost? Of course they could estimate the cost.
2439. I mean the estimated cost? Yes. I believe that it was made out. 2440.

2440. Was any plan ever sent to the Mines Department of this reservoir at Mount Taylor? Not of the reservoir. When we found out that we could not proceed with it we did not proceed with it.
2441. You, of course, admit that this is a very important part of the scheme, do you not? It is an important part of the scheme, no doubt.
2442. A very important part, would you not call it? Well, it is a service reservoir. I suppose that it is an important part; it is not absolutely essential, though.
2443. Did you ever send a proper plan of the reservoir at Mount Taylor? Not of the reservoir. We have of the block of land.
2444. Only of the block of land? Yes, and we showed the position where the reservoir would be.
2445. Will you refer to page 11 of this return—a letter sent by Messieurs Laurence and M'Lachlan to the Secretary for Public Works, which says, "The company are only awaiting His Excellency's approval of this scheme to wire to England acceptance of certain tenders for supply of pipes, and to at once embark on a very heavy outlay of money, and push on the construction of these much-needed works; and as the company have to complete same by 1st October, 1891, we have to ask that this matter be regarded and dealt with as one of urgency?" Yes.
2446. Were you in a position at that time to carry out the works indicated in that letter? I have no reason to believe otherwise. We have a very strong syndicate.
2447. I understand that in December, 1890—that was about three months later than that—you received the first intimation that you could get the money to carry out this work? No; as I say, cablegrams were passing. We had every reason to believe that we should get the money.
2448. But you never got intimation until December, 1890? Not definitely.
2449. If you could carry out the scheme without the assistance of an English syndicate, why did you communicate with them on the matter? I suppose the company would rather have imported capital than invest their own.
2450. When did you issue a prospectus of the scheme? I believe on the 12th January 1891.
2451. Did you issue two prospectuses? No, we never issued two. I have had it in draft for a long time. It has been altered from time to time to suit the altered circumstances, as times and circumstances have altered.
2452. Did you ever make any attempt before the passing of the Act to float the undertaking into a company—did you hold out any inducement to anybody to take any shares before the Act was passed in October, 1889? I cannot definitely say. I cannot call my mind back to definitely give you a proper reply to that question. The thing has been on hand a long time in one way and another—four years in fact, since the tail-end of 1887.
2453. You gave evidence before the Select Committee in 1888? No, I did not. I had only been connected with the thing a few months then.
2454. You were not secretary to the company at that time? Not when that evidence was given.
2455. *Mr. Cohen.* I understood you to say that you were secretary for the company from its inception? It was only in its infancy at the time Mr. Smith speaks of.
2456. *Mr. S. Smith.* Did you have any interview with Mr. Gardiner with respect to raising capital? No, I did not.
2457. Did any member of the company? I believe they did.
2458. Do you know the nature of the negotiations? I could not tell you from memory.
2459. Was it to try to secure sufficient capital to carry out the works? No. He was to assist in co-operating in the flotation of the company.
2460. What date was that? I could not tell you the date from memory.
2461. How long ago do you think? Well, it might be eighteen months perhaps from now.
2462. Was that subsequent or prior to negotiating with the firm at Home? Just prior.
2463. What is the price that you were to receive per 100 gallons under your old Act? 1s. 6d.
2464. Did you consider at the time that that was a fair price to charge? Yes, considering that the people at Broken Hill had been paying as much as 10s. and 12s.
2465. Were representations made at the time that it would not pay to carry out the scheme if a lower rate were charged? Well, the estimates that we had prepared showed that that would return a very decent profit.
2466. What percentage do you think it would return? Well, assuming that the whole of the water was used that we proposed to put into the town, I suppose it would give about 50 per cent. profit. We put in the prospectus 55 per cent.
2467. Did you not make a calculation in the first place that this would not return more than 10 or 15 per cent.? Yes, but I say that this is on the assumption that the whole of the water would be used, and also it is giving the maximum price under the Act. We are not compelled to charge 1s. 6d., but we cannot charge higher than that.
2468. Are you aware that in the first prospectus you said you thought one shilling would be sufficient? We made a calculation at one shilling, but when we had obtained an Act of Parliament we prepared a second estimate showing the undertaking on its best behaviour, as it were.
2469. You stated, did you not, that 1s. 6d. was the maximum? Yes.
2470. Did you intend to charge that on all occasions? Not necessarily.
2471. Did you not issue a prospectus? We have issued a prospectus.
2472. What amount did you calculate upon? We calculated on 440,000 gallons a day at 1s. 6d. per 100 gallons—the maximum price under the Act.
2473. When you prepared the first estimate you calculated that the firewood would possibly cost £5,475? Yes.
2474. I notice in a subsequent estimate, when submitting the prospectus for consideration, it was reduced to £2,737 10s.? Yes.
2475. Had you any reason for making that reduction? I had.
2476. Will you tell the Committee? It is because our land which we have secured around the lakes has timber on it, so I am told. Mr. Stockdale selected the sites, and it is owing to their having timber accessible that the price was reduced.
2477. *Mr. M'Lachlan.* With reference to the estimate, will you look at these three pages and see if an estimate

Mr.
F. Fullwood.
16 Feb., 1892.

estimate of the cost was not made out by Mr. James and Mr. O'Neill and confirmed by Mr. Townsend, civil engineer? Yes.

2478. Were different estimates made by Mr. James and Mr. O'Neill and confirmed? Yes, one includes the engine house and the other does not.

2479. In answer to Mr. Smith I thought you said that you did not remember any estimate being made? I understood Mr. Smith to mean estimates in connection with the reservoir.

2480. I thought Mr. Smith was speaking of the whole scheme? No.

2481. *Mr. Langwell.*] In the early part of your evidence, in reply to Mr. McLachlan, you stated that about 4 or 5 months time was lost owing to the wording of the Act? That is so.

2482. And it was stated that the then Attorney-General, Mr. Simpson, had given an opinion that it was surplusage? Yes.

2483. You said a great deal of correspondence took place over this mistake? Through the solicitors.

2484. What I want to know is this;—did the Attorney-General and the present Minister for Justice, Mr. R. E. O'Connor, give their opinion prior to all this correspondence taking place? No; It was working up to that.

2485. Their opinion was only given after that? Yes; after that.

2486. So the time would not have been wasted had their opinion been obtained in the first place? That is so.

2487. You also stated that the amount of money laid out by your company was something like £5,000? That is it.

2488. And that there were only seven shareholders at the present time? I did not say that. There are twelve shareholders and fourteen shares.

2489. Each holding one share? Mr. Cohen's question to me was "How many subscribed to the Memorandum and Articles of Association," and I said, "Seven with one share each." That was simply to form the basis of a registered company.

2490. What I want to find out is, have these twelve shareholders subscribed the whole of the £5,000 that has been expended? They have.

2491. You have also stated that no plans have been drawn of the reservoir to be sunk at Mount Taylor? A sketch plan, I said.

2492. Mr. McLachlan said this was a matter of no consequence, but I think it is. When calling for tenders for the sinking of this service reservoir, what amount of earth did you state you required to have moved? I cannot say from memory. It is 40,000,000,000 gallons of water which it is required to hold.

2493. But it does not say how much earth it is necessary to remove to hold that? No, it does not.

2494. I understood you to say that there was a natural catch there? So there is.

2495. And it would not require so much earth to be removed if there is a natural catch, as it would anywhere else? Just so.

2496. You do not know the number of yards of earth you want to have removed? I cannot say just now. It is given on the rough sketch plan.

2497. You also stated that you had received nine tenders for the work? Yes.

2498. Will you kindly tell the Committee what was the lowest tender for the construction of the reservoir? 1s. 3d.

2499. 1s. 3d. a yard; but you surely have the total? I should have to calculate it myself.

2500. It is not customary in calling for tenders to say they shall have so much a yard? It is.

2501. But they want to know the quantity—that would make a difference in tendering? They know the quantity.

2502. Well, having the quantity, do you not know the total of what it would cost? I suppose it would cost about £15,000.

2503. You only suppose that? Yes.

2504. It is not in any of your tenders? No; I have roughly calculated it in my mind.

2505. But in receiving tenders have you not the total amount of any of those tenders? Simply at so much a yard.

2506. You have not stated, in calling for tenders, how much earth you want to have removed? Yes.

2507. You have stated that? Yes.

2508. Well, what is the number of yards? I think about 240,000 cubic yards.

2509. Do you think that the answer which you gave in the first place was correct—namely, that the reservoir was estimated to hold 50,000,000,000 gallons of water? Understand that is simply an excavation to act as a catchment for the silt. As I have said, there is a natural catchment on this position, and it is proposed to erect a dam on this excavation site to prevent silting.

2510. Do you think that the dam that would be erected there would hold 50,000,000,000 gallons of water? No; 40,000,000 gallons. I misread it.

2511. Do you say you have not the total amount tendered by any of the tenderers? £15,000, you may say.

2512. But you say you only reckon that? That is my calculation.

2513. It is not the calculation of the tenderers? No; because they had to quote a price at so much a yard.

2514. Is there any difference made between rock and earth? Of course there is.

2515. But you give the tender as 1s. 3d.? You ask me for the lowest tender, and I quote the lowest tender at 1s. 3d.

2516. Is that for earth or rock;—is it 1s. 3d. right through? Yes; 1s. 3d. right through. That is taking the thing just as it is.

2517. Making no allowance for rock or anything else? No. We made trial holes, understand, sir.

2518. I understand this natural catch is called Mount Taylor? No; I did not say the natural catch is called Mount Taylor.

2519. But where this reservoir is to be built and this dam is to be sunk, is it not called Mount Taylor in that district? Mount Taylor is close by.

2520. Is Mount Taylor shown on what you call the big plan? It is.

2521. And is a plan of the reservoir shown with it? I believe it is.

2522. Is it shown on the top of Mount Taylor? No.

2523. Is it at the foot of what is called Mount Taylor? Yes.

Mr.
F. Fallwood.
16 Feb., 1892.

2524. Do you know if there is a Mount Taylor at all? I have never been there, so I cannot say.
2525. Still you can say that this is not on the top, but at the foot of the mount, but you have never been there, and do not know anything about it? I could not say.
2526. But you have? I could not say that it is at the top of the mount or at the foot of it, but so far as I know from the plans which I have seen it would be at the foot of the mount—at the side of the mount.
2527. Were your company prepared, or had they sufficient money to carry out the formation of this reservoir at the time you called for tenders for it? They had not sufficient money in the bank.
2528. It would have been necessary to have made a call? They could have done it by means of making a call.
2529. Or would they have had to go outside their directorate? My directors are all gentlemen of wealth.
2530. You know they are? I know they are.
2531. *Mr. M'Lachlan.*] You are satisfied they are able to carry it out? Yes; six of them.
2532. *Mr. Langwell.*] You are satisfied that the company had not that much in hand as a company? They had not £15,000 in hand.
2533. Do you know that these twelve gentlemen who comprise your syndicate were willing to find the £15,000 to construct the reservoir? We could not, because it fell through on account of the land falling through.
2534. *Mr. M'Lachlan.*] You have no doubt they would have found it if the land had been granted, and the scheme adopted? Yes; they would.
2535. *Mr. Smith.*] Notwithstanding that you did not apply for the land until six months afterwards? When we found by Act of Parliament we could not get the land it fell through.
2536. *Mr. Cohen.*] Is there any agreement between these gentlemen comprising the syndicate binding them to the expenditure of any particular sum on this scheme? No.
2537. Will you tell me whether you have got any undertaking or guarantee from capitalists at home which would justify you in saying that if you got this Bill passed you could now get the capital from London? Well, I think I can reasonably expect.
2538. Have you any guarantee at all amongst your papers? Not a definite guarantee. On account of complications I could not think of going for it.
2539. Will you tell me whether these gentlemen comprising your syndicate have all paid up equally so far as the present expenditure is concerned? Yes; well, when I say equally, I mean according to their interests.
2540. *Mr. M'Lachlan.*] At all events, you say that your company are prepared to prove their bona-fides by lodging £10,000 in cash? They are.
2541. *Chairman.*] You said you sank trial holes in the reservoir? Yes.
2542. Who sank those trial holes? They were sunk under the supervision of Mr. Stockdale. I do not know what men he got to do it.
2543. That was not done by contract? I believe Mr. Stockdale sank the trial holes by contract—so much a hole.
2544. Your contention is that you were trespassing on the ground while you were sinking the trial holes? We were; we were liable for damages for trespass.
2545. I understood you to answer me just now that you did not do this work on account of not being able to get the land? That is so.
2546. I understood you to say that you did not sink the trial holes because you could not get the land? No, I did not. I say we did sink the trial holes, but were trespassing. We had gone beyond our proper legal right.
2547. *Mr. M'Lachlan.*] Then you had no reason to suppose that you would be obstructed? No.
2548. You thought that the getting of the Minister's approval was a matter of form, but you afterwards found that it was a matter of difficulty? We found ourselves blocked right and left, like fighting against a stone wall.

Mr. Harry Stockdale called in, sworn, and examined:—

Mr.
H. Stockdale.
16 Feb., 1892.

2549. *Mr. M'Lachlan.*] What is your experience in bush and pioneering? I have had a very large experience. I am a bushman and explorer.
2550. Having a thorough knowledge of the whole of Australia? Yes; I have been across the whole of it.
2551. Do you know the Stephen's Creek? I do, well.
2552. And the dam that has been erected there? I do.
2553. What do you say as to the tendency to silt, and so on? I think it is almost impossible to prevent it by any engineering power in the world. My experience tends that way. I might tell you briefly that the sand is carried in the water, and I presume a dam is made to catch water; but while it is catching water it is catching quite one-quarter sand. The water rushes quickly and the sand is carried with it, so much so that if you dip a pannikin into Stephen's Creek when there is a big rush of water a quarter of what you take up will be sand.
2554. Why is that so in Stephen's Creek as distinguished from any other creek? It is the sandiest creek I ever saw; its bed is sand and stone.
2555. What do you say about soakage? Stephen's Creek is a noted place for soaking away fast, from one end to the other. It is never a permanent holding ground.
2556. It is noted for having great soakage? Yes.
2557. You have known it in all sorts of seasons? Yes, since 1868.
2558. It has always been sandy all along its length? Yes.
2559. Would there be great difficulty in conserving water there? Yes, it is very shallow water.
2560. How would evaporation affect it? In a month it would be gone, and the soakage would take away a tremendous lot too.
2561. Can you give any estimate of what the soakage would be? I should think that soakage and evaporation together would be quite one half in that particular locality. I am positive in my own mind.
2562. Is there anything which would tend to the contamination of the supply there? Yes, it is liable to have

- Mr. H. Stockdale.
16 Feb., 1892.
- have the drainage of the town thrown into it by any sudden heavy rain. There are houses about there, and also a camp, the drainage of which would be taken into the creek by rain.
2563. You mean within the catchment area? Yes, and quite close to the creek, and there is also contamination from mines. From some of the mines there, at present, very bad water indeed rushes right into it, or did when I was there. I think it was the Eaglehawk Mine.
2564. What is the nature of that contamination? Mineral water.
2565. What deposits will that give? I could not tell. I know it is water no one would think of drinking, and no stock would care for it.
2566. How about fumes from the mines? I think it is too far away from the mines to be affected by fumes.
2567. Does the drainage of the town affect it? Yes; it being about 400 feet or more below the town, no doubt it gets the whole of its drainage.
2568. A considerable part of the drainage of the town of Broken Hill would come within the catchment? Yes, the whole of it must.
2569. And seriously pollute the water? Yes, it has already been polluted during the years that Broken Hill has been there.
2570. Is it at all brackish? No; but on the particular site of the Stephen's Creek Company's dam, and also of their trial holes sunk there, and in other parts of the creek I could take up handfuls of salt and soda. I brought a lot to Sydney, which I got from the identical holes they have sunk for trial holes.
2571. Would that be injurious? Yes; I feel satisfied that the water would go brackish when kept there, the same as in river holes with salt springs on the banks.
2572. Are these matters on which considerable evidence could have been brought from the locality? Yes, better evidence than has been given.
2573. By persons having actual knowledge of it? Some of the persons we wished to bring have known Stephen's Creek longer than has any man in the Colony.
2574. *Mr. Cohen.*] Broken Hill people have been drinking this water for years? Yes; but you may sink one hole here and another there a few yards away, and the water in one would not be fit to drink, whilst in the other the water would be fair.
2575. *Mr. McLachlan.*] As to the relative cost of the two schemes, the scheme proposed by the Stephen's Creek Company and that proposed by the Darling Company, what, if anything, would be the difference? I think £200,000 in favour of the Darling scheme—quite that.
2576. It is an easy and direct scheme, and could be carried out for £200,000 less? I am sure of it.
2577. And all things being fairly conducted, the people would have to pay interest on the difference? There is no doubt about it.
2578. That is to say, you could get a given profit by your scheme at a very much lower price than could be done by the other scheme? Our scheme will cost less than what they have already claimed for their works at the present moment without any water.
2579. You are the originator of the Darling scheme? I am.
2580. Did you lay out or assist in laying out the whole scheme? I did every bit of it, and every bit that has been done since I have been present at.
2581. Did you accompany Mr. James the whole time he was taking the levels and surveys? I did.
2582. Do you consider you are better acquainted with the route and line of pegs than anybody else? I do.
2583. Did you mention that in your evidence before the Select Committee? I did.
2584. At which Mr. M'Kinney was also examined? I did.
2585. Do you know that the evidence that you gave was laid before Mr. M'Kinney as part of the scheme? I am sure, in my own mind, that Mr. M'Kinney did give evidence there—to the first Committee.
2586. Did you tell that to Mr. M'Kinney at Menindie? I did.
2587. Did you make any offer to him? I did.
2588. What was it? I offered to show him the whole route—to accompany him over it and show him everything he desired to know.
2589. Anything about the pegs? Yes; show him everything.
2590. What did he say? He said it was not necessary as he was satisfied.
2591. When was that? I cannot tell you—it was just after a flood which partly washed away Bourke.
2592. Was it at Menindie? Yes; the only time that I ever saw Mr. M'Kinney was at Menindie.
2593. He went to Broken Hill on the same occasion? Yes; it was two or three days before he arrived at Broken Hill.
2594. You heard him in giving evidence here say that it was in January, 1891? Yes.
2595. Are you sure he said that it was not necessary as he was satisfied? I swear it distinctly.
2596. Did he express any kind of dissent from the scheme? None whatever.
2597. Or any dissatisfaction at the particulars furnished? None whatever.
2598. Did he give you the slightest hint that he required any further information? None whatever.
2599. Or details of the slightest kind? None whatever. I think we spoke of the matter for over two hours. Mr. Gordon, the keeper of the hotel where Mr. M'Kinney was staying, brought a message to me at Faust's, the storekeeper's, in consequence of which I went from Faust's store to see Mr. M'Kinney.
2600. What did you say to him—did you say anything about what Mr. Gordon had said? No, I did not; I took it for granted that it was correct.
2601. Did Mr. M'Kinney make any inquiries of you at Menindie as to the scheme? No, though we talked of it the whole time.
2602. How long were you with him at Menindie? Perhaps two hours—from half-past 11 till half-past 1 or 2 in the morning.
2603. You heard Mr. M'Kinney say he did not send for you? I did.
2604. Did you afterwards see Mr. M'Kinney at Broken Hill? I did. I saw him at Aldridge's Hotel going to his bath.
2605. Did you have any conversation with him there? No.
2606. Did you speak to him? I bade him good-day, that is all. We had no conversation with reference to the water.
2607. Did he make any complaint then? No, nor any inquiries either.

Mr.
H. Stockdale.
16 Feb., 1892.

2608. He had then come from one point to the other at all events? Yes, and nearly all along the road.
2609. You say that in going from Menindie to Broken Hill he came nearly all along the road? Yes.
2610. How do you know? By the track of his buggy.
2611. Did you follow him then? I did.
2612. You knew by his track that he came nearly the whole way along the road? Yes.
2613. What kind of road is that;—we have been told there is really no track at all? There is as distinct a road as this table is a distinct table. There is hardly a better bush road in Australia. I do not know a better.
2614. Is there one plain distinct main track? There is one distinct decided main track, and very few turns off it either.
2615. And did he keep to that? He did.
2616. As you know by following his tracks? Yes. He may have left it here and there a little. I could see his track for miles; it is all open country.
2617. From the track he took, could he have had an opportunity of seeing the pipe-line? I know he did not see the pipe-line; nobody could see it from where he went; it was not sufficiently near to see it.
2618. Could he have gone 60 miles in two days along the pipe-track? He could not have gone 60 miles along the pipe-track in two days, for he would have been blocked off by wire fencing and would have had to go round by different gates, and that would have made the distance 100 miles at least.
2619. Do you know a water-hole, known as Menindie water-hole, in the Darling? I do.
2620. What do you know of it? I know that it is the best hole in the Darling River, and lasts longer in time of drought than any other hole in the Darling. We have never known it to fail.
2621. Have you any other reliable authority for that statement? Yes, I have three or four, the very gentlemen I wish to bring here.
2622. Do you know Lake Speculation? I do.
2623. Did you make a dam there? I made two.
2624. When? Just before Mr. M'Kinney was there—during the flood of 1890, which partly washed away Bourke, and when the water was at its very highest. Lakes Menindie and Speculation were then really one lake. There was a very broad neck, 200 yards. That is the time I dammed it.
2625. Is that dam still standing? I believe so; it was when I left there.
2626. When did you last see it? Six months ago, I think.
2627. It was still standing? The two dams were.
2628. Were they both standing as you left them previously? They were. I saw the manager of the station a little while ago in Adelaide, and he told me that the dams were right when he came down—that was Mr. Phillips.
2629. Are those waters still impounded by that dam? I believe they are.
2630. How long were you up there on that occasion? Nine or ten weeks, I suppose.
2631. Can you swear positively that Lake Speculation was filled by the flood of 1886? I can.
2632. Was it then dammed by anybody? It was partly filled; it was not at its fullest, not as full by 6 or 8 feet as it was this last time in 1890.
2633. Was it dammed by anybody then? It was.
2634. By whom? By Mr. Pedroga for the station.
2635. Was that for Mr. Hughes? Yes; Pedroga lives on the bank of the lake, and Mr. Hughes took his advantage of his proximity to do it cheaply.
2636. Do you know that the lake held a good and pure supply until 1890? I do. When the floods started running in 1890 there were from 8 to 9 feet in Lake Speculation. I tried to bottom it with my oars in rowing about the lake and I could not do so.
2637. Do you know how much water was in it in depth after those four years? About 9 feet for about 2 miles or 1½ in circumference.
2638. Are you quite positive that at the time of Mr. M'Kinney's visit you had formed a dam to save the flood water at Lake Speculation? I had formed two dams.
2639. And that they saved the water? They did.
2640. And that the Darling flood of that time was higher than it had ever been known at Menindie—you know that of your own knowledge? Yes; I am quite sure of that.
2641. For whom were those dams constructed by you? For the Darling River and District Water Supply Company.
2642. Do you know a family of the name of Pedroga living at the lake at the time of Mr. M'Kinney's visit? Yes; I always stayed there.
2643. How long had they lived there without intermission? From either 1884 or 1885.
2644. Do you know if Mr. M'Kinney could have got information from that family? He could; they have lived there ever since the water went in, without leaving.
2645. Do you know that that was the only water they had for four years? I do.
2646. Do you know at what depth it had kept at during that time? At the expiration of the four years there was about 9 feet of water.
2647. Did Mr. M'Kinney show any desire to see the different pumping-stations? He did not.
2648. Did he give the slightest expression of a desire to know where they were or anything about them? I offered to show him, but he would not accept my offer.
2649. You proffered that? Yes; to show him everything connected with the scheme, pegs, route, and reservoir.
2650. Did he make any complaint to you as to his inability to find the pegs and pumping-stations? Never.
2651. Was there, at the time of his visit, any difficulty in getting information with regard to Mr. James' bench mark? None whatever. It was within a 100 yards of where he was sitting, and I believe it is there now.
2652. You heard Mr. M'Kinney state in giving evidence that he had not seen or found any pegs? I did.
2653. Could any ordinary surveyor or bushman who looked for them have failed to find them? No ordinary man at all could help seeing them. Lots of them are near the road. There is a very large peg standing this day at the gate coming out from Menindie, and marked "3 miles." It has a large white top a foot long.

- Mr. H. Stockdale.
16 Feb., 1892.
2654. Even an inexperienced person could find it? You could hit that with a coach-whip as you went through. All the drivers about there know it, and I believe that the driver who drove Mr. M'Kinney knew it too.
2655. How many pegs were put in? About 240—between that number and 300. What I mean is we put in a large peg after every mile, and cut a trench. We also trenched and pegged at every half-mile, and put in a peg at every quarter of a mile, and where the country was thick they were put in even only 100 yards apart.
2656. Could you or could you not obtain considerable evidence in favor of this scheme, and in opposition to the Stephen's Creek scheme, if you had an opportunity? I could.
2657. From the locality? Yes, and from reliable people too—prominent men.
2658. *Mr. Cohen.*] What locality do you mean? Menindie and Broken Hill.
2659. *Mr. M'Lachlan.*] From people at both ends of the scheme? Yes.
2660. I do not know if there is anything else you would like to state? I should like to state that I take exception to Mr. M'Kinney's report, in which he says he could not get details, for I distinctly swear that I proffered him every assistance, and as the original promoter of the scheme I was more competent to do it than anybody else.
2661. And interested in it too? Yes. More than that, the directors of the company met previously to my going up, and requested me if I should meet Mr. M'Kinney or any one else who wanted to know anything about it to afford them every facility to do so. It was mooted at one director's meeting that we should accompany anybody over the scheme, but I did not do it because I thought that it might be thought that I tried to influence them.
2662. But you followed Mr. M'Kinney to see what he was doing? Yes.
2663. Could you have any interest in withholding information. None whatever. I am sure that the scheme will stand all the ventilation in the world.
2664. *Mr. Cohen.*] With reference to your statement that the drainage from Broken Hill would flow into Stephen's Creek, is it not a fact that the drainage flows the other way—from Stephen's Creek and not towards it? No; I am sure that it is not a fact.
2665. You said that the Eaglehawk mine used to send its water into the creek? Yes, there is no doubt about it—it is right on the creek.
2666. Is it working now? I do not know.
2667. How long is it since you were at Broken Hill? About 8 months, or it may be 9 months.
2668. Is it not a fact that the Broken Hill people have been continually using the water from Stephen's Creek? Some of it.
2669. Some portion they used and some portion they did not use? Yes.
2670. Have you yourself dug any holes to try it? No, but I have seen the holes dug by your company. I visited them not once, but 20 times.
2671. Whereabouts were they? Right across the creek. I suppose there were perhaps twenty holes.
2672. That was not in the creek at all was it? I swear positively it was in the creek—right across the creek from one side to the other.
2673. Do you not know that the Stephen's Creek Company have a large hole in Stephen's Creek, from which they are supplying the people of Broken Hill with water at the present time? I do not know that.
2674. You are not prepared to deny that? No; I do not think there is any doubt about it, if you state it. But when you say supplying Broken Hill, you mean that water is carted to the township from the creek.
2675. *Chairman.*] Are you aware that 20,000 gallons a day are being drawn from that creek at the present time? I am not.
2676. You would not be prepared to deny that that quantity is being drawn from the creek? I should be prepared to doubt it.
2677. If I told you that it is a fact that 20,000 gallons are being drawn from one hole? I could not doubt facts.
2678. *Mr. Cohen.*] I suppose if one hole supplies water to the extent of 20,000 gallons a day, that water being apparently free from objection, other holes could be found in the creek to give a similar supply? Yes, in the creek, it is a long creek, but not at the site of your reservoir and catchment. The water would not flow into your works if it were intercepted, there is only a certain quantity of water in the creek; and if you take only one quart of course it will take a long time to draw it all off, but if you take more it will very soon be all gone.
2679. There is a large soakage into the creek? Yes.
2680. Are you a professional engineer at all? No, I am not in any way.
2681. If well known professional men have estimated that the quantity of sand deposited in the creek would be 1,000 tons a year, would you be prepared to contradict that? I would against all the professional evidence that you could bring. I would back my experience in the matter of the silting of creeks against any professional engineer that I have seen here for a good while.
2682. Have you ever made the Stephen's Creek much of a study? I have made it a particular study. I have been very much interested in it I assure you.
2683. Since when? The last five years anyhow.
2684. Has your interest in it been more than ordinary acute since the passing of these two Companies' Bills? There is not the slightest doubt about that. It was my duty to do it. I am saying honestly what I believe as regards the silting. I could quote many examples—one very prominent one in Adelaide, but that would take up time.
2685. Can you estimate in tons the quantity of silt that would be deposited at Stephen's Creek in a year? No, nor do I think any one else could. But if you tell me what tonnage of water you expect to get there I will tell you comparatively what tonnage of sand you will get.
2686. That is all you could give me? Yes. Whatever water flows against that bank will carry up one fourth of sand.
2687. Have you tried it? No; but there is a dam in the creek, and I have taken water out of the creek when it was running, and I state distinctly on oath that there will be a great deal of sand in the water when it is flowing fast.
2688. Do you really mean to say that when the water is running strongly if you took a quart of water

one fourth of what you obtain would be sand? Pretty nearly one fourth—well, a great quantity. It must be remembered that your dam will be there all day, and the water may be running the whole twenty-four hours. Mr.
H. Stockdale.

16 Feb., 1892.

2689. You told the Committee with a great deal of certainty that there would be at least one-fourth of sand? About one-fourth. I did not swear it exactly.

2690. And three-quarters of water? I say so still.

2691. *Mr. Langwell.*] The height of the water in the dam depends entirely on the sort of rainfall? Mr. Cohen would not allow me to put it as I wanted. So that there should be no misunderstanding what I mean is that if the creek runs rapidly it carries a lot of sand.

2692. But you did not put in any proviso at all when Mr. Cohen asked you if 1,000 tons annually would be carried? I think a great many tons—I think 1,000,000 tons would go against the dam.

2693. *Mr. Cohen.*] In what time? You did not ask me in what time. The creek might not run a year, but only some months. If you let the creek run against the dam for a week I am prepared to swear that there will be nothing but sand in your dam. As a man of experience I say this.

2694. *Mr. Langwell.*] Do you say that 1,000,000 tons of sand would be carried in in a week? If the creek ran like a river, or rather with its force I believe it would fill the whole place with sand.

2695. It runs remarkably fast? Yes, about four times as fast as a river.

2696. *Mr. Cohen.*] Are you prepared to swear that Mr. M'Kinney never went on the pipe-line at all? I am prepared to swear that he did not.

2697. Did you follow him? I did.

2698. Were you immediately behind him? Not immediately behind him but I saw his tracks.

2699. Was he within sight of you? No, not at all.

2700. Did you see him in Menindie? I did. I bade him good-bye.

2701. How long after he left Menindie did you leave Menindie? I could not say. I do not know whether I left the same morning or the next morning.

2702. Mr. M'Kinney has sworn that he did go along the pipe-line? He swore he did not, he swore he did not see a peg at all.

2703. I know he said he did not see a peg, but I understood him to say that he saw the pipe-line? Whatever he swore, I will swear that he did not see the pipe-line.

2704. Although you did not see him go along? Yes, I still swear that. There was no one else's track. I made all sorts of inquiries on that point.

2705. On that very day? Not on that very day. You meet few people going along there, and sometimes nobody at all.

2706. How do you know that nobody but he went along that track? Because there was one distinct track and that was Mr. M'Kinney's track.

2707. How did you go? I went by coach.

2708. Did you have a box seat or an inside seat? A box seat.

2709. *Mr. Smith.*] Did the coach follow Mr. M'Kinney's buggy track? Yes. There is only the one road to go along the whole way.

2710. *Mr. Cohen.*] You had no reason at that time to suppose that Mr. M'Kinney was doing anything but properly examining the line? Yes, I had.

2711. Did you mention anything about it to Mr. M'Kinney? No, I did not. I had nothing to do with mentioning it to him.

2712. Did you suppose so from the fact that Mr. M'Kinney did not accept your proffered assistance? That was exactly it. I knew he could not find the pipe-line, and I know that he cannot find it now.

2713. Was that the first time that you had any communication with Mr. M'Kinney about this scheme? I do not know.

2714. You were perfectly friendly at that time, were you not? Yes. We could not be other than friendly sitting there talking for two hours together. I have never had any falling out in any way with him.

2715. Did you suspect him at that time of any probable unfairness towards your company? Yes, I did. I will tell you why. I thought it was a very remarkable thing that when I was there to show him all over the place, knowing he could not find the pipe-line, yet he would not accept my offer. That was my reason for thinking he was unfair.

2716. Did he tell you that he could not find it? I knew that no one could unless he took out instruments and went along the pipe-line, and that would take more than two days.

2717. Had he not a plan? Yes.

2718. Before he started, you did not know that he would not take more than two days going over? No I did not.

2719. But before he started you say you had reason for suspicion? Yes, I had, because I offered to show him and he would not accept my assistance.

2720. You say you knew he could not find it? I am positive he cannot find it now.

2721. And yet there are pegs along the whole line? Yes, and some in sight of the road—almost touching it.

2722. Why could he not go along the line if he followed the pegs? If he found certain pegs he could not take his trap that way, for he would have to go across wire fences. He could not take his trap across them, but would have to go some way round to gates, and that would make the distance 100 or 150 miles.

2723. Does not that mean taking a longer time than two days to examine the pipe-line? Yes. To do that it would take a week or longer.

2724. You say there would be these difficulties about going over the pipe-line? Yes.

2725. Although there are difficulties in going over the pipe-line properly there would be no difficulty in finding the pegs? Oh! yes there was.

2726. Did you not say that any ordinary man could see them as he went along? I said that some of the pegs are close to the road and anybody could see them, but I understood Mr. M'Kinney to say that he never saw a peg at all. One is an enormously large peg at the 3-mile peg. It is marked "3 miles," and it was standing five or six months ago. Everybody in the district knew it.

2727. *Chairman.*] Did not you swear just now that any ordinary man could find the pegs? Yes, find those in sight of the road.

2728. But did you not swear that any man could find any of the pegs? No, I did not mean to imply any such thing.

Mr.
H. Stockdale.
16 Feb., 1892.

2729. Did you not give such an answer to a question put by Mr. M'Lachlan? No; I do not think so.
2730. *Mr. Cohen.*] Mr. M'Kinney having the plans at any rate, and the pipe-line being pegged out, do you think there would be any difficulty in a professional man tracking the pegs? If driving in a buggy, certainly. You seem to forget that I knew all about the arrangements made by Mr. M'Kinney with a man to drive him there in a certain time for a certain allowance. You seem to think that I knew nothing about what he was going about. You are imputing to me a motive for suspecting Mr. M'Kinney when I did not know, but I did know what he was going to do, and I did know about the time he was going to take.
2731. And you told me that you did suspect him? I did—most distinctly I did.
2732. *Mr. Smith.*] How many paddocks are there between Menindie and Broken Hill? Well, I suppose they run from 5-to 10-mile paddocks, and it is about 70 miles by the coach-line, or 60 odd by our surveyed line.
2733. There are a number of paddocks? Yes, a great many. There are some paddocks you do not go through at all if following the road, but which you would have to go through if following our pipe-line. But there are cross-fences that go off in all sorts of ways. It is rather a complicated thing to go along the pipe-line. You could not possibly go along it with a buggy.
2734. *Mr. Cohen.*] If you knew that Mr. M'Kinney had arranged to go over this line in two days in a buggy, and that it was impracticable or impossible for him to properly inspect this line, why did not you mention it to him before he started? I offered to show him everything, and I thought that I had done quite as much as could be expected from me. He refused that, and what further offer could I make to him.
2735. You did not suggest to him, "Mr. M'Kinney, you have arranged for a buggy to take you to inspect the pipe-line in two days, but it is impossible for you to do it"? No, I did not.
2736. All you said was, "I am prepared to go and show you the line"? I impressed him with the fact that I would be only too glad to do it.
2737. You did not tell him the difficulty of going over it in two days? No. But he must have known of that when he met me in Broken Hill after trying it himself; and he must have known the fact also that he did not see it either.
2738. *Mr. O'Sullivan.*] You said in your evidence just now that you would back your experience with regard to silting against any man you knew? I would.
2739. And that you had known Stephen's Creek since 1868? That is the time when I knew it first.
2740. If that is so, what better witness could we have than yourself with regard to the silt in Stephen's Creek? I do not understand you.
2741. You appeared to imply that we ought to wait for your witnesses from that district with regard to the silting of the creek? That is one part of the evidence. Another point that I should like to bring evidence upon is this: I should like to bring corroborative evidence as to what I asked Mr. M'Kinney with regard to the scheme, and show that never in the memory of man had there been the least doubt about the permanency of Lake Menindie, and that Lake Speculation at the time I dammed it held seven years' supply, and I should like to bring people to prove that it actually did last till 1890, whereas Mr. M'Kinney said that he would not believe anybody on the point.
2742. But have we not your own evidence on the point? But I want to bring forward people to show that what I am saying is correct in every detail. I should like to bring evidence to prove what I am stating about Mr. M'Kinney and the pipe-line.
2743. *Mr. Smith.*] Did you bring that evidence before the Select Committee on your Bill? No; we did not anticipate the difficulties which we have met with.
2744. *Chairman.*] Have you not had a Select Committee since the dispute—when you asked for an extension of time? I have been away in the north, and any Committee that was held was held in my absence.
2745. Did you not give evidence before that Select Committee? No.
2746. I mean a Select Committee of the Legislative Council, held in October? I could not have given evidence then.
2747. In support of the amending Bill which is now before the Legislative Assembly? I went away in July, and did not return until November, so I could not have done it.
2748. Has your company at any time brought forward the evidence that you wish to bring forward now? No; but I have made the statement that we never had Mr. M'Kinney's contradiction, which he gave the other day when he said that he would not believe in the permanency of the lake. He said he would not believe the statements from his own department, or anyone else, that that lake would last four years; and that is not a matter of belief, but of actual fact.
2749. Did you not know that Mr. M'Kinney doubted the permanence of that supply when you had that Select Committee? Yes.
2750. Yet you did not bring that evidence before the Select Committee? The Select Committee stopped the inquiry because they were quite satisfied. We did not think that Mr. M'Kinney would say that he believed nobody, not even the officers in his own department.
2751. You say you constructed two dams? I did.
2752. How many men did you employ on that work? Seven or eight.
2753. How long did it take you to do it? We were there nine weeks altogether. We cut a trench near the old dam that I have been speaking of, which was made by Pedroga. We did this to let the water in, because that would have kept the water out, and we deepened the whole cutting for a mile, right into the lake.
2754. What was the composition of the stuff you made the dam of? Bags of sand and wool-bales of sand—wool-bales at the bottom, and bags afterwards, and then loose earth thrown in and rammed on the face.
2755. Are you aware that it has been sworn on oath that that has washed away since? I have not heard such evidence.
2756. If I told you that it has been sworn on oath that that has been washed away, would you believe it? I would not. I am not aware of any flood that could have washed it away.
2757. *Mr. Langwell.*] You said you constructed two dams across the channel, between the two lakes? I did.
2758. That was in 1886, was it not? No, in 1890. There was one made in 1886, but that was made by Pedroga, for the station.
2759. Do you know if Lake Speculation was dry previous to the construction of the dam in 1886? Yes.
2760. Perfectly dry? Yes. 2761.

Mr.
H. Stockdale.
16 Feb., 1892.

2761. Pedroga built that dam for Kinchega Station? For Mr. Hughes, of Kinchega.
2762. You stated that if one dam was to break away the other would hold the water? It would. It was almost impossible for the second dam to give way, for it was partly constructed by the wash of the waves of Lake Menindie towards this cutting. It brought sand like Stephen's Creek would do, and lodged it for over 50 yards, and made a natural impediment gradually, and we had very little to do with it. There was only a foot to put on the top of it when I left, and since that the water has fallen by evaporation, and there could be no water to run over it.
2763. Which was the larger one of the two? The one we constructed.
2764. Next Lake Speculation? Yes.
2765. Do you know that if two dams are erected across a channel and the first breaks away there is much more pressure upon the second? Yes, but there would be no pressure of water if it was dead level between the two.
2766. If there is sufficient force of water on the face of the first dam, which you say is the stronger dam, coming from Lake Speculation, to break it away, do you not think the force of water would carry away the second dam? I mean the higher dam, not the stronger. The wash of the waves had made a natural bank as it were.
2767. Do you not think that if there was sufficient force of water to carry away the first dam, the pressure would be more on the second dam, and would break that away too—one being high and steep, and the other made by the wash of the waves? But look at the natural bank that was there before the cutting was made. The wash of the waves has really made the bank. It was impossible almost to break it away; and there was no water to go over it.
2768. Have you got the amount of the cost of the erection of those two dams? I sent it down to our people.
2769. You do not know what the cost of the erection of the two dams was? I do not know from memory, I know it went into a good round sum.
2770. There is a good main road between Menindie and Broken Hill? There is.
2771. A good deal of traffic on it? No, very little traffic. It was really a station-road.
2772. There has been a considerable amount of traffic ever since Broken Hill was opened out? No. One road went by Mt. Gipps, and the coach and nearly all the traffic went that way, as it was the recognised road, and Mr. Hughes objected to their going to his tanks, and this road is not a regular traffic-road, but a station-road.
2773. There is a considerable amount of traffic on the road? It is getting bigger every day, as the coach has been taken that way lately.
2774. You saw Mr. M'Kinney leaving Menindie? I did.
2775. You are not certain whether you left the same day or not? I would not like to swear that.
2776. You saw him in Broken Hill? I did.
2777. The journey would only take you half a day, or a little more? It takes about fourteen hours.
2778. You have already sworn that you saw the tracks of the buggy that Mr. M'Kinney was in all the way along the road? I did not say all the way. I said he may have left it in places.
2779. Are you prepared to swear that no other vehicle had crossed that track during the time? I would not think of doing that.
2780. Still you swear that you followed the track of Mr. M'Kinney's buggy? I am positive. When you get the track of a certain buggy and look out sharply, you can tell if there has been another buggy. Mr. M'Kinney's conveyance was more like a waggonette.
2781. You are not prepared to swear that another buggy had not crossed the track, and there is no chance of your being mistaken? I would not swear that, but there is not much chance of my being mistaken. I would not swear that nobody else crossed the track in any part of the road.
2782. What is the distance of the pipe-line from the main road at the farthest point? Perhaps 4 or 5 miles. It is a good way from the road nearly the whole distance, but sometimes you can find a peg right at the road. There are several places where a peg stands close to the road.
2783. In giving evidence about the Stephen's Creek reservoir you said that you thought the evaporation and soakage would be equal to half? I think so in that particular place.
2784. You also say that the whole of the drainage at Broken Hill runs into Stephen's Creek? I think it does. There are a few people living near the railway station, and their drainage would go the other way, but the bulk goes into the creek.
2785. Into the reservoir? Yes.
2786. You are quite certain that the drainage is running into the creek, and not running the other way? I feel satisfied of that. I know it is down hill, and drainage usually goes down hill.
2787. You know that it is easy to mistake the way in which water runs in the back country? I know that the fall is that way.
2788. There is no fall the other way? There may be a slight fall the other way in certain places, but I am sure the fall is the way I have said.
2789. Even allowing that the drainage of Broken Hill is running into Stephen's Creek above the present reservoir, could it not be easily diverted to go below where the reservoir is? I think it is possible, but not at all an easy matter.
2790. You have seen the dam in Stephen's Creek since it has been completed? I have.
2791. You think that if the creek were to run for a week there would be 1,000,000 tons of silt in the creek? I think the whole creek would be silted. When I said 1,000,000 tons I meant an enormous quantity which you could not struggle against. I feel satisfied that there would be nothing but sand, except the soakage water.
2792. You stated that you know the creek thoroughly well? I do.
2793. You know where it runs out? I have not been on the spot, but I have looked over it. I know the big plain of cotton-bush.
2794. Will you tell the Committee where it is? It is not on Mr. Hughes' run, but on Nettalie. I know it is a big spread of cotton-bush and nice grazing country, but it is lost as regards water. I think there is a big reservoir or something made by the station, if I remember rightly, to catch the water when it is there, so as to impound a big supply to last three, four, or five years.
2795. That is at the very outlet of Stephen's Creek? Yes.

- Mr. H. Stockdale.
16 Feb., 1892.
2796. Can you tell the Committee what becomes of this enormous quantity of silt—is all this silt deposited at the outlet of the creek? No, it is not. If it were, there would be no silt to run in the reservoir.
2797. You say you have seen Stephen's Creek at flood time? Yes.
2798. You know it runs at a very rapid rate? Yes, but this plain is really a silt plain. I am only speaking from my belief. I have not watched the actual running of the water there and tested it, but it is all new made ground, and the grass grows there in great luxuriance. If there had not been a filling up there, there would be a natural lake there. I think there has been the basin of a lake, and this large plain or flat has been produced by silting, and every flood carries silt there.
2799. What do you think would be about the distance in a straight line from Broken Hill to where the Stephen's Creek empties itself on Nettalie? I could not form any idea—perhaps 40 or 50 miles.
2800. Or less? It may be less. It is a very inconsiderable distance.
2801. You can form an idea on your own evidence of the amount of silt that must be deposited in the creek? Between Broken Hill and that part there must be a tremendous lot. All the way up the creek in places you can see great barriers of sand.
2802. Do you not find that in all that country wherever there is a creek running? More or less you do, but no creek that I ever saw was as bad as Stephen's Creek.
2803. But of all the creeks in that part of the country Stephen's Creek is the most rapid whenever there is water running in it? Yes.
2804. You have seen dams erected on other creeks in that part of the country? I have, I dare say, but not to observe them particularly.
2805. Have you ever known dams silt up in one year? No. I do not know definitely of any other dams in that part of the country. I know there are more tanks.
2806. Do you know the tanks are all in the natural water-courses? They silt terribly.
2807. To the same extent? Silt catchments have to be built and they fill up. I was present when people were trying patents to clear out the silt not long ago, the same as was shown at the agricultural show here, and they could not get the silt out with them.
2808. By a silting catchment, do you mean a small receiving tank in front? Yes. One good rain will sometimes fill them.
2809. Sometimes they last two or three years before they are filled? Yes, but sometimes with a violent sudden rain they will fill in one season.
2810. *Mr. Smith.*] You accompanied Mr. James on his survey? I did.
2811. Do you know why it was not taken direct from Broken Hill to Lake Speculation? I do.
2812. Was not an error of direction made which was put right by the manager of Kincheega run? No, I swear that—it was an error that was put right by me.
2813. Mr. James, your engineer, did make a mistake? Yes. He mistook some smoke for the smoke of the stacks at Broken Hill. It was rather a bad day, and he went a little on one side. That made a slight bend. We discussed the matter. Afterwards, the manager for Mr. Hughes showed me what I said was the real smoke, but the work had been done then.
2814. How far were you from Broken Hill when you first discovered the mistake? At Makulka Station, which is, I suppose, 23 or 24 miles from Broken Hill. It is only a slight error—going a little to one side or the other.
2815. *Mr. M'Lachlan.*] Only the company could be affected? Only they. I do not think it made a difference of 5 feet in the levels.
2816. *Mr. Smith.*] Do you know the cost of the dams constructed by the company? I think they ran into about £400, speaking roughly.
2817. *Mr. M'Lachlan.*] About Mr. Jobson saying that these dams were washed away. I see he merely said he heard it? The company or myself had a telegram from the manager of Mr. Hughes' station saying that the dam that I made burst. That took me back again. I found that was a mistake; the dam had not burst, but was standing when I went back. The telegram is on record here.
2818. *Mr. Smith.*] At what time did you leave Menindie to go to Broken Hill? About 4 or 5 o'clock in the morning. The coach leaves very early.
2819. Was it not a little after 3? Sometimes it leaves as early as that.
2820. Was it daylight when you left? Yes, I remember it quite well.

1891-2.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

BROKEN HILL WATER SUPPLY ACT AMENDMENT BILL.
 (PETITION FROM THE BROKEN HILL AND DISTRICT WATER SUPPLY COMPANY (LIMITED) OF SYDNEY, AGAINST.)

Ordered by the Legislative Assembly to be printed, 3 February, 1892.

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

The humble Petition of the Broken Hill and District Water Supply Company (Limited) of Sydney, in the Colony of New South Wales,—

RESPECTFULLY AND HUMBLY SHOWETH,—

1. That a Bill has been introduced into this Honorable House, in pursuance of leave in that behalf given, intituled, "A Bill to amend the Broken Hill Water Supply Act, and to make better provision for the supply of water within the District of Broken Hill and Silverton," and such Bill has been referred to a Select Committee for consideration and a report.

2. That your Petitioners are the promoters of the Broken Hill and District Water Supply Act of 1888, which said Act provided for a permanent water supply for the township of Broken Hill and District from Lakes Speculation and Menindie, with recourse to the river Darling in case of necessity.

3. That your Petitioners lately introduced into the Legislative Council a Bill to extend the time for completing the Broken Hill and District Water Supply Company's (Limited) works, and to amend the Broken Hill and District Water Supply Act of 1888, which said Bill has passed through the Legislative Council, after being referred to and favourably reported on by the Select Committee appointed to consider and report on the same, and is now set down for second reading in your Honorable House.

4. That since the passing of the said Act your Petitioners have incurred expenses in conserving water in Lake Speculation, and as a result of their so doing there is now a large quantity of good fresh water conserved in such lake.

5. That your Petitioners have incurred large expense in and about the promotion of their Bill now before your Honorable House and in arrangements to carry on the works proposed by their said Act, and that the Bill of the said Broken Hill Water Supply (Limited) will injuriously affect and prejudice your Petitioners.

6. That the price which the said Broken Hill Water Supply (Limited) are entitled to charge the inhabitants of Broken Hill for water under their Act is excessive, and very much higher than the rate which your Petitioners are empowered under their Act to levy on the townspeople, and your Petitioners respectfully claim that the Bill referred to in the first paragraph hereof will be prejudicial to the interests of the residents in the township and district of Broken Hill.

Your Petitioners therefore humbly pray that your Honorable House will be pleased not to pass the Broken Hill Water Supply Act Amendment Bill into law.

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

[Here follow 3 signatures.]

1891-2.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

BROKEN HILL WATER SUPPLY ACT AMENDMENT BILL.

(PETITION FROM THE BROKEN HILL AND DISTRICT WATER SUPPLY COMPANY (LIMITED) OF SYDNEY, PRAYING FOR LEAVE TO APPEAR IN PERSON, OR BY SOLICITOR OR COUNSEL, BEFORE THE SELECT COMMITTEE.)

Ordered by the Legislative Assembly to be printed, 3 February, 1892.

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

The humble Petition of the Broken Hill and District Water Supply Company (Limited) of Sydney, in the Colony of New South Wales,—

RESPECTFULLY AND HUMBLY SHOWETH TO YOUR HONORABLE HOUSE:—

1. That a Bill has been introduced into your Honorable House, in pursuance of leave in that behalf given, intituled, "A Bill to amend the Broken Hill Water Supply Act, and to make better provision for the supply of water within the district of Broken Hill and Silverton."

2. That such Bill has been referred to a Select Committee appointed by your Honorable House for consideration and report.

3. That your Petitioners being largely interested in the questions to be considered by such Select Committee, your Petitioners are advised that it is desirable that they should be represented before such Select Committee.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to grant them permission to appear before the said Select Committee, in person, or by solicitor or counsel, and, if necessary, to adduce such evidence and send for such persons and papers as your Petitioners may be advised, together with power to examine and cross-examine witnesses called before the said Committee.

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

[*Here follow 3 signatures.*]

1891-2.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

ARTESIAN BORING.

(REPORT BY MR. J. W. BOULTBEE, OFFICER IN CHARGE FOR WATER CONSERVATION, RESPECTING.)

Ordered by the Legislative Assembly to be printed, 1st February, 1892.

The Officer-in-Charge, Water Conservation, to The Under Secretary for Mines and Agriculture.

Water Conservation, Department of Mines,

Sydney, 23 November, 1891.

MEMO.—This report was commenced by the direction of the late Minister, and was submitted to him in an incomplete form before he left office. He directed that it should be printed. I beg now to submit it for the information of the Minister. As I think the matter is of great public interest, perhaps the Minister would consent to lay it upon the Table of the House:—J.W.B., 23/11/91.

Submitted.—H.W., 23/11/91. Approved.—T.M.S., 25/11/91.

Boring for artesian water has only within a recent period become an industry in this Colony, and it is now attracting some attention not only from scientific but also from economic points of view.

So little concerning it is known generally that it may perhaps be of interest to give briefly a general idea of what has been effected in other countries before distinctly referring to the efforts made in this direction in our own colony.

Antiquity of Boring.

Boring for artesian water is an industry that can be traced to remote periods, and the modern method may be said to be an application of steam power to the means used for ages by the Chinese, and which were first known and used in Europe in the province of Artois, "*inde derivatur*," the word artesian.

There are evidences of artesian borings of great age in Asia Minor, Persia, Egypt, China, Algeria, and the Great Sahara Desert. At Aire, in the province of Artois, France, there is a well that has now been flowing for upwards of a century to a height of 11 feet above the curb, and another dating from the 12th Century in the Carthusian Monastery, at Lillers, which has been flowing ever since it was sunk. It was not, however, until the celebrated wells at Grenelle and Passy, near Paris, were undertaken that attention was fully directed to the question, and many improvements, both in the tools and system of working, introduced.

Notable Bores.

The Grenelle well is a remarkable example of the patience and skill required to cope with the difficulties and risks incidental to boring operations. It was commenced at the Abattoirs by an engineer named Muilot in 1832, and it was not until 1842, after ten years of incessant work, that artesian water was tapped, at a depth of 1,798 feet, and rose above the curb. When a depth of 1,254 feet was reached an accident occurred, which had nearly the effect of causing the abandonment of the work; over 200 feet of the rods broke and fell to the bottom of the hole, and it was not until fifteen months had been expended in "fishing" and other devices that they were recovered. The French Government was so discouraged that when the depth of 1,500 feet was reached the abandonment of the bore was again mooted; but, in deference to strongly-expressed scientific advice, it was continued, until, at the depth stated, the rods suddenly dropped, and the water rose at the rate of 864,000 gallons per diem, from an 8-inch bore; previously no bore for artesian water had exceeded 1,000 feet. Subsequent to this efforts were made in the Rhenish provinces, by German engineers, who introduced many improvements in the tools, more notably that now known as the "jars," with a view to tapping the sources of their numerous brine springs, the most remarkable of this class, perhaps, being the Salt Well at Kissengen, in Bavaria, from which the water rises from a depth of 1,878 feet to a height of 58 feet above the curb. It is alleged that this is due rather to carbonic acid gas generated at the junction of the limestone and gypsum formations than to hydrostatic pressure.

In 1866 the Municipality of Paris let a contract for an artesian well at Passy to the German engineer, Kind, who commenced operations with a hole of nearly 4 feet diameter, using a "trepan," or bit of special construction. A depth of over 1,700 feet was reached, when the upper portion of the boring collapsed, filling up the hole. Operations were resumed, and the bore was contracted to a diameter of 2 feet 4 inches, and at a depth of 1,904 feet a supply, which quickly increased to 5,500,000 gallons per diem, was struck; this enormous supply is thrown to a height of 54 feet above the surface. The cost of this well, which was commenced in 1855, and completed in 1861, amounted to nearly £40,000. In addition, two other wells are worthy of mention: That at La Chappelle, 5 feet 7 inches in diameter, abandoned at a depth of 1,745 feet; and that at the Butte aux Cailles, 6 feet in diameter, the details of which I have been unable to obtain. These, together with numerous other wells, varying from 300 to 400 feet deep, are sunk in what is known as the Paris Basin. The equal temperature of these waters, nearly 80 degrees, would tend to show their common source. A section of the wells at Passy and Grenelle is furnished. [See Appendices 1 and 2.]

Deepest Bore in the World.

To Prussia belongs the credit of the deepest bore in the world, namely, 4,515 feet, at Schladeback, near Kotschau, on the Leipsic-Corbetha Railway, commenced at a diameter of 11 inches, and contracted to 1.88 inches; it was sunk with a view of testing for coal. The strata pierced were as follows:—Alluvial, 16 feet; clay, 66 feet; sandstone, 459 feet; anhydrite, 59 feet; magnesium limestone, 144 feet; gypsum, 36 feet; anhydrite, 295 feet; marl slate, 3 feet; sandstone, 3,435 feet.

Other Deep Bores.

Other deep bores may be enumerated—Domnitz, near Wettin, 3,287 feet; Probot Jesar, near Mecklenburg, 3,957 feet; Sperenberg, near Berlin, 4,173 feet; Umsenberg, near Strassfurt, 4,242 feet; Leith, Elmshorn, in Holstein, 4,390 feet. That at Sperenberg was sunk for the purpose of obtaining a supply of rock salt, and its extraordinary depth was reached without passing through the stratum of rock salt, which proved to be of the wonderful thickness of 3,900 feet. None of the artesian wells in England or America can approach these depths, in England few exceed 1,000 feet; and it is more particularly in London and its environs that success has been attained.

English Bores.

A formation of mesozoic chalk underlies London, forming what is known as the London Basin; and this has been, practically speaking, riddled with borings. It may not be generally known, but the sources of the New River, which is one of the feeders of the London Water Supply, derive their origin from artesian wells at Amwell and Chatfield, yielding some 4,500,000 gallons per diem. The Bank of England, the fountains in Trafalgar Square, and the House of Commons are all supplied by artesian wells, and several of the prisons are supplied from the same source. At Sion House there is a well 650 feet deep, the water rising 4 feet over the curb. Several breweries and the Kentish Town Waterworks derive their supplies from artesian wells—the latter having a well 900 feet deep. The London Jute Company have a notable well at Ponders End, yielding also a large artesian supply. At many places on the southern and eastern coasts artesian wells exist, extending as far north as Bourne, in Lincolnshire, where a well 95 feet deep yields a supply under sufficient pressure to reach the tallest houses; these are known as "Blow Wells" in the locality. The well at Bourne was bored through Oolitic strata to a depth of 95 feet, with a hole of the diameter of 4 inches. Below the alluvial a limestone formation 32 feet thick was met with, and continued until a stratum of hard rock was met with, 6 feet thick, upon passing through which the tool suddenly dropped 2 feet, and a supply yielding 567,000 gallons per diem rose to a height of 40 feet above the curb. It is a notable fact that the great number of wells in the London Basin have had the effect of reducing the flow to such an extent that wells which were flowing a few years since have now to be pumped.

Algerian Bores.

In Algeria and the Sahara boring has been practised from time immemorial, and of late years immense strides have been made by the French engineers, by whom a very large number of wells have been put down, with the effect of rapidly fertilising and populating portions of this arid region. Artesian wells have, as I have said, existed for ages in this huge ocean of sand, but sunk by the primitive means available to the Arabs and cased with hollowed palm logs, they have not been lasting, and in time have caved in, the flow has ceased, all vegetation has perished from the lack of water, and some of the oases have disappeared *in toto*. As far back as 1856, the French engineer, M. Rus, first commenced operations in Oned Riz, a district of the Sahara, in the province of Constantine, and obtained a well yielding the enormous supply of 1,278,000 gallons daily. This well is called by the Arabs "The Fountain of Peace." The energy of M. Rus and the military authorities have been untiring, and it is reported on 1st October, 1885, that there were in existence 114 artesian wells belonging to the French military authorities and 492 belonging to the Arabs, yielding the enormous aggregate supply of 80,975,000 gallons daily. The oases are again fertile. The wealth of the Oned Riz has increased five-fold since the first well was drilled, and the production of dates is enormous. In seven years three villages and oases have sprung into existence at Ouriz, in the north of the Oned Riz, at Sidi Yahia, and Ayata watered by nine flowing wells, yielding a supply of 8,477,000 gallons per diem, and it may be stated that 56 miles of ditches are formed for the utilisation of these supplies. The transformation produced by artesian water upon the sandhills of Algeria is described by the distinguished French engineer, M. Tournel, as amazing. In Austria, Roumania, and Galicia boring has been carried on to a very large extent, and many of the practical drillers now in the Colony have gained some of their experience in those countries. The conditions are, I understand, widely different, and the borings for the most part undertaken in search of oil.

American Bores.

In America the petroleum industry speedily brought boring to the front, and directed attention to the vast supplies of Phreatic waters available (*φρεαρ*—a well); the importance of the results attained have been fully recognised, the information regarding the wells has been carefully collated by the Department dealing with it, and a wonderful fund of knowledge has thereby been made available. Artesian wells are reckoned in America by thousands, extending from Montana and North Dakota to the southern portions of Texas. In North and South Dakota, Wyoming, Nebraska, Colorado, Kansas, Idaho, California, Nevada, New Mexico, and Texas, and the Llano Estacado their numbers are incredible. From a recent map I see there are about 2,000 artesian wells alone in the San Luis Valley; in a small area surrounding Denver about 325 are charted; and from the Rio Grande to the Brazos River the country is dotted with them.

Notable American Bores.

So far as I can ascertain, great depths are rare, and the most notable wells are those at Louisville, Kentucky, depth 2,086 feet, with a supply of nearly 1,000,000 gallons daily; that at Chicago, over 1,000 feet deep, yielding 800,000 gallons daily; that at St. Louis, Missouri, the bore of which was carried down nearly three-quarters of a mile in depth, but only reaching brine, was abandoned; that at Charleston was sunk 1,250 feet; yielding but a limited supply; that at Lampasas, in New Mexico, yielding the enormous supply of 4,000,000 gallons daily.

In the great basin embracing the Utah Territory the Mormon authorities report 1,794 flowing wells, and that an area of 1,193 acres is entirely irrigated by this means.

In the San Joaquin Valley, California, there are some 3,000.

In

In Deseret there are 2,000 wells, with an area of 8,000 acres irrigated solely from this source.

In Kern County, California, is a remarkable group of wells within a well-defined area of 18 by 14 miles, yielding the aggregate supply of 61,000,000 gallons per diem.

To the discovery of artesian water the rapid settlement and reclamation of the Great American Desert, comprising the Colorado, Mojave, Death's Valley, Antelope Valley, and Armagosa Deserts and the Paramint Waste is to a very large extent due.

In the Mojave District, the average rainfall of which is from 2 to 6 inches per annum, the South Pacific Railroad Company bored an artesian well and obtained a good supply. From this start many wells were bored, the land cultivated and improved, and "from this section of the Mojave District, whose aridity has been so notorious, the wheat was harvested in the summer of 1890 that took the prize at the County Fair over the competition of all Southern California."

In the Antelope Valley, since 1889, 7,000 acres have been brought under cultivation, irrigated by five artesian wells, with a flow from each ranging from 50,000 to 200,000 gallons per diem. It is stated that fifty years ago the border of this desert district was nearly 1,000 miles eastward of its present boundary, and many hundred miles to the north.

The reclamation of this and the Algerian deserts is a striking instance of what can be done by the aid of artesian wells, and distinctly encourages us to perseverance in our inceptive efforts, and opens out a vista of possibilities for our north-western districts, where the enormous Cretaceous area is known to exist.

In Utah artesian water is to some extent used for the irrigation of grass lands and *Alfalfa crops, but such use is considered justifiable only under conditions of large and deep-seated supplies, since it is more to special crops and the intense cultivation of orchards, &c., or limited areas, that it is really applied. Irrigation from this source is not general in Utah in its application, the supplies obtained in many instances being only sufficient to irrigate from 2 to 3 acres, or for domestic use.

Town Supplies.

Artesian water is, further, an important factor in the provision of water supplies for the American country towns, 26 per cent. of them deriving their supplies from artesian and underground sources, the most notable of which is Boise, Idaho, where five wells are sunk in close proximity to each other, discharging into a reservoir, situated above the town, 200 feet by 50 feet by 8 feet, holding 550,000 gallons, and which can be filled by the united flow of the five wells in about twelve hours. The pressure will throw water through an inch nozzle to a height of 85 feet. The population of the town is 5,000.

Collection of Information.

Recognising its importance, therefore, great pains have been taken to define the areas of artesian basins, and to collect information of a character of value to science, respecting the temperature, volume or flow, chemical character, hydrostatic pressure, and the strata bored through. The collation of this information is dealt with by a department in Washington, in a special branch, by the Artesian Underflow and Irrigation Investigation Agent, with a staff of engineers, geologists, field agents, draftsmen, compilers, &c. In addition to this, the control and construction is considered to be of sufficient importance and moment to be the subject of legislation by more than one of the States.

Legislation.

In Dakota an Act was passed in 1889 "to provide for the sinking of artesian wells and the construction of watercourses therefrom"; and by it the Probate Judge of each county is made Artesian Well Commissioner. The provisions are briefly:—Upon application from ten freeholders for the sinking of a public well, and upon deposit of a description of the land to be benefited, the Commissioner appoints three viewers, who inspect the site, and after examination report. If the report is favourable to the well any claims for damage, &c., that may be put forward, are paid out of the County Treasury. The report accepted, survey and levels are taken by the county surveyor, and the Commissioner advertises for tenders to contract for the work. A Board of assessment composed of certain local officials is appointed, who, after estimating the cost of construction, levy an assessment, which is limited, upon ratable property, known as the Artesian Well Fund. The State subsidizes the fund by a contribution of one-tenth of the cost of the well and channels. The proportion of the cost to be borne by the various towns to be benefited is assessed, the amounts to be paid by any town not to exceed a quarter of the cost. Assessments may be raised or lowered according to requirements. The balance of the provisions relates to the safeguards for collection and disbursement of funds.

In South Dakota an Act was passed in 1890 to "encourage the construction of artesian wells," whereby landowners or leaseholders or corporations are empowered to sink artesian wells upon such land as may be held by them for the purpose of power or agricultural purposes, and for any purpose for which such water can be used. Right to survey and construct channels is given, which may not be brought within 15 rods of any dwelling without consent, and such channels may be on the shortest and most direct route obtainable, and may cross public roads. Claims for damage are settled by a jury of appeal. The site of the well, route selected, and surveyed for the channels, is registered. Owners of land through which the water flows may use the same on payment of rental to be fixed by the County Commissioner. Water-rights are sold with the land. Water flowing over a road is reserved for the use of the public under the same terms required in the use of surplus water flowing across private land.

Proposed Legislation.

In the draft of the proposed Colorado Irrigation Code, Article 12, is defined "Subterranean and Artesian Wells." It declares that water channels and courses with flow in them, found beneath the surface not already appropriated, are public property, and are dedicated to the use of the people of the State. Records are to be supplied to the County Clerk of the sinking and character of all artesian wells, of the stratum passed, volume of water, &c., and all details of importance. Bored wells are to be properly cased to prevent escape of water; proper appliances to be used to arrest or regulate the flow. Every person complying with these provisions, and using the water for beneficial uses, shall be deemed to have appropriated them to the extent to which the same shall be so applied. No person controlling an artesian well shall suffer the water to flow to waste. This last proposed enactment appears very much to the point, and the provisions are absolutely necessary.

Queensland

Queensland Government Bores.

In Queensland the success of the operations under the Hydraulic Engineer and by private firms has been marked, and wells have been bored yielding enormous supplies, the more notable ones being:—

Barcaldine, 691 feet deep, yields 175,000 gallons per diem; temperature, 102 degrees. Cost, £1,340.
 Saltern, 978 feet deep, yields 17,200 gallons per diem; temperature, 115 degrees. Cost, £1,459.
 Blackall, 1,663 feet deep, yields 300,000 gallons per diem; temperature, 119 degrees. Cost, £5,074.
 Tambo, 1,002 feet deep, yields 200,000 gallons per diem; temperature, 98 degrees. Cost, £1,544.
 Cunnamulla, 1,402 feet deep, yields 540,000 gallons per diem; temperature 106 degrees. Cost, £2,316.
 Back Creek, 180 feet deep, yields 72,000 gallons per diem; temperature, 70 degrees.
 Charleville, 1,370 feet deep, yields 3,000,000 gallons per diem; temperature, 106 degrees. Cost, £1,641.
 Bogantungan, small flow.
 Racecourse, 1,781 feet deep, yields 8,228 gallons per diem; temperature, 88 degrees.
 Muckadilla, 3,262 feet deep, yields 23,000 gallons per diem; temperature, 124 degrees.
 Mackinlay, 1,002 feet, yields 350,000 gallons per diem.

Queensland Private Bores.

Name of Bore.	Depth in feet.	Yield per diem in Gallons.	Temperature Fahrenheit.	Pressure per square inch at surface.	Remarks.
Aberfoyle, No. 1	496	.....	.....	lb.	Good supply struck in sandstone; volume, and whether overflowing not stated.
Do No. 2 .....	.....	.....	.....	.....	In progress, now 500 feet deep.
Albilbah .....	.....	.....	.....	.....	No particulars to hand.
Alice Downs	2,145	100,000	.....	.....	Overflowing.
Aramac, No. 1	650	2,000,000	81	25	do
Do No. 2	1,011	1,750,000	99	39	do
Bowen Downs, No. 1	870	493,600	90	70	do
Do No. 2	1,374	1,500,000	103	.....	do
Do No. 3	1,112	864,000	.....	.....	do
Brenda	1,900	Good supply.	.....	.....	Water rises to within 50 feet of surface.
Butranbilla	1,811	4,000,000	124	.....	Overflowing.
Caiwarra	1,810	10,080	.....	.....	do
Coreena	300	25,000	.....	.....	Water rises to within 4 feet of surface; supply pumped.
Do	285	Small supply.	.....	.....	Not overflowing.
Do	450	do	.....	.....	do
Do	750	40,000	.....	.....	Originally water rose to within 40 feet of surface; now it stands 12 feet from the surface; supply pumped.
Do	904	1,500,000	.....	.....	Overflowing.
Do	1,350	350,000	.....	.....	do
Dalzell's Bore, Newark Block, Coreena.	1,100	150,000	.....	.....	do
Darr River Downs, No. 1	2,007	20,000	107	.....	Supply pumped; water brackish; rose to 70 feet from surface.
Do No. 2	1,007	40,000	.....	.....	Supply pumped.
Do No. 3	2,700	50,000	.....	.....	Overflowing.
Do No. 4	800	4,800	.....	.....	Pumping.
Evora	2,036	43,000	116	.....	Overflowing.
Fraser's selection bore, 7 miles northerly from Barcaldine.	1,175	600,000	.....	.....	do
Fraser and McLachlan's bore, Barcaldine.	700	200,000	.....	.....	do
Home Creek	1,760	100,000	.....	.....	do
Kungic Lake	1,255	500,000	110	.....	Overflowing, about 45 miles S.W. from Cunnamulla.
Llanrheidol .....	.....	.....	.....	.....	No particulars to hand.
Lansdowne	2,485	.....	.....	.....	Water rises to within 17 feet of surface.
Malvern Hills .....	.....	.....	.....	.....	No particulars to hand.
Manfred Downs No. 1	177	22,000	.....	.....	Overflowing.
Do No. 2	128	12,000	.....	.....	do
Do No. 3	86	14,000	.....	.....	do
Do No. 4	210	10,000	.....	.....	do
Do No. 5	200	20,000	.....	.....	Not overflowing; supply pumped.
Do No. 6	98	16,000	.....	.....	Overflowing.
Do No. 7	678	50,000	106	.....	do
Do No. 8	760	525,000	110	.....	do
Do No. 9	707	200,000	102	.....	do
Do No. 10	733	250,000	118	.....	do
Murweh	1,230	140,000	98	.....	do
Nooama, No. 1	1,502	1,500,000	112	200	do
Do No. 2	1,650	1,500,000	.....	.....	do
Do No. 3	1,632	3,456,000	110	200	do
Northampton Downs	1,334	25,000	.....	.....	do
Richmond Downs, No. 1	699	1,600,000	96	.....	do
Do No. 2	480	1,200,000	92	.....	do
Saltern Creek, No. 1	1,130	175,000	108	.....	do
Do No. 2	1,605	220,000	113	31	do
Do No. 3	1,970	690,000	128	49	do
Tara, Cudmore's selection, about 20 miles westerly from Barcaldine.	2,003	250,000	.....	.....	do
Thuruloona, No. 1	1,270	177,000	112	.....	Overflowing.
Do No. 2	1,440	30,000	102	.....	Overflowing slightly; supply pumped.
Do No. 3	1,616	200,000	108	.....	Overflowing.

Queensland Private Bores—continued.

Name of Bore.	Depth in feet.	Yield per diem in Gallons.	Temperature Fahrenheit.	Pressure per square inch at surface.	Remarks.
Thurulgoona, No. 4	718	36,000	102	lb.	Overflowing slightly; supply pumped.
Do No. 5	831	8,000	.....	.....	Overflowing when first tapped, but water since receded; salt water.
Do No. 6	1,529	1,500,000	108	.....	Overflowing.
Uanda, No. 1	334½	100,000	.....	.....	do
Do No. 2	362	100,000	.....	.....	do
Do No. 3	248	40,000	.....	.....	do
Do No. 4	397	.....	.....	.....	Water rises to within 23 feet of surface.
Do No. 5	280	40,000	.....	.....	Overflowing.
Do No. 6	296½	.....	.....	.....	Water rises to within 35 feet of surface.
Do No. 7	225½	60,000	.....	.....	Overflowing.
Do No. 8	509½	120,000	.....	.....	do.
Do No. 9	518	100,000	90	.....	.....
Do No. 10	525	120,000	90	36	.....
Do No. 11	606	30,000	90	.....	.....
Do No. 12	650	.....	.....	.....	Water rises to within 30 feet of surface.
Do No. 13	380	150,000	90	.....	.....
Do No. 14	756	200,000	90	.....	.....
Do No. 15	360	60,000	80	.....	.....
Do No. 16	200	50,000	80	.....	.....
Do No. 17	250	70,000	.....	.....	.....
Do No. 18	.....	.....	.....	.....	Particulars not to hand.
Warenda, No. 2	184	70,000	.....	.....	Overflowing.
Do No. 4	511	150,000	.....	.....	do
Do No. 5	715	750,000	.....	.....	do
Weelamurra	1,589	150,000	113½	150	do

Note.—From the Queensland Hydraulic Engineer's Report for 1891.

No Legislation in Queensland.

As in our own colony, the work in Queensland is yet comparatively in its infancy. There is no legislation dealing with these works in existence. Although the necessity and importance of it has been recognised, and a short bill introduced in which there were clauses dealing with the regulation of the flow from artesian bores, it was thrown out by the Upper House after some debate on these very clauses. The Government artesian wells being used for the purposes of watering stock, the question of irrigation from them has apparently not been considered. Regulating-valves are used at the Government bores, but I am not aware of any legislation compelling their use by private individuals, nor am I aware if such are used.

Victoria.

In Victoria, boring for artesian water appears to have been carried out with more or less success, the oldest and most known of these works being the artesian well at Sale. The first bore here was put down in 1880 to a depth of 234 feet at a cost of £180, the casing used being 100 feet of 4 inch, and 234 feet of 2½ inch, the flow from the 2½ casing rising 16 feet above the curb yielded a supply from 1,200 to 1,500 gallons per hour. The water was unsuited for domestic purposes, and although used by the railway department for some time for locomotive purposes its use was eventually discontinued. The water, essentially saline and containing 40 grains of salt to the gallon, exercised such an effect upon the casing that it became necessary to recase the bore. This was done, but within eighteen months it again became necessary to insert fresh piping which lasted about two years. The bore is now abandoned, and I understand has choked and ceased to flow. The strata pierced was clay and sand in alternate bands, and when the water was first struck leaves and pieces of wood or lignite were thrown up for several days. It is very curious to note the effect of this water upon the casing, which was rapidly destroyed, the ordinary wrought-iron lasting longer than the galvanised, yet the tanks (ordinary 400 gallon tanks) above ground into which the supply discharged have not given way. An instance, I think of what has already been proved in America, namely, that artesian water invariably improves by exposure and aeration. The Government of that colony have further spent since the year 1886 a sum of £42,700 in experimental borings, and have put down a series of them with a view of testing their Mallee country for artesian water, but they have so far been unsuccessful. Upon the line of bores running north from Nhill to the Murray River six bores have been put down, two of which are in progress; the deepest of the series, at Netherby, reached a depth of 2,200 feet, piercing the bed-rock to a considerable distance, when it was abandoned. The result of the two bores in progress will be looked for with interest. Further to the eastward another line of bores is in progress, from Donald to the river Murray, the deepest of which reached a depth of 899 feet without the desired result. One bore of the series is still unfinished. Artesian water has been also struck at Mordialloc, the water fresh, but the flow limited; but under the pump the water can be raised at the rate of 2,700 gallons per hour. The work is carried out partly by contract and partly by the plants belonging to the Government.

South Australia.

In South Australia, owing to the large extent of territory, the borings are much scattered, the earliest of the bores attempted being at Wilmington, which resulted in a sub-artesian supply. *i.e.*, not flowing, being tapped at 350 feet. Subsequently, borings were commenced at Tarkanna, about 60 miles north of Farina, and at a depth of 1,220 feet a flow rising 20 feet over the curb was tapped. Bores were subsequently undertaken, and artesian water in large quantities obtained near Hergott, Coward and Strangways, and Mulligan Springs, all situated within short distances of mound springs. Following these an essay was made on the Great Australian Bight, and on the Nullabor Plain a bore was sunk 777 feet, which resulted in a sub-artesian supply of 68,000 gallons per diem, temperature 81 deg. Fahr., of good water. Following upon this a bore was tried at Tintinarra, in the 90-Mile Desert, and at 246 feet a supply was struck of 48,000 gallons per diem, rising to the surface. A geological examination of the country has shown that a very

very extensive area of country may be said to embrace a wide Cretaceous basin, extending from the New South Wales and Queensland Borders to outcrop of bed-rock near Farina; the limits on the north and west being as yet undefined, but so far as can be ascertained it embraces an area of nearly 100,000 square miles. The most successful bores are those named at Hergott, Coward, Strangways, and Mungamurtee, and at the respective depths of 342, 308, 365, and 237 feet, corresponding supplies of 100,000, 1,200,000, 1,200,000, and 52,000 gallons in each case, at a temperature of 86 and 90 degrees, were struck. Nothing has yet been done, so far as I am aware, to utilize these supplies for irrigation.

New South Wales.

In our own colony the question has been for years before the Department, attention being in the first instance drawn to it by a successful artesian well sunk on Kallara Station, by David Brown, Esq., in 1879. A section of this bore is shown in appendix 42. This well was sunk in proximity to a mud-spring, and at a depth of 140 feet artesian water was tapped that rose 26 feet above the curb, and has been flowing without intermission ever since. The first essay made by the Department for artesian water was in 1884, although artesian water had been previously tapped in a bore for coal near Lake Macquarie, and under the directions of a former Superintendent of Drills (Mr. Henderson) a bore was put down at Goonery, an out-station of Tooralc Run, on the Bourke-Wanaaring Road, 51 miles from Bourke, to a depth of 89 feet, at which depth water was struck, which rose 8 feet above the curb at a rate of 1,000 gallons per hour. [*See Appendix 15.*] Other bores sunk in the same locality proved successful, so far as reaching artesian water was concerned, but so impregnated with saline matter as to be useless.

In 1885 and 1886 the present Superintendent of Drills (Mr. Slee) sunk a bore at the 75-Mile Peg, now the Tinchelooka bore, upon the same road, to a depth of 960 feet, in the face of great difficulties, due to the drought, &c., the water from which rose to a height of 20 feet above the curb at the rate of 33,000 gallons per diem, the quality being not first-class.

In 1885, in a bore for coal at Ballimore, near Dubbo, artesian water of a mineral character was struck at a depth of 550 feet, rising at the rate of 1,000 gallons per hour to a height of 30 feet above the curb. [*See Appendices A and 13.*]

In 1887, at 101½ miles from Bourke, a bore (the Cuttaburra bore) was sunk a depth of 965 feet, at which depth water was tapped and rose to a height of 8 feet above the curb, yielding 22,464 gallons per diem, the water being of an inferior quality, due, it is supposed, to the salt water struck near the surface not being sufficiently shut off. (For analysis, see *Appendix B.*) These bores were all sunk in pursuance of a recommendation made to the Government in 1880, after the successful effort made by Mr. David Brown, at Kallara, by Mr. Wilkinson, the late Government Geologist, in conjunction with the Chief Inspector of Public Watering Places, Mr. Gilliat, and the Chief Inspector of Stock, Mr. Bruce, to put down a series of bores for artesian water, with a view of opening up a new road and well-watered stock-route from the Mount Browne Gold-field to Bourke, to lead the northern traffic to the railway terminus at Bourke. During the progress of this work, Mr. Geological-Surveyor Brown was engaged in examining the extensive water-bearing country in the Albert and Warrego districts; and this work has been continued by Mr. Geological-Surveyor Anderson, who has so far been able to determine very largely the probable southern limits of the Cretaceous or artesian water-bearing formations. The inadequate appliances, viz., Tiffin and Wright and Edwards' augers, at the command of the Superintendent of Drills prevented rapid progress in the work. The success in Queensland drew attention to the contract system of carrying out this work, and, acting upon the advice of Mr. Slee, the then Secretary for Mines, Mr. Abigail, issued instructions for the calling of tenders for the bulk amount of 30,000 feet of boring.

Tenders for Boring.

The first series of these tenders was opened in February, 1889, and resulted in nine tenders, as follows:—

1. Austral American Boring Company; 2. William Watkins; 3. A. D. Carmichael; 4. Artesian Well and Mineral Boring Company; 5. Federal Artesian Well and Mineral Boring Company;
6. George Proudfoot; 7. Colonial Mineral and Water Boring Company; 8. T. S. Parrott;
9. Mooy Brothers.

Funds, however, had not at the time been voted by Parliament, but the tender, No. 5, of the Federal Australian Well and Mineral Boring Company was accepted by the Hon. W. J. Lyne, who was at that time administering the business in connection with Public Watering Places and Water Conservation, subject to the money being voted by Parliament, but the tenderers withdrew. The second series was opened in September, 1889, with the result that only one tender was received, from Andrew Murray and Company, and was declined.

Previously to the third series it became apparent that the magnitude of the works proposed was beyond the power of any one to take in hand single-handed, and with a view to affording persons of limited capital an opportunity of tendering, the 30,000 feet of boring was divided by the late Minister, the Hon. Sydney Smith, into five contracts; and upon tenders being opened in October, 1889, five tenders were received, as follows:—

1. A. D. Carmichael; 2. The Australian Well and Mineral Boring Company; 3. Australian Water and Mineral Boring Company; 4. William Watkins; 5. G. A. Greatrex.

Tender No. 2, of the Australian Well and Mineral Boring Company, was accepted for two contracts, comprising nineteen bores at the following rates:—

Surface to 1,000 feet, 24s. 9d. per foot; 1,000 to 1,500 feet, 27s. 6d. per foot; 1,500 to 2,000 feet, 30s. per foot—exclusive of casing.

Owing, however, to the collapse of this boring Company, operations were not commenced, and after a delay of many months, waiting in the expectation of the re-forming of the Company, steps were eventually taken to estreat their bond and cancel the contract.

The fourth series, consisting of the bores then unlet, again subdivided into smaller contracts, was opened in November, 1889, and resulted in three tenders, as follows:—

1. William Watkins; 2. Petrolia Boring Company; 3. D. C. Carmichael.

Of which tenders No. 2, of the Petrolia Boring Company, at the following rates:—

Surface to 1,000 feet, 24s. 6d. per foot; 1,000 to 1,500 feet, 29s. 6d. per foot; 1,500 to 2,000 feet, 34s. 6d. per foot—exclusive of casing.—was accepted for seven bores, as follows:—

Bourke to Barrington, 3 bores; Bourke to Hungerford, 3 bores; Bourke Trucking Yards, 1 bore.

The

The fifth series, inviting tenders for the unlet bores, was opened in March, 1890, and resulted in five tenders, as follows:—

1. Thos. Potts; 2. William Watkins; 3. M. Ferguson; 4. Chas. Mayes; 5. Griffiths and Simonsen. Of which tenders, No. 5 was accepted for four bores (two Collarendabri to Angledool, and two Moree to Boggabrilla).

Before signing the bond, however, in this case, the contractors confessed their inability to carry on, and forfeited their preliminary deposit of £40.

The sixth series was opened 31st March, 1890, resulting in two tenders:—

1. Charles Mayes; 2. William Watkins.

And in view of the high rates neither was accepted.

The seventh series was opened on 16th June, 1890, and resulted in only one tender, from Chas. Mayes, which was accepted for four bores (two on the Collarendabri to Angledool Road, and two on the Moree to Boggabrilla Road), comprising contracts Nos. 4 and 5, at the following rates, respectively:—

Surface to 1,000 feet, 24s. per foot; 1,000 to 1,500 feet, 28s. per foot; 1,500 to 2,000 feet, 32s. per foot;—and Surface to 1,000 feet, 27s. per foot; 1,000 to 1,500 feet, 31s. per foot; 1,500 to 2,000 feet, 35s. per foot—casing extra at schedule rates.

Before fresh advertisements, however, could be inserted, inviting tenders for the bores still unlet, Mr. William Watkins submitted an offer to undertake the two bores at Nyngan and Coonamble, contract No. 3, at the following rates:—

Surface to 1,000 feet, 25s. per foot; 1,000 to 1,500 feet, 32s. 6d. per foot; 1,500 to 2,000 feet, 35s. per foot;—casing at schedule rates extra, which was accepted in June, 1890.

At this period it became apparent that the Australian Water and Mineral Boring Company would be unable to re-form their Company to complete its contracts: steps were therefore taken to cancel them and estreat the bonds, and again advertise the nineteen bores that had been let to them. Before this was done, however, steps were taken to modify the specifications and conditions, representations having been made that the stringent nature of them pressed harshly upon contractors, and that if this action was taken more tenders would be received. The terms, therefore, were modified, taking all the risks into consideration, so far as was consistent with safety, and the eighth series of tenders, comprising in all twenty-eight bores, was advertised on 31st October, 1890. Upon the 1st December following, the date upon which tenders closed, it was found, to our disappointment, that none were received. The delay and want of success in obtaining suitable tenders, more especially when the publicity given to the matter by advertising in each of the Colonies is considered, was very discouraging, and serious attention was given to the question of purchasing plants and carrying the work out under the Department's own officers. Tenders were therefore invited for the supply of two pole-rig boring plants complete, but I am thankful to say that the acceptance of any of the tenders was considered unnecessary, since in the ninth series tenders were invited for the whole of the unlet bores, in nine contracts, under the modified specifications, and with the material alteration that the Department should provide the casing, as has been the invariable custom in Queensland, with the result that tenders were received from Messrs. Pickering for contracts 10 and 13, five bores, Milparinka to Wanaaring Road, and two bores, Louth to Wanaaring Road, and from Mr. J. H. Stubbs for contracts Nos. 6 and 9, five bores, Ivanhoe to Menindie Road; one bore, Box Creek to Arumpo Road; four bores, Busto to Pooncarie Road, being a portion of the cancelled contract of the Australian Water and Mineral Boring Company, comprising in all seventeen bores.

The rates for contract 10 being:—

Surface to 1,000 feet, 27s. per foot; 1,000 to 1,500 feet, 35s. per foot; 1,500 to 2,000 feet, 40s. per foot.

For contract 13:—

Surface to 1,000 feet, 24s. 6d. per foot; 1,000 to 1,500 feet, 29s. 6d. per foot; 1,500 to 2,000 feet, 34s. 6d. per foot.

For contracts 6 and 9:—

Surface to 1,000 feet, 28s. per foot; 1,000 to 1,500 feet, 33s. per foot; 1,500 to 2,000 feet, 38s. per foot.

Offers were subsequently submitted by the Federal Artesian Well and Mineral Boring Company and the Petrolia Boring Company to take up the unlet contracts, but in view of the rates asked by the former the offers were declined, and fresh tenders (the tenth series) were invited for the four contracts embracing the still unlet bores, which resulted in only one tender being received, from the Petrolia Boring Company, which was ultimately accepted for two contracts, Nos. 11 and 12, embracing ten bores, leaving two bores only out of those approved of still unlet.

The rates being for contract No. 11:—

Surface to 1,000 feet, 27s. per foot; 1,000 to 1,500 feet, 35s. per foot; 1,500 to 2,000 feet, 40s. per foot.

For contract No. 12:—

Surface to 1,000 feet, 27s. per foot; 1,000 to 1,500 feet, 35s. per foot; 1,500 to 2,000 feet, 40s. per foot.

Bores let.

The following is a statement of the contracts let up to the present date, the number of bores embraced, and the progress made:—

Contract No. 1.—Bourke Trucking Yards, 1 bore completed; depth, 1,475 feet; no water. [See Appendix 5.] Contractors—Petrolia Boring Company.

Contract No. 2.—Bourke to Barrington Road, 3 bores. One bore at Native Dog, complete, 475 feet deep; supply, 2,000,000 gallons per diem. [See Appendices 10 and 12.] Three bores, Bourke to Hungerford Road. Two bores, Youngerrina, complete, 166 feet deep; supply, 120,000 gallons per diem. [See Appendix 9.] Yantabulla, 180 feet deep; supply, 100,000 gallons. [See Appendix 11.] Contractors—Petrolia Boring Company.

Contract No. 3.—One bore, Nyngan, now 700 feet deep, not complete. [See Appendix 7.] One bore, Coonamble. Not yet commenced. Contractor—William Watkins.

Contract No. 4.—Two bores, Collarendabri to Angledool. No. 1 bore now 2,000 feet deep. Not complete. [See Appendix 6.] Contractor—C. E. Mayes.

Contract

- Contract No. 5.—Two bores, Moree to Boggabrilla, not yet commenced Contractor—C. E. Mayes.
 Contract No. 6.—Five bores, Ivanhoe to Menindie. Erection of machinery in progress. Contractor—J. H. Stubbs.
 Contract No. 7.—One bore, Balranald to Wakool. Still unlet.
 Contract No. 8.—One bore, Moama to Deniliquin. Still unlet.
 Contract No. 9.—One bore, Box Creek to Arumpo, and four bores, Euston to Pooncarie. Plant now *en route*. Contractors—Messrs. J. H. Stubbs.
 Contract No. 11.—Five bores, Silverton to Lake Cobham. Contractors—Petrolia Boring Company.
 Contract No. 12.—Five bores in existing wells. Contractors—Petrolia Boring Company.
 Contract No. 13.—Two bores, Louth to Wanaaring. No. 1 bore, 810 feet deep. [See *Appendix 8*.]
 Contractors—Messrs. Pickering.
 Eleven contracts let in all, embracing thirty-nine bores Two contracts at present only remain unlet, Nos. 7 and 8, for one bore each.

Upon the acceptance of the tenders under the ninth series, the Superintendent of Drills drew attention again to the inadequate appliances at his command, and, fearing accident from them, suggested that, as the two bores upon the Milparinka to Wanaaring Road, at the 106 and 121 mile pegs, being carried on under his directions were now of great depth, they should be completed by contract, to which the Minister assented, and after some negotiation they were satisfactorily let under contract No. 14 to Messrs. Pickering, contractors for contract 10. For sections of these bores see *Appendices 3 and 4* respectively.

Nature of Contracts.—Casing.

The nature of the present contracts entered into is briefly as follows :—

The Contractor provides all necessary plant, tools, power, wood, water, and labour, for the sinking of the bores to a depth of from the surface to such depth as may be required, not exceeding 2,000 feet; the Government providing and carting all the necessary casing to the bore site. In the earlier contracts provision was made for the Contractor to supply everything, including casing, and as experience showed that the large initial outlay for casing, in addition to plant, was to a certain extent the cause of the paucity of the tenders, and as it was found that the Hydraulic Engineer, Brisbane, has been supplying his contractors with casing from the inception of his operations, the Minister approved of the adoption of that system, which I have reason to believe will prove the more economical. The whole of the later contracts from Nos. 6 to 14, are therefore let under it, and were quickly taken up upon the change becoming known. It consequently became necessary to make provision for a supply of casing, and a contract was entered into with Mr. T. J. McWilliam, sole Australian Agent for Messrs. A. and J. Stewart and Clydesdale, Glasgow, for the supply of casing at satisfactory rates, for the ensuing twelve months, in such quantities as might be required of the "Russian Brand" swelled and collar joint casing, the same kind as is largely used in Roumania, Italy, Austria, Russia, and in the Caspian oil wells. Tenders were publicly invited and six were received, but it was not until exhaustive inquiry had been made from private sources and from the Governments of Queensland (where Stewart's casing is used exclusively), South Australia, and Victoria, that the Minister decided to accept Mr. McWilliam's tender. Although not the lowest, it was considered that the class of casing to be supplied would be more suitable, and, from its world wide reputation and the experience of the Department, give the most satisfaction. In this a right step has, I venture to think, been taken, since the whole success of a bore depends upon its casing; grave and costly accidents, sometimes irreparable, have occurred, causing the total loss of a bore from defective casing. The choice I may add has given the profoundest satisfaction to our contractors, who have equally recognised the importance of being supplied with the best obtainable.

Bourke Bore.

So far as these wells have been completed, the cost, including the necessary casing, has averaged 35s. per foot, while the average cost of the more important of the Queensland bores appears to be about 37s. per foot. I see no reason why our average cost should be very materially increased, and when the outlay necessary to place a complete plant upon the ground that must in the first instance be incurred, the cost of the plant, &c., probably more than £2,000, before any return can be made, and the risks of the work, which fall upon the Contractor, and the isolated and outlying positions of most of our bores are taken into consideration, the rates appear to be reasonable. As instancing the risk attendant upon this class of work, the case of the Bourke Bore may be cited where the Contractor sunk five bores, losing both tools and casing in them, before he successfully got through the large beds of drifts; and as he was only paid for the actual depth of the last bore, his loss over this one operation must have been quite £1,000. This (Bourke) bore was sunk near the Trucking Yards, with the understanding that the Railway Commissioners would bear half the expense if successful. The greatest difficulty was experienced in piercing the heavy drift-beds, and, as before stated, no less than five holes were commenced, one of which reached a depth of 600 feet before the difficulties were overcome and a settled formation reached. This, however, soon merged into a formation, which was pronounced by the Government Geologist to be bed rock, in which it was considered hopeless to persevere. However, in deference to the expressed local opinion the Minister directed the boring to proceed with a view to placing the matter beyond all doubt, until 1,467 feet was reached at which depth the bore was stopped and the bulk of the casing withdrawn. [See *Appendix 5*.]

Moongulla Bore.

The Moongulla Bore, on the Collarendabri-Angledool Road, is an interesting bore, now down 2,000 feet in depth, and if successful will be most encouraging. Some miles to the westward the proprietors of Dunumbal Station put down a bore 2,042 feet and tapped artesian water, which just flows over the curb 200 gallons per diem; the bore at this point had to be abandoned owing to the rotten caving nature of the strata and the impossibility to get the casing down, otherwise it was intended to proceed to a greater depth with a view of a large supply. The Government bore, it is trusted, will, if possible, solve this question, and prove whether a large deep-seated supply exists in this north-east district of the Colony. [See *Appendix 6*.]

Nyngan Bore.

The bore at Nyngan is another interesting bore, situated without or upon the verge of the supposed Cretaceous formation; the operations are keenly watched since if successful an entirely new field will

be opened up. The depth is now over 700 feet and the enormous difficulty in piercing the drift-beds has been experienced here as at Bourke. The Contractor was compelled to abandon the first hole at a depth of nearly 500 feet. His perseverance in a most disheartening contract for a poor man is deserving of recognition. He is now out of his difficulty, and is in a more settled formation. In this bore it is extremely interesting to note that a thin coal seam has been struck, and that the formation underlying the band is closely allied to the formation of the Clarence series, and the Leigh Creek Coal Measure of South Australia. The sample of the stratum submitted to the Palæontologist of the Department, Mr. R. Etheridge, contained fossil leaves of a rare description (*æniopteris*, a fern plant), which have as yet only been found in the formations referred to. [See Appendix 7 and Appendix C.]

Selection of Sites.

Great care was exercised in the selection of the boring sites; the Government Geologist and the Chief Inspector of Stock were consulted with the double object of not only placing the bores where they would have the effect, if successful, of watering certain arid stock routes, but also of testing definitely the geological formations of a very large area of hitherto unexploited country. They enclose, so to speak, a very large tract of country, which will be properly tested, since it is fair to assume that if one bore strikes the Cretaceous or Tertiary formation upon the eastern line, and another strikes the same formation on the northern and western line, the formation, of the intervening country will be the same, and if water is struck will afford encouragement and definite information for private individuals to proceed.

Reservations.

The bores are not confined to any stated district, but are in districts widely apart and different, and each succeeding bore, therefore, that is completed is a step nearer the important end of defining the boundaries of the extent and depth of the Cretaceous or artesian water-bearing formation or basins. Steps were at once taken when the sites were chosen and marked to secure a sufficient reservation of land for the protection of the bores, and to serve as public watering-place areas upon completion.

The stock routes chosen, in their present condition, are almost impassable in a drought, and the actual average annual stock traffic and the prospective increase due to the watering of the roads was in the first instance carefully considered. [See Appendix D.] It will be both instructive and interesting to watch the developments of the bores in the south-western and north-eastern districts, which are to the present day practically unexplored geologically. The immense plains may, for ought we know, cover as yet unknown basins of the Cretaceous formation or vast mesozoic or Tertiary drifts that will yield enormous supplies of water. The importance of this exploration will be seen on reference to the Superintendent of Drills, hydrographical map of New South Wales, where it is evident that the wells in the districts referred to are few and far between, and with few exceptions do not exceed 200 feet in depth; and when we consider again the limited nature and extent of the natural supplies of water in those districts, inadequate indeed for even domestic and stock purposes, let alone irrigation. Those portions of the districts to be tested by artesian boring are in addition almost entirely out of reach of any scheme for water conservation and irrigation, and if the latter is ever brought to them, it will be solely by the means of artesian wells.

Necessity for Records of Bores.

From the many demands for information generally made by the public upon the Department charged with this work, and for specific information regarding the strata, &c., in existing bores in the different localities, it became at once apparent that the information at its disposal was gravely inadequate. Steps were therefore taken, with the Minister's sanction, to initiate as complete an artesian well record as could be made and to that end the different boring companies and private firms, who had undertaken work of this class, were communicated with, with a view of obtaining a record of the positions, numbers, details, and sections of the various artesian wells sunk by them in the Colony. This was in most cases cordially responded to and the information (approximate, however, in some cases) was given, while in others no reply has been received, the public importance and great utility of such record being probably not recognised. The record obtained is given in the appendices, and sections of each bore have been prepared, so far as the information afforded permits, and the positions accurately shown on the artesian well map attached. The nucleus of a permanent record that will in each year increase in value and importance is now established, and will be of the utmost service in guiding future operations, whether public or private. The importance of the collation of this class of information does not appear to have been at first recognised in America, nor was it commenced with the earlier boring operations, the collection therefore of the arrears has caused infinite trouble and expense. Here it is trusted the compilation of this important record will proceed *pari passu* with the work as its scope becomes enlarged. As the matter at present stands we are now entirely dependent upon the courtesy of those who have undertaken such works for the requisite information. It seems to me, therefore, in view of the fact that our request has not in all cases been responded to, that some action is required, whereby those who undertake such work should be required to furnish the Government with the fullest information, as regards strata, depth, &c., and that samples of each stratum pierced and the water struck should be afforded for examination and analysis. How this can best be dealt with is a matter for further consideration, whether by regulation under the Crown Lands Act or by a few comprehensive clauses in the proposed Water Conservation Bill.

Analysis of Artesian Water.

The analysis of the waters is another important question, and in America is dealt with accordingly. Here we have as yet, done nothing beyond the analysis of a few samples of water of palpably low quality, from the Government bores and wells. [See Appendix E.]

It is, however, intended to obtain samples from every bore if possible for analysis, in order to determine their chemical character in regard to suitability for irrigation, a phase in the question that has not yet apparently attracted public attention, since the analyses hitherto made have only been with a view of determining the suitability or otherwise of the water for stock purposes, and then only from the wells and bores yielding a low-class quality, and in few instances has the water of a potable quality been tested. The object in view in the future will be to test all artesian waters of all qualities by analyses, as to their chemical character and suitability for irrigation. This branch of the subject is dealt with most comprehensively and exhaustively in America, and should receive the same treatment here as its importance demands. [See Appendix F.]

Regulation

Regulation of Flow.

The Department has recognised the importance of the regulation of the flow from artesian bores and by the direction of the Minister a special regulating-valve was designed and made for use at all the Government bores, to which attention was generally directed in the public press, in the hopes that the owners of flowing artesian wells would recognise the importance of the subject, which is very great, and the necessity for some provision for preventing the waste of the most precious commodity in the arid portions of the Colony. This regulating-valve is doubly necessary in cases where the occurrence of artesian water is at comparatively shallow depths and where the artesian basin is supplied by the local rainfall soaking into them. "In which case," Mr. C. S. Wilkinson, the late Government Geologist states, "the artesian supply may gradually diminish if largely drawn upon and it will of course vary with the depth and distance of the bore from the outcrop of the bed; in other words, according as the bore may have a greater or less extent of water-bearing formation to drain. Here then will be seen the wisdom of preventing the outflow from going to waste by regulating it by a valve or mechanical means such as is being constructed under the direction of the Minister." The lesson of the diminution of the artesian supply in the London Basin before referred to, and our own immediate experience in the shallow Goonery Bore, where the flow has decreased in five years from 1,000 gallons to 260 gallons per hour, confirms amply this opinion, and the fact that the question has been deemed sufficiently important to legislate upon in America, all points out the great necessity for legislation upon the subject in this Colony, where, I believe, I am not beyond the mark in saying 16,000,000 gallons of artesian water is daily flowing to waste, and that in southern Queensland, upon our own border, extending as far as Charleville, the water flowing to waste fully equals 15,000,000 gallons daily.

Mr. Wilkinson continues:—"But where the supply is of deep-seated origin its source is so distant and wide spread that in my opinion it is practically unlimited, and cannot possibly be exhausted by the numerous bores that may be put down throughout the extensive area, so that such supply may be unsparingly used for irrigation purposes." In corroboration of this, the experience of the Mormon authorities in Utah, where such use, that is, irrigation, is considered justifiable only under conditions of large and deep-seated supplies, perhaps confirms this view, but for all that the outflow is regulated, and no waste permitted, and so it should be in this country. As yet we have no legislation dealing with the question, but in the draft Bill for the conservation and utilisation of water, provisions are inserted dealing with it.

Some few owners of artesian bores have regulating-valves in position, but the majority I believe have not. Neither do I think the value or importance of them is fully recognised. In addition to this the bulk of the wells are not sufficiently cased to admit of this being done. From economical motives most of the casing is withdrawn, and if the outlet is suddenly closed, I fear in many instances the water would find its way out behind the casing, and probably destroy the bore or lose the flow in the previous strata that necessitate the use of the casing. Such has happened and is, I believe, within the experience of the South Australian Government in respect of the Hergott Springs Bore. The State of Colorado has recognised the importance of use of proper and sufficient casing, and deals with this in Article 12 of the proposed irrigation code. In San Bernardino County, California, this question is also dealt with by public regulation.

Irrigation from Artesian Bores.

Artesian water is, as a rule, suitable for irrigation purposes, and it is only those heavily charged with salt or alkaline matters that are not; and as I can see no reason why this industry, growing daily in importance, should not be an element of immense value, deserving the utmost consideration in developing that north-western portion of the colony, where the fertility and recuperative powers of the soil are so wonderfully illustrated by the growth of feed after rainfall at the proper season. The average quantity of water required for the irrigation of grain crops, based upon the experience of other countries, may be roughly estimated at 72,600 cubic feet or 543,485 gallons per acre. One inch of rain would equal 3,630 cubic feet or 22,622 gallons per acre. A rainfall of 20 inches would therefore yield 72,600 cubic feet or 543,485 gallons per acre. 640 acres would consequently require 46,464,000 cubic feet or 347,830,400 gallons upon them as an equivalent to 20 inches of rain. When it is considered that the flow per diem from the Native Dog Artesian Bore, 4½ miles from Bourke, is approximately 2,000,000 gallons per diem, or 730,000,000 gallons per year, it will be seen that upon the foregoing basis a supply of water equal to a rainfall of 40 inches per annum, per 640 acres is available, or that an area of considerably over 1,280 acres can be supplied with water equalling a rainfall of 20 inches per annum.

The cost of the Native Dog Bore has been £1,000 4s. 6d. This amount added on to the value of 1,280 acres of land, renders its cost so disproportionate to its value furnished with a water supply, it may be said for ever equalling 20 inches of rain per annum, that it seems to me there is a wide opening for the encouragement generally of artesian boring to the great benefit of the colony, and particularly to the north-western portion of it, where the supposed Cretaceous area embraces a territory of 45,000 square miles, or over 28,000,000 acres. There is a great opening, too, for any enterprise that can devise a means for boring for artesian water at a cost that will place it within reach of all classes, as it stands the expense which may be roughly averaged from 30s. to 35s. per foot, limits the operations to the few. The cost in America, which averages somewhere about 8s. per foot, has an important bearing upon the progress and development of this work there. The same appliances are mostly used, and the small cost compared with that in our own colonies is, I understand, attributable to a very large extent to the fact that the strata are known and are more settled in America than in our own country, and to keen competition. I was informed by a practical driller, with a life's experience of boring in Europe and America, that he had never met such difficult ground to deal with as here; and the discouraging difficulties our own drillers have met with tends to confirm this statement. Further, so little is known of the strata likely to be met with that the price is one to cover all risks.

Legislation Required.

From the foregoing statement in regard to the boring in other lands, I venture to think that legislation is required in this Colony, based somewhat upon the proposals contained in Article 12 of the proposed Colorado code, embodying the latest suggestions from a country where artesian boring is perhaps the most extensive in the world; that accurate records should be kept of the strata, positions, &c.; that analysis of the waters should in all cases be made, and all particulars required should be furnished by private persons, who undertake this work; and that all wells should be properly cased. As

As the theory of the occurrence of artesian water has never so far as I know been clearly and succinctly placed before us, I venture to add the following interesting remarks upon the subject prepared by T. W. E. David, Esq., Professor of Geology at the Sydney University, and late Geological Surveyor to the Department.

Note on the Origin of Artesian Water in New South Wales.

WITH reference to the origin of the artesian water of New South Wales, the geological map of the country shows that the area within which the artesian water lies is shut in the south-east by the great impervious barrier of the Palæozoic rocks, which constitute the Main Dividing Range, but to the north and west communicates and forms part of the artesian water formations of Queensland and South Australia, possibly on the south-west the artesian basin is hemmed in by a low ridge of impervious Palæozoic rocks, extending from near Dubbo by way of Nymagee and Cobar to the Barrier Ranges. Possibly, however, a narrow outlet may exist in this sunken ridge, approximately underlying the present channel of the Darling River, and allowing the water in the artesian beds to escape underneath the Tertiary deposits of the Riverina district to the ocean at the Coorong coast, near the mouth of the Murray River. Traced northwards into Queensland the artesian basin is still bounded on the east by the same Main Dividing Range and its various offshoots as far north as the Gulf of Carpentaria.

In Northern Queensland the artesian basin is bounded on the west by the Palæozoic rocks of Gloncurry, and possibly this ridge of rocks is more or less continuous in a southerly direction to the Grey Ranges and Mount Browne. It is possible, however, that an outlet for the artesian water to the ocean may exist through some of the deep depressions in the western sunken ridge of impervious rock. The artesian water basin has a length extending from Nevertire to the Gulf of Carpentaria, and a width extending probably from near Warren to across the South Australian border that portion of it which lies in New South Wales, having an area of about 40,000 square miles, according to the estimates of the late Government Geologist, Mr. C. S. Wilkinson, F.G.S. The artesian basin is obviously completely closed along its eastern margin, but may discharge its waters into the ocean either in a northerly direction at the Gulf of Carpentaria or westerly; and then south-westerly by way of Lake Eyre into the Australian Bight or directed south-westerly, following approximately the course of the river Darling into the ocean near the Coorong coast. There is a strong probability that the artesian waters of the Cretaceous basin are subject to a slow but constant underflow, which enables the water to circulate and eventually discharge its saline matter into the ocean, for it is on this property of circulation that the freshness of it chiefly depends.

It is a well known fact that rain water which has percolated into the Tertiary formations, which overlie large areas of the Cretaceous formation of our western plains, rapidly becomes salt in those areas where it remains stagnant, but in localities where water-bearing beds of the same formation overlie the porous beds of the Cretaceous formation, the water found in the former is fresh owing to its being able to circulate. The source of the water in our portion of the artesian basin is obviously the rainfall of the upper portion of the Darling Catchment, and particularly that which drains into those portions of the Dumaresq, Gwydir, Namoi, Castlereagh, Bogan, and Macquarie Rivers, which overlie impervious bed rock. Mr. H. C. Russell, C.M.G., F.R.S., has estimated that the average rainfall over this area for the ten years preceding 1889 was 22.14 inches, and that out of this only $1\frac{1}{2}$ per cent. was actually discharged by the river Darling at Bourke. Assuming that out of this total rainfall $48\frac{1}{2}$ per cent. is evaporated, half the total rainfall must percolate and should be recoverable by means of wells and bores. The great extent of this percolation is proved by the fact that floods in the Macquarie River, unless exceptionally high, are scarcely appreciable at Warren, the river for the intermediate distance having flowed over the porous beds of the Tertiaries, which allow its water to percolate into the still deeper porous beds of the Cretaceous formation.

Mr. J. W. Boulton, Officer-in-charge of Water Conservation, in the accompanying report states that for irrigation purposes an amount of water supply is needed equal to about 20 inches of rain annually. Assuming that the area of land, off which the percolated rainfall drains into the Cretaceous beds, is equal only to one-third of the total area of the Cretaceous, or about 13,000 square miles (a minimum estimate), and that of the 22 inches of rain which falls on this third, one-half percolates, it should be possible to irrigate at least one-sixth of the whole Cretaceous basin, or about 6,500 square miles by means of water obtained from artesian wells or bores, provided the water prove suitable for irrigation purposes. The latter question has not yet been definitely settled, and with a view to its solution it is of great importance that as many analyses as possible should be made by the Government of such artesian water. It is gratifying, however, to note that recent analyses by Mr. J. C. H. Mingay, F.C.S., Analyst to the Department of Mines, proves that the artesian water from the Youngerrina and Native Dog Bores is well suited for irrigating purposes. In cases where the water may prove unsuited for irrigation, as has been the experience at the Barcaldine and Blackhall Bores in Queensland, it is possible that by a judicious preliminary aeration of the water by exposing it in shallow tanks to the influence of the atmosphere, its quality may be so far improved as to render it suited for supporting plant life. This aeration of artesian water before using it for irrigation, has been attended with considerable success in the United States of America. As regards the cause of the water in the bores rising to the surface, and in most cases overflowing, this phenomenon is, in my opinion, due simply to hydraulic pressure, brought about partly by the resistance of the sand beds of the Cretaceous formation to the rapid escape of the water percolating through them, and partly to the pressure of the ocean waters at the Gulf of Carpentaria or along the southern coast of South Australia. In exceptional cases the natural generation of certain gases may assist in forcing the artesian water to the surface, as has been observed at the Kissengen Salt Well in Germany. At this well, which is 1,878 feet deep, the water rises 58 feet above the surface of the ground, the pressure being attributed to the generation of carbon dioxide through the interaction of sulphate of lime and limestone, a considerable thickness of which has been passed through in the bore. Some of the artesian wells sunk on the eastern side of the Sierra Nevada are considered to owe part of their pressure to gas. (Progress Report on Irrigation in the United States, Part I, page 203.)

Between Hungerford and Thargomindah, in Queensland, near the New South Wales border, there are a number of mud springs, as I am informed by Mr. J. E. Carne, F.G.S., some of which give off gas as well as mud and water. In this case, also, therefore gaseous pressure may assist in forcing the artesian water to the surface. The relative altitudes, however, of the sites of overflowing wells and bores in New South

South Wales, as compared with the altitudes at which rain water has its lowest points of egress into the artesian water-bearing beds of the Cretaceous formation, show that hydraulic pressure alone will fully account for the rise of water to the surface at artesian bores, such as the Native Dog Bore, and the Cuttaburra Bore. The altitude of these bores may be assumed to be between 400 and 450 feet above the sea level, whereas the level of the Palæozoic rocks, in the neighbourhood of Byrock and Coolabah, where percolation of rain water probably takes place, is from 500 to 700 feet above sea level, and the level where this water enters the Cretaceous beds in this neighbourhood may be from 100 to 200 feet lower. Between Dubbo and Warren a large amount of water percolates into the Cretaceous beds from the Macquarie, and the lowest point of intake into this portion of the basin may be as much as 600 feet above sea level. This would give a difference in level of about 150 feet between the point of inflow between Dubbo and Warren and the point of outflow at Wanaaring. Besides, the Macquarie, the Bogan, the Castlereagh, the Namoi, the Gwydir, and the Barwon or Dumaresq Rivers obviously supply large quantities of water, by percolation to the Cretaceous beds. The supply of percolated rainfall from the Mount Browne and Milparinka District must also be taken into account; but as far as I am aware little is known as to the level of this latter district of the intake into the Cretaceous beds, but it would probably be sufficiently high to afford hydraulic pressure competent to raise water to the surface at Wanaaring. The bottom of the Cuttaburra Bore is probably nearly 500 feet below sea level, and the bottom of the Charleville artesian bore, in Queensland, is 395 feet below sea level. In such cases the pressure of the ocean water along the coasts of Northern and Southern Australia must obviously assist the resisting action of the water-bearing sands of the Cretaceous, and so help to raise the general level of the hydraulic grade. The high temperature of the water flowing from some of the deeper artesian bores can be explained by the known laws of the downward increment in temperature of the earth's crust, which averages about 1 deg. Fahr., for every 63 feet of descent after the superficial zone of constant temperature is past. Owing, however, to the different heat conductivities of different rocks, considerable latitude must be allowed in employing the above formula. For example, at the Muckadilla Bore, Queensland, which is 3,262 feet deep, the water has a temperature of 124 degrees Fahr., while the water from the Buranobilla Bore, in the same colony, has temperature also of 124 degrees Fahr., whereas its depth is only 1,811 feet. The mean surface temperature at these two bores being assumed to be 80 degrees Fahr., the temperature of the Muckadilla water, theoretically, should be 130 degrees Fahr., whereas it is actually 124 degrees Fahr., and that of the Buranobilla water about 100 degrees Fahr., whereas its actual temperature is 124 degrees Fahr. Obviously it is unnecessary to refer the origin of these high temperatures to volcanic agency, when they are capable of being explained by the above simple law.

Mr. David has in his memorandum touched upon an important point, which I had not brought into prominence, and which should be emphasised, in connection with the consideration of the permanence of the artesian sources. He states that while half of the rainfall can be accounted for by evaporation and the natural flow to the ocean, there still remains a half that percolates into the pervious strata, and replenishes to an enormous extent the existing artesian supplies which have not been taken into consideration by him in his estimate. This is amply confirmed by the experience gained in America. In conclusion, I can only reiterate that much may be done in the North-western portion of the Colony, in settling a desirable population on the land, provided legislation is brought to bear to foster and encourage the development of this work, and provided that rail freights are so arranged as to allow the producers to compete with the importers, as it stands the cost of transit of wheat from Bourke to Sydney, a distance of 505 miles, is 7d. per bushel. This is a heavy tax. In America the transit of wheat from San Francisco to New York a distance of 3,325 miles by the Southern Pacific Road is 5½d. per bushel and fast freight is guaranteed. I have been informed by a local resident at Bourke that 7 or 8 tons of grapes, bananas, &c., grown within a few miles of Bourke on irrigated land, was last season thrown to waste because it would not pay to forward to the metropolitan market. This district is sparsely populated by the Crown tenants, and a nomadic unsettled population of shearers, rouseabouts, boundary riders, carriers, &c., and is at present given over almost entirely to the pastoral industry. It is not, I think, unreasonable to forecast that with the conditions suggested fulfilled that a population of prosperous yeomanry will in time spread over this district, which is now, as I have said before, sparsely populated and devoted to carrying at its best a sheep to about 4 acres, and thus materially add to the prosperity and progress of the Colony. If our operations in other portions of the Colony meet with the hoped for success, it is difficult to estimate the progress and prosperity that must naturally ensue.

JAMES W. BOULTBEE,

Officer-in-charge, Water Conservation.

LIST OF ARTESIAN WELLS IN NEW SOUTH WALES.

Government Wells (complete or in progress).

No. on Map.	Name.	Parish.	County.	Road.	Depth in Feet.	Supply per diem in Gallons.	Temperature	Height above sea level	Contractor.
↑									
7	121 Mile .....	.....	Ularara	Milparinka to Wanaaring	1,304	.....	In progress	Approx	Wm. Pickering
8	106 Mile .....	.....	do	do	1,209	.....	do ..	...	Wm. Pickering
1	Bourke	East Bourke...	Cowper	At Bourke	1,467	Nil.....	...	350	Petrolia Co.
12	Moongulla	Bulkulla	Finch.....	Collarindabri to Angledool	2,000	.....	In progress	.....	Chas. Mayes
13	Nyngan	Nyngan	Oxley	At Nyngan	700	.....	do	.....	Wm. Watkins
10	Louth .....	.....	Landsborough	Louth-Wanaaring ..	810	.....	do	.....	Wm. Pickering
5	Youngerina	Youngerina ..	Irrara	Bourke-Hungerford	165	175,000	82°	450	.....
6	Native Dog	Leila	Gunderbooka	Bourke-Barrington..	476	2,000,000	92°	...	.....
15	Yantaburra	Mueruss	Irrara	Bourke-Hungerford..	210	100,000	92°	...	Petrolia Co.
11	Barrington	Barrington ..	Culgoa	Bourke-Barrington..	815	.....	...	...	.....
48	Ballimore	Murrungundie	Lincoln	Near Dubbo	561½	24,000	...	...	.....
4	Cuttaburra	Paroo	Irrara	Bourke-Wanaaring..	965½	22,464	...	450	.....
2	Goonery	Goonery	Barrona	do	89½	24,000	...	...	.....
9	91 Mile .....	.....	Ularara	Wanaaring-Milparinka	72	Nil.....	...	...	Put down by
45	Tibooburra No. 1 .....	.....	Tongowoko ..	At Tibooburra	288	Not flowing.	...	...	the Superin-
46	do No. 2 .....	.....	do	do	53	.....	...	...	tendent of
47	Milparinka .....	.....	Evelyn	At Milparinka	99½	.....	...	...	Drills.
3	Tinchelooka	Wanga	Barrona	Bourke-Wanaaring	...	33,000	...	...	.....

Government

Government Bores (Let).

No. on Map.	Name.	Parish.	County.	Road.	Contractor.
14	Coonamble	Morambilla	Leichhardt	At Coonamble	Wm. Watkins
16	Warroo	Warroo	Irrara	Bourke to Hungerford	Petrolia Co.
17	Engonia	Engonia	Culgoa	Bourke-Barrington	do
18	Louth (No. 2)		Barrona	Louth to Wanaaring	Wm. Pickering
19	77 M.		Ularara	Wanaaring to Milparinka	do
20	41 M.		Yantara	do do	do
21	25 M.		do	do do	do
22	10 M.		Evelyn	do do	do
23	No. 1		Yantara	Cobham to Silverton	Petrolia Co.
24	No. 2		Mootwingee	do do	do
25	No. 3		do	do do	do
26	No. 4		do	do do	do
27	No. 5		Farnell	do do	do
28	174 M.	Makingah	Livingstone	Ivanhoe to Menindie	J. H. Stubbs
29	151 M.	Huco	do	do do	do
30	130 M.	Tolarno	do	do do	do
31	111 M.	Linbec	Manara	do do	do
32	21 M.	Casey	do	Ivanhoe	do
33	77 M.	Pulpa	Wentworth	Easton to Pooncarie	do
34	Anumpo	Buraguy	do	do do	do
35	38 M.		Taila	do do	do
36	19 M.	Pringle	do	do do	do
37	33 M.		do	Box Creek to Anumpo	do
38	Willandra Well	Whitminbah	Manara	Bahranald to Ivanhoe	Petrolia Co.
39	Dohmoreve Well	Cubarla	do	do do	do
40	Holy Box Well	Pittenweem	Mossiel	Booligal to Ivanhoe	do
41	Polygonum Hut	Annan	Waljeers	do do	do
42	Jumping Sandhill Well	Yarto	do	do do	do
43	Hay		Wardgery	Hay to Booligal	do
44	Angledool	Mundoo	Finch	Collarindabri to Angledool	Chas. Mayes
51	No. 1	Tulloona	Stapylton	Moree to Bogabilla	do
52	No. 2	Illingrimindi	do	do do	do

Government Bores (Approved, but not let).

No. of Map.	Name.	Parish.	County.	Road.	Remarks.
50	Wakool	Wombah	Caira	Bahranald to Wakool	
49	Yellow Waterholes	Bama	Caddell	Deniliquin to Moama	

Private Bores, New South Wales.

Station.	Parish.	County.	Depth in Feet.	Artesian Supply in Gallons per diem.	Ref. No. on Map.
Buckanbo	Wygilla	Rankin	725	Nil	1
Marra, No. 1	Balara	Killarua	1,482	Nil	2
Do No. 2		Do	895	Nil	3
Dunumbra		Finch	2,070	300	4
Dunlop, No. 1	Sargorimba	Barrona	620	43	5
Do No. 2	Goolgumbra	Landsbrough	940	576,000	6
Do No. 3	Coonong	Do	860	600,000	7
Do No. 4	Do	Do	750	500,000	8
Do No. 5	Tweandah	Do	1,200	15,000	9
Nocoleche, No. 1		Barrona	916	140,000	10
Do No. 2		Ularara	1,500	Nil	11
Do No. 3		Barrona	1,227	700,000	12
Belahie, No. 1		Culgoa	1,693	600,000	13
Do No. 2		Irrara	1,160	In progress	14
Do No. 3		do	1,600	do	40
Yanda, No. 1		Cowper	750	Nil	15
Do No. 1		do	1,008	Nil	16
Sahsbury Downs, No. 1		Yantara	1,365	200	17
Do No. 2		do	1,568	9,000	18
Kerribree, No. 1		Barrona	1,073	350,000	20
Do No. 2	Moseta	do	1,340	1,750,000	21
Wangamana		do	1,600	224,000	22
Pirillie		Irrara	613	No information	23
Kallara, No. 1	Mulyce	Kallara	46	9,000	24
Do No. 2	Undelcarra	do	140	4,000	25
Do No. 3 (Kingswell bore)	Dinpoolker	Kallara	600	10,000	26
Do No. 4 (Toonburra bore)	Parkin	Fitzgerald	820	1,000	27
Do No. 5 (Moonooloo bore)	Moonooloo	Kallara	900	1,500	25
Do No. 6 (Box bore)		do	1,411	2,000	29
Do No. 7 (Nefeenyah bore)	Tutly	do	540	500,000	30
Do No. 8 (Paradise bore)	Calpacaira	do	931	60,000	31
Do No. 10 (Gum Lake bore)	Paroo	do	676	50,000	32
Do No. 11 (Tonga bore)	Mullawoolka	do	700	7,000	33
Do No. 12 (Mungundi Lake bore)		do	760	Not stated	34
Yancannia, No. 1	Cockulby	Yanbara	268	In progress	35
Do No. 2	Bingiwilpa	do	203	480,000	36
Fort Bourke		Gunderbooka	1,284	Nil	37
Weilnoringie, No. 1		Culgoa	2,005	28,000	38
Do No. 2		do	1,590	1,728,000	39
Pirillie, No. 2			803	60	43
Momba, No. 1	Charlton	Fitzgerald	1,505	Nil	44
Do No. 2	Parkingi	Yungungra	1,261	Nil	45

Particulars not to hand of Corella, Nos. 1 and 2, and Lissington, Nos. 1, 2, and 3, and Brindigabba bores.

APPENDIX A.

EXTRACT FROM REPORT OF THE DEPARTMENT OF MINES FOR 1886.

The Boring for coal at Ballimore, about 23 miles from Dubbo, is also of great importance. At the depth of 540 feet the drill passed through a seam of coal 5 ft. 2 in. in thickness, and while boring for a second seam of coal, 10 feet below the first seam artesian, mineral water commenced to flow to the surface, and is now flowing at the rate of 1,000 gallons per hour, and will flow through tubing 30 feet above the surface, and higher if required. The water when coming up out of the bore-hole contains a great deal of gas, and has a taste very similar to the German seltzer water. I believe that this is the first artesian mineral water discovered at such a depth in New South Wales; it is, therefore, of great importance, and may become very valuable to the colony. Mr. Slec brought two quart bottles full of water with him to Sydney for a rough analysis, but owing to the cork coming out the gas escaped, and the analysis is not as satisfactory as it would have been had he been able to obtain Winchester quart bottles on the place. Nevertheless, the rough analysis obtained proves it to be a valuable mineral water, as the following certificate of analysis will show:—

Sir, Department of Mines, Assay Branch, Sydney.
I have the honor to report as follows respecting the sample of water received from you, and numbered. Total fixed residue 226·66 grains per gallon, consisting of:—

Carbonate of lime	...	...	14·00	grains per gallon.
Chloride of magnesium	...	...	12·05	"
Oxide of iron	...	...	1·02	"
Alumina	...	...	trace	"
Silica	...	...	·21	"
Alkaline carbonates	...	...	199·38	"

NOTE.—The quantity of water received was too small for a thorough analysis; if such a one is required it will be necessary to supply 2 gallons of the water in clear, stoppered Winchester quart bottles, also two samples in sodawater bottles, securely corked, for the estimation of the free carbonic acid. The water has all the properties of a mineral water, and is highly charged with carbonic acid.

I have, &c.,
JOHN C. H. MINGAYE.

APPENDIX B.

Report on Analysis of Water from Cuttaburra Bore.

I HAVE the honor to report as follows, respecting a sample of water forwarded by you for analysis and report on the 2nd instant. The water yielded on evaporation a total fixed residue of 396·872 grains per gallon, consisting of:—

Silica	...	...	1·596	grains per gallon
Protoxide of Iron	...	...	·112	"
Alumina	...	...	Trace	"
Carbonate of Lime	...	...	6·664	"
Carbonate of Magnesia	...	...	·336	"
Chloride of Sodium	...	...	349·040	"
Chloride of Potassium	...	...	Trace	"
Chloride of Calcium	...	...	27·530	"
Chloride of Magnesium	...	...	4·190	"
Chloride of Ammonium	...	...	·642	"
Alkaline Carbonates, Organic matter, strong traces of Bromide, trace of Iodine and Lithi, Nitrates, &c.	...	...	6·712	"

396·872

No poisonous metals detected. Water clear in colour, free from odour. On tasting had a strong saline taste due to the chloride of sodium (common salt) present. On perusing the various papers forwarded with the sample I find that it is proposed to conserve the water for watering stock. As regards its use for that purpose I am of opinion that it is a fairly suitable water, the magnesia salts being present only in a small quantity, and the proportion of chloride of sodium not excessive.

In Foreman Carmichael's report to Inspector Slec he points out the luxurious growth of vegetation where the water has been in contact with the soil. This is what would be expected with this class of water, but for a time only, as when the soil became saturated with a large quantity of the water, the saline matter deposited on evaporation would tend to kill vegetation. On referring to the analysis it will be seen that a strong trace of bromine and a minute trace of iodine were detected. I am not aware that bromine has previously been found in any of the waters of this Colony, though it is sometimes present in some of the mineral waters of South America. Mr. Hamlet informs me that he detected iodine in a mineral water found in this Colony.

I have, &c.,

JOHN C. H. MINGAYE, F.C.S.,
Analyst and Assayer.

The Geological Surveyor-in-Charge.

APPENDIX C.

Strata from the Nyngan Bore.

MEMO.

THE plant fragments distributed throughout the strata from the Nyngan Bore are portions of the fronds of *taniopteris*, a fern characteristic in Australia, of the lower mesozoic coal measure; and in New South Wales particularly of that section known as the Clarence series. The latter is, probably, the equivalent of some part of the Ipswich coal measures, in Queensland, where the fern also occurs. It is likewise found in the typical Clarence District, and in the "carbonaceous" coal measure of Victoria.

I may point out that the occurrence of this *taniopteris* shale in the Nyngan Bore is a matter of very considerable importance, because, in the absence of any negative evidence, it appears to indicate the presence of an additional mesozoic area in Central New South Wales, which might prove coal-bearing. The nearest other mesozoic area is that of the Ballimore series, near Dubbo.

18/9/91.

R. ETHERIDGE, Palaeontologist.

APPENDIX

15

APPENDIX D.

Estimated Traffic on the under-mentioned Roads upon which it is proposed to Bore.

Bourke to Barrington.—Sheep, 197,116; horses, 879; cattle, 130,762.

Wanaaring to Tibooburra.—Road, impassable until watered, it is required to provide access from and to Mount Brown Diggings and Railway at Bourke, and would catch considerable stock as it is the last turn off from the Adelaide Road for Sydney or Queensland stock. Traffic may be estimated at:—Sheep, 50,000; horses, 500; cattle, 20,000.

Bourke to Hungerford.—Sheep, 115,000; horses, 600; cattle, 90,000. If permanently watered, traffic would largely increase; the numbers do not include teamsters' stock.

Moree to Boggabrilla.—Sheep, 150,000; horses, 500; cattle, 50,000. Traffic likely to increase; main route from Queensland to the heart of this Colony.

Angledool to Collarendabri.—Sheep, 50,000; horses, 100; cattle, 500. Traffic is likely to increase considerably, as it draws from the Culgoa and Ballone Rivers Districts, in Queensland.

Coonamble.—Sheep, 331,014; horses, 912; cattle, 18,511.

Nyngan.—Town supply.

Silverton to Lake Cobham.—Sheep, 64,000; horses, 2,500; cattle, 10,700. The number of cattle is considered under the mark.

Hay to Ivanhoe.—Sheep, 284,204; horses, 575; cattle, 4,271. The estimate of cattle and horses is considered very much under the mark.

Menindie to Ivanhoe.—Road impassable until watered. Estimated traffic:—Sheep, 80,000; horses, 300; cattle, 5,000.

Ivanhoe to Balranald.—Sheep, 7,000; horses, 1,050; cattle, 1,000.

Carrathool to Hillston.—Sheep, 206,272; cattle, 5,557.

Balranald to Wakool.—Sheep, 275,601; horses, 206; cattle, 2,288.

Deniliquin to Moama.—Sheep, 860,738; horses, 568; cattle, 6,893.

Euston to Arumpo.—Sheep, 18,100; horses, 70; cattle, 6,200.

Box Creek to Pooncaric.—Sheep, 50,000; horses, 200; cattle, 10,000.

APPENDIX E.

Analysis of Water from Native Dog and Youngerrina Bores.

I HAVE the honor to report as follows respecting two samples of Artesian Water received from you for analyses and report on the 3rd instant:—

No. "3716". Water from Youngerrina Bore, depth 168 ft. Temperature 82° F.

	Grains per gal.	Parts per 1,000.
Total solid residuc	32·984	0·4712
Soluble saline matter	31·892	·4556
Insoluble mineral matter	1·092	·0156
Chlorine	5·100	·0728
Equal to Chloride of sodium	8·404	·1200

Remarks:—The water was clear and colourless, free from odour and matters in suspension. On evaporation gave a strong alkaline reaction; before evaporation a slight alkaline reaction.

The soluble saline matter consists largely of alkaline carbonates, chloride of sodium (common salt), silica and strong traces of lime, Magnesia, Sulphuric Acid, &c. The insoluble matter consists almost entirely of silica with traces of Carbonates of Lime and Magnesia.

No. "3717". Water from Native Dog Bore, depth 475 ft., temperature 92° F.

	Grains per gal.	Parts per 1,000.
Total solid residuc	45·108	0·644
Soluble saline matter	44·044	·6292
Insoluble mineral matter	1·064	·0152
Chlorine	4·500	·0642
Equal to chloride of sodium	7·415	·1059

Remarks:—The water was clear and colourless and free from odour. On evaporation gave a strong alkaline reaction; before evaporation a slight alkaline reaction.

The soluble saline matter consists chiefly of alkaline carbonates, chloride of sodium (common salt), silica, and strong traces of lime, Magnesia and Sulphuric Acid. The quantities of both the samples received were rather small for analysis.

The alkaline carbonates when present in a large quantity are known to excite a strong corrosive action upon the roots of plants, their action being to a great extent remedied by the addition of gypsum to the soil. The amount present in these waters, however, is small, and they may be classed as of a good description for irrigation purposes and suitable for all domestic purposes.

I have, &c.,

JOHN C. MINGAYE, F.G.S.,
Analyst and Assayer.

The Geological Surveyor-in-charge.

APPENDIX F.

MEMO.

Re the Effects of Saline Waters on Stock.

FOR the information of the Chief Inspector of Watering places, I have the honor to report having ascertained from the analyses of some of the wells in the Western District, contained in the Departmental reports, that the salts most frequently found are magnesia and soda, combined with sulphuric acid or chlorine.

As

As these salines are used in veterinary medicine, their effects are well known when administered in definite medicinal quantities. Magnesia salts, in doses of about 1 lb., act as a purgative for cattle, and $\frac{1}{2}$ lb. is a purge for sheep or swine. It is not suitable for horses, as it excites too much irritation of the bowels, and causes inflammation. From 2 to 4 ounces repeated daily to cattle, or a proportionate quantity to sheep, would set up indigestion, dissolve the fibrine in the blood, cause loss of flesh, attended by irritation of the bowels, semi-fluid feces, with excited action of the kidneys, gradually reducing the animal strength and vitality. Such water being nauseous and bitter to taste, would prevent stock from drinking it, unless they are pressed by thirst. Soda salts are also used, but much less frequently, in purgative doses for stock. Cattle will take about 1 lb., and sheep about 3 or 4 ounces. It is too violent and uncertain in its action to be used for horses.

Common salt (chloride of sodium) is an essential article of food, aiding digestion. It assists in the formation of the gastric juice and bile, and generally assists nutrition in quantities of 1 to 3 ounces daily for cattle, half that quantity for horses, and 1 or 2 drams for sheep.

Large and repeated doses of salt in drinking-water causes increased thirst, and excites the action of the kidneys. They excrete an excessive quantity of pale urine and impoverish the blood of its chemical constituents, leading to loss of condition and general debility.

There is no doubt that many animals located on a station can and do accommodate themselves to saline water, while others less robust in condition will waste away and die.

It is easy to understand that starving, or even thirsty, travelling stock may suffer disastrously from drinking at once a large quantity of water containing a high percentage of saline material. Horses and cattle will drink from 5 to 12 gallons a day, sheep from 1 to 2 gallons a day. Drivers should be cautioned at saline drinking-places of the danger of permitting stock to drink too freely, until they had become accustomed to the medicinal properties of the water.

EDWARD STANLEY,
Government Veterinarian.

APPENDIX G.

Artesian Well Boring Tools and Plant Complete.

Machinery for Rig.

1 crank shaft, $3\frac{1}{2}$ in. diameter, with w.-i., crank, pin, and collar; 1 draw spool, all w.-i., and 1 sand, line spool, w.-i., with brakes; 2 belt-tighteners, all w.-i.; 1 wrought-iron driving-wheel, 60 in. diameter; 2 wrought-iron draw-wheels, 46 in. diameter; 2 spool chains and swivels; 1 wrought-iron con. rod and brasses; 1 cast-iron spring pole-jacket; 1 saddle and stirrups for beam; 1 noddle pin and bolts; 1 slipper-out, complete (steel wheel); 1 set braces for slipper-out; 3 rope-sheaves (turned); 1 stirrup and king bolt for spring-pole; 2 hydraulic jacks.

Derrick Tools.

2 knock wrenches; 2 catch wrenches; 1 pair heavy tool wrenches, 1 bit lever and chains, 1 extra large iron wrench board and stool; 1 pole-holder; 1 joint clamp.

Pole-fittings.

60 sets pole joints and centre straps; 2 pole swivels; 2 drill swivels; 1 drill chain and swivel; 1 cowsucker and shackles.

Drilling Tools.

1 sinker-bar, $2\frac{1}{2}$ in. diameter, 30 ft. long, joint in centre; 1 sinker-bar, 3 in. diameter, 30 ft. long joint in centre; 1 sinker-bar, $3\frac{1}{2}$ in. diameter, 30 ft. long, joint in centre; 1 sinker-bar, 4 in. diameter 30 ft. long, joint in centre; 1 pair drilling-jars, $1\frac{1}{2}$ in., legs all steel; 1 pair drilling-jars, $1\frac{1}{4}$ in., legs all steel; 1 pair drilling-jars, $1\frac{3}{8}$ in., legs all steel; 1 pair drilling-jars, 1 in., legs all steel; 2 dutchmen, 1 top and 1 bottom; 1 ball or improved under-runner for 6-in. and 8-in. casing; 2 6-in. bits; 2 8-in. bits; 2 10-in. bits; 2 5-in. bits.

Sand-pumps.

1 sand-pump, 4 in. diameter, brass valve and seat; 1 sand-pump, 5-in. diameter, brass valve and seat; 1 sand-pump, $6\frac{1}{2}$ in. diameter, brass valve and seat; 1 sand-pump, hanger, and chain.

Fishing Tools.

1 pair spring grabs; 1 spud, 8 ft. long; 21 two-legged socket; 21 one-legged socket; 1 half-turn hook.

Casing Tools.

1 set casing dogs, 5-in., 6-in., and 8-in.; 3 sets clamp bolts, nuts, and washers; 3 steel, casing shoes, 5-in., 6-in. and 8-in.; 1 casing chain, ring, and hook; 51 pairs iron casing clamps and bolts.

Boring Tools.

1 surface auger, 12-in.; 100 ft. boring-stems and connections; 1 stone-hook; 1 mud-pump, 10 in. 1 boring-chain; 2,000 ft. $2\frac{1}{2}$ in. best drill-poles.

Engine and boiler complete with all mountings; cylinder 10 in. x 12 in. (equal to 25 h.p.; American Catalogue). Engine fitted with pump and feed-heater, and cylinder lagged with non-conducting composition.

Boiler entirely of steel, and tested for a working pressure of 60 lb. per square inch. All pipes, valves, and connections fitted and supplied, and engine mounted on substantial bed and governor specially designed for well-boring purposes, fitted on slide valve jacket.

Wrought-iron rig and derrick complete with all foundation timbers, bolts, &c., &c., and all bearing and holding-down-bolts for saddle, crank, shaft, spools, tighteners, and snatch-post; also hardwood walkins, beam and spring pole, with all mountings fitted, the whole being erected in place before despatch.

One improved new design automatic casing clamp fitted with alternate dogs for 6-in. and 8-in. casing complete.

Tools,

Tools, Stores, and Sundries for Artesian Boring Outfit.

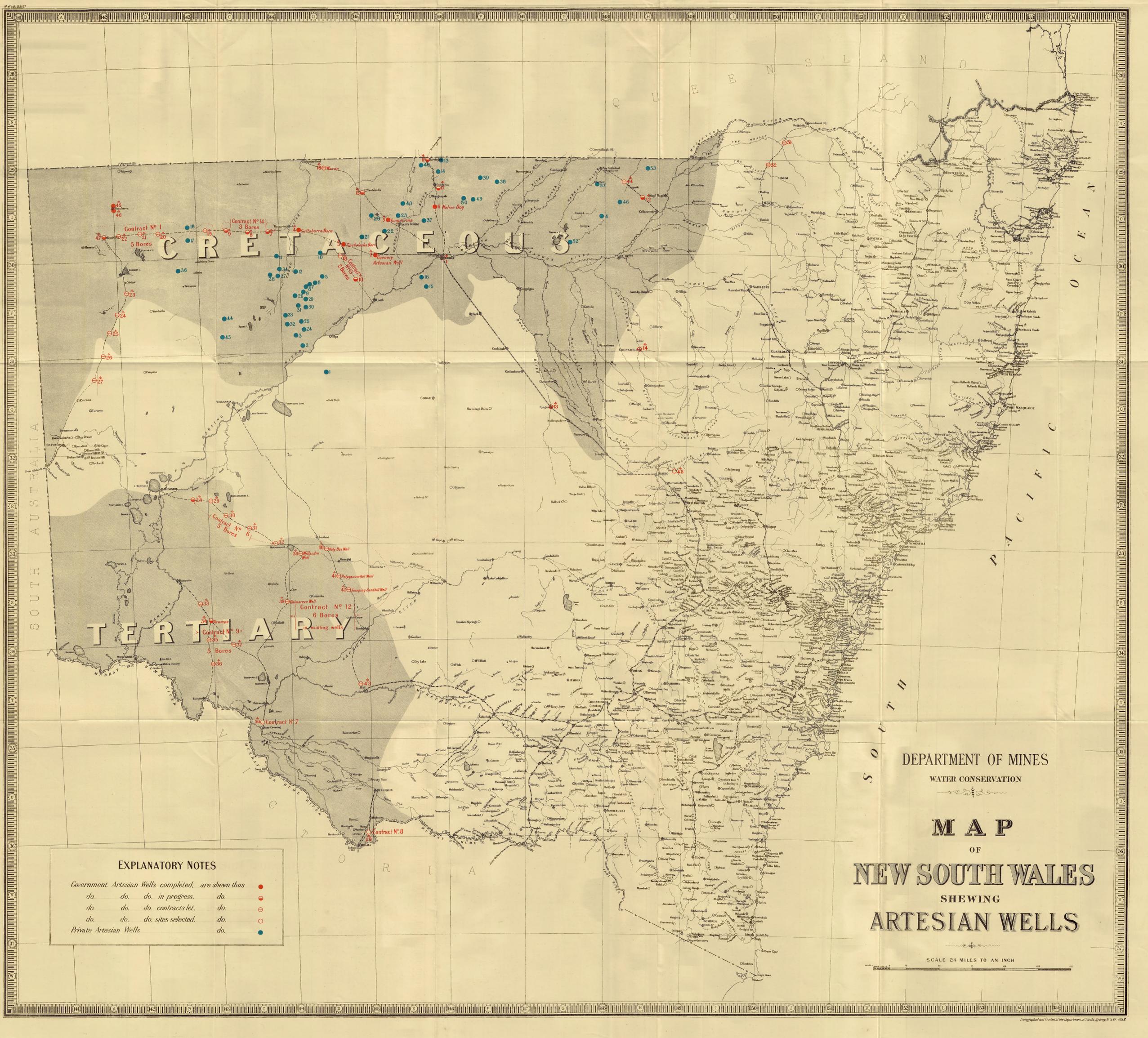
2 engineers' hand-hammers, 1 ratchet brace, 1 monkey wrench, 2 yards best insertion, 3 saw files, 1 blacksmith's anvil, 6 pairs blacksmiths' tongs, 1 large fuller, 1 hot chisel, 1 set swedges $\frac{1}{2}$ in. to $1\frac{1}{4}$ in., 2 engineers' hand-chisels, 6 assorted drills, 6 assorted files, 6 assorted hammer-handles, 1 blacksmith's bellows, 1 Wilkinson's vice 5 in., 1 large flatter, 1 forge complete, 1 cold chisel, 2 handsaws, 1 cross-cut saw and handles, 1 draw knife, 2 gouges, 1 claw hammer, 1 wood rasp, 1 chalk line, 2 2-ft. four-fold rules, 1 carpenter's brace and bits, 25 ft. best $\frac{3}{8}$ -in. chain, 2 treble iron blocks, 10-in., 2 single iron blocks, 6-in., 2 single iron blocks, 4-in., 2 dozen lampwicks, 1 adze and handle, 5 assorted chisels, 4 augurs (assorted), 1 hatchet, 1 square, 1 66-ft. Chesterman's tape, 1 Rabone level, 3 steel sledge hammers, 25-ft. best $\frac{5}{8}$ -chain, 4 lb. hemp packing, 3 hurricane lanterns, 1 12-in. engine-room lamp and reflector, 2 dozen lamp chimneys, 70 ft. best 12-in. leather belting for draw belts, 45 ft. best 12-in. Indiarubber belting for driving-belts, 2,000 ft. Bullivant's steel-wire rope for sand line, 3 draw ropes, each 110 ft. long, complete, with thimbles spliced in ends, &c. (steel wire).

[64 Sections of Cores and 1 Map.]

457—C

Sydney : Charles Potter, Government Printer.—1892.

[10.]



C R E T A C E O U S

T E R T I A R Y

DEPARTMENT OF MINES
WATER CONSERVATION

MAP
OF
NEW SOUTH WALES
SHEWING
ARTESIAN WELLS

SCALE 24 MILES TO AN INCH

EXPLANATORY NOTES

- Government Artesian Wells completed, are shewn thus ●
- do do do in progress, do ○
- do do do contracts let, do ○
- do do do sites selected, do ○
- Private Artesian Wells do ●

APPENDIX I.

Section of the Well at
Passy
in the Paris Basin

Total depth 1923 ft 8 in. Supply now 450 000 gall^s a day
Width of Borehole 1 meter (3 ft 8 09 in) Completed 24th September 1861

THICKNESS OF STRATA	NATURE OF STRATA	SECTION	DEPTH	WATER STRUCK	WATER ROSE	QUANTITY WATER	QUALITY WATER	REMARKS
			Feet	feet	feet	Gallons		
61'	2"	Alluvial earth, sands and flint						Papers W C 91.
111'	10"	Plastic clays and Ferruginous sands	100					<p>Temperature 52 deg^s Fahr</p> <p>Time occupied in sinking abt 1 years & 9 months, cost over £40000 Well lined with solid masonry to a depth of 1900 ft necessitated by evacuation having collapsed at 100 ft; hence tubing of wood & iron to depth of 804' hence perforated copper tubing with an inner tube 2 ft 4 in wide formed of wrought iron plates 2 in thick Originally via 3 295000 gal^s but escapes through the defective tubing into the basement bed of the Paris basin, yields now 450000 gal^s a day</p>
19'	6"	Calcareous nodule	200					
			300					
			400					
			500					
			600					
			700					
863'	7"	White chalk with beds of black flints	800					
			900					
			1000					
			1100					
210'	6"	Grey chalk with marl and beds of flints	1200					
			1300					
187'	2"		1400					
			1500					
110'	10"	Chalk, marl alternating with beds of flints	1600					
35'	11"		1700					
49'	1"		1800					
68'	0"		1900					
142'	4"	Upper greensand and gault	1913	10"				
32'	9"		2000					
8'	4"		2100					
22'	8"	Lower greensand	2200					
			2300					

(Sig 457)

Section of the Well bored at
Grenelle

in the Paris Basin.

sunk by Mulet from 1832 to 1842 to a depth of 1806 f^t 9 in Width
of the Borehole 8 inches

THICKNESS OF STRATA		NATURE of STRATA	SECTION	DEPTH Feet	WATER STRUCK at Feet	WATER ROSE Feet	QUANTITY WATER Gallons	QUALITY WATER	REMARKS
FT	IN								
33	4	Alluvial earth, sand and beds of rounded flints							Papers W.C. 91.
100	6	Plastic clays with quartzose sands		100					
16	9	Calcareous nodule at 150' 7" level of the sea		150					
308	5	White Chalk with beds of black flints		308					
82	0	Grey chalk alternating with marl & flints		82					
987	7'	Grey chalk very compact, alternating with beds of micaceous clay		987					
89	6'	Chalk Marl		89					
188'	8"	Upper green sand and gault, composed of micaceous clays, blue green and black with fossils and pyrites		188					
		Lower green sand		1806' 9"					

APPENDIX I.

Section of the Well at
Passy
in the Paris Basin

Total depth 1923 ft 8 in Supply now 450 000 gall^s a day
Width of Borehole 1 meter (3 280 9 ft) Completed 24th September 1861

THICKNESS OF STRATA	NATURE OF STRATA	SECTION	DEPTH	WATER STRUCK AT	WATER ROSE	QUANTITY WATER	QUALITY WATER	REMARKS
			Feet	Feet	Feet	Gallons		
61' 2"	Alluvial earth, sands and flint		0					Papers W. C. 91
111' 10"	Plastic clays and Ferruginous sands		100					
19' 6"	Calcareous nodule		200					
			300					
			400					
			500					
			600					
863' 7"	White chalk with beds of black flints		700					
			800					
			900					
			1000					
			1100					
210' 6"	Grey chalk with marl and beds of flints		1200					
			1300					
187' 2"			1400					
			1500					
110' 10"	Chalk, marl alternating with beds of flints		1600					
35' 11"			1700					
49' 1"			1800					
68' 0"			1900					
142' 4"	Upper green sand and gault		1913' 10"					
32' 9"			2000					
8' 4"			2100					
22' 8"	Lower green sand		2200					
			2300					

Temperature 83 deg^s Fahr.

Time occupied in sinking ab^t 7 years & 9 months, cost over £4000. Well lined with solid masonry to a depth of 150 ft necessitated by excavation having collapsed at 100 ft; thence tubing of wood & iron to depth of 80 ft; thence perforated copper tubing, with an inner tube 2 ft 4 in wide, formed of wrought iron plates 2 in thick Original yield 3 795 000 gal^s but escapes through the defective tubing into the basement bed of the Paris basin, yields now 450 000 gal^s a day

*Section of the Well bored at
Crenelle*

in the Paris Basin.

*sunk by Muiot from 1832 to 1842 to a depth of 1806 ft 9 in. Width
of the Borehole 8 inches*

THICKNESS OF STRATA	NATURE OF STRATA	SECTION	DEPTH	WATER STRUCK	WATER ROSE	QUANTITY WATER	QUALITY WATER	REMARKS
ft	in		Feet	Feet	Feet	Gallons		
33	4							Papers W.C. 91.
			100					
16	9		200					
			300					
308	5		400					
			500					
82	0		600					
			700					
			800					
			900					
387	7	1000						
		1100						
		1200						
		1300						
		1400						
		1500						
69	6	1600						
188	8	1700						
		1800	1806 9					
		1900						
		2000						
		2100						
		2200						
		2300						

Appendix 3

Section of Bore on T.S.B.
 Holding Vide Index Map Site 4
 at the 12 1/2 Mile Post on the Road from Milparinka to Wanaaring
 Parish of County of

Total Depth 1304 feet Water Supply in Progress Gal's Per Diem

THICKNESS OF STRATA	NATURE OF STRATA	SECTION	DEPTH	WATER STRUCK at	WATER ROSE	WATER QUANTITY	QUALITY WATER	REMARKS
FT			Feet	feet	feet	Gallons		
11	Shale							Papers W.C. 9/1
7	Sandy clay							
10	Sandstone							
13	Sandy clay, light							
23	White sandstone & pipeclay		100	81		20	fresh	
9	Quartzite rock							
15	Pipeclay							
44	White and yellow clay							
3	Sandstone							
4	Yellow clay, stiff							
8	Blue sandstone & ironstone		200					
48	Blue sandy clay							
23	Blue clay and grey rock		300					
28	Blue clay							
71	Blue clay and grey rock		400					
7	Blue clay							
74	Blue clay		400					
0	Limestone rock							
32	Green sandy clay		400					
33	Blue clay							
33	Blue sandy clay		500					
5	Blue clay and limestone							
1 1/2	Limestone rock, hard							
29	Blue sandy clay							
26	Limestone 2 1/2 Blue sandy clay							
26	Limestone 5' Blue clay 10' Grey sandy clay 2' Cement band & boulders							
31	Hard Limestone rock		600					
31	Sandstone							
31	Sandy clay							
3	Boulders							
94	Sandy clay		700					
92	Black shale		800					
22	Sandy clay							
2 1/2	Hard rock							
9 1/2	Sandy clay							
5	Sandy clay & hard rock							
10	Sandy clay							
10	Sandy clay & boulders							
12	Black shale & boulders							
51	Sandy clay		900					
14	Layers hard rock & sandy clay		1000					
104	Black shale		1000					
14	Black shale with hard cemented bands		1100					
5	Sandy clay							
5	Hard rock							
12	Grey sandy clay							
3	Black shale							
3	Hard rock with Limestone							
66	Grey clay & sand, alternating with bands of limestone							
7	Hard rock & coarse quartzite sand							
13	Hard rock & coarse quartzite sand							
3	Grey clay with bands of coarse sand & hard cemented rock							
20	Grey sandy clay		1200					
17	Grey rock							
16	Sandy clay							
14	Hard rock							
14	Grey shale							
58	Black sandy clay shale							
3	Boulder							
4	Hard blue clay		1300					
9	Boulder Blue clay with rounded bands							
3	Blue clay with white sand		1400					

(Sig 457.)

Appendix 4

Section of Bore on T.S.R.

at the *Holdings* Vide Index Map Site ⁸ at the 106 Mile Post on Road from Milparinka to Wanaaring
 Parish of County of Ularara

Total Depth 1299 feet Water Supply in Progress Gal^{ns} Per Diem

THICKNESS OF STRATA		NATURE of STRATA	SECTION	DEPTH	WATER STRUCK at	WATER ROSE	QUANTITY WATER	QUALITY WATER	REMARKS	
FT	IN			Feet	Feet	Feet	Gallons			
14	6	Shaft							Papers W.C.	
10	6	Hard cement sand							91.....	
17	9	Yellow sandstone								
40	3	White sand drift								
25	6	Pipeclay								
2	0	White shale			100					
29	0	Clay (various colours)				126	267	small supply	fair quality	Water channels passed through a few ft above this, but neither the strata nor the tools indicated the presence of water
23	0	White shale & yellow sandstone								
2	6	Ironstone band								
25	6	Sandstone with ironstone bands								
12	0	Bluish sandstone			200					
26	0	Limestone & blue sandy clay								
12	0	Hard sandstone & clay								
6	0	Fine sandy clay								
109	6	Blue clay		300						
43	3	Blue shaly clay								
2	3	Hard limestone								
15	6	Fine sandy clay (blue)		400						
16	6	Hard limestone boulder								
74	10	Blue clay & light sandstone								
1	4	Hard limestone		500						
77	0	Greenish blue sandstone with shells and decomposed vegetable matter								
41	6	Blue sandstone		600						
3	0	Blue sand & boulder								
21	0	Boulder limestone								
15	5	Blue sand & black clay								
52	11	Limestone boulders								
52	11	Blue sandy clay								
18	2	Greenish blue sandy clay		700						
6	1	Limestone								
6	3	Greenish sand & black clay								
55	8	Cyprina, iron pyrites & green sandstone								
50	2	Sand & clay		800						
14	9	Blue clay								
4	7	Sand & clay								
15	2	Sandy cement								
21	11	Hard rock								
3	10	Limestone		900						
38	1	Sandy cement								
4	0	Limestone								
29	2	Sandy clay								
30	0	Limestone		1000						
10	3	Blue sandy clay								
31	0	Sandy cement								
5	4	Black shale								
10	3	Sandy clay								
7	5	Blue clay								
8	9	Sandy clay Blue clay		1100						
35	0	Black shale								
10	0	Grey soapy shales								
34	6	Dark grey shales								
9	2	Grey shales								
5	7	Hard slaty bands								
7	8	Swelling clay								
23	3	Quartzite		1200						
48	6	Sandy swelling clay								
		Soft puggy clay								
		Grey shales with hard bands		1300						
				1400						

(Sig 457)

Section of Bore on.....

Holding Vide Index Map Site. ↑.....

Parish of East Bourke County of Cowper...

Bourke N° 4 Bore

Total Depth 1467 feet Water Supply nil..... Gal^{ns} Per Diem

THICKNESS OF STRATA	NATURE OF STRATA	SECTION	DEPTH	WATER STRUCK at	WATER ROSE	QUANTITY WATER	QUALITY WATER	REMARKS
			Feet	Feet	Feet	Gallons		
40	0 Clay							Papers W. C. 91-6471
25	0 Sand							
85	0 Clay and shale		100					
50	0 Sand							
16	0 Stones		200					
194	0 Clay		300					
			400					
50	0 Clay with a few hard streaks							
60	0 Clay		500					
70	0 Clay with hard streaks		600					
			700					
165	0 Getting very hard		800					
			900					
			1000					
712	0 Slate Rock		1100					
		1200						
		1300						
		1400						
		1500						

Section of Bore at Moongulla.....

Holding Vide Index Map Site. 12.....
 on the road from Collarenebri to Angledool

Parish of..... County of Finch.....

Moongulla Bore
 Total Depth.....feet Water Supply.....Gal^{ns} Per Diem

THICKNESS OF STRATA		NATURE OF STRATA	SECTION	DEPTH	WATER STRUCK	WATER ROSE	QUANTITY WATER	QUALITY WATER	REMARKS
Feet	Inches			Feet	Feet	Feet	Gallons		
25	0	Hard grey clay			17			Salt	Papers W.C.
47	0	Sand & clay adhesive							91.....
36	0	Drift sand & clay		100	108			Salt	
62	0	Clay							
82	0	Dark blue shale with hard bands 6 to 18 ft apart		200	241			Salt	
102	0	Shale, clay & pebble bands		300					
40	0	Dark blue shale & hard bands 4 ft apart		370				Salt	
74	0	Clay, shale & seams of green flint		400					
88	0	Clay shale and coal formation		500	526			Salt	
66	0	Clay & grey shale		600					
11	0	Dark blue shale							
47	0	Shale and hard bands							
57	0	Grey shale and clay		700					
77	0	Brown clay and gravel		800					
86	0	Gravel & shale deposit							
4	0	Broken shale deposit		900					
82	0	Clay sandstone clay & gravel							
2	0	Hard seam 2 thick shows drilling		1000					
40	6	Light blue clay							
7	0	Blue sandstone							
20	0	Light blue clay							
16	0	Dark brown clay							
18	0	Blue sandstone							
8	0	Dark blue shale bands		1100					
37	0	Light blue sandy clay							
21	0	Dark blue shale							
18	4	Dark blue clay							
4	0	Light blue clay							
22	0	Shale band		1200					
34	0	Dark blue shale							
4	8	Dark brown clay							
4	0	Shale							
10	0	Sandstone rock							
7	0	Brown clay							
16	0	Dark blue shale							
12	0	Blue shale							
5	0	Coarse sand drift							
12	5	Shale		1300					
15	3	Blue clay sandstone							
3	0	Brown tenacious clay							
22	0	Sandstone							
		Brown clay & sandstone bands 4 to 5 ft apart		1400					
114	0	Blue shale							
17	0	Dark blue shale							
2	0	Hard shale seam							
49	0	Light blue shale		1500					
14	0	Dark blue shale							
3	0	Yellow sand drift							
93	0	Hard blue shale		1600					
2	0	Gr. shale							
22	0	Blue shale							
4	0	Gr. shale							
13	0	Blue shale							
2	0	Gr. shale							
11	0	Blue shale							
4	0	Gr. shale							
23	0	Shale		1700					
5	0	Sandstone (blue)							
3	0	Shale							
8	0	Freestone			1777	to 25 feet from surface		Salt	
				1800					
				1900					
				2000					
				2100					
				2200					
				2300					

(Sig 457)

Section of Bore on Portion 71.....

Holding Vide Index Map Site...¹³.....

Parish of Nyngan County of Oxley..

Nyngan Government Bore

Total Depth 520 1/2 feet Water Supply..... Gal^{ns} Per Diem

THICKNESS OF STRATA	NATURE OF STRATA	SECTION	DEPTH	WATER STRUCK at	WATER ROSE	QUANTITY WATER	QUALITY WATER	REMARKS
			Feet	Feet	Feet	Gallons		
218'	11" Clay & drift sand alternating		100					Papers W.C. 91.....
66'	5" Dry red sand		200					
50'	2" Dark blue shale		300					
40'	0" Drift sand (water rose 270 ft)		400					
16'	6" Quicksand		400					
102'	0" Fine sand, drift with colored clay bands, coarse sand and pebbles		500					
10'	0" Blue clay, coal seam A" (by Gov		500					
7'	0" Geologist probably lignite		500					
4'	0" Sandstone Dark shale		500					
5'	0" Blue clay with specks of charcoal		500					
			600					
			700					
			800					
			900					
			1000					
			1100					
			1200					
			1300					
			1400					
			1500					

APPENDIX B.

Section of Bore on Louth-Wanaaring Road
 near 26 Mile Post
 Holding Vide Index Map Site. $\hat{10}$

Parish of..... County of Landsborough

Total Depth.....feet Water Supply.....Gal^{ns} Per Diem

THICKNESS OF STRATA		NATURE OF STRATA	SECTION	DEPTH	WATER STRUCK AT	WATER ROSE	QUANTITY WATER	QUALITY WATER	REMARKS
				Feet	Feet	Feet	Gallons		
8' 9'	6" 0'-3"	Red sand Red & white sandstone broken sandstone & pipe clay							Papers W.C
58'	2"	White pipe clay and pebbly grit							91.....
47'	10"	White pipe clay		100					
79'	10"	Blue clay							
3' 20'	2' 0"	Hard dark sandstone Blue clay		200					
132'	10"	Clay, sandgrit and small pebbles		300					
2'	0"	Sand drift							
42'	2"	Clay sand & grit							
2'	0"	Hard dark sandstone		400					
79'	0"	Clay sand & grit							
3'	0"	Quartz bands & clay							
59'	8"	Clay and pebbles		500					
1' 20' 4'	8" 10'-3" 0'-3"	Hard Sandstone Pipe clay and pebbles White Quartz sandstone		600					
				700					
				800					
			900						
			1000						
			1100						
			1200						

(Sig 457)

APPENDIX 9.

Section of Bore on *W.R. 159*

Holding Vide Index Map Site $\hat{5}$

Parish of *Youngarina* County of *Irrara*

Youngarina Government Bore

Total Depth *165* feet Water Supply *175000* ^{now} Gal^{ns} Per Diem

THICKNESS OF STRATA	NATURE OF STRATA	SECTION	DEPTH	WATER STRUCK at	WATER ROSE	QUANTITY WATER	QUALITY WATER	REMARKS	
			Feet	Feet	Feet	Gallons			
11' 0"	Shaft							<i>Papers W.C.</i> <i>91</i>	
21' 0"	Rock								
21' 0"	Mud								
19' 0"	Clay								
8' 0"	Rock				80'		5000		
					100'				
83' 0"	Black shale				160'		500000		
2' 0"	Boulders								
				200'					
				300'					
			400'						
			500'						
			600'						
			700'						
			800'						
			900'						
			1000'						
			1100'						
			1200'						
			1300'						
			1400'						

Section of Bore on Leila Springs

Holding Vide Index Map Site 6.....

Parish of Leila..... County of Gunderbooka

NATIVE DOG BORE

Total Depth 475 feet Water Supply 2000000 Gal^{ns} Per Diem ^{approx^y}

THICKNESS OF STRATA	NATURE OF STRATA	SECTION	DEPTH	WATER STRUCK	WATER ROSE	QUANTITY WATER	QUALITY WATER	REMARKS
			Feet	Feet	Feet	Gallons		
50' 0"	Sand						Papers W.C. 91-10799.	
50' 0"	Yellow Clay Mud Spring		100	100				
135' 0"	Black Clay		200					
115' 0"	Shale		300					
50' 0"	Black Clay		400					
75' 0"	Hard Streak		450					
			471			Struck the Main Supply		
			500					
			600					
			700					
			800					
			900					
			1000					
			1100					
			1200					

(Sig 457.)

Appendix N^o 11.

Section of Bore on W. P. 162

Holding Vide Index Map Site [↑] 15
 at Yaptabulla on Bourke-Hungerford Road.
 Parish of Mucross County of Errara

Total Depth 210 feet Water Supply 100,000 Gal^{ns} Per Diem

THICKNESS OF STRATA		NATURE OF STRATA	SECTION	DEPTH	WATER STRUCK	WATER ROSE	QUANTITY WATER	QUALITY WATER	REMARKS
				feet	feet	feet	Gallons		
11'	0"	Shaft							Papers W.C.
38'	0"	Sand Rock							91.....
20'	0"	Yellow Clay							
3'	0"	Pipe clay							
	0"	Rock							
62'	0'	Soft blue clay		100					
20'	0"	Cemented sand							
50'	0"	Bed rock		200					
				300					
				400					
				500					
				600					
				700					
				800					
				900					
				1000					
				1100					
				1200					

(Sig 457.)

Section of Bore on Gov^t Reserve.

~~Holdings~~ Vide Index Map Site 4

Cuttaburra Bore

Parish of Paroo County of Irrara.

at 101 1/2 Mile Post on road Bourke to Wanaaring

Total Depth 965 5/8 feet Water Supply 22,464 Gal^{ns} Per Diem

THICKNESS OF STRATA		NATURE OF STRATA	SECTION	DEPTH	WATER STRUCK at	WATER ROSE	QUANTITY WATER	QUALITY WATER	REMARKS
Ft	In			Feet	feet	Feet	Gallons		
35	0	Red sand, clay, marly, Limestone and drift sand							Papers W.C.
15	0	Brown clay & ironstone boulders							91
3	9	Light ironstone							
	0	Light blue stone							
79	6	Sandstone & clay and light sandstone			100				
57	6	White drift & salt water							
					200				
38	0	Drift & stiff blue clay and grey rock & ironstone							
7	0	Quartzite							
7	6	Blue clay							
7	3	Light grey clay & gypsum							
25	9	Tough blue clay							
9	6	Tough light cold clay							
27	8	Grey sand & black clay			300				
5	0	Quartzite							
27	8	Greenish light sandy loam							
12	1	Light fine sand and mud							
33	5	Greenish sandy clay with spots of vegetable matter							
1	0	Black clay and sand							
		Rock			400				
66	0	Black clay with thin layers of sand							
35	10	Blue black clay							
8	10	Rock Blue Black clay							
	8	Rock		500					
61	11	Blue Black Clay							
4	2	Sandstone Rock							
9	9	Sand & Clay							
27	2	Fine sand & layers of rock							
3	2	Light grey rock							
4	6	Blue black clay and sand							
4	6	Fine sand & clay in layers							
5	3	Sandy water worn stones							
4	8	Reddish red limestone & pieces of bone							
1	3	Light grey sand & dol. rock							
1	8	Sandy clay with veg matter much on top							
1	8	Sandy clay in thin layers							
1	3	Brownish blue clay & sandstone with layers of rock							
1	3	Dark grey rock & limestone							
1	3	Limestone rock blue & grey clay		700					
56	9	Brownish blue clay							
9	6	Gypsum Blue clay							
48	9	Black clay							
10	8	Green sandstone							
6	3	Boulders Green sandstone							
4	2	Limestone rock Clay							
2	2	Clay with sand seams							
1	2	Light grey sandstone very light clay							
1	2	Blue clay with sand seams							
1	2	Limestone rock							
30	4	Brown clay & sandstone layers							
7	0	Sandstone							
2	7	Sandstone & limestone rock							
15	4	Sand & clay with decaying veg matter							
21	7	Limestone							
17	1	Light sandy clay							
		Limestone							
		Blue clay with thin layer of limestone							
				1000					
				1100					
				1200					
				1300					
				1400					

Estimated as a success 24. The amount of 24th gallons per day
 Flowed over surface at the rate of 21,600 gallons per day
 Flowed over surface at the rate of 22,464 gallons per day, supply increasing

Salt water was tapped in this Bore at from 28 ft. to 42 ft. & at from 140 ft. to 164 ft.

(Sig 457)

Appendix 15

Section of Bore on Bourke-Wanaaring Road
 Holding Vide Index Map Site [▲] 2
 Coonery Bore
 Parish of Gaonery, County of Barrona
 51 Miles west of Bourke
 Total Depth 89 1/2 feet Water Supply 1000 Gal^{ns} Per Diem

THICKNESS OF STRATA	NATURE OF STRATA	SECTION	DEPTH	WATER STRUCK	WATER ROSE	QUANTITY WATER	QUALITY WATER	REMARKS	
Feet			Feet	Feet	Feet	Gallons per day			
27	Dry sand							Papers W.C.	
4	Stiff yellow clay with sand seams								
2	Damp swelling clay & sand								
6	Damp sand with clay & salt water			30			96	fresh	91
14	Blue clay & sand								
6	Compact blue sand with a little clay								
10	2" ferruginous seams			61			270	fresh	
14	Fine grey drift sand			70			800	fresh	
2	Blue clay very soft			89			1000	fresh	
2	Hard sand stone & quartz conglom ^s								
	Soft blue clay								
	Grey sand & clay with fossil bones								
	Blue clay & hard fine sand stone								
			100						
			200						
			300						
			400						
			500						
			600						
			700						
			800						
			900						
			1000						
			1100						
			1200						

at 34' a cement containing fossil shells was struck
 51 fragments of bone were struck
 78 blue clay containing fragments of fossil bones
 79 sand & clay containing fossil bones

(Sig 457)

Appendix 16

Section of Bore on T. S. R.

Holding Vide Index Map Site... 9

at 91 Mile Post Road Milparinka to Wanaaring

Parish of County of Ularara

Total Depth 72 feet Water Supply in Progress Gal^{rs} Per Diem

THICKNESS OF STRATA		NATURE OF STRATA	SECTION	DEPTH Feet	WATER STRUCK at Feet	WATER ROSE Feet	QUANTITY WATER Gallons	QUALITY WATER	REMARKS
FT	IN								
10	0	Shaft		100					Papers W.C. 91.....
7	3	Red sandy clay							
23	2	Red cement rock							
3	5	Red rock & yellow sand							
23	9	Yellow sand & white sandstone							
4	4	Quartzite rock							
				200					
				300					
				400					
				500					
				600					
				700					
				800					
				900					
				1000					
				1100					
				1200					

(S19457)

Appendix 17

Section of Bore on Gov^t Reserve...

Holding Vide Index Map Site ⁴⁵...

Bore N^o 1 at Tibooburra

Parish of County of Tongowaka

Total Depth 288...feet Water Supply 10000...Gal^{ns} Per Diem

THICKNESS OF STRATA		NATURE OF STRATA	SECTION	DEPTH	WATER STRUCK	WATER ROSE	QUANTITY WATER	QUALITY WATER	REMARKS	
Feet	Inches			Feet	Feet	Feet	Gallons			
15	0	Loamy soil, gravel, wash & boulders							Papers W.C. 91.....	
7	0	Cement & boulders								
18	0	Yellow sandstone & shale								
3	10	Hard flinty rock								
9	0	Yellow sandstone								
18	0	Blue shale								
5	0	Light sandstone								
31	0	Quartzite and blue shale								
11	10	Sandstone, quartzite & blue shale		100						
27	0	Grey sandstone and blue shale			150	42 FT		very large supply		fresh
31	0	Grey sandstone								
40	10	Blue shale			200		113 FT			
0	6	Quartzite								
14	0	Hard blue shale			233			10000		fresh
31	3	Grey rock						190 ^{ns} per diem		
5	6	Quartzite								
2	6	White welling clay								
11	3	Blue shale								
		Blue shale		300						
				400						
				500						
				600						
				700						
				800						
				900						
				1000						
				1100						
				1200						

(Sig 457)

Section of Bore on

Holding Vide Index Map Site 46 ...

at Tibooburra Bore N°2
 Parish of County of Tongawako

Total Depth feet Water Supply Gal^{ns} Per Diem

THICKNESS OF STRATA		NATURE OF STRATA	SECTION	DEPTH	WATER STRUCK	WATER ROSE	QUANTITY WATER	QUALITY WATER	REMARKS
FT	IN			Feet	Feet	Feet	Gallons		
4	0	Surface Loam		0					Papers W.C. 91....
21	0	Gravel Wash & Boulders		100					
15	0	Shallow Slate Sediment		200					
10	0	Hard rock & blue Sediment		300					
3	0	Bands quartzite & yellow sediment		400					
				500					
				600					
				700					
				800					
				900					
				1000					
				1100					
				1200					
				1300					
				1400					
				1500					

Section of Bore on Milparinka.....

..... Holding Vide Index Map Site 47.....

Bore N^o 1 at Milparinka

Parish of..... County of Evelyn.....

Total Depth feet Water Supply..... Gal^{ns} Per Diem

THICKNESS OF STRATA		NATURE OF STRATA	SECTION	DEPTH	WATER STRUCK at	WATER ROSE	QUANTITY WATER	QUALITY WATER	REMARKS	
Feet	Inches			Feet	feet	feet	Gallons			
6	0	Gravel, Wash & Boulders								
13	0	Gravel, Wash & Blue Clay								
21	0	Sandstone				25		small supply	Salt	Papers W.C.
60	0	Hard, calcareous clay								91.....
69	0	Hard, micaceous clay								
41	0	Hard, terrigenous clay								
0	6	Quartzite		100						
				200						
				300						
				400						
				500						
				600						
				700						
				800						
				900						
				1000						
				1100						
				1200						
				1300						

Section of Bore on Buckanbe.....

Holding Vide Index Map Site 1.....

Parish of Wygilla... County of Rankin.

Total Depth 725 feet Water Supply Nil Gal^{ns} Per Diem

THICKNESS OF STRATA	NATURE OF STRATA	SECTION	DEPTH	WATER STRUCK at	WATER ROSE	QUANTITY WATER	QUALITY WATER	REMARKS
			Feet	Feet	Feet	Gallons		
	<p><i>About 480' drift sand in three layers divided by bands of clay. First drift met with at 70' from the surface.</i></p>		100					<p><i>Papers W. C. 91-5160.</i></p> <p><i>Sinker stuck at 725 feet & unable to get it out.</i></p> <p><i>Bore is 16 Miles from the River Darling</i></p>
		200						
			300					
			400					
			500					
			600					
			700					
			800					
			900					
			1000					
			1100					
			1200					
			1300					
			1400					
			1500					

Section of Bore on *Marra*.....
 Holding Vide Index Map Site 2.....
 Parish of *Balara* County of *Killara*
 Total Depth 1482 feet Water Supply *Nil* Gal^{ns} Per Diem

THICKNESS OF STRATA	NATURE of STRATA	SECTION	DEPTH Feet	WATER STRUCK at Feet	WATER ROSE Feet	QUANTITY WATER Gallons	QUALITY WATER	REMARKS
500' 0"	Sand and decomposed Rock		0 100 200 300 400 500	240'	200' 450'		Highly mineralised & Salt	Papers W.C. 91-5036
982' 0"	Sand and Hard Rock		600 700 800 900 1000 1100 1200 1300 1400 1500				<i>ditto</i>	Abandoned at 1482' as Govt Geologist stated useless to bore further

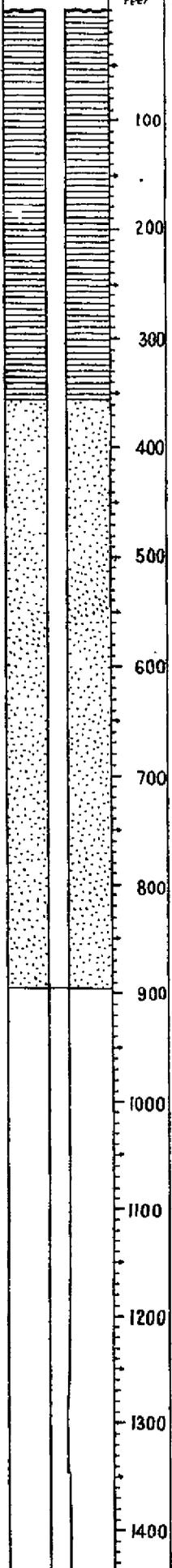
Section of Bore on Marra.....

Holding Vide Index Map Site. 3..

Parish of..... County of Killara

N^o 2 Bore

Total Depth 895 feet Water Supply..... Gal^{ns} Per Diem

THICKNESS OF STRATA	NATURE OF STRATA	SECTION	DEPTH	WATER STRUCK at	WATER ROSE	QUANTITY WATER	QUALITY WATER	REMARKS
			feet	feet	feet	Gallons		
355	White shale & clay, some hard & streaky		0 100 200 300 400 500 600 700 800 900 1000 1100 1200 1300 1400					Papers W.C. 91.....
540	Red rock							

Section of Bore on Dunumbral.....

Holding Vide Index Map Site 4.....

Parish of..... County of Finch

Total Depth 2070 feet Water Supply 300 Gal^{ns} Per Diem

THICKNESS OF STRATA	NATURE OF STRATA	SECTION	DEPTH	WATER STRUCK at	WATER ROSE	QUANTITY WATER	QUALITY WATER	REMARKS
			Feet	Feet	Feet	Gallons		
			100					Papers W.C. 91-4956
			200					
			300					
			400					
			500					
			600					
			700					
			800					
			900					
			1000					
			1100					
			1200					
			1300					
			1400					
			1500					
			1600					
			1700					
			1800					
			1900					
			2000					
470 0"	Soft shale and sand caves in as soon as bored			2070	Surface	300	Good Soft water	
			2100					
			2200					
			2300					

No particulars given up to 1600 feet

(Sig 457)

Section of Bore on Dunlop.....

Holding Vide Index Map Site 5.....

Parish of Singoramba County of Barrona

Total Depth 620 feet Water Supply 4.3 Gal^{ns} Per Diem

THICKNESS OF STRATA	NATURE OF STRATA	SECTION	DEPTH	WATER STRUCK at	WATER ROSE	QUANTITY WATER	QUALITY WATER	REMARKS
			Feet	Feet	Feet	Gallons		
30' 0"	Clay							Papers W.C. 91-4871
20' 0"	Drift							
100	Red blue & white pipe Clay occasional rotten rock 2 to 5 feet thick		100					
			200					
			300					
			400					
470' 0"	Gelaceous formation		500					
			600	620	Surface	43		Temperature of water 100°
			700					
			800					
			900					
			1000					
			1100					
			1200					
			1300					
			1400					
			1500					

Section of Bore on Dunlop

Holding Vde Index Map Site 6.....

12 miles south west from N^o1 Bore (N^o6) on Index Map)

Parish of Goolgumb County of Landsborough

Total Depth 940 feet Water Supply 576000 Gal^{ns} Per Diem

THICKNESS OF STRATA	NATURE OF STRATA	SECTION	DEPTH	WATER STRUCK	WATER ROSE	QUANTITY WATER	QUALITY WATER	REMARKS
			Feet	Feet	Feet	Gallons		
86'	0							
30'	0							Papers W.C.
20'	0			in arife			salt	91-4871
100	Red and blue clay and white pipe clay, occasional rotten rock 2 to 5 thick between clay strata 15' to 50' thick		100					
			200					
			300					
690	Cretaceous formation		400					
			500					
			600					
			700					
			800					
			840	surface		17000	fresh	
100	0' Porous Sandstone		900					
			940	surface		576000	fresh	
			1000					
			1100					
			1200					
			1300					

Section of Bore on Dunlop.....

Holding Vide Index Map Site 7.....

Parish of ^{Coonong or} ~~Cree~~ County of Landsborough

8 miles S.E of N^o 2 Bore (N^o 6 on Index Map)

Total Depth 860 feet Water Supply 600000 Gal^{ns} Per Diem

THICKNESS OF STRATA		NATURE OF STRATA	SECTION	DEPTH	WATER STRUCK	WATER ROSE	QUANTITY WATER	QUALITY WATER	REMARKS
FT	IN			Feet	Feet	Feet	Gallons		
100		Drift at about 30 ft. with salt water Red and blue clay & White Pipe clay. Occasional rotten rock 2 to 5 thick between clay strata 15' to 50' thick		100					Papers W. C. 91-4871.
710		Cretaceous clay		200 300 400 500 600 700 800					The strata met in this bore are not specified, but merely described as similar to those in the other bores in this Holding
		Porous sandstone		860 900 1000 1100 1200 1300 1400 1500	860'	to surface	600000	fresh	

Section of Bore on Dunlop.....

Holding Vide Index Map Site 8.....

Parish of Coonong... County of Landsborough

Total Depth 750...feet Water Supply 500000 Gal^{ns} Per Diem

THICKNESS OF STRATA	NATURE OF STRATA	SECTION	DEPTH	WATER STRUCK at	WATER ROSE	QUANTITY WATER	QUALITY WATER	REMARKS
			Feet	Feet	Feet	Gallons		
30	Surface							Papers W.C.
10-20	Drift			in drift			salt	91-4871
100	Red and blue clay and white pipeclay, occasional rotten rock 2 to 5 thick between clay strata. 15 to 50 ft. thick		100					
			200					
			300					
600	Cretaceous formation		400					
			500					
			600					
			700					
	Porous sandstone		750	750	surface	500000	fresh	
			800					
			900					
			1000					
			1100					
			1200					
			1300					

Section of Bore on Dunlop.....

Holding Vide Index Map Site 9.....

Parish of Tindeandah County of Landsborough

Total Depth 1200 feet Water Supply 15000 Gal^{ns} Per Diem

THICKNESS OF STRATA		NATURE OF STRATA	SECTION	DEPTH Feet	WATER STRUCK Feet	WATER ROSE Feet	QUANTITY WATER Gallons	QUALITY WATER	REMARKS
Ft	In								
10 to 20		Drift at about 30' with salt water							Papers W.C. 91-487
100		Red and Blue clay & White Pipe clay occasional rotten rock between clay strata 15' to 50' thick		100					No increase in the quantity struck at 700 ft depth was met with down to 1200 ft. The bore is still in progress and further results will be communicated when available
550		Cretaceous formation		200					
				300					
				400					
				500					
		Porous sandstone		600					
				700	700	to surface	15000		
		No information (vide remarks)		800					
				900					
				1000					
		Still in progress		1100					
				1200					
				1300					

Section of Bore on Nicoleche.....

Holding Vide Index Map Site 10.....

Parish of County of Barrona

Total Depth 916.....feet Water Supply 40000 Gal^{ns} Per Diem

THICKNESS OF STRATA	NATURE OF STRATA	SECTION	DEPTH	WATER STRUCK	WATER ROSE	QUANTITY WATER	QUALITY WATER	REMARKS
			feet	feet	feet	Gallons	Sal	
16 0	Surface		16	16				Papers W.C. 91-4634.
834 0	Black cretaceous formation		850	850	Surface	40000	fresh	Bore was continued to 916 ft without any increase on the supply of 140000 gals of water met with at 850 ft. Temperature of water 98° Situated on the Otako Block
			900					Bore was continued to 916; no increase of supply
			1000					
			1100					
			1200					
			1300					
			1400					
			1500					

Section of Bore on Nicoleche.....

Holding Vide Index Map Site II.....

Parish of..... County of Ularara

Total Depth 1500 feet Water Supply Nil..... Gal^{ns} Per Diem

THICKNESS OF STRATA	NATURE OF STRATA	SECTION	DEPTH	WATER STRUCK	WATER ROSE	QUANTITY WATER	QUALITY WATER	REMARKS
			Feet	Feet	Feet	Gallons		
			0					Papers W.C. 91-4634.
			100					
			200					
			300					
			400					
			500					
			600					
			700					
			800					
			900					
			1000					
			1100					
			1200					
			1300					
			1400					
160	0' Granite		1500					

Strata varied very much
Alternate rock and
creaceous formation to
1340ft. No detailed
information given as
to strata

Water was met at several depths, first at 60ft. Water did not rise nearer than 54ft. to surface in any case

The bore was abandoned at 1500ft. on the advice of the Government Geologist. Bore is situated in a gully between stony ridges on the W of the Paroo River in the Courallie Far West Block

Section of Bore on Nicoleche.....

Holding Vide Index Map Site 12....

Parish of County of Barrona

Total Depth 1227. feet Water Supply 700000 Gal^{ns} Per Diem

THICKNESS OF STRATA	NATURE OF STRATA	SECTION	DEPTH	WATER STRUCK at	WATER ROSE	QUANTITY WATER	QUALITY WATER	REMARKS
			Feet	Feet	Feet	Gallons		
	Drift		20	20			salt	Papers W.C. 91-4634
	Drift		200	200 210			salt salt	
	Drift		400	407			Salt	
	Drift		1000	1035			Salt	
	Water struck		1200	1213	Surface	700000	fresh	
			1300					
			1400					
			1500					

Section of Bore on Belalie.....

Holding Vide Index Map Site 13.....

Parish of..... County of Culgoa
 2 miles south of the 12 mile peg Queensland Boundary & E of the Warrego
 Total Depth 1693 feet Water Supply 600000 Gal^{ns} Per Diem

THICKNESS OF STRATA	NATURE OF STRATA	SECTION	DEPTH Feet	WATER STRUCK Feet	WATER ROSE Feet	QUANTITY WATER Gallons	QUALITY WATER	REMARKS
								Papers W.C. 91-94479
700 0	Mostly clay		100 200 300 400 500 600					
2 or 3	Shale		700	700	surface	4000	slightly brackish	
600	Clay		800 900 1000 1100 1200					
a few feet	Shale		1300	1300	Surface	8000	fresh	
			1400 1500 1600					
	Sandstone and shale		1700	1680	Surface	60000	Perfectly fresh	
			1800 1900 2000 2100 2200 2300					

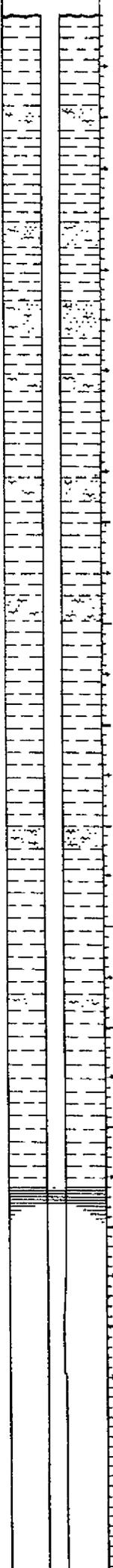
(Sig 457)

Section of Bore on Belalie.....

Holding Vide Index Map Site 14.....

Parish of County of Irrana

Total Depth 1160 feet Water Supply Nil (Note) ^{Vide} Gal^{ns} Per Diem

THICKNESS OF STRATA		NATURE OF STRATA	SECTION	DEPTH Feet	WATER STRUCK Feet	WATER ROSE Feet	QUANTITY WATER Gallons	QUALITY WATER	REMARKS	
FT	IN									
1160		Mostly clay with occasional sand drift which gave great trouble		100 200 300 400 500 600 700 800 900 1000 1100 1200 1300 1400 1500						<p>Papers W.C. 91-4479.</p> <p>A little water in bore, does not rise to surface</p> <p>Bore continuing Great hopes of early success and good supply</p>
		Shale								

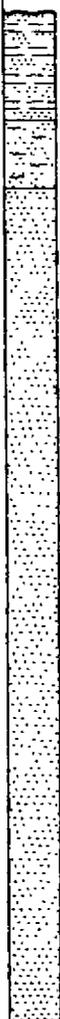
Section of Bore on *Yanda*.....

Holding Vide Index Map Site 15.....

at cor. of F. C. Fabers & W^m Häftes H. L^s where they touch the Dividing Line

Parish of..... County of *Cowper*.....

Total Depth 750 feet Water Supply Nil..... Gal^{ns} Per Diem

THICKNESS OF STRATA	NATURE OF STRATA	SECTION	DEPTH Feet	WATER STRUCK Feet	WATER ROSE Feet	QUANTITY WATER Gallons	QUALITY WATER	REMARKS
80 0	<i>Crumbling rock & chalky clays</i>							<i>Papers W.C. 91-4570.</i>
50 0	<i>Sand Drift</i>		100					<i>Salt water in sand drift</i>
			200					
620 0	<i>Bed Rock</i>		300					
			400					
			500					
			600					
			700					
			800					
			900					
			1000					
			1100					
			1200					
			1300					

Plenty of water in sand drifts but very salt, not artesian

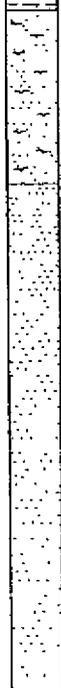
Section of Bore on Yanda.....

Holding Vide Index Map Site 16.....

S37°E 10 miles from River & 3 miles from Jandra B^{dy}

Parish of..... County of Cowper

Total Depth 1008 feet Water Supply Nil..... Gal^{ns} Per Diem

THICKNESS OF STRATA		NATURE OF STRATA	SECTION	DEPTH	WATER STRUCK AT	WATER ROSE	QUANTITY WATER	QUALITY WATER	REMARKS
FT	IN			Feet	Feet	Feet	Gallons		
70		<i>Crumbling Rock and chalky clays</i>							<i>Papers W.C. 91-4570.</i>
130		<i>Drift</i>		100 200 300 400 500					
808		<i>Bed Rock</i>		600 700 800 900 1000 1100 1200 1300					<i>No water struck except very salt in Drifts, not artesian</i>

Section of Bore on Salisbury Downs

Holding Vide Index Map Site 17.....

Parish of..... County of Yantara

Total Depth 1365 feet Water Supply 200 (Vide Note) Gal^{ns} Per Diem

THICKNESS OF STRATA	NATURE OF STRATA	SECTION	DEPTH	WATER STRUCK	WATER ROSE	QUANTITY WATER	QUALITY WATER	REMARKS
			Feet	Feet	Feet	Gallons		
235 0	Mostly clay		100					Papers W.C. 91-4400
92 0	Drift sand with petrified wood, decomposed leaves and layers of sulphur		200	327			Very salt	
513 0	Soft blue clay		300					
161 0	Blue clay		400					
199 0	Mud banks and sand		500					
165 0	Fire sand		600	840			Brackish	
			700					
			800					
			900					
			1000					
			1100					
			1200	1200	Surface	28000	fresh	
			1300					
			1365	1365	Surface	200	fresh	
			1400					
			1500					

By using 640ft. pump 45000 gal^s per day can be raised. (fresh water) Temperature of water, when pumping 108 deg^s - 5" casing broke 20ft from bottom & 3 strings of casing had to be left in bore to keep back saltwater Bore cost £3 per ft. - Omura N° 2 Ruu

Section of Bore on Salisbury Downs
 Holding Vide Index Map Site 18.....

Parish of..... County of Yunta

Total Depth 1568 feet Water Supply 7000 (Vide Note) Gal. ins Per Diem

THICKNESS OF STRATA		NATURE OF STRATA	SECTION	DEPTH Feet	WATER STRUCK at Feet	WATER ROSE Feet	QUANTITY WATER Gallons	QUALITY WATER	REMARKS
FT	IN								
1568		Mostly clay of various sorts with occasional sand until coarse quartz sand was struck at 1568 ft with flow of 7000 gallons of fresh water per day							Papers W.C. 91-4400.
					940	To Surface	7000	Fit for Stock	At 940 ft water level is low enough for stock, at 1568 ft. flows at 7000 gal's per day fresh & by using 350 ft. pump can raise 55000 gal's per day fresh. Temperature 120° when pump is working
		Quartz Sand			1568	To surface	7000	fresh	

(Sig 457)

Section of Bore on Kerribree...

Holding Vide Index Map Site 20...

Parish of ... County of Barrona

Total Depth 1073 feet Water Supply 350,000 Gal^{ns} Per Diem

THICKNESS OF STRATA	NATURE OF STRATA	SECTION	DEPTH Feet	WATER STRUCK Feet	WATER ROSE Feet	QUANTITY WATER Gallons	QUALITY WATER	REMARKS
	<i>No information given as to Strata</i>		100					<i>Papers W.C. 91-4173</i> <i>Situated in N.E corner Moreta West Block Run</i>
		200						
		300						
		400						
		500						
		600						
		700						
		800						
		900						
		1000						
		1073			<i>Surface</i>	<i>350000</i>	<i>Fresh</i>	
		1200						
		1300						
		1400						
		1500						

Section of Bore on *Kerribree*.....

Holding Vide Index Map Site 21.....

Situatd in centre of Moreta South Block Run

Parish of..... County of *Barrona*Total Depth *1340* feet Water Supply *175000* Gal^{ns} Per Diem

THICKNESS OF STRATA	NATURE OF STRATA	SECTION	DEPTH	WATER STRUCK at	WATER ROSE	QUANTITY WATER	QUALITY WATER	REMARKS
			feet	feet	feet	Gallons		
55' 0"	Soft and sandy clay & pebbles							Papers W.C. 91-4173.
27' 0"	Drift sand clay & pebbles							
3' 0"	Drift sand							
47' 0"	Drift & clay		100					
83' 0"	Boulders and hard rock		200					
70' 0"	Shale		300					
80' 0"	Shale & sticky clay		400					
130' 0"	Rock & Clay		500					
90' 0"	Hard rock		600					
250' 0"	Sticky clay and hard patches		700					
	No information given from 900 ft to 1340 ft when water was struck in the quartz rock.		1000					
			1100					
			1200					
			1300					
	Quartz rock		1340	1340	Surface	175000	Fresh	
			1400					
			1500					

*Section of Bore on Wangamana
 Holding Vide Index Map Site 22....
 Parish of..... County of Barrona
 Total Depth 1600 feet Water Supply 224,000 Gal^{ns} Per Diem*

THICKNESS OF STRATA	NATURE OF STRATA	SECTION	DEPTH Feet	WATER STRUCK Feet	WATER ROSE Feet	QUANTITY WATER Gallons	QUALITY WATER	REMARKS
			100					Papers W.C. 91-4173
			200					
			300					
			400					
			500					
	No Information		600					
			700					
			800					
			900					
			1000					
			1050	Surface		Small quantity		
	Mud sticky clay and sand		1100					
	Bed sandstone and quartz		1200					
			1300					
	Getting harder		1400					
			1500					
	Shale		1600	1600	Surface	224,000	Fresh	12M East of Wangamana Head Str which is 15M East of 75M on Bourke Wandering Road
			1700					
			1800					
			1900					
			2000					
			2100					
			2200					
			2300					

(Sig 457)

Section of Bore on Pirillie

Holding Vide Index Map Site 23...
 8 Miles east from Youngerina & 30 from Ford's Bridge

Parish of..... County of Irrara

Total Depth 613 feet Water Supply..... Gal^{ns} Per Diem

THICKNESS OF STRATA	NATURE OF STRATA	SECTION	DEPTH feet	WATER STRUCK at feet	WATER ROSE feet	QUANTITY WATER Gallons	QUALITY WATER	REMARKS
No definite information given	Hard rock		100					Papers W.C. 91.4173.
	Clay		200					
			300					
			400					
	Sandstone		500					
			600					
	Drift and mud		700					
			800					
			900					
			1000					
			1100					
			1200					
			1300					
			1400					
			1500					

Section of Bore on Kallara

24
 Holding Vide Index Map Site Mullier Well

Parish of Mulyee... County of Killara

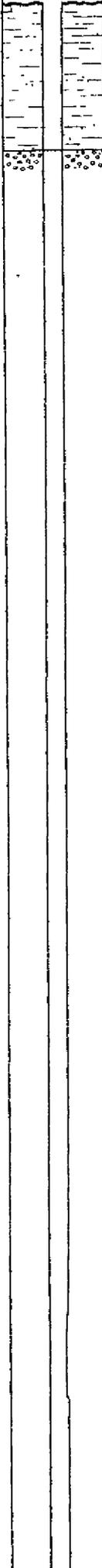
Total Depth 46.....feet Water Supply 9000 Gal^{ns} Per Diem

THICKNESS OF STRATA	NATURE OF STRATA	SECTION	DEPTH	WATER STRUCK at	WATER ROSE	QUANTITY WATER	QUALITY WATER	REMARKS
Fe			feet	Feet	Feet	Gallons		
46	Sand			46	not raised	9000		Papers W C 91.2.83
			100					<p>Good quality, free from salt, but useless for irrigation purposes on account of the presence of soda</p> <p>Temperature 80 deg</p> <p>Bored in 1879 near S E corner of the Far West Block, near Mullier Sand Spring</p> <p>A previous bore at this place resulted in a supply of 12000 gal^s per day free from sand, at a depth of 46 feet but in an effort to deepen the bore, the sand entered with such force that it was impossible to keep the pipes clear, the bore was put down to 190 feet</p>
			200					
			300					
			400					
			500					
			600					
			700					
			800					
			900					
			1000					
			1100					
			1200					
			1300					
			1400					

Section of Bore on Kallara 25

· Holding Vide Index Map Site. *Waa Watha Well*
 Parish of Undelcarr County of Killara

Total Depth 140 feet Water Supply 7,000 Gal^{ns} Per Diem

THICKNESS OF STRATA		NATURE of STRATA	SECTION	DEPTH Feet	WATER STRUCK at Feet	WATER ROSE Feet	QUANTITY WATER Gallons	QUALITY WATER	REMARKS
16	17								
140		Grey clay and sand & clay Coarse sand & pebbles		100 140		17 above surface		Temperature 89 degrees	Papers W. C. 91-6083 Position about 1/2 miles north from the S.W. Corner of the Far West Block, about 100 Yards from "Wa. Watha" Mud Spring bored in 1878
				200					
				300					
				400					
				500					
				600					
				700					
				800					
				900					
				1000					
				1100					
				1200					
				1300					
				1400					
				1500					

originally 160,000 gallons per day mixed, with pebbles and iron pyrites, became clear, when down to about 4000 gal. per day

Too salt for irrigation, but sufficiently palatable for human use.

Section of Bore on Kallara.

Holding Vide Index Map Site 26.

near S E Corner of Byjerk South Run

Parish of Binpooker. County of Killara

"Kingswell"

Total Depth 600 feet Water Supply 10000 Gal^{ns} Per Diem

THICKNESS OF STRATA	NATURE OF STRATA	SECTION	DEPTH	WATER STRUCK AT	WATER ROSE	QUANTITY WATER	QUALITY WATER	REMARKS
FT			Feet	Feet	Feet	Gallons		
40	Sand and Clay		Feet	Feet	Feet	Gallons		Papers W.C. 91-6082.
50	Iron stained Sandstone Clay of varying color		about 50	about 50	about 50	very small quantity		
	Cretaceous Clay		100		Rose to within 12 ft. of surface			
			200					
			300					
			400					
			500					
			600	600		about 10000 per day	Too salt for irrigation. Fit for sheep & cattle & on/a punchman would use on it. Temperature ab 80 degs	Shaft sunk in 1879, bored 1886. A true artesian supply would doubtless be obtained by deepening bore
			700					
			800					
			900					
			1000					
			1100					
			1200					
			1300					

Section of Bore on Kallara.....

Holding Vide Index Map Site 27.
 about 1 mile from Butha West Block (from middle of W. Boundary
 Parish of Parkin..... County of Fitzgerald
 Toonburra (4th Well)

Total Depth 820 feet Water Supply 1000 Gal^{ns} Per Diem

THICKNESS OF STRATA	NATURE OF STRATA	SECTION	DEPTH	WATER STRUCK at	WATER ROSE	QUANTITY WATER	QUALITY WATER	REMARKS	
			Feet	Feet	Feet	Gallons			
90	Surface Clay & Sand		100					Papers W.C. 91-6082.	
110	Cretaceous Clay		200						Hole lost by accident to tools The indications are sufficiently good to justify another trial in the neighborhood Water brackish
			300						
			400	420			abt 1000 Gal ^{ns} @ day		
620	Cretaceous Clay impregnated with sand		500						
			600						
			700						
			800						
			900						
			1000						
		1100							
		1200							
		1300							
		1400							

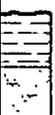
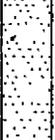
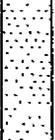
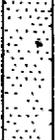
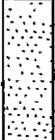
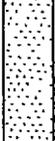
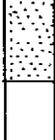
Section of Bore on Kallara

Holding Vide Index Map Site 29.

Parish of County of Killara

Box Bore (6th Well)

Total Depth 1411 feet Water Supply 2000 Gal^{ns} Per Diem

THICKNESS OF STRATA		NATURE of STRATA	SECTION	DEPTH Feet	WATER STRUCK Feet	WATER ROSE Feet	QUANTITY WATER Gallons	QUALITY WATER	REMARKS
FT	IN								
40		Red Clay							Papers W. C. 91-6082
135		Sand Clay & Drifts <i>Salt water in Drifts from 50 to 175 ft</i>		100					
75		Yellow Clay		200					
160		Blue cretaceous clay		300					
15		Impact sand		400	410	not used	2000		Temperature ab ^t 30 deg ^s
				500					
				600					
				700					
				800					
1000		Sandstone, varying from dark grey to reddish <i>(The Devonian Rock by Mr Wilkinson)</i>		900					
				1000					at 1000 ft water worn pebbles shew freely
				1100					
				1200					
				1300					
				1400					

Section of Bore on Kallara.....

Holding Vide Index Map Site 30

on the northern boundary of the Far West Block, 5 miles SW from the Dunlop Boundary

Parish of Tully..... County of Killara

Neenynah Bore (1st Well)

Total Depth 540 feet Water Supply 500000 Gal^{ns} Per Diem

THICKNESS OF STRATA		NATURE OF STRATA	SECTION	DEPTH Feet	WATER STRUCK Feet	WATER ROSE Feet	QUANTITY WATER Gallons	QUALITY WATER	REMARKS
ft	in								
115		Surface & yellow clay							Papers W.C. 91-6082..
30		Blue clay							Temperature 92 degs
330		Blue clay shale							Quality as per Analysis per gallon: Soluble organic matter 32.92 Chlorine 44.79 Sodium 29 Carbonate of potassium 2.76 Calcium traces Magnesia traces
65		White rock drift, impact sand		475 increase to 500000 gal ^{ns} was meas ^d at 540		18 ft above surface without diminution	500000 a day		
				500					
				600					
				700					
				800					
				900					
				1000					
				1100					
				1200					
				1300					
				1400					
				1500					

Section of Bore on Kallara.....

Holding Vide Index Map Site 31.....

about 2 miles from point of contact of Yamaranie, Jump off N°2 & 3 on Jump off N°3

Parish of Calpacaira County of Kallara

Paradise Bore (8th Well)

Total Depth 931 feet Water Supply 60,000 Gal^{ns} Per Diem

THICKNESS OF STRATA		NATURE OF STRATA	SECTION	DEPTH	WATER STRUCK	WATER ROSE	QUANTITY WATER	QUALITY WATER	REMARKS
FT	IN			Feet	Feet	Feet	Gallons		
90		Surface clay, gypsum rotten ironstone and yellow clay							Papers W.C. 91-6082.
99		Blue Clay		100					
				189			a little brackish		
				275			a little		
422		Blue Clay & Black Shale		400					
				580					
65		White Sand cemented		600					
74		Chalky Clay like Pipe clay yellowish		676			80000 per day	brackish	
				700					
121		Black Shale constantly altering		800					
60		Hard slate. No variation		900					
				1000					
				1100					
				1200					

7 ft above surface

Ceased to flow, but no danger of not getting water again

Temperature 89°

Section of Bore on Killara

Holding Vide Index Map Site 32.

*about 2 miles from centre of South East Boundary of Mulla woolka South Block
Parish of Paroo County of Killara*

Gum Lake (9th Well)

Total Depth 676 feet Water Supply 50000 Gal^{ns} Per Diem

THICKNESS OF STRATA		NATURE OF STRATA	SECTION	DEPTH Feet	WATER STRUCK at feet	WATER ROSE Feet	QUANTITY WATER Gallons	QUALITY WATER	REMARKS
Feet	Inches								
90		Surface Clay, Gypsum Rotten Ironstone and Yellow Clay							Papers W.C. 91-6082
99		Blue Clay							
				100					
				189			a little	brackish	
				200					
				275			a little		
				300					
422		Blue Clay & Black Shale							
				400					
				500					
				600					
65		White Sand cemented Chalky clay like Pipe clay yellowish							
				676			50000	brackish per day	Temp 89 degs
				700					
				800					
				900					
				1000					
				1100					
				1200					
				1300					

about 6 ft above surface

Section of Bore on Kallara.....

Holding Vide Index Map Site 33...

about 2 miles equidistant from northern & eastern boundaries of Mullawooka East

Parish of Mullawooka County of Killara

Tonga Bore (10th Well)

Total Depth.....feet Water Supply 7000 Gal^{ns} Per Diem

THICKNESS OF STRATA		NATURE OF STRATA	SECTION	DEPTH Feet	WATER STRUCK at feet	WATER ROSE feet	QUANTITY WATER Gallons	QUALITY WATER	REMARKS
FT	IN								
90		Surface Clay, Gypsum rotten Ironstone & Yellow Clay		100					Papers W.C. 91-6082
99		Blue Clay		200	189		a little	brackish	Unfinished, stopped by 90 flood, will be continued when water permits Bore clear, everything in readiness
				300	275		a little		
422		Blue Clay & Black Shale		600				Brackish Temperature 89 deg.	
65		White Sand cemented Chalky Clay like Pipe clay yellowish		700	abt 700	not tried	7000 per day		
				800					
				900					
				1000					
				1100					
				1200					
				1300					

Section of Bore on Kallara.....

Holding Vide Index Map Site 34..

On Rutha West Block about 4 miles south from Nocalche corner on a reserve for boring

Parish of..... County of Kallara.

Mungundi Lake Bore (1st well)

Total Depth 760 feet so far Water Supply..... Gal^{ns} Per Diem

THICKNESS OF STRATA	NATURE OF STRATA	SECTION	DEPTH Feet	WATER STRUCK at Feet	WATER ROSE Feet	QUANTITY WATER Gallons	QUALITY WATER	REMARKS
	<i>Not stated</i>		100					<i>Papers W.C 91-6082..</i>
			200					
			300					
			400					
			500					
			600					
			700					
			800					<i>Proceeding In good prospects No signs of water yet</i>
			900					
			1000					
			1100					
			1200					
			1300					

Section of Bore on Yancannia...

Holdings Vide Index Map Site 35...

near portion of 40ac

Parish of Cockburn County of Yantara

Total Depth 268 feet Water Supply Gal^{ns} Per Diem

THICKNESS OF STRATA	NATURE OF STRATA	SECTION	DEPTH	WATER STRUCK	WATER ROSE	QUANTITY WATER	QUALITY WATER	REMARKS
			feet	feet	feet	Gallons		
2	Surface Sand							Papers W.C. 91-6492.
16	Yellow Clay							
82	Yellow Sand							
4	Yellow Clay							
35	Blue Clay							
	White Pipeclay & Quartz							
17	Yellow Pipeclay & Quartz							
5	Drift Sand			100				
22	Blue Clay							
15	Conglomerate							
14	Blue Clay							
25	Blue Shale							
60	White Drift Sand			200				
5	Quartzite							
20	Yellow Clay							
12	Soft Blue Clay							
			300				Unsuccessful so far	
			400					
			500					
			600					
			700					
			800					
			900					
			1000					
			1100					
			1200					
			1300					

APPENDIX 54.

Section of Bore on *Yancannia*.....

Holding Vide Index Map Site 36

Adjacent to & on east side of Binjarilpa IP40ac, supposed to be on either Kooltoo or Buona

Parish of..... County of *Yantara* Run

Total Depth 203 1/4 feet Water Supply 480,000 Gal^{ns} Per Diem

THICKNESS OF STRATA	NATURE OF STRATA	SECTION	DEPTH	WATER STRUCK at	WATER ROSE	QUANTITY WATER	QUALITY WATER	REMARKS
Feet			Feet	Feet	Feet	Gallons		
3 1/2	Surface Sand							Papers W.C. 91-6492.
14 5/8	Cement Yellow Sand, Rock Grey Sand, Rock Blue Clay							
22								
60	Coarse Drift Sand & boulders							
2	Conglomerate			100				
79	Fine white drift sand							
12	3 Grey sand stone		200	203 1/4		480000		Temperature not tested, cool to the hand
			300					
			400					
			500					
			600					
			700					
			800					
			900					
			1000					
			1100					
			1200					
			1300					

Section of Bore on Fort Bourke.....

Holding Vide Index Map Site...37...

Parish of County of...Gunderbucka

Total Depth.1284 feet Water Supply.. ^{Now Nil} Vide Note...Gal^{ns} Per Diem

THICKNESS OF STRATA		NATURE OF STRATA	SECTION	DEPTH Feet	WATER STRUCK at Feet	WATER ROSE Feet	QUANTITY WATER Gallons	QUALITY WATER	REMARKS
FT	IN								
28		Surface							Papers W.C. 9/.....
15		Sand Rock							
104		White & yellow clay		100					
				200					
357		Black clay		300					
				400					
		at 500 hard streak		500					
264		Black clay with hard streaks		600					
				700					
				800					
				900					
416		Black shale with hard streaks		1000					
				1100					
99		Blue sand		1200	1230				Supply increased till 1259 was reached and ceased at 1284
				1300					
				1400					
				1500					

Section of Bore on Weilmoringle.

Holdings Vide Index Map Site 38.

North Darling Back Run N^o 17

Parish of County of Culgoa

N^o 1 Bore

Total Depth 2005 feet Water Supply 28,000 Gal^{ns} Per Diem

THICKNESS OF STRATA		NATURE OF STRATA	SECTION	DEPTH	WATER STRUCK	WATER ROSE	QUANTITY WATER	QUALITY WATER	REMARKS
FT	IN			Feet	Feet	Feet	Gallons		
40		Clay							Papers W.C.
10		Rock							91-6215.
10		Clay							
10		Drift							
30		Clay							
25		Rock		100					
30		Pipeclay							
35		Yellow Clay							
50		Blue Clay		200					
80		Yellow Clay		300					
100		Blue Clay		400					
200		Sandstone		500	430				Small Supply
200		Blue Clay		600	620	86'			1000
200		Blue Clay		700					
100		Sandy Clay		800					
100		Blue Clay		900					
100		Blue Clay		1000					
100		Sandy Clay		1100					
100		Blue Clay		1200					
30		Sandstone		1250	1250		86'		28000
755		Blue Slate		1300					
				1400					
				1500					
				1600					
				1700					
				1800					
				1900					
				2000					No water struck below 1250ft level
				2100					
				2200					
				2300					

(Sig 457)

Section of Bore on Weilmoringle

Holding Vide Index Map Site 39

North Darling Block 18 Run

Parish of County of Gilgoa

N^o 2 Bore

Total Depth 1590 feet Water Supply 1,728,000 Gal^{ns} Per Diem

THICKNESS OF STRATA		NATURE OF STRATA	SECTION	DEPTH	WATER STRUCK at	WATER ROSE	QUANTITY WATER	QUALITY WATER	REMARKS
FT	IN			Feet	Feet	Feet	Gallons		
40		Clay							Papers W.C.
7		Rock							91.6215
13		Clay							
10		Drift							
27		Clay							
25		Rock		100					
30		Pipeclay							
35		Yellow Clay							
4		Blue Clay		200					
83		Yellow Clay							
188		Blue Clay		300					
				400					
110		Sandstone		500					
				572			1000 per day		
				600					
174		Blue Clay		700					
107		Sandy Clay		800					
				853			Small Quanty		
105		Blue Clay		900					
25		Sandy Clay							
5		Coal							
20		Sandy Clay							
10		Coal		1000					
100		Shale		1100					
245		Blue Clay		1200					
				1300					
110		Shale		1400					
73		Blue Clay		1500					
44		Sandstone		1590			1728000 per day		

Section of Bore on Belalie.....								
Holding Vide Index Map Site 40.								
Parish of..... County of Irrara.								
Bore N ^o 1								
Total Depth 1600 feet Water Supply Nil Gal ^{ns} Per Diem								
THICKNESS OF STRATA	NATURE OF STRATA	SECTION	DEPTH	WATER STRUCK	WATER ROSE	QUANTITY WATER	QUALITY WATER	REMARKS
FT			Feet	Feet	Feet	Gallons		
55	Sand and clay							Papers W.C. 91.....
70	Rock and sand		100					
145	Sand, clay and rock		200					
			300					
			400					
			500					
690	Clay		600					
			700					
			800					
			900					
			1000					
			1100					
330	Clay and rock		1200					
			1300					
15	White clay		1300					
55	Sand, Rock & White clay		1400					
75	Rock and clay		1500					
125	Clay		1600					
40	Rock		1700					
			1800					
			1900					
			2000					
			2100					
			2200					
			2300					

(Sig 457)

Section of Bore on *Pirillie*.....

Holdings Vide Index Map Site 43

5/4 miles east from E B^o of Maranoa, 4 1/2 miles S from SW corner of Wapweelah Run

Parish of..... County of.....

Total Depth 803 feet N^o1 Bore Water Supply..... Gal^{ns} Per Diem

THICKNESS OF STRATA	NATURE OF STRATA	SECTION	DEPTH	WATER STRUCK at	WATER ROSE	QUANTITY WATER	QUALITY WATER	REMARKS
FT	IN		Feet	Feet	Feet	Gallons		
5								
35								Papers W.C.
80								91-7018.
			100	120	Some distance in bore		fresh	
			200					
			300					
			350					
623			400					To surface and overflows at the rate of 60 gallons per day
			500					
			600					
			700					
60			800					
			900					
			1000					
			1100					
			1200					
			1300					

Section of Bore on Momba.....

Holding Vide Index Map Site 44.
Cunellie & Charlton

Parish of Charlton. County of Fitzgerald

Total Depth 1505 feet Water Supply.....Gal^{ns} Per Diem

THICKNESS OF STRATA	NATURE OF STRATA	SECTION	DEPTH Feet	WATER STRUCK Feet	WATER ROSE Feet	QUANTITY WATER Gallons	QUALITY WATER	REMARKS
			100					Papers W. C. 91-5960
			200					
			300					
			400					
			500					
			600					
			700					
			800					
			900					
			1000					
			1100					
			1200					
			1300					
			1400					
	In blue clay		1500					

Unlimited supply of water in the bore

Section of Bore on Momba

Holding Vide Index Map Site 45
Packungi Block

Parish of Packungi County of Yungnulgra
Nº1 Bore

Total Depth 1261 feet Water Supply Gal^{ns} Per Diem

THICKNESS OF STRATA	NATURE OF STRATA	SECTION	DEPTH	WATER STRUCK AT	WATER ROSE	QUANTITY WATER	QUALITY WATER	REMARKS
			Feet	Feet	Feet	Gallons		
			100					Papers W.C 91.5960
			200					
			258					
			300					
			400					
			500					
			600					
			700					
			800					
			900					
			1000					
			1100					
			1200					
			1300					
			1400					
			1500					
	On Bed Rock (by Gov. Geologist)							

to 50 f^t from surface

Appendix 62.

Section of Bore on Barrington

Holding Vide Index Map Site  II

Parish of Barrington County of Culgoa

Total Depth.....feet Water Supply in Progress Gal^{ns} Per Diem

THICKNESS OF STRATA	NATURE OF STRATA	SECTION	DEPTH	WATER STRUCK AT	WATER ROSE	QUANTITY WATER	QUALITY WATER	REMARKS
			Feet	Feet	Feet	Gallons		
30'	0" Black soil Yellow Clay & Drift							Papers W.C. 91-2085
28'	0" Sand drift and rock							
32'	0" Red sandstone							
32'	0" Yellow streaks of white like pipe clay		100					
30'	0" Red sandstone							
42'	0" Yellow clay and white clay.		200					
126'	0" Yellow clay							
			300					
57'	0" Gray shale.							
			400					
280'	0" Black shale.							
			500					
			600					
4'	0" Light shale							
14'	0" Light shale & Sandstone							
22'	0" Light drab color shale							
50'	0" Shale		700					
			800					
			900					
			1000					
			1100					
			1200					

(519 + 57)

Section of Bore on Marra.....

Holding Vide Index Map Site..... 2

Parish of..... County of Killara

Total Depth 1485 feet Water Supply Nil..... Gal^{ns} Per Diem

THICKNESS OF STRATA	NATURE OF STRATA	SECTION	DEPTH Feet	WATER STRUCK at feet	WATER ROSE Feet	QUANTITY WATER Gallons	QUALITY WATER	REMARKS
			100					Papers W.C. 91.....
			200					
			300					
			400					
			500					
			600					
			700					
			800					
			900					
			1000					
720	Very hard red & white rock		1100					
			1200					
			1300					
			1400					
			1500					

APPENDIX

Section of Bore on Marra.....

Holding Vide Index Map Site.....

Parish of Pulcarra County of Killara

Total Depth 895 feet Water Supply Nil Gal^{ns} Per Diem

THICKNESS OF STRATA	NATURE OF STRATA	SECTION	DEPTH Feet	WATER STRUCK at Feet	WATER ROSE Feet	QUANTITY WATER Gallons	QUALITY WATER	REMARKS
500 0	Sand and decomposed Rock		100 200 300 400 500 600 700 800 900 1000 1100 1200 1300	387		Small Quantity	Good	Papers W.C 91-5306 Bore abandoned as no water met with
400 0	Sand and hard rock							

1891.

(SECOND SESSION.)

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

REPORT FROM THE SELECT COMMITTEE

ON THE

GOULBURN WATER SUPPLY CHARGES BILL;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

MINUTES OF EVIDENCE,

AND

APPENDIX.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
15 *December*, 1891.

SYDNEY: CHARLES POTTER, GOVERNMENT PRINTER.

1891.

**EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE
LEGISLATIVE ASSEMBLY.**

VOTES NO. 57. TUESDAY, DECEMBER 1, 1891.

4. GOULBURN WATER SUPPLY CHARGES BILL :—Dr. Hollis moved, pursuant to Notice,—
 (1.) That the Goulburn Water Supply Charges Bill be referred to a Select Committee, with power to send for persons and papers, for consideration and report.
 (2.) That such Committee consist of Mr. Dibbs, Mr. E. M. Clark, Mr. Colls, Mr. Cullen, Mr. Holborow, Mr. Rose, Mr. Scott, Mr. Edden, and the Mover.
 Question put and passed.
-

VOTES NO. 64. TUESDAY, DECEMBER 15, 1891.

12. GOULBURN WATER SUPPLY CHARGES BILL :—Dr. Hollis, as Chairman, brought up the Report from, and laid upon the Table the Minutes of Proceedings of, and Evidence taken before, the Select Committee for whose consideration and report this Bill was referred on 1st December, 1891; together with Appendices and a copy of the Bill as amended and agreed to by the Committee.
 Ordered to be printed.
-

CONTENTS.

	PAGE.
Extracts from the Votes and Proceedings	2
Report	3
Proceedings of the Committee	4
Schedule of Amendments	4
List of Witnesses	4
Minutes of Evidence	5
Appendix.....	15

1891.

(SECOND SESSION.)

GOULBURN WATER SUPPLY CHARGES BILL.

REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, for whose consideration and report was referred, on 1st December, 1891, the "*Goulburn Water Supply Charges Bill*,"—beg to report to your Honorable House:—

That they have examined the witnesses named in the List* (whose *See List, p. evidence will be found appended hereto), and the Preamble having been satisfactorily proved to your Committee, they proceeded to consider the several clauses of the Bill, in which it was deemed necessary to make certain amendments.

Your Committee now beg to lay before your Honorable House the Bill as amended by them.

LESLIE HOLLIS,
Chairman.

*No. 1 Committee Room,
Sydney, 7th December, 1891.*

PROCEEDINGS OF THE COMMITTEE.

THURSDAY, 3 DECEMBER, 1891.

MEMBERS PRESENT:—

Mr. Colls,	|	Mr. Cullen,
Mr. Edden,	|	Mr. Holborow,
Dr. Hollis,	|	Mr. Rose.

Dr. Hollis called to the Chair.

Entry from Votes and Proceedings appointing the Committee read by the Clerk.

Printed copies of the Bill referred, together with original Petition to introduce same, before the Committee.

Committee deliberated.

[Adjourned till Tuesday next, at half-past Ten o'clock.]

TUESDAY, 8 DECEMBER, 1891.

MEMBERS PRESENT:—

Dr. Hollis in the Chair.

Mr. E. M. Clark,	|	Mr. Holborow,
	|	Mr. Rose.

Present:—A. M. Betts, Esquire (*Solicitor for the Bill*).Richard Thomas Ball (*Mayor of Goulburn*) sworn and examined.

Augustine Matthew Betts sworn and examined.

Witness handed in copies of *Government Gazette*, containing By-laws made by the Borough of Goulburn, and dated 24th October, 1887, and amended By-laws, dated 25th January, 1889. [*Appendix A.*]
Solomon Meyer sworn and examined.Witness handed in copy of *Evening Star and Argyle Farmers' Advocate* newspaper, containing a letter written by Mr. A. M. Betts, City Solicitor, in reply to a letter from the Council with reference to the Water Rates Act. [*Appendix B.*]

Edward Joseph Ball, sworn, and examined.

Richard Thomas Ball, further examined.

Room cleared.

Committee deliberated.

[Adjourned till half-past Two o'clock this day.]

The Committee reassembled at the hour named.

MEMBERS PRESENT:—

Dr. Hollis in the Chair.

Mr. E. M. Clark,	|	Mr. Colls,
Mr. Holborow,	|	Mr. Rose.

Preamble considered.

Question,—“That this Preamble stand part of the Bill,”—put.

Committee divided.

Ayes.

Dr. Hollis,
Mr. Holborow,
Mr. E. M. Clark,
Mr. Colls.

No.

Mr. Rose.

And so it was resolved in the affirmative.

Clause 1 read, and agreed to.

Clause 2 read, amended,* and agreed to.

Clause 3 read, amended,* and agreed to.

Clause 4 read, and agreed to.

Title read and agreed to.

Chairman to report the Bill with amendments to the House.

SCHEDULE OF AMENDMENTS.

Page 1, clause 2, lines 20 and 21. Omit “twenty-fourth day of October, one thousand eight hundred and eighty-seven,” insert “first day of January, one thousand eight hundred and eighty-eight.”

„ 1, clause 3, lines 37, 38, and 39. Omit “as from the said twenty-fourth day of October, one thousand eight hundred and eighty-seven, and at any time hereafter.”

LIST OF WITNESSES.

	PAGE.
Ball, E. J.	12
Ball, R. T.	5, 14
Betts, A. M.	8
Meyer, S.	10

* See Schedule of Amendments.

1891.
(SECOND SESSION.)

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON THE

GOULBURN WATER SUPPLY CHARGES BILL.

TUESDAY, 8 DECEMBER, 1891.

Present:—

MR. E. M. CLARK, | MR. HOLBOROW,
MR. ROSE.

DR. HOLLIS IN THE CHAIR.

Mr. A. M. Betts appeared as Solicitor for the Bill.

Mr. Richard Thomas Ball called in, sworn, and examined:—

Mr. R. T. Ball.
8 Dec., 1891.

1. *Chairman.*] Are you Mayor of Goulburn? Yes.
2. Are you acquainted with the circumstances to which the preamble of the Bill refers? Yes.
3. *Mr. Betts.*] How long have you been an alderman? Between seven and eight years.
4. How many years have you held the office of Mayor? This is the second year.
5. Are you aware that there has been considerable difficulty in collecting the water rates in the borough of Goulburn? Yes.
6. Have some cases been brought before the magistrates to recover the rates? Yes.
7. Have doubts been expressed as to the power of the Council to recover rates in certain cases? Yes.
8. In respect of what lands and premises have difficulties occurred? In respect of premises where the water has not been actually laid on from the main, and in the case of vacant lands, also where we have tried to recover rates under our by-laws which were made under the Municipalities Act, instead of the Water and Sewerage Act. There is another difficulty as to the time which we can go back as we have to go into the Magistrates' Court.
9. Was the money which was expended in the erection of water works supplied by the Government? Yes.
10. Are the Council liable to the Government for certain interest charges in respect of the moneys so advanced? Yes.
11. What was the cost of the work? Close on £60,000.
12. Is there some question as to the extent of the liability of the Council? Yes, the cost has greatly exceeded the estimate.
13. Are the Council certainly liable for some large amount? Yes.
14. Was the question of proceeding with this Bill brought before a full meeting of the Council? Yes, there was a duly constituted meeting.
15. Was the decision to apply for this Bill unanimously approved of by the aldermen present? Yes.
16. Is it your recollection that there was no vote against the proposal? I do not recollect any dissent.
17. Dissent might have been expressed by one of the speakers, but there was no dissentient vote as far as you remember? Yes, there was a requisition signed by an alderman for a public meeting; but the alderman who signed the requisition spoke in favour of the Bill at the public meeting.
18. How much money is there outstanding to which this Bill would apply? The total amount is £2,177 16s. 9d.

- Mr. R. T. Ball.** 19. How is that made up? The amount due on vacant lands is £491 17s. 6d., on the premises where the water is not laid on, £627 9s. 1d.; and on other premises, £1,078 10s. 2d.; making a total of £2,177 16s. 8 Dec., 1891.
20. That is up to the 31st December, 1890, to which this Bill applies.
21. **Mr. Rose.**] This preamble states: "Whereas doubts have been expressed." What proof have you that doubts have been expressed? Only by the proceedings in the Police Court.
22. Would not such proceedings remove doubts instead of expressing them? In this case it was not so.
23. How was that? The case was dismissed, and when it was dismissed the Court gave no reason. We were not told why the case was dismissed.
24. Why was not the case tested again? I understand it would have necessitated the Council taking the case to the Supreme Court.
25. Do you not think that the fact of a magistrate deciding a case proved that there was no doubt at all? If the magistrate had decided the other way the ratepayer could have appealed to a District Court Judge, but the Council could not. They have to appeal to the Supreme Court. Then, I think, other doubts were expressed, which were thought advisable should be set at rest by a short Act, which would save the expense of going to the Supreme Court.
26. Was a verdict given against the Council? The case was dismissed.
27. Is not that tantamount to a verdict being given against the Council? I am not up in the law in that respect, and I cannot say.
28. In what year did the Government advance the money for building the waterworks? In no particular year; the works have been in course of construction for two or three years.
29. The preamble sets forth that the Municipal Council are responsible for a share of that money; has the Municipal Council paid any of it yet? No.
30. How is that? I do not think the Government have made any application for it.
31. At that rate it is hardly right to say that you are responsible for paying anything off? According to the Act, and according to the conditions under which the money was lent, we are responsible; but it is questionable whether the Government will enforce their claim.
32. The fact of the matter is that you have paid nothing? Yes.
33. The preamble says:

And whereas the construction and completion of the works in connection with the said water supply for the city of Goulburn entailed a large expenditure of money advanced by the Government of New South Wales, and the said borough is liable to pay to the Crown certain annual sums of money for interest upon the moneys so advanced as aforesaid.

In your evidence you almost take up the position of denying that you are responsible to the Government for interest on the whole of the amount expended? It is our intention to try and resist payment of the full amount. But whether we shall be able to get off is another question.

34. But this preamble sets forth that you are responsible for this money without specifying any percentage of the amount? We are not in a position to do that.
35. According to the wording of this preamble, you must mean that you have to pay the whole amount? According to the present rates which we are receiving, if we had to pay the interest on the whole expenditure and the working expenses we could not possibly meet it.
36. **Mr. Holborow.**] Is it not a fact that the cost of constructing these waterworks has far exceeded the amount which the Government stated they would cost? Yes, fully 50 per cent. more.
37. Is the reason why you have not paid anything to the Government that you are disputing the amount and trying to get it reduced to the estimate which the Government stated it would cost when they took it in hand? We have not actually refused to pay.
38. Have you not been corresponding with the Government in order to get a reduction of the amount? Not on that particular point. At one time a deputation to the Minister mentioned the fact that the works had cost too much, and intimated that we did not think the works were worth the amount with which we were debited. We got a gentle reminder at the time that we were expected to pay up, but that an extension of time might be given.
39. **Chairman.**] Are you at the present time liable to the Government for the whole amount expended on these waterworks? Yes; I think we are.
40. With regard to the doubt expressed, did the case which was brought before the Police Court cover the whole range of the doubts that have been expressed with regard to the power of the Council to collect rates? No.
41. Were the doubts covered only in certain particulars? Yes; the particular point which it was expected would be decided was as to land where the water was not laid on.
42. You did not consider the decision of that Court final on the point? No.
43. Was there any reason why you did not get that one point settled in a higher Court? I believe a difficulty occurs, because we cannot go to a higher Court without first going to the Magistrates' Court according to the Act.
44. Is there any reason why you do not go to a higher Court now to settle the point? Other difficulties have cropped up which we thought it would be better to settle apart from the point as to whether water is or is not laid on.
45. **Mr. Clark.**] Are there cases where the magistrates would have no jurisdiction, by reason of the lapse of time? Yes. I understand that a case cannot be brought into a Magistrate's Court where the arrears are for a longer period than six months.
46. **Mr. Rose.**] Does not that remove all doubts straight away? I do not understand that.
47. This Bill asks for power to recover rates from the 24th October, 1887;—are you going to recover from those persons who had the use of the water in 1887? Most decidedly.
48. In a great many cases the tenants will have used the water? Yes, in the majority of cases.
49. Supposing that tenants of 1887 have left Goulburn, will you come on the new tenants? No; I presume we will come on the owners.
50. Can you give a definite answer on that point? It is not for me to say. It will be whatever the Act provides.
51. What does the Act provide? The Country Towns Water and Sewerage Act provides for recovering from the owner.
52. Is it not a fact that in a great many cases that by the tenant stipulating to pay water he gets premises at a lower rent, so that the landlord virtually pays the water rates? I dare say that is the case. 53.

53. Therefore in those circumstances there may be a great many cases where the landlord has really paid the water rates by charging a lower rent to the tenant? Yes.

54. In such cases would it not be a great hardship to make a landlord in 1891 pay the water rates again? I dare say hardships will occur all round.

55. *Mr. Clark.*] I suppose that most of the amounts were under £10, and are, therefore, recoverable in the Police Court? The arrears in a great many cases are more than that.

56. Have you taken any of those larger amounts to the higher Court? According to the Act we have to go to the Magistrate's Court.

57. *Chairman.*] What do you estimate will be the loss to the Goulburn Municipal Council if some provision is not made such as is contained in this Bill? The arrears up to the end of December, 1890, are £2,177 16s. 9d. The points which will be in dispute this year will possibly be whether the water has been laid on to the premises from the main.

58. Does the amount you have named represent the water actually supplied to persons? No. It represents where the water has not been supplied, but where the main is within the prescribed distance according to the Water and Sewerage Act.

59. Under that Act the ratopayers would be liable? Yes.

60. Apart from that, are there any rates due to the Council by persons who have actually had the use of the water? Yes.

61. Are those rates recoverable at the present time, without this Bill? Not in all cases. There are cases where the water has been laid on last year, where there has been accumulated arrears of rates, owing to the main having been within the prescribed distance previously. Of course we cannot get any one to pay the amount until we can give a clear receipt, and we are not prepared to give a clear receipt in such cases.

62. Are there cases in which persons have been actually using water, and they have not paid the rates? I do not think there are a large number of those cases, because a little while ago I took the only course open to me at the time, of threatening to cut off the water from those who are using the water and not paying the rates. The consequence was that the majority of the rates were then paid.

63. So that the sum of over £2,000, which you wish to collect under the provisions of this Bill, represents money considered to be owing to the Council, under the provisions of the Water and Sewerage Act, but by persons who have not really been using the water? Yes, in the majority of cases.

64. *Mr. Rose.*] Is the meaning of the word "supplied," used in this Bill, the same as the meaning of the word "supplied" in the Validating Bill? I do not know. If the word is used in the same sense it must have the same meaning.

65. Why were those people who did not pay sued at the time? There was a difficulty in the way. Last year we tried to get our by-laws passed by the Government, imposing a reduced rate. We wished to charge only 9d. in the £, but the Government would not sanction our by-laws unless we fixed the rate at 1s. in the £. At the last moment we were compelled to accept 1s. in the £, and twelve months were lost over this matter. The by-laws were gazetted on the 31st December last year.

66. You have already had one Bill to validate your by-laws, and are you asking now for another Bill to validate that Validating Bill? No. That particular Bill cited one set of by-laws, while, as a matter of fact, we had two sets of by-laws. In giving the City Solicitor the by-laws to prepare the Bill, the Town Clerk, unfortunately, did not give him the two sets, and he only cited the one set of by-laws.

67. So that the Goulburn by-laws have been so faulty that you find it necessary to have two Validating Bills? I presume they are like most municipal by-laws—there are a great many faults in them.

68. *Chairman.*] For what reason did you come to Parliament to validate the former by-laws? Because we charged for the water under the old Act, and the Water and Sewerage Act does away with the old Act. Under the Municipalities Act we charged so much per room, whereas the Water and Sewerage Act specifies that you must charge on the assessment.

69. *Mr. Holborow.*] Is the most part of the £2,177 16s. 9d. owing for rates on property which has never taken advantage of the water supply in any way? Yes; half of it.

70. What is the other half for? For premises where the water is now actually laid on and in use.

71. Yet you cannot recover the rates for that half? We can for this year.

72. Why not for the last year, and the previous year? There is a difficulty with regard to the areas before the water was laid on. The water was not supplied to those properties until last year, but there were previous arrears of rates.

73. Then, in those cases the water has not been used until this year? The water has been laid on the premises this year, and possibly it will be laid on this year in premises where it was not laid on before.

74. *Mr. Rose.*] Then the Bill really asks for power to collect rates on premises where the water has not been used? Yes; even where water is laid on, the only remedy I have now is to cut off the water. We prefer to have another remedy, but the reason of that is, because we have only cited one set of by-laws in the previous Act.

75. *Chairman.*] The difficulty is that you cannot now recover rates even where people are using the water, because your by-laws were made under the wrong Act? Yes; previous to this year.

76. And those by-laws have not been validated under the previous Act? Not the second set.

77. For what reason did the case brought before the magistrates fall through? I am not in a position to say. All I know is that the case was dismissed. There were three magistrates on the Bench two of them were for dismissal and I believe the third was not.

78. *Mr. Holborow.*] What objection was raised by the rate-payers? The main objection was that the water was not supplied although the main was within the prescribed distance.

79. *Mr. Rose.*] Was there any public meeting held in connection with the collection of those arrears and asking you to prepare this Bill? I have had no requisition asking me to collect the rates. I look upon that as a public duty which I have to perform.

80. Has there been any public meeting protesting against this Bill? Yes, and there are two gentlemen present here to-day in consequence of that meeting.

81. Do you think that all those who attended that meeting were defaulters? Some were—I cannot say that all were.

82. *Chairman.*] Are the present aldermen unanimous in their desire to have this Bill? I am not in a position to say—the majority of them are.

83. *Mr. Rose.*] How many of the present aldermen were aldermen in 1887, when these evils first arose? I think about one-half of them.

- Mr. R. T. Ball. 84. Are you sure? I believe that a majority of new members are now in the Council.
85. Are you sure that any one of the present aldermen were there in 1887? Yes; I was there myself, and I remember three others.
86. *Chairman.*] Still those who were not aldermen when this difficulty began were then residents of the city? I think so, with the exception of Aldermen Johnston and Cowburn.
87. Have you collected any rates for premises that have not been using the water? Yes, about half.
88. What amount of rates have you received from persons who have not really had the use of the water? I cannot state the amount; but I am safe in saying that about one half have paid the rates.
89. I am not referring to those who use the water, but those who own vacant allotments, or whose houses are not connected with the mains; have you received much rates from those? If I gave an estimate it would only be a guess; I should think £627 have been paid by those persons.
90. Is it a provision of the Water and Sewerage Act that the Municipal Council may impose rates upon lands not connected with the mains? Yes, if the main runs within a certain distance of the land.
91. Under that Act you thought you were making your by-laws? Yes. I think the impression was that under the Act we had power to enforce the rates.
92. Under which Act? The Water and Sewerage Act.
93. Under which Act were the by-laws actually made which you seek to validate? Under the old Act. We made them in accordance with the Municipalities Act instead of the Water and Sewerage Act.
94. Does the Municipalities Act empower you to collect rates upon unimproved lands not connected with the main? I do not know. I think the rate has to be imposed per room.
95. So that you went even beyond the old Municipalities Act in making the provision in your by-laws? I cannot say that.
96. The Municipalities Act requires you to charge per room, but you have been charging for vacant land? We have a provision in the by-laws for charging the vacant land, but the question comes in whether we have the power to charge it, because the water is not actually laid on.
97. Were you not really making by-laws under two different Acts at one time, one of which superseded the other? No; in fact we copied the Newcastle by-laws, and as they were wrong, of course we were wrong also.
98. Does the old Act empower you to impose a rate for land that has no premises upon it? I cannot say.

Mr. Augustine Matthew Betts called in, sworn, and examined:—

- Mr. A. M. Betts
8 Dec., 1891.
99. *Chairman.*] Are you a solicitor of the Supreme Court, practising in Goulburn? Yes. I am also a solicitor for the Borough Council of Goulburn, and I appear in support of this Bill. The original difficulty arose in consequence of the first by-laws being made principally under the Municipalities Act, and partly under the Country Towns Water and Sewerage Act. The Municipalities Act provides for an assessment at so much per room. That was the assessment set out in the by-laws as regards to occupied premises or buildings. But under the Country Towns Water and Sewerage Act, it is stated that the assessment must be a rate upon the value of the property in respect of which the water rate is claimed. When the first Validating Act was framed, the by-laws passed in 1887, and those passed in 1889, were all bound up together in pamphlet form as if they had been passed on the same date, that is October, 1887. We subsequently discovered that part of the by-laws, relating specially to water-supply, were passed in 1889. That is one reason why we had to come for the present Bill. When the Council sought to recover the rates a number of objections were taken, and no one can tell on what ground the magistrates gave their decision, because they did not give any reason. The Police Magistrate was in favour of the Council, but two justices on the Bench decided that the case should be dismissed. Besides the questions raised in that case, a number of other questions have been raised by some ratepayers, and objections made to the recovery of the rates. After fully considering the matter, the Council thought, after conferring with me, that it would be wiser to come to Parliament for a new Bill, because we might have a case in Court upon one set of circumstances, and, even if that case were decided on appeal, the case would be decided upon the points arising in that case only, which would leave all the other cases undetermined. In the long run, we thought that the expenses entailed in coming to Parliament would be less.
100. *Mr. Rose.*] After the defeat of the Council in Goulburn, was it not the intention of the Council to apply to the higher Court, and did you take advice from counsel in Sydney whether you should go to the higher Court? No; I conferred with Mr. W. H. Pigott.
101. After that conference did you decide not to go to the higher Court? Yes.
102. Should not that have settled the doubts about the question? No, because that was only upon one point. If we appealed in that case and upset the magistrates' decision, we should still have to come again with other decisions.
103. In your opinion, is the Council responsible for the whole amount advanced by the Government for the construction of waterworks, or is it responsible for only a portion? Legally, I am bound to say that I am afraid the Council is responsible for the whole amount, but morally and equitably they are not.
104. In reality does not the preamble set forth that the Council is responsible for the whole amount? I do not think so. The preamble is specially worded so as not to mention any amount. It says "large expenditure of money."
105. But it does not say "a portion of the large expenditure of money?" No; but I think it is fairly open to the interpretation I place upon it. That was the intention.
106. The intention was not to bind yourselves to the whole amount? Yes.
107. *Mr. Holborow.*] Did I understand you to say that the reason why you ask for the present Bill is that you and the Council thought that in the first Bill provision was made for collecting the rates as far back as 1887, but afterwards you found it only went as far back as 1889? That is partly the reason.
108. Is that principally the reason why you are asking for this new Bill? That is the main reason.
109. To get over a defect in the first Bill? Yes.
110. *Chairman.*] The by-laws which you thought were validated by the last Act were really two sets of by-laws fused into one? Yes, and purporting to have been made on the same date by the Council, but they were really made at different times.
111. *Mr. Rose.*] Do you think there has been extravagant expenditure of money on the waterworks? Yes, I think there has been a great waste of money. The works might have been constructed for one-half or two-thirds the cost, and they would have been done better if they had been in the hands of the Council.

Mr.
A. M. Betts.
8 Dec., 1891.

112. What has been the expenditure in waterworks there in comparison with the expense of waterworks in other parts of the Colony? I have no personal knowledge of the subject, but I believe that the expense of the Goulburn waterworks has been proportionately much larger than in other places.

113. *Mr. Holborow.*] Has the extra expense been the fault of the Municipal Council? No; the Council had no control, and the whole thing was in the hands of the Government.

114. *Mr. Rose.*] Did the Council authorise the Government to expend more than a certain amount? No; the Government submitted to the Council two estimates of what the work would probably cost, one by Mr. Clark, the celebrated water engineer, and the other by the Engineer-in-Chief for Harbours and Rivers.

115. And the Government exceeded those estimates to the extent of thousands of pounds? Yes; to the extent of 50 per cent.

116. *Mr. Holborow.*] Is the water supply satisfactory to the rate-payers? I think that under all the circumstances the water supply is as good as it can well be.

117. *Mr. Rose.*] If the Government exceeded their estimate by 50 per cent. is it not a question legally whether the ratepayers are liable? No, because the Government have made the Council sign an undertaking that they would pay the cost whatever it might be. That is always done.

118. Without limiting the amount? Yes, I believe the money they have expended would have brought the water into Goulburn by gravitation without any pumping whatever.

119-20. *Chairman.*] It is stated in the preamble of the Bill:—"And whereas it is desirable that such doubts should be removed and that the said borough should have full power to recover all rates and charges made payable by the said by-laws." Does that refer to all by-laws made since 1887? Yes.

121. As a matter of fact is it possible at this present time, or during the next twelve months, for the Municipal Council to recover the rates payable under these by-laws from the persons against whom they were first intended to be charged? Only in very few cases. In some cases it is possible. Of course in every case where the owners remain the same they can be proceeded against.

122. You say that it is desirable that the Council should have power to recover the rates and charges made payable by certain by-laws passed between 1887 and the present time. Do you think it is possible for the Council if it had this Bill to recover those rates from the persons against whom they were first intended to be recovered by the by-laws? It is possible in a large number of cases.

123. Would the provision in this Bill by which it is intended to give the Council power to prosecute under the Country Towns Water and Sewerage Act, 1880, give the Council power to prosecute any one else other than those first intended to be made liable? Certainly not. For instance, the present occupiers could not be proceeded against for water supplied prior to their tenancy; but the owners could. The owners are specially made liable by the Act at all times.

124. If a tenant came in 1889, could you, under the powers sought for in this Bill, prosecute that tenant for rates due in 1887 before he became a tenant? Most certainly not.

125. Whom would you then prosecute for those rates? If the Council wished to proceed against the tenant they would have to go against the person who was the tenant for the time being? We can do that.

126. Supposing he has left the town? If he has means and his whereabouts are known we might still proceed against him.

127. If he had no means whom would you prosecute? We would then have to go to the owner of the property.

128. *Mr. Holborow.*] Could you not come upon the present tenant for arrears of rates? Certainly not.

129. *Mr. Rose.*] Since 1887 has not a large amount of property changed hands in Goulburn? Yes.

130. Assuming that you could not come upon the tenant would you come upon the new landlord? Yes, because the rates are made a charge upon the premises, or you might come upon the person who was the owner at the time.

131. Can you state definitely whether you would come upon the individual who bought the property say this year? I believe we could. It is part of the solicitors duty when property is sold to see that the rates are paid.

132. There are doubts existing here, and might not the buyer on account of those doubts think it not worth while to look into the matter? If he chose to run that risk, he would only have himself to blame.

133. A new landlord would be responsible if you could not get the rates from the original tenant? Yes.

134. Do you not think that that would be a hardship? I do not think so. The case is exactly the same with regard to ordinary rates. That is the case in the city of Sydney, and in every other municipality.

135. But the difference is this: Is it not the case that these arrears are legally not owing up to the present time? They are legally owing, but there is a difficulty on technical grounds in recovering them.

136. If they are legally owing, why do you want this Bill? Because there are technical objections.

137. Then do not the technical objections upset the legality? No, they present obstacles in the way of recovering the rates.

138. Do you not think that the mere fact of asking us to pass a Bill to legalise these rates sets at rest the question that until this Bill becomes law the rates are not legally owing? I should put it in this way. They are legally owing, but they are not legally recoverable owing to technical difficulties.

139. *Mr. Clark.*] You do not know whether they are legally recoverable? No, and we do not want to have a dozen appeals to the Supreme Court.

140. *Chairman.*] Have you a copy of the by-laws which were made, and which you wish to validate? Yes, I hand them in. [See Appendix A.]

141. Which by-laws in particular do you wish to have validated? First of all the by-laws published in the *Government Gazette*, 24th October, 1887, and the amended Water Rate By-laws published in the *Gazette* on the 25th January, 1889. Those only relating to the water rate are those to which we refer to.

142. In the third clause of the Bill will you define what is meant by the term "supplied"? What is meant, there is the interpretation given by the Country Towns Water and Sewerage Act, viz., the conveying of a main within 150 feet of the premises in question.

143. Was that extended meaning of the word "supplied" intended to be conveyed by the by-laws of 1887? Yes, because those by-laws had to be read in connection with the Act itself.

144. So that in giving that meaning to the term "supplied," now you are not extending the meaning of those by-laws beyond what was intended at the time? No.

145. You are not in that way creating a new tax upon the ratepayers? Certainly not, because the Act under which the by-laws were made, clearly contemplates such a charge as is made in those by-laws as validated and extended by this Act.

146.

- Mr. A. M. Betts. 146. When the by-laws were first put in operation in 1887, were the rates charged according to this extended meaning of the word "supplied"? Yes, they were charged and paid from the very first making of the by-laws.
- 8 Dec., 1891. 147. *Mr. Rose.*] Is it usual for the municipalities of New South Wales to charge for the water supplied even when it is not used? Yes.

Mr. Solomon Meyer called in, sworn, and examined:—

- Mr. S. Meyer. 148. *Chairman.*] Are you a ratepayer of Goulburn? Yes.
- 8 Dec., 1891. 149. Would you be liable under this Bill? Yes.
150. Were you appointed by several of the citizens of Goulburn to appear before this Committee and give evidence on their behalf? Yes.
151. Will you state what facts you wish to bring before the Committee? With reference to the statement of Mr. Betts, that if water went past a property it would be a supply, I wish to call your attention to clause 60 of the Country Towns Water and Sewerage Act, which is as follows:—

The rates and charges for water, and all sums due to the Council under this part, shall be paid by and be recoverable from the owner of the premises or the occupier or person requiring, receiving, or using the supply of water.

It will be seen that the word "receiving" is used there. There are two parties to the contract—the Council supplies and the other party receives. Consequently, the fact of a main being carried past a property would not be a supply under the Country Towns Water and Sewerage Act. There must be a person who receives it. The clause goes on to say that a certain charge shall be made in respect of "any premises situate within 150 feet from the alignment of any street or public highway, along which a main water-pipe belonging to the Council is laid, although such premises are not actually supplied with water from such main." That section gives the Council the power, where the water is supplied and received, of making a charge which is mandatory; but the second part gives them the option of charging or not, as they think fit. Then the Mayor of Goulburn and Mr. Betts have given evidence as to the 61st section of the Act, and as to the owner being liable. I would point out that such is not the law. Clause 61 is as follows:—

If any person refuse or neglect to pay on demand to the Council any rate, charge, or sum due to the Council under this part, the Council may recover the same with costs, or the Mayor may issue his warrant in the form contained in the third schedule hereto to some constable or other person named therein to levy such rate, charge, or sum by distress and sale of the goods and chattels of the person occupying the premises in respect of which such rate, charge, or sum is due at the time when the warrant of distress is executed; and in case no sufficient goods and chattels of such occupier be found on the premises to satisfy such distress, the owner of the premises, or, if he be absent from the Colony, his agent, shall be liable for such rate, charge, or sum, and the same may be recovered from him.

This is the reason why I have been requested to give evidence, and point out the hardships which may arise. This will apply to any arrears which have accumulated since 1887. On the rate-papers that are presented to the tenants at the present time all arrears are charged every half-year. If I have premises which were occupied by three different persons previously, all their arrears are charged on my paper. Consequently it is made a charge against me as the person in possession. I may point out that the Full Court has decided, as a matter of law, that you cannot claim from any landlord until you have exhausted the tenant.

152. *Chairman.*] That is to say, for arrears as well as for present rates? Yes; that is the law.
153. Even if those arrears were due by the previous tenant? Yes; you must exhaust the tenant. If you can find none of the tenants to satisfy the execution, you can then come upon a landlord.
154. Does that decision of the Court refer to general rates? All rates owing to the municipality.
155. Can you give us the case in which that was decided? I do not remember the exact case; but I produce a letter by Mr. Betts upon that point. [*See Appendix B.*] That shows clearly that under the Country Towns Water and Sewerage Act the Council is bound to make by-laws, not only under the Municipalities Act, but under the Country Towns Water and Sewerage Act of 1880. Although they recover the rates to a certain extent under the Municipalities Act, still they are bound to make the by-laws under the Country Towns Water and Sewerage Act. Therefore I want to point out the injustice that would be done if this is the mode of recovery for those payments. Of course, if the Parliament validate these by-laws, the Council will have the power, and most clearly will have to exercise it, under the 61st section of the Country Towns Water and Sewerage Act, of coming upon the unfortunate man in possession.

156. Do you think it advisable to have a proviso in the Bill which would clearly show that in any case where the Council proceeds to recover rates from a tenant who has come into a house where arrears were due that he should not be liable for rates due before he became the tenant? That would remedy one injustice. This Bill is a Bill to enable the Council to recover certain rates and charges respecting which doubts have been expressed as to the power of the Council to recover. The Bill goes on to ask Parliament to allow the Council to make fresh by-laws to enable them to recover those amounts. Therefore power is really asked to go beyond validating that which already exists. That was the point in contention in the case tried in Court. My contention was that the by-laws of 1887 until last year never contained a provision that anybody should pay rates because the pipes were laid within 150 feet of his land. That case was a friendly one between myself and the Council to test the question. The case was dismissed, and the Council entered into recognizances of £25 to prosecute the case in the Supreme Court; but on the very last day I got notice of discontinuance. The by-laws only stipulated for a charge where the water was supplied. The Country Towns Water and Sewerage Act contains the word "supplied." A supply is a receiving, and consequently it was never supplied. I am not here to argue for those who receive the water and who will not pay for it. I have always paid for the water I have received. I never paid for this because the by-laws never provided that we should pay for it. In 1890 an Act was passed to enable the borough of Goulburn to recover rates and charges for water supplied. It was not until after that Act became law that my case came on. Therefore the Council had all the powers that that Act gave them, but they could not recover because the Act gives them power to validate the by-laws of 1887. It could not validate that which never existed. This Bill is a new law. The borough want Parliament to pass a new law to enable them to recover these rates. If there was no technical objection to those by-laws it would be all right. In the municipality there is a Committee of Ways and Means, and they estimate what will be a proper rate to pay the charges for the water supply. Last year they fixed the amount at 9d. for those who received the water, and 6d. for those who do not receive it.

157. *Mr. Clark.*] Is that committee called a finance committee? Yes. The Government, however, *Mr. S. Meyer.* would not allow the charge to be less than 1s. Therefore, as they are to get 1s., the municipality will be exacting from the ratepayers an amount over and above what they themselves considered was a just thing. ^{8 Dec., 1891.} They will therefore have a surplus which ought to be sufficient to pay the deficiency of £2,000, which arises through these arrears from 1887. By making this charge of 1s. in the £, they will receive 100 per cent. more in some cases and 33½ per cent. more in other cases than they said was necessary to meet the charges. That ought to be quite sufficient without exacting from the ratepayers this large sum of over £2,000, which they now seek to obtain by means of this Bill.

158. Is it not a fact that the Council have never attempted to exact it, and that they have shown an anxiety to reduce the rates? Yes.

159. They are driven to exact this high rate by the Public Works Department? Yes. The mayor has told the Committee that the Council in 1887 and 1888 consisted of nine aldermen, and that it now consists of twelve aldermen. The minute-book of the Council shows that the by-laws were proposed by Mr. Clifford, seconded by Mr. Wombey, and carried by the Council. Those gentlemen are not in the Council at the present time, and, although some of the aldermen who might have been there in 1887 are now in the Council, they are not there by virtue of the election which placed them there in 1887. Now they are asking this Committee to pass a Bill to undo what was done in the local legislature of 1887. The tax is now sought to be recovered whenever put on in 1887. Now there is another set of circumstances in the Council; there is a different set of aldermen, and they want to construe the intention of the aldermen of 1887, so as to exact a sum of money from people who did not get the water. They have no right to do that.

160. Do you contend that every alderman should follow in the footsteps of his predecessor? No, but what I mean is this: the action now being taken would be the same as if the present Parliament of 1891 found that the consolidated revenue was short of what it was estimated to be in 1890, and that they then claimed the right to go back and tax the people who were liable in 1890 for taxes to make up the deficiency. There is nothing to show that the Council in 1887 intended to charge the ratepayers who were not supplied with water. In a municipality consisting of 10,000 or 12,000 people there are hundreds of needy people who, if two or three years' rates are placed upon them, would have to submit to be sold off, which would be a very harsh thing.

161. I suppose a very large number of poor and needy people have already paid some portion of these rates? No. When this test case came on in January last year, and when it was decided in my favour, no man would put his hand in his pocket to pay those rates afterwards. I have no doubt that the Council, in many cases, got the rates from ignorant people when they sent in their claims. But as a matter of justice, I think that the Council ought to return the rates that have been paid under such circumstances.

162. *Mr. Holborow.*] Do you contend that although a main might pass in front of a man's land or premises there is no occasion to pay rates for it unless the owner of the same is supplied with water? Yes; it is optional with the Council to charge or otherwise.

163. Then speaking later on did I understand you to say that the Council would only lose what had gone by; but for the future they would get the rates? Yes; they made by-laws last year for 1891, and they are legal, so that they will get all the money now.

164. Although the tenant or owner does not receive water? Yes.

165. Is that the result of the Act which has been passed? No; that is under their by-laws. To show that I am not adverse to the Council I would point out that I went to the mayor and explained to him the necessity of putting that provision in the by-laws so that they could recover this year.

166. Are you only contending against the rates being collected for the years that have gone by? Yes.

167. *Mr. Clark.*] Do you think that in cases where people have paid those rates for years past the money should be refunded? Yes. I think that would be only fair and equitable.

168. *Chairman.*] You contend that a new tax is sought to be imposed upon the people by this Bill for the last three or four years. What is that new tax? Whenever the Council has sent in a claim for rates, whatever the rate might be—£3 or £20—they have continually claimed that it is due for past years since 1887; although there was no provision made for such a tax where the water was not supplied. There never was provision made in cases where people did not get the water.

169. *Mr. Holborow.*] Have not some of the ratepayers, who have received water, refused to pay for it in past years? There has always been a provision in the by-laws for parties who have received the water having to pay. If the Bill went no farther than that there would be no injustice.

170. *Chairman.*] Do you claim that the by-laws made in 1887 did not give the Council power to collect rates for houses or land which were not connected with the mains? Clearly so.

171. Do you claim now that in giving that meaning to the by-laws at this date the Bill seeks to impose a tax for those years that was never intended? Just so.

172. Is it a fact that the Council in the years 1887 and 1888 issued rate notices charging for lands and houses which were not connected with the mains during those years? Yes; continuously.

173. So that the Council themselves understood that the by-laws which they made in 1887 were intended to impose rates on such lands and houses? I cannot tell. The notices are issued by the clerks of the Department.

174. Then it appears as if that was meant by the by-laws because they did not lose any time in issuing rate notices to collect such rates? I cannot tell what took place in 1887.

175. You are a ratepayer. Have you any vacant lands or houses with respect to which you received such notices? Yes, I have received notices, but when they were first given or delivered I cannot say.

176. That is certainly some years ago? Yes; no doubt they were issued.

177. *Mr. Clark.*] Was provision made for appeal on your notice papers? I think one point was that the Council neglected to give legal notices within the time.

178. Has that been the case every year? No.

179. Did you appeal against the assessment at any time? We had no power to appeal under the Country Towns Water and Sewerage Act. The appeal is from a general rate under the Municipalities Act, and this law provides that the minimum shall be 6d. and the maximum 1s. upon the assessment rate of the property.

180. *Mr. Rose.*] You spoke of the validating of certain by-laws last year. What was the object of validating them? The Council contended that they could recover those past claims, and hence it was that this friendly test case was brought into Court.

- Mr. S. Meyer. 181. After all the Act did not validate? Yes. They wanted to validate the by-laws, but my contention was that there was nothing to validate.
- 8 Dec., 1891. 182. If there were no grounds for validation you contend that there is no ground for validation now? My contention is that there is nothing to validate.
183. So that actually this is a new Bill? Yes, and the Bill recites itself as a new Bill. It asks for power from Parliament to enable them to make by-laws. The Bill says:—
- Water shall be deemed to have been supplied to, and all rates imposed under any of the said by-laws, or by virtue of the provisions of this Act may be enforced and recovered as from the said 24th day of October, one thousand eight hundred and eighty-seven.
- They simply ask that the water shall be deemed to have been supplied. They do not say that it was supplied within the meaning of the Act, and that through some technicality they cannot recover the rates. But they say that that which was never done shall be deemed to have been done.
184. What about this surplus which you say there will be supposing the Council are called upon to pay interest on £60,000? The Government have never called upon them to pay that.
185. Do you think the Government never will call upon them to pay that? I do not think they will call upon them to pay the full amount.
186. Do you think that the Government will make the Council a present of £60,000? No; but I think they will come to terms with the rate-payers and charge them a fair thing. In fact the Council ought never to have accepted the works at such a cost. They ought to have called upon the Government to collect the money. There is power to do so under the Municipalities Act. If that were done, and the Government had to appoint three Commissioners, the Government would have come to terms.
187. On the other hand, if the Council have to pay interest on £30,000, that is half the amount, will the Council be able to pay that on the present rating? Yes. The reason for trying to get this additional amount is that the Council very injudiciously and illegally lent a building society £2,800. They look upon that as a loss, and this is why they are coming back upon the ratepayers to make up for what they have done.
188. Who authorised the Council to do that? I do not know.
189. Had not the Council the right to lend £2,800? Certainly not. Each alderman is responsible for that amount.
190. *Chairman.*] Was not this Bill really printed before that building society collapsed? Yes.

Mr. Edward Joseph Ball called in, sworn, and examined:—

- Mr. E. J. Ball. 191. *Chairman.*] Are you a ratepayer of Goulburn? Yes.
- 8 Dec., 1891. 192. Were you appointed in conjunction with Mr. Meyer, to represent some of the ratepayers before this Committee? Yes; the resolutions authorising us to come here and give evidence, were passed at a meeting of the citizens of Goulburn, called to protest against the present Bill. There was what I considered a very representative meeting, notwithstanding the inclemency of the weather, on the night on which the meeting was called. The whole of those present, with the exception of one dissentient, were in favour of opposing this Bill. They looked on it as most unjust and severe, in many instances, on the citizens. There were nearly 200 rate-payers present. I took the chair, because the mayor declined to take the position, as he had to defend the action of the Council. I happened to be an alderman of Goulburn when the question of supplying Goulburn with water, and of applying to the Government for the purpose, was first brought before the Council. Two estimates were given as to the probable cost, and the estimate for carrying it out by machinery was from £20,000 to £25,000. To carry out the work by gravitation was estimated at something like £50,000. The Council then entered into an engagement with the Government, and the result was that the work has been carried out, it was supposed, on the cheapest estimate, but it has now cost as much as the gravitation scheme was estimated to cost. Therefore it is unfair to ask the people to pay an enormous tax upon the money which was laid out contrary to what the Council anticipated. The Council would have been satisfied with rates of 6d. and 9d., whereas the Government insist upon charging the extreme amount. I wish to make a few remarks with regard to the word "supplied". I contend that when that word "supplied" was used, the aldermen intended that the water was to be supplied before it was charged for. When this was first instituted, it was intended to carry out the water scheme under the Municipalities Act, which states that the charge shall be made per room, and nothing whatever is said about charging for land. That was the law under which the Council at the time decided to apply to the Government for money to carry out this work, and they believed that it would be carried out under the Municipalities Act. Until the whole of the works were completed, we heard nothing about making the charges under the Country Towns Water and Sewerage Act. All these things show clearly that it is a most unfair thing, in asking to pass this Bill, to go back now for four or five years, and compel people to pay rates for water which they never had. The Supreme Court has decided that beyond doubt. The Chief Justice decided the point, then an appeal was made against his decision, and the Full Court decided that the Chief Justice was correct. With reference to the test case, Mr. Betts and the mayor have stated that there were certain reasons why they did not take that case to the Supreme Court. What were the facts? This case was tried by three magistrates, of whom I happened to be one. The case was dismissed, and then we had notice from Mr. Betts, the city solicitor, to state a case, so that it might be taken to the Supreme Court. We were put to a lot of trouble in stating a case, but then they would not take it to the Supreme Court, which would have been the easiest thing to do. As Mr. Betts has said he had some communication with a gentleman in Sydney, and the advice was not to proceed with the case. All that shows that the Council have no power to claim those rates, under the test case. It is unfair now to come forward and ask for an Act of Parliament to compel those people to pay. It is legislation of a retrospective character. It is most unwarrantable to go back after an Act was passed in 1890.
193. *Mr. Rose.*] Did you vote for that Bill in Parliament? No, I opposed it and I was the only one who did do so. I opposed its retrospective action on principle.
194. *Mr. Clark.*] What was the name of the other justice on the Bench when that case was tried? Mr. Oliver. The city solicitor objected to our sitting because we were ratepayers.
195. Do you not think that that was a wise objection? It would have been if I owed anything. I always pay my rates or what I consider to be legitimate rates.

Mr. E. J. Ball.
8 Dec., 1891.

196. Have you paid your water rates? I say I had paid all my water rates according to what I considered to be the by-laws of the Council, and they had no right to claim any more. They were then testing the case, and if Mr. Betts thought we were so wrong, why did he advise the Council to drop the case. By his not taking the case to the Supreme Court he showed that Mr. Oliver and myself were right, and that the Police Magistrate was wrong. He said that he would pay his rates, but he had not paid his rates any more than I had.

197. *Mr. Rose.*] Do you state that the Police Magistrate had not paid his rates? They said so.

198. And an objection was brought against you as a ratepayer for not paying the rates? Yes.

199. Did the same gentleman object to the Police Magistrate? No, we were singled out.

200. Did the books show that there were any charges against the Police Magistrate? I cannot answer that question.

201. Do you say that to the best of your knowledge the Police Magistrate had not paid his rates? From what was said afterwards. That did not crop up until we had been challenged and objected to. When we came outside of the Court I heard that the Police Magistrate had not paid his rates. I do not know whether they were paid or not.

202. *Mr. Clark.*] The Police Magistrate for all that was of opinion that he was liable for those rates whether he paid them or not? I do not know what he thought.

203. He sided with the Council in his decision? I do not know. He made no definite point in the matter at all.

204. *Mr. Rose.*] Is it necessary for magistrates who adjudicate on the Bench to have paid everybody. Do they not often owe money when they adjudicate? That is very often the case.

205. Would that cause a magistrate's judgment to be controverted? I have always paid rates that I considered to be just.

206. *Mr. Holborow.*] Do I understand you to say that when you were in the Council, and it was first contemplated to have a water supply for Goulburn, it was proposed that it should be carried out under the Municipalities Act? Yes.

207. Then, I understand that a different plan was adopted and the Government afterwards carried out the works under the Country Towns Water and Sewerage Act? The municipality applied to the Government for the loan of money to carry out the work and the Government refused to do so.

208. Then the Government took the matter in hand and carried it out? Yes.

209. Is that really the reason why the alteration had been made and the rates are now collected under the Country Towns Water and Sewerage Act? That Act was not in existence when the proposal was first mooted in the Council.

210. *Chairman.*] Have you received some rate notices for certain lands not connected with the mains? Yes; and I have also received notices for property outside the required distance.

211. With regard to those which you claim are not supplied with water, when did you first receive rate notices? I cannot say.

212. Do you think it was as far back as the year 1887? I cannot tell—it might have been.

213. So that this intimation from the Council that you are liable to pay rates for this land not connected with the main did not come upon you suddenly within the last year or two? It has come upon me by way of receiving notices.

214. You do not recollect when you first received the notice? I do not remember, but I have always objected to paying them on principle. I always contended that I did not owe the money according to their own by-laws. There was another inconsistency. They put a minimum amount of 10s. a year on every allotment of ground, and for that 10s. a year they would not give you anything. If you got the water laid on they would charge you £2 a year.

215. Do you know when the Borough Council's water by-laws were first made? No.

216. You cannot remember when you were first charged for water? No.

217. You do not know whether you received with your first water-rate notices any charges for the land not connected with the main? I got some, but I cannot say when. In some cases where I was charged 10s., I found that when the notices were delivered next year I was only charged 5s.

218. Did you object to that? No, but it shows that there was some irregular way of doing business.

219. Can you inform the Committee whether the Municipal Council have been charging rates upon land not connected with the mains from the very first? No.

220. Yet you have been in possession of such lands from the first? Yes. There was one thing mentioned about landlords and tenants. I make this arrangement with my tenants: Whenever I pay the water rates I want so much a week more for rent, but if the tenants pay the water-rates they get the house so much per week less. That has been done four years ago, and is it just now to come upon me after I have actually paid the water rates?

221. *Mr. Rose.*] Have you paid the water rates in all those cases? Yes.

222. *Mr. Clark.*] Your only objection to the Bill is from 1887 to 1891, but you are now quite willing to pay rates on unimproved land and unoccupied houses? Certainly; if they make the law accordingly, and I think that is fair; but I see no reason why they should go back four years.

223-4. You think it was an unjust charge four years ago, but that it is not unjust now? No; if their by-laws had been passed four years ago, that would justify them in claiming the money, and I would make no objection.

225. *Mr. Rose.*] You are willing to conform to the law in both cases. If you did not pay in the past you conformed to the law, and if you pay in future you will conform to the law? That is all. I am not here representing myself, I am here representing the resolutions which were passed at the public meeting.

226. *Mr. Betts.*] Prior to the case coming on in which you adjudicated had you not received water-rate notices with respect to unimproved lands? Yes.

227. Had you not declined to pay for them? Certainly. But for every place where the water was laid on I paid my rates.

228. *Chairman.*] That is to say there were cases similar to the one in dispute before the Court? Yes.

229. *Mr. Betts.*] Was not that the ground of my objection that you and Mr. Oliver were deciding your own cases? You did not state it in those words. You objected to those sitting on the Bench being interested parties.

Mr. R. T. Ball.

Mr. Richard Thomas Ball recalled and further examined:—

8 Dec., 1891.

230. *Chairman.*] Do you wish to make any further explanation to the Committee? Mr. Meyer stated that a water rate had been struck at 9d. and 6d. When we did so, we calculated upon what we would require to pay on a certain expenditure. That calculation was based upon the assumption that the Government would accept £35,000 as the value of the water-works. If, however, they insist on £60,000, even the 1s. rate will not pay interest on working expenses. That is under the terms of the present Act. The 9d. and 6d. rates were calculated on the basis that we were going to resist the responsibility of any further sum than £35,000.

231. Does that refer to the by-laws to be validated by this Bill? I wish to make this explanation, because Mr. Meyer said that if we collected a rate of 1s., we could do without the arrears since 1887. Mr. Meyer said that these arrears would come very heavily upon poor people. I think it is only my duty to mention that my experience is that it is the poorer people who have paid the rates, whereas it is the land owners who resist them. With regard to the water being supplied, of course there is a difference of opinion as to whether the word "supplied" means whether the main is carried in front of a man's door at a certain distance. The Act provides that a notice is to be published in the papers when a main has been laid notifying the fact, so that property owners can connect with the main. Such advertisements were published in the local newspaper, so that we complied with the Act in that respect.

232. *Mr. Holborow.*] Would that so far as the Council is concerned be supplying the water? Yes, the people have to lay the water on themselves from the mains to the houses.

233. *Mr. Rose.*] Do you think that is the correct interpretation of the Act? My interpretation is that the water is supplied directly the main is laid and the water in it.

234. Did not the Court decide against that? No.

235. *Mr. Meyer.*] What is meant by "receiving"? It is a question of interpretation, and I have given my interpretation. We have to give the people notice, and then they are liable.

236. *Chairman.*] Can you tell us, if from the very first, when the Council charged for water they issued rate notices to those who held land and houses not connected with the mains? It was done some six months afterwards.

237. Would the owners of houses and land not connected with the mains, have received notices from the Council ever since the year 1887, that they were liable? I would not like to say that they received notices ever since 1887, because there were some little irregularities in issuing notices for some little time about that period, because I recollect that two or three half years were included in one notice, but still they have all received notices.

238. Then the first notices issued to rate-payers, on account of water, did not include any charge for lands unconnected with the mains? They have always charged for lands within the prescribed distance. From the first they have issued notices.

239. Then your first by-laws must have included a provision for charging persons who owned vacant land? I presume they did, because the notices went out from the very first.

240. You cannot say for a certainty that the first by-laws contained any provision of that kind? I cannot say so.

241. Have you a copy of the very first by-laws issued? Yes. They provide for a minimum sum of 10s. for land as well as premises. Those are the by-laws of 1887.

242. I understand from you that the Council so interpreted the word "supplied" in 1887 as meaning wherever a main went past the premises? Yes.

243. So they are not now giving a new meaning to the word "supplied" in 1889? Not as we understood it.

244. Because you really issued rate notices charging as you propose to charge now? Yes.

245. So that it is really no new tax? No, I cannot see where the new tax comes in.

246. *Mr. Rose.*] If there is no new tax, I would like to ask this question: I understand that a certain number of ratepayers, as far back as 1887, refused to pay these rates on the grounds that the water was not supplied, and you never sought to legally recover these rates in 1887, 1888, and 1889? A great number of the rates came in. The difficulty only arose later on.

247. Why did you allow so long an interval to pass without attempting to recover them by law? I would point out that until last year, when Mr. Meyer raised the question, the majority of the rates were paid, but after he raised the question and the thing was decided, we experienced a difficulty. Hence the necessity for this Bill.

248. Still you let the minority off for four years, and does not that imply that you have no legal hold? No.

249. Then why did you not try to recover legally? I have explained previously that we were under another difficulty. We could not get our by-laws to work for fully twelve months.

250. *Chairman.*] Has there been any failure to serve notices on those whom you now consider are liable? Certainly not for two years. Since I have been in office they have had notices regularly every half-year.

251. But you think there have been cases in which persons have received notices in 1888 that they were liable in 1887? Yes. Possibly there are some who have not received notices yet, because we could not find them.

252. *Mr. Clark.*] You have the same difficulty with regard to ordinary ratepayers? Yes.

253. *Mr. Betts.*] Were you present at the public meeting which has been referred to? Yes.

254. How many persons were present? I should say there were not 100. The newspapers gave a pretty correct estimate.

255. *Mr. Clark.*] Were you the person who voted in opposition to the resolution? No; I did not vote, as I considered it my duty not to do so, but I spoke at the meeting.

256. *Mr. Rose.*] What sort of a night was it? I do not think it was a very propitious night.

257. Was there not very heavy rain at the commencement of the meeting? I do not recollect.

258. *Mr. Betts.*] Did you know that at the time Mr. Oliver adjudicated in the case, that he was interested in respect of rates on unimproved land? Yes, he repudiated them to me before he adjudicated.

259. His rates were of the same class as those which were involved in the case? Yes.

APPENDIX.

A.

[To Evidence of Mr. A. M. Betts, 8th December, 1891.]

(Supplement to the New South Wales Government Gazette, Monday, 24 October, 1887.)

BOROUGH OF GOULBURN—BY-LAWS.

* * * * *

Water Supply.

143. The following rate shall take effect from the first day of January and the first day of July in each year, upon all lands and tenements within the area on any water district within which water is authorised to be supplied:—

- (1.) The rates and charges hereinafter specified are those which the owners and occupiers of lands and tenements shall pay in respect of water supplied otherwise than by meter for domestic purposes.
- (2.) On every house, tenement, or land there shall be paid to the Council the annual minimum sum of ten shillings, and in no case shall water be supplied at less than that sum.
- (3.) On every house or tenement there shall be paid the rate of five shillings per room for each and every room in such tenement, all out-houses to be included except water-closets, in all stables every two stalls to be rated as one room.
- (4.) The charges for water supplied by meter for steam-boiler purposes shall be at the rate of two shillings per thousand gallons, the minimum quantity to be charged for water supplied to any such boiler shall be five thousand gallons per month.
- (5.) The charge for water supplied by meter for manufacturing and other purposes, unless otherwise specified shall be at the rate of two shillings per thousand gallons; the minimum quantity to be charged for water supplied shall be five thousand gallons per month.
- (6.) The charge for water supplied by meter to charitable institutions (hospitals excepted), for all domestic purposes shall be at the rate of two shillings per thousand gallons; the minimum quantity to be charged for water supplied shall be five thousand gallons per month.
- (7.) The charge for water supplied by meter to cricket and bowling clubs, and all other pleasure or show grounds whatsoever, shall be at the rate of two shillings per thousand gallons; the minimum quantity to be charged for shall be two thousand gallons per month.
- (8.) The charge for water supplied by meter for irrigation, gardens, nurseries, and private fountains, shall be at the rate of two shillings per thousand gallons; the minimum quantity to be charged for shall be at the rate of two thousand gallons per month.
- (9.) The charge for a temporary supply of water during the erection of new buildings shall be ten shillings per centum on the amount of contract for stone work, brickwork and plastering, or the Council may require the meter to be fixed, and the charge shall be two shillings per thousand gallons.
- (10.) The charge for warehouses and wholesale stores not being dwellings shall be four shillings per thousand gallons; the minimum quantity to be charged for water supplied shall be two thousand gallons per month.
- (11.) The charge for water supplied for motive power, public baths, and troughs in streets, shall be at the rate of two shillings per thousand gallons; the minimum to be charged for shall be two thousand gallons per month.
- (12.) All accounts for water supplied under special agreement or by meter shall be paid monthly.
- (13.) Upon receiving a petition signed by two-thirds of the rate-payers in any public way in the said city, or in any part of such way, the Council may cause the same to be watered; or they may in their discretion cause any public way to be watered, and may impose on the tenants or owners of buildings in such public way a uniform rate sufficient to cover the expense, which rate shall be assessed upon and according to the amount for which such buildings are assessed for the purposes of the city rate, in addition to every other rate hereby authorised and made payable; and every such rate may be made, levied, enforced, and recovered in like manner as any city rate.

144. Regulations for the guidance of licensed plumbers in supplying water to houses in the Borough of Goulburn and suburbs:—

- (1.) Before any person shall affix any service-pipe to any pipe of the said Council, or alter, repair, or in any manner interfere with any pipe of the said Council, or any service-pipe, cock, or fitting connected with the pipes of the said Council, he shall obtain from the said Council a license in that behalf to execute such works; and any unlicensed person affixing, altering, repairing, or in any manner interfering with such pipe, service-pipe, cock, or fitting as aforesaid, shall be liable to a penalty not exceeding ten pounds.
- (2.) Before any such license shall be granted by the said Council, the person applying for the same shall satisfy the said Council that he is a competent plumber.
- (3.) Notice of intention to connect service-pipes or water-meters to the mains or to any other service-pipe in each case to be lodged with the Town Clerk, and for the correct information in such notice the plumber will be strictly responsible. The premises will then be inspected, and when the agreement is signed and rate paid, the plumber will receive a printed authority to proceed with the work. The ground is not to be opened or pipe connected until he has such authority. Printed forms of the notice to be obtained from the Town Clerk.
- (4.) In all cases where it is intended to connect a service-pipe to the service-pipe of any other premises, a written permission from the owner or occupier of such premises must be sent to the Town Clerk before the authority to connect will be granted.
- (5.) In every case of repairs to service-pipe, or where it may be wished to transfer service-pipes from one main to another, or to connect with other service-pipes, or where any change or alteration to them may be required in any way, notice of such repair or alteration, &c., must be given in writing to the Town Clerk at least twenty-four hours before any such work shall be commenced, except in cases of great waste of water, when immediate steps must be taken to stop the leak, and notice given to the Town Clerk of the same forthwith.
- (6.) All service-pipes must be laid 18 inches below the surface of roadway and gutters and meters, where required, fixed in accordance with the direction of the Town Clerk or other authorised officer of the Municipal Council; and on each service-pipe connected with the mains must be fixed two stop-cocks, one at the junction of the main, and the other on the footpath, 1 ft. 6 in. from the building lines, enclosed in an iron box with proper lid. All service-pipes, taps, stop-cocks, ball-cocks, valve, &c., shall be equal in quality to samples kept in the Town Clerk's office, or be approved of by the Town Clerk or other authorised officer of the Municipal Council.
- (7.) All service-pipes connected with the water mains are to have a length of at least 2 ft. of $\frac{3}{4}$ -in. lead pipe, weighing 9 lb. per lineal yard, or where a 1-in. service is authorised, the lead pipe to weigh 12 lb. per lineal yard, between the stop-cock in the main and the galvanized iron service-pipe; and where the service-pipes are entirely of lead, the weights for respective sizes are to be as follows, viz.:— $\frac{1}{2}$ -in., 4 lb.; $\frac{3}{4}$ -in., 9 lb.; 1-in., 12 lb.; all joints throughout the service are to be of the kind known as wiped joints. The lead pipe above referred to is to be joined to the stop-cock at the main, and to the galvanized iron service-pipe by means of a barrel union, similar to that on view in the Town Clerk's office, or other approved fittings.
- (8.) No service-pipe will be allowed to communicate with any cistern, tank, or vessel intended or used for the reception of rain-water.

- (9.) All water meters to be enclosed in a strong wooden box; all keys of both meters and boxes to be lodged at the Town Clerk's office, immediately after the meters are fixed. The Municipal Council reserves the right of affixing their own locks to the meters and boxes; twenty-four hours' notice to be given of the day on which it is intended to connect meters, in order that the proper officer may attend and see them fixed correctly. On no account are plumbers or other persons to take off, alter, or otherwise interfere with meters or pipes connecting the same, unless by permission of the Town Clerk, and in the presence of an authorised officer of the Corporation.
- (10.) The officers connected with the water service are strictly enjoined to report every case of infringement of these Regulations, and the plumber offending against any of them will have to show cause why his license should not be suspended or cancelled, as may be thought proper in the circumstances of the case, besides being held responsible for any damages occasioned by his so transgressing any of the Regulations.
- (11.) All licensed plumbers to attend at the Town Clerk's office, on or before the 10th January in each year, to have their names and licenses registered, and the latter endorsed. Only such plumbers as comply with this Regulation will be deemed "Licensed Plumbers," and allowed to work as such.
- (12.) In each ward certain days in each week will be set apart upon which connections with the mains may be made. Upon those days the Council's officers will be in attendance in those districts, in order to attend plumbers, and plumbers must, in all cases, give two days' notice at the Town Clerk's office of their intention to make connections, and indicate on the wall or kerb, by a temporary mark (W), where they propose to cross the footpath.
- (13.) The Council's workmen are to open the trench, bore the mains, and insert the stop-cock within the city boundaries, the stop-cock being of the kind, a sample of which is on view at the Town Clerk's office, the same being left at the Town Clerk's office along with the notice to connect.
- (14.) By the time these operations are completed, the plumber who has been employed to lay on the service must have taken all his measurements, prepared all the pipes to the exact length complete, with the lead connections of approved length and weight per yard, properly jointed to cap linings, barrel union, &c., ready for attachment to the stop-cock, so as to avert any delay in the refilling of the trench.
- (15.) In the event of the articles above named not being ready for fixing at the period named, the trench may be filled in again by the Council's workmen, and the reopening and filling of the same shall be paid for by the plumber, in addition to whatever other payments which may accrue under these Regulations.
- (16.) All expenses of labour in drilling, inserting stop-cock, opening and filling trenches, shall be borne by the plumber, the account for the same to be delivered without delay, and paid by him to the Town Clerk immediately on receipt of the account. Failing due attention to the latter directions, the Council may forfeit the license of the said plumber.
- (17.) All service-pipes within the city boundaries are to be 1½ inch galvanized iron pipes, or, if of lead, may be ¾ inch from the end of the lead connection to the building line, but the stop-cocks are to be ¾ inch.

A printed copy of the above Regulations will be given to each licensed plumber.

An annual fee of twenty shillings will be charged for each license: but for every quarter of a year that elapses a rebate of five shillings will be allowed.

[Supplement to the New South Wales Government Gazette, Friday, 25 January, 1889.]

GOULBURN MUNICIPALITY—AMENDED BY LAWS UNDER COUNTRY TOWNS WATER AND SEWERAGE ACT.

Colonial Secretary's Office, Sydney, 25 January, 1889.

THE accompanying amended By-laws made by the Council of the Borough of Goulburn, under the "Country Towns Water and Sewerage Act of 1880," having been confirmed by his excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of the above-cited Act.

GEORGE R. DIBBS.

AMENDED BY-LAWS OF THE BOROUGH OF GOULBURN.

The following rate shall take effect from the first day of January and the first day of July in each year upon all lands and tenements within the area of any water district within which water is authorised to be supplied:—

1. The rates and charges hereinafter specified are those which the owners and occupiers of lands and tenements shall pay in respect of water supplied.
2. On every house, tenement, or plot of unimproved land there shall be paid to the Council for water supplied, otherwise than by meter and for domestic purposes only, the annual minimum sum of ten shillings, and in no case shall water be supplied at less than that sum.
3. On every house or tenement for water supplied otherwise than by meter and for domestic purposes only there shall be paid the rate of five shillings per room for each and every room in such tenement, all outhouses to be included except water-closets, in all stables every two stalls to be rated as one room.
4. The charges for water supplied by meter for steam-boiler purposes shall be at the rate of one shilling per thousand gallons, the minimum quantity to be charged for water supplied to any such boiler shall be five thousand gallons per month.
5. The charge for water supplied by meter for manufacturing and other purposes, unless otherwise specified, shall be at the rate of one shilling per thousand gallons; the minimum quantity to be charged for water supplied shall be three thousand gallons per month.
6. The charge for water supplied by meter to charitable institutions (hospitals excepted) for all domestic purposes shall be at the rate of two shillings per thousand gallons, the minimum quantity to be charged for water supplied shall be five thousand gallons per month.
7. The charge for water supplied by meter to cricket and bowling clubs, and all other pleasure and show grounds whatsoever shall be at the rate of two shilling per thousand gallons; the minimum quantity to be charged for shall be two thousand gallons per month.
8. The charge for water supplied by meter for irrigation, gardens, nurseries, and private fountains shall be at the rate of two shillings per thousand gallons; the minimum quantity to be charged for shall be at the rate of two thousand gallons per month.
9. The charge for a temporary supply of water during the erection of new buildings and required for building purposes shall be at the rate of ten shillings per centum on the amount of contract for stonework, brickwork, and plastering, or the Council may require a meter to be fixed, and the charge shall be two shilling per thousand gallons.
10. The charge for warehouses and stores not being domiciles, shall be two shillings per thousand gallons; the minimum quantity to be charged for water supplied shall be two thousand gallons per month.
11. The charge for water supplied for motive power, public baths, and troughs in streets, shall be at the rate of two shillings per thousand gallons; the minimum to be charged for shall be two thousand gallons per month.
12. The Council may in any case in which it thinks fit where water is being used by any person for any purpose other than domestic purposes compel such person to use a meter, and such person shall either hire a meter from the Council, or purchase one at his own expense; and any person using water for such purpose as aforesaid, after being cautioned by the Council, or any of its duly authorised officers, not to do so until a meter shall be fixed, shall be liable at the discretion of the Council to have any of the pipes by or through which water is supplied to such person or for his or her own use cut off until a meter shall be provided and fixed for such person.
13. In case of a meter being hired from the Council by any consumer of water, such person shall pay for the hire of same in the following manner, viz. :—For three-quarter inch meter at the rate of five shillings per year, for one-inch meter at the rate of seven shillings and sixpence per year, and for one and a quarter inch meter at the rate of ten shilling per year.
14. All accounts for water supplied under special agreement or by meter shall be paid monthly.

15. Upon receiving a petition signed by two-thirds of the ratepayers in any public way, in the said city or any part of such way, the Council may cause the same to be watered, or they may in their discretion cause any public way to be watered, and may impose on the tenants or owners of buildings in such public way a uniform rate sufficient to cover the expense, which rate shall be assessed upon, and according to the amount for which such buildings are assessed for the purposes of the city rate, in addition to every other rate hereby authorised and made payable, and every such rate may be made, levied, enforced, and received in like manner as any city rate.

Amended by-law in substitution of existing by-law 143 and sub-section 1 to 13, adopted by the Municipality of the Borough of Goulburn, this twenty-ninth day of November, 1888.

(L.S.) H. S. GANNON,
Mayor.

J. B. SALMON, Town Clerk.

B.

[*To Evidence of Mr. Solomon Meyer, 8th December, 1891.*]

COPY of a letter written to the Borough Council of Goulburn, by A. M. Betts, City Solicitor, in reply to a letter with reference to the Water Rates Act.

[*Goulburn Evening Star and Argyle Farmers' Advocate, Saturday, 29 November, 1891.*]

FROM A. M. Betts, City Solicitor in reply to the Council's letter of a recent date with reference to the Water Rates Act. He begged to say that the alterations of the date from which the recovery of the rates was to be enforced to 1st January, 1888, was at instance of Mr. Christie, and such alteration was necessary on account of the Water Supply By-law not having been gazetted until 21st October, 1887. These by-laws could not have a retrospective effect, and the first rates recoverable under them would commence from the 1st January, 1888. It had been already decided in the Supreme Court that no water rates could be recovered until by-laws had been duly made and gazetted. Under the circumstances above stated they would see that no other course was open than to make the rates recoverable as from the 1st January, 1888—Received.

1891-2.

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 LEGISLATIVE ASSEMBLY.
 NEW SOUTH WALES.

HUNTER DISTRICT WATER SUPPLY AND SEWERAGE BILL.

(MESSAGE No. 47.)

—
Ordered by the Legislative Assembly to be printed, 23 February, 1892.
 —

JERSEY,

Message No. 47.

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 establish a Board of Water Supply and Sewerage for the district of the Lower Hunter; to transfer certain portions of land and works for water supply constructed by the Government within such district and vest the same in the said Board; to transfer to the said Board certain reticulation works in connection with water supply, and certain works for sewerage, constructed by certain Municipal Councils; to provide for the licensing and certificating of persons to perform work in connection with water supply and sewerage; to confer on such Board all requisite powers for the administration of all matters relating to the water supply and sewerage of such district, and in certain cases of places outside such district; to provide for the repayment of cost of works for water supply and sewerage for the said district, and of certain loans made to the Council of the Borough of Newcastle; to confer certain powers and impose certain duties in respect to the construction of works for water supply and sewerage within such district on the Minister; to provide for the acquisition and occupation of lands required for purposes of water supply or sewerage and for the payment of compensation in respect of such lands, and for the sale and lease of superfluous lands; and to make other provisions incidental to such purposes.

Government House,

Sydney, 19th February, 1892.

1891.

(SECOND SESSION.)

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

PROPOSED SCHEME FOR SEWERAGE OF PARRAMATTA.

(REPORT BY MR. STANLEY ALEXANDER, EXAMINER OF PUBLIC WORKS PROPOSALS, ON THE.)

Ordered by the Legislative Assembly to be printed, 29 July, 1891.

Mr. S. Alexander to The Under Secretary for Public Works.

Wagga Wagga, 20 May, 1891.

As a preliminary to a criticism of this scheme, the following detailed investigation of the data on which the calculations should be based is submitted. The information has been obtained from original sources, and the deductions therefrom are such as are considered reasonable.

2. The total acreage of the borough is 1,800 acres. This is distributed as follows:—		Area.
Area provided for by the scheme	929 acres.	
Area left for future connection, but provided for in the dimensions of the outfall sewer only	454 "	
Total area laid out for building purposes	1,383 "	
Area of parks, reserves, and cemetery	281 acres.	
Area of waste lands, &c.	136 "	
	417 "	
Total area of borough	1,800 "	

3. The system in force for removal of nightsoil is that known as "the pan." There are 1,890 dwelling-houses in the borough, of which only 975 are served by this system, so it seems that 915 house-holders prefer to make their own arrangements. There are very few cesspits in the town proper, but there may be from 100 to 150 in the outlying parts. The total expenditure for this service during 1890 was £1,329 1s. 7d., and the receipts were £1,644 3s. 6d., leaving a balance in favour of the Borough of £315 1s. 11d. The regular establishment for conduct of the service consists of only six men and three horses, but this has to be supplemented occasionally.

4. The following memo. supplied by Mr. S. Wickham, Council Clerk, describes the position of the existing underground drains:—

1. A drain running from the Gaol, Lunatic Asylum, and Girl's Industrial School, south-east, through the King's School grounds to Parramatta River, a distance of 1 mile.
2. A drain from Church-street north-easterly through private property to Parramatta River. The Macquarie Asylum, Police Stations, and Public School, all discharge into this drain by a drain running down the lane known as Barrack Lane, distance about $\frac{1}{2}$ mile.
3. A drain from Barber's property in George-street running across George-street down Church-street northerly to Parramatta River near Lennox Bridge, about 400 yards.
4. A drain from Terry's property down Church-street to Parramatta River about 300 yards.
5. A drain down Charles-street from Macquarie-street northerly to Parramatta River, about 400 yards.
6. A drain from District Hospitals down Marsden-street to Parramatta River, near the fresh-water dam, about 200 yards.

These all discharge into Parramatta River. With the exception of the drain No. 1 from the public institutions in Forest ward on the north side of the river, they are all of old date and of very imperfect construction. They are used for surface drainage and slops only, but the saturation of the soil, and the consequent unsanitary conditions produced by them in the town itself, irrespective of the less permanent though more apparent nuisance created by them in the river, can hardly be over-estimated.

5. The figures supplied by the Government Statistician for the population of the Borough are—

Population in 1871	6,103	Increase in Decade.
" 1881	8,432	.....
" 1891	11,680	38 per cent.
		38 "

These include all inmates of Government institutions. Between 1871 and 1891 the increase has therefore been 91.38 per cent. Calculated at the same rate, the population at the end of the next twenty years, or in the year 1911, will be 22,353, and it will not attain to the total of 32,515 (provided for in the scheme under review) until about the year 1923, thirty-two years hence.

Water supply.

6. The total quantity of water supplied to the town during 1890 was 84,136,400 gallons. This amounted to a consumption of 20 gallons per head of the whole population daily. But, out of a total number of 1,890 dwelling houses in the borough, only 1,787 were supplied with water; the remainder made use of their own wells. The difference is under 6 per cent. of the whole, so that the actual consumption per head of the population supplied was under 22 gallons per diem. This average being for the whole year will not be high enough for the summer season only.

Finances of Borough.

7. The total ratable value of all property in the borough upon which rates were struck in the year 1880 was £33,924. In 1885 this had risen to £67,562, and in 1890 to £75,112, and for the current year the amount is reported to be £76,160. The ratable value has thus seen to have been doubled during the last decade, but during the five years between 1885 and 1890 the increase has been 11.32 per cent. only. Taking 10 per cent. for the increase every five years, the amount will be in the next twenty years, that is in 1911, £111,506, on which date the population may (paragraph 5) have increased to 22,353. The ratable value of property, which is now about £6 10s. per head of the population, will in 1911, according to this estimate, be £5 per head.

8. The total receipts of the borough during 1890, exclusive of loans, were £12,883 15s., and the total expenditure, inclusive of interest on loans, was £16,796 12s. 6d. The rates struck for the current year are 1s., 9d., and 3d. in the £, and these are calculated to produce—General, £3,817 10s. 4d.; Lighting, £954 6s.; Water, £2,500 9s. 11d. The amount of outstanding loans is £56,600, and the liabilities at date of last balancing £6,977 4s. 11d.

9. Turning to the details of the scheme itself, it is found that the population on the area proposed for treatment, viz., 929 acres, has been estimated at thirty-five persons to the acre, amounting to 32,515 persons, and it is anticipated "that in the course of the next twenty or thirty years this prospective population will be realised." This is for about two-thirds only of the whole habitable area. The remaining 454 acres is expected to carry in addition a population of 15,890 in about the same time. But it has been shown in paragraph 5 that, according to past experience, the population of the *whole area* will in twenty years be only 22,353, and in thirty-two years 32,515. There is nothing in the conditions (the manufactures are comprised by three cordial factories and one brewery) to indicate any greater rate of increase in the future than in the past. A reduction in the time of railway transit to and from Sydney from forty to twenty minutes, that may result from the quadruplication of the railway, may bring into Parramatta a resident suburban population; if so, it will be distributed over the country, beyond the reach of such a system of sewerage. The probabilities are altogether adverse to the anticipated excessive crowding implied by a residence of an average of thirty-five persons to the acre over the whole area. There is, again, some extent of land within the borough, north of the river, in Gore Ward, which is, and will remain, unsuitable for habitation until all other suitable spots are fully occupied.

10. The figures of population are in all such schemes the main basis upon which the whole super-structure is built up. They are the prime factors upon which the magnitude of the works depends. As the system of sewerage by water carriage necessitates adoption of works that are for the most part sunk deep under the surface of frequented roadways, and do not admit of being altered or supplemented as need may arise, they are necessarily designed to accommodate the maximum number of people that may be in occupation of the area at the end of a certain number of years. On the expiration of this term an addition to or partial reconstruction of the works must be contemplated; but as a considerable part of the capital will by that time have been repaid, and the burden on each ratepayer will have been sensibly lightened by reason of increase in their number, this expenditure may very fairly be relegated to the rate-payers of that day, and should not be imposed upon those of the present day, who will derive absolutely no advantage at all from the excess.

11. To indicate the direct control exercised by the *number of persons per acre* over the size of the works the assumed data for the calculations should be pointed out. The consumption of water is taken at 40 gallons *per head*, and the catchment area of rain-water is taken at 200 superficial feet *per head*. These combined comprise the whole discharge of the sewers. If the rate per acre be reduced from thirty-five to twenty-four persons, in accordance with the estimate of population in paragraph 5, it is obvious that a very large reduction in the size of the sewers will follow. This would make provision for a population of 22,353 persons—assumed to be realised in the year 1911—on the area now more or less covered with buildings, amounting to 929 acres.

12. For the balance of the habitable area of the borough, viz., 454 acres, the only provision made in the scheme is in the size of the outfall sewer which, from the point at which it would receive the discharge from this area, when sewer and connected, is proposed to be built of larger dimensions for a length of 898 yards. It must be admitted that the omission of this portion of the borough in the provision for sewerage has been very rightly decided on, and it may further be safely assumed that the conditions of the settlement will not call for the application of such an expensive measure as sewerage on this portion until the end of the term for which provision is now proposed to be made, viz., until the year 1911. It therefore follows in accordance with the argument used in para. 10, that all consideration of the matter may rightly be deferred and that the extra cost of the large sewer may be saved.

13. This may be done very efficiently and in a way to reduce the ultimate cost to a minimum by moving the pumping station from the proposed site on the north bank of Clay Cliff Creek to a position somewhere near the intersection of Harris and George Streets and substituting cast-iron piping, estimated at £3 5s. per lineal yard for a concrete sewer estimated at from £6 to £7 per lineal yard for a length of 898 yards or something less.

14. It is necessary in this place to explain that the details of the pumping station and of the iron delivery main thence to the sewage farm, all being susceptible of expansion by duplication at any future time, have been very properly designed to provide for the existing population only viz., 12,000 persons, and that the excess of storm waters that may be brought down by the sewers to the pumping station over and above the capacity of the pumps is proposed to be treated as overflow. This can be done as well, though at a little more cost, at the proposed new site as at Clay Cliff Creek. The objection to this proposed site for the pumping station is its proximity to the town, but if a similar location has not been found to produce any nuisance or reduce the value of adjoining property in other places this cannot fairly be urged against its adoption here.

15. With regard to the financial aspect of the matter, the report by the Sewerage Branch loses sight of the fact that no premises at a greater distance than 150 feet from the sewer can be held by the Act as liable to contribute to the cost or maintenance of sewerage works. This being so, it is seen that the

the area upon which rates can be levied is but two-thirds of the whole area of the habitable portion of the borough. This certainly represents the bulk of the ratable property, but the fact adds emphasis to the necessity for keeping down the first cost of the works, and for caution in estimating the probable expansion of the ratable values in years to come. As there is no way of arriving at the ratable value of the properties on the area to be treated only, the investigation must be made on the basis of the figures available for the whole borough.

16. The estimated cost of the works, including reticulation, is...	£56,193
The ratable value of property on probable date of completion of works in 1893, say	80,000
Interest at 4 per cent.	£2,484
Working expenses	1,230
Total annual charge, 11½d. per £	3,714
Interest at 6 per cent.	£3,372
Working expenses	1,230
Total annual charge, 1s. 2d. per £	4,602
The ratable value of property in 1911	111,506
Interest at 4 per cent.	£2,484
Working expenses	1,230
Total annual charge, 8d. per £	3,714
Interest at 6 per cent.	£3,372
Working expenses	1,230
Total annual charge, 10d. per £	4,602

According to the existing Act the yearly contribution must be at the rate of 6 per cent. on the cost of the works, but as a proposal has been made to extend the time for repayment, a calculation at 4 per cent. is also given for comparison.

17. It is only necessary to point out in this place that the borough has already a burden of debt amounting to £56,600 at 6 per cent. interest, entailing an annual payment of £3,396; that the system of nuisance prevention in force is actually bringing in some hundreds of pounds sterling revenue annually, whereas the proposed system will impose in its place an additional burden of several thousands of pounds annually on the ratepayers.

18. In conclusion I would remark that the urgent need for some system of sewerage that will do away with the pollution of the river and the saturation of the soil, and the consequent pollution of the water in the numerous wells in the town, is one that is yearly, with the increasing population, gathering more force, but that as these evils are in operation over the comparatively limited most thickly populated parts of the town, so the cure should be applied to these parts only. As I understand the case, there is no more need over a large part of Parramatta than in any other town in the colony for a comprehensive underground sewerage system extended to the remote borders of the borough in substitution of the ordinary plans in force for removal of night soil and disposal of slops. However desirable such perfect arrangements may be, the question of cost must be held to govern their application. The position of the town on the banks of a deep channel and the slopes of the surface lend themselves to an efficient discharge of rain-water into the natural drains such as is not attainable in many less favoured localities, where consequently provision has to be made in the sewers for a large discharge of rain-water. Adoption of systems for calculating the dimensions of sewers for country towns, in conformity with rules that have been formulated for populous suburbs, such as those surrounding Sydney, will, if persisted in, have the effect of denying the benefits of sewerage for generations to come to numerous places in the colony.

STANLEY ALEXANDER.

1891-2.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

WESTERN SUBURBS SEWERAGE.

(RETURN RESPECTING CLAIMS FOR LAND RESUMED AT ARNCLIFFE IN CONNECTION WITH.)

*Ordered by the Legislative Assembly to be printed, 8 February, 1892.**[Laid upon the Table of the House in answer to Question No. 13, of 2 February, 1892.]*

Question.

13. CLAIM FOR LAND RESUMED AT ARNCLIFFE IN CONNECTION WITH WESTERN SUBURBS SEWERAGE:—
MR. ALFRED ALLEN (FOR MR. LONSDALE) *asked* THE SECRETARY FOR PUBLIC WORKS,—
- (1.) What claims (if any) for land resumed at Arncliffe for the purposes of the Western Suburbs sewer are still unsettled?
 - (2.) What amount of compensation has been claimed in such cases?
 - (3.) What is the amount of the Government valuations, and of the offers made by the Government?
 - (4.) Is there any intention to increase the offers on behalf of the Government; and, if so, why?
 - (5.) In cases of claims already settled, has the Government refused to pay more than the amount of the Government valuations?

Answer.

- (1.) Those of E. Godfrey, J. H. Newman, Burwood Land, Building, and Investment Company, and H. A. Sheridan.
- (2.) E. Godfrey, £2,145; J. H. Newman, £272 14s. 2d.; Burwood Land, Building, and Investment Company, £1,000; and H. A. Sheridan, £3,000.
- (3.) E. Godfrey, £606 2s. valuation and offer; J. H. Newman, £178 4s. valuation, offer not yet made; Burwood Land, Building, and Investment Company, £453 15s. valuation and offer; H. A. Sheridan, £411 3s. valuation and offer.
- (4.) No.
- (5.) Yes, in all cases.

1891.

(SECOND SESSION.)

NEW SOUTH WALES.

PUBLIC WORKS ACT OF 1888.

(RESUMPTION OF LAND IN CONNECTION WITH THE NORTHERN MAIN SEWER, WESTERN SUBURBS SEWERAGE, PARISH OF PETERSHAM, COUNTY OF CUMBERLAND.)

Presented to Parliament, pursuant to Act 51 Vic. No. 37.

NOTIFICATION OF RESUMPTION OF LAND UNDER THE PUBLIC WORKS ACT OF 1888, 15 VICTORIA No. 37

NEW SOUTH WALES, } Proclamation by His Excellency The
to wit. } Right Honourable VICTOR ALBERT
GEORGE, EARL OF JERSEY, a Member
(L.S.) } of Her Majesty's Most Honourable
Privy Council, Knight Grand Cross
of the Most Distinguished Order of
JERSEY, } Saint Michael and Saint George,
Governor. } Governor and Commander-in-Chief
of the Colony of New South Wales and
its Dependencies.

WHEREAS by an Act of the Parliament of the said Colony, 53 Victoria No. 15, intitled the "Western Suburbs of Sydney Drainage Act of 1889," it is enacted that the Public Work more particularly described in the Schedule thereto should be carried out by the Secretary for Public Works or the Member of the Executive Council for the time being charged with the duties of the said Minister, and such Minister or Member should, for the purposes of that Act and the "Public Works Act of 1888," be deemed and taken to be the Constructing Authority authorised to enter into contracts, and to exercise all powers, do all acts and things, and be responsible in respect of all obligations and liabilities which could be done or incurred by a Constructing Authority under or pursuant to that Act, or the said Public Works Act, so far as might be necessary for the carrying out of the work thereby sanctioned: And whereas the lands described in the Schedule hereto are required for the purpose of carrying out and constructing the Public Work authorised to be carried out under the said Act 53 Victoria No. 15, that is to say, the Northern Main Sewer, Western Suburbs Sewerage: Now, therefore, I, VICTOR ALBERT GEORGE, EARL OF JERSEY, the Governor aforesaid, with the advice of the Executive Council, in pursuance of the provisions of the "Public Works Act of 1888," do hereby direct that the lands described in the Schedule hereto, which are in my opinion required for the said authorised work, shall be acquired by taking the same under the "Lands for Public Purposes Acquisition Act" as adopted by the "Public Works Act of 1888": And I do declare by this notification, to be published in the Government Gazette and in one or more newspapers published or circulating in the Police District wherein the said lands are situated, that the Crown Land comprised within the descriptions set forth in the Schedule hereto has been appropriated, and the private property within such descriptions has been resumed, for the public purpose aforesaid, to the intent that upon the publication of this notification in the Gazette, the said lands described in the said Schedule hereto shall forthwith be vested in the said Constructing Authority as a corporation sole on behalf of Her Majesty, for the purposes

of the said "Public Works Act of 1888," for an estate in fee simple in possession, freed and discharged from all trusts, obligations, estates, interests, contracts, charges, rates, rights-of-way, or other encumbrances whatsoever; and to the further intent that the legal estate therein, together with all powers incident thereto or conferred by the said last-mentioned Act, shall be vested in such Constructing Authority as a Trustee; and I declare that the following is the Schedule of the lands herein-before referred to:—

SCHEDULE.

1. All that piece or parcel of land situate in the parish of Petersham, county of Cumberland, and Colony of New South Wales, being part of a grant of 165 acres to Piper: Commencing at the junction of the western boundary of White-street with the southern boundary of Piper-street; and bounded thence on the north by that boundary of Piper-street bearing north-westerly 3 chains $92\frac{1}{2}$ links; on the west by a line bearing south 17 degrees west 1 chain $52\frac{2}{5}$ links; on the south by a line bearing south 67 degrees 10 minutes 24 seconds east 3 chains $97\frac{3}{10}$ links; and on the east by the aforesaid western boundary of White-street bearing north-easterly 1 chain $93\frac{1}{5}$ links, to the point of commencement,—containing 2 roods 29 perches or thereabouts, and said to be in the possession and occupation of W. H. Paling.
2. All that piece or parcel of land situate in the parish of Petersham, county of Cumberland, and Colony of New South Wales, being part of a grant of 165 acres to Piper: Commencing at the junction of the southern boundary of Piper-street with the eastern boundary of White-street; and bounded thence on the west by that boundary of White-street bearing south-westerly 1 chain $86\frac{1}{10}$ links; on the south by a line bearing south 68 degrees 55 minutes 44 seconds east 5 chains $4\frac{1}{10}$ links to the left bank of White's Creek; on the east by that bank downwards to the aforesaid southern boundary of Piper-street; and on the north by that boundary bearing north-westerly 4 chains 29 links, to the point of commencement,—containing 3 roods 33 perches or thereabouts, and said to be in the possession and occupation of W. H. Paling.
3. All that piece or parcel of land situate in the parish of Petersham, county of Cumberland, and Colony of New South Wales, being allotment 12A and part of allotments 10, 10A, 11, 11A, and 12 of section 53 on deposited plan 1,935: Commencing at the junction of the south-western boundary of Piper-street with the north-western boundary of a lane, being the north-eastern corner of allotment 12A aforesaid; and bounded thence on the north-east by the aforesaid boundary of Piper-street bearing north-westerly 16 feet 6 inches; on the north-west by part of the south-eastern boundary of allotment 12 aforesaid bearing south-westerly 64 feet 3 inches; again on the north-east by parts of allotments 10, 10A, 11, 11A, and 12

by a line bearing north-westerly 67 feet and $\frac{1}{2}$ an inch to the western boundary of allotment 10 aforesaid; on the west by part of that boundary and by the western boundary of allotment 10A aforesaid, being a line bearing southerly 85 feet 10 $\frac{1}{2}$ inches, to the north-eastern boundary of a lane, being the south-western boundary of allotments 10A, 11, 11A, 12, and 12A aforesaid; on the south-west by that boundary bearing south-westerly 63 feet 5 inches to the north-western boundary of the first-mentioned lane; and on the south-east by that boundary bearing north-easterly 97 feet 3 inches, to the point of commencement,—containing 13 $\frac{1}{10}$ perches or thereabouts, and said to be in the possession and occupation of the Sydney Freehold Land, Building, and Investment Co. (Limited).

4. All that piece or parcel of land situate in the parish of Petersham, county of Cumberland, and Colony of New South Wales, being allotment 8A, section 53, on a plan deposited in the Land Titles Office, Sydney, numbered 1,935,—containing 5 $\frac{1}{2}$ perches or thereabouts, and said to be in the possession and occupation of the Sydney Freehold Land, Building, and Investment Co. (Limited).

5. All that piece or parcel of land situate in the parish of Petersham, county of Cumberland, and Colony of New South Wales, being allotment 8, section 53, on a plan deposited in the Land Titles Office, Sydney, numbered 1,577,—containing 12 $\frac{1}{10}$ perches or thereabouts, and said to be in the possession and occupation of James Paint.

6. All that piece or parcel of land situate in the parish of Petersham, county of Cumberland, and Colony of New South Wales, being allotment 3A, section 16, on a plan deposited in the Land Titles Office, Sydney, numbered 1,577,—containing 12 $\frac{1}{10}$ perches or thereabouts, and said to be in the possession and occupation of Richard Bray.

7. All that piece or parcel of land situate in the parish of Petersham, county of Cumberland, and Colony of New South Wales, being allotments 12, 12A, and 13, section 16, on a plan deposited in the Land Titles Office, Sydney, numbered 1,935,—containing 33 $\frac{1}{2}$ perches or thereabouts, and said to be in the possession and occupation of the Sydney Freehold Land, Building, and Investment Co. (Limited).

8. All that piece or parcel of land situate in the parish of Petersham, county of Cumberland, and Colony of New South Wales, being allotments 83, 84, 85, 86, 87, and 88, section II, on a plan deposited in the Land Titles Office, Sydney, numbered 1,474,—containing 35 perches or thereabouts, and said to be in the possession and occupation of Justin Joseph Brennan.

9. All that piece or parcel of land situate in the parish of Petersham, county of Cumberland, and Colony of New South Wales, being allotment 1 of section 15 on a plan deposited in the Land Titles Office, Sydney, numbered 1,865,—containing 7 $\frac{1}{2}$ perches or thereabouts, and said to be in the possession and occupation of the Sydney Freehold Land, Building, and Investment Co. (Limited).

10. All that piece or parcel of land situate in the parish of Petersham, county of Cumberland, and Colony of New South Wales, being part of a grant of 435 acres to the Trustees of Church and School lands and of land reclaimed below high-water mark in that grant: Commencing on the north-western boundary of Crescent-lane at a point bearing north 9 degrees 44 minutes east 1 chain 55 $\frac{1}{10}$ links from the westernmost corner of allotment 14 of section 4 of Allen's subdivision; and bounded thence on the south-west by a line bearing north 69 degrees 5 minutes west 9 chains 26 $\frac{1}{10}$ links to Johnston's Creek; on the west by that creek bearing northerly 83 links; on the north-east by a line bearing south 69 degrees 5 minutes east 9 chains 65 links to the aforesaid north-western boundary of

Crescent-lane; and on the south-east by that boundary bearing south 24 degrees 22 minutes west 75 $\frac{1}{10}$ links, to the point of commencement,—be the said several dimensions a little more or less, containing 2 roods 33 $\frac{1}{10}$ perches or thereabouts, and said to be in the possession and occupation of the Trustees of G. W. Allen and the Crown.

11. All that piece or parcel of land situate in the parish of Petersham, county of Cumberland, and Colony of New South Wales, being part of a right-of-way 6 feet wide: Commencing at the northernmost corner of allotment 11 of section 4 of Allen's subdivision; and bounded thence on the south-east by the north-western boundary of allotments 10 and 9 and part of the north-western boundary of allotment 8 of section 4 aforesaid, being a line bearing north 24 degrees 22 minutes east 75 $\frac{1}{10}$ links; on the north-east by a line bearing north 69 degrees 5 minutes west 9 $\frac{1}{10}$ links; on the north-west by the south-eastern boundary of Crescent-lane bearing south 24 degrees 22 minutes west 75 $\frac{1}{10}$ links; and on the south-west by a line bearing south 69 degrees 5 minutes east 9 $\frac{1}{10}$ links, to the point of commencement,—containing 1 perch and $\frac{1}{10}$ of a perch, owner and occupier unknown.

12. All that piece or parcel of land situate in the parish of Petersham, county of Cumberland, and Colony of New South Wales, being allotments 9 and 10 of section 1 of the Cook Estate: Commencing on the north-eastern boundary of Cook-street at a point bearing north-westerly and distant 246 feet from the junction of that boundary of that street with the north-western boundary of Brockley-street; and bounded thence on the south-west by Cook-street aforesaid bearing north-westerly 60 feet to the south-eastern boundary of allotment 11 of section 1 aforesaid; on the north-west by that boundary bearing north-easterly 86 feet to the south-western boundary of Denison-street; on the north-east by that boundary bearing south-easterly 60 feet to the north-western boundary of allotment 8; and on the south-east by that boundary bearing south-westerly 86 feet, to the point of commencement,—containing 19 perches or thereabouts, and said to be in the possession and occupation of Alfred Hancock.

13. All that piece or parcel of land situate in the parish of Petersham, county of Cumberland, and Colony of New South Wales, being part of Lloyd's grant of 50 acres: Commencing on the northern boundary of Brennan-street at a point bearing westerly and distant 4 chains 44 $\frac{1}{10}$ links from its junction with the western boundary of a road 30 links wide; and bounded thence on the east by lines bearing north 25 degrees 5 minutes 25 seconds west 2 chains 7 $\frac{1}{10}$ links and north 3 degrees 51 minutes 37 seconds west 4 chains 63 $\frac{1}{10}$ links; on the north by a line bearing south 86 degrees 8 minutes 23 seconds west 1 chain; on the west by a line bearing south 3 degrees 51 minutes 37 seconds east 6 chains 66 $\frac{1}{10}$ links to the aforesaid northern boundary of Brennan-street; and on the south by that boundary bearing north 84 degrees 36 minutes east 1 chain 75 links, to the point of commencement,—containing 2 roods 38 $\frac{1}{10}$ perches or thereabouts, and said to be in the possession and occupation of A. W. Stephen.

In witness whereof, I have herunto set my Hand, and caused the Great Seal of the Colony to be hereto affixed, at Government House, Sydney, this ninth day of October, in the year of our Lord one thousand eight hundred and ninety-one, and in the fifty-fifth year of Her Majesty's Reign.

By His Excellency's Command,
J. H. YOUNG.
GOD SAVE THE QUEEN!

1891-2.

NEW SOUTH WALES.

PUBLIC WORKS ACT OF 1888.

(RESUMPTION OF LAND IN CONNECTION WITH THE CAMPERDOWN BRANCH SEWER, WESTERN SUBURBS SEWERAGE, PARISH OF PETERSHAM, COUNTY OF CUMBERLAND.)

Presented to Parliament, pursuant to Act 51 Vic. No. 37.

NOTIFICATION OF RESUMPTION OF LAND UNDER THE "PUBLIC WORKS ACT OF 1888," 51 VICTORIA No. 37.

NEW SOUTH WALES, } Proclamation by His Excellency The
to wit. } Right Honourable VICTOR ALBERT
GEORGE, EARL OF JERSEY, a Member
(L.S.) } of Her Majesty's Most Honourable
Privy Council, Knight Grand Cross
of the Most Distinguished Order of
Saint Michael and Saint George,
JERSEY, } Governor and Commander-in-Chief of
Governor. } the Colony of New South Wales and
its Dependencies.

WHEREAS by an Act of the Parliament of the said Colony 53 Victoria No. 15, intituled the "Western Suburbs of Sydney Drainage Act of 1889," it is enacted that the public work more particularly described in the Schedule thereto should be carried out by the Secretary for Public Works or the Member of the Executive Council for the time being, charged with the duties of the said Minister, and such Minister or Member should for the purposes of that Act and the "Public Works Act of 1888" be deemed and taken to be the constructing authority authorised to enter into contracts and to exercise all powers, do all acts and things, and be responsible in respect of all obligations and liabilities which could be done or incurred by a constructing authority under or pursuant to that Act or the said Public Works Act, so far as might be necessary for the carrying out of the work thereby sanctioned; and whereas the land described in the Schedule hereto is required for the purpose of carrying out and constructing the Public Work authorised to be carried out under the said Act 53 Victoria No. 15, that is to say, the Camperdown Branch Sewer Contract No. 63, Western Suburbs Sewerage: Now, therefore, I, VICTOR ALBERT GEORGE, EARL OF JERSEY, the Governor aforesaid, with the advice of the Executive Council, in pursuance of the provisions of the "Public Works Act of 1888," do hereby direct that the land described in the Schedule hereto, which is in my opinion required for the said authorised work, shall be acquired and taken under the "Lands for Public Purposes Acquisition Act," as adopted by the "Public Works Act of 1888": and I do declare by this notification, to be published in the Government Gazette and in one or more newspapers published or circulated in the Police District wherein the said land is situated, that the Crown Lands comprised within the description set forth in the Schedule hereto

has been appropriated, and the private property within such description has been resumed, for the public purpose aforesaid, to the intent that upon the publication of this notification in the Gazette, the said land described in the said Schedule hereto shall forthwith be vested in the said Constructing Authority as a corporation sole on behalf of Her Majesty for the purposes of the said "Public Works Act of 1888," for an estate in fee simple in possession freed and discharged from all trusts, obligations, estates, interests, contracts, charges, rates, rights-of-way, or other easements whatsoever; and to the further intent that the legal estate therein together with all powers incident thereto or conferred by the said last-mentioned Act, shall be vested in such Constructing Authority as a Trustee; and I declare that the following is the schedule of land hereinbefore referred to.—

SCHEDULE.

All that piece or parcel of land situate in the parish of Petersham, county of Cumberland, and Colony of New South Wales: Commencing at the junction of the north-eastern boundary of Bedford-street with the north-western boundary of Pierce-street; and bounded thence on the south-west by the said boundary of Bedford-street bearing north 68 degrees 4 minutes west 1 chain 52 $\frac{1}{2}$ links; on the north-west by a line bearing north 32 degrees 11 minutes east 2 chains 9 $\frac{1}{10}$ links to the south-western boundary of Railway-avenue; on the north-east by that boundary bearing south 82 degrees 12 minutes east 1 chain 15 $\frac{1}{10}$ links; and on the south-east by the aforesaid north-western boundary of Pierce-street bearing south 21 degrees 15 minutes west 2 chains 34 $\frac{1}{10}$ links, to the point of commencement, be the said several dimensions a little more or less, containing 1 rood 6 $\frac{1}{4}$ perches or thereabouts, and said to be in the possession and occupation of the trustees of the late James Smith.

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 twelfth day of December, in the year of our Lord one thousand eight hundred and ninety-one, and in the fifty-fifth year of Her Majesty's Reign.

By His Excellency's Command,

WILLIAM JOHN LYNE.

GOD SAVE THE QUEEN!

1891.

(SECOND SESSION.)

NEW SOUTH WALES.

PUBLIC WORKS ACT OF 1888.

(RESUMPTION OF LAND IN CONNECTION WITH THE CONSTRUCTION OF CLAY CLIFF CREEK STORM-WATER CHANNEL, PARRAMATTA, PARISH OF ST. JOHN, COUNTY OF CUMBERLAND.)

Presented to Parliament, pursuant to Act 51 Vic. No. 37.

NOTIFICATION OF RESUMPTION OF LAND UNDER THE "PUBLIC WORKS ACT OF 1888," 51 VICTORIA No. 37.

NEW SOUTH WALES, } Proclamation by His Excellency The
to wit, } Right Honourable VICTOR ALBERT
(L.S.) } GEORGE, EARL OF JERSEY, a Member
of Her Majesty's Most Honourable
Privy Council, Knight Grand Cross
of the Most Distinguished Order of
Saint Michael and Saint George,
JERSEY, } Governor and Commander-in-Chief
Governor. } of the Colony of New South Wales and
its Dependencies.

WHEREAS the Minister for Public Works of the said Colony is desirous of acquiring the lands described in the Schedule at the foot hereof, for the purpose of a certain Public Work, that is to say, the construction of Clay Cliff Creek Storm-water Channel, Parramatta, in the said Colony: And whereas it is estimated that the cost of completing such work will not exceed the sum of twenty thousand pounds: And whereas the lands described in the said Schedule are in my opinion required for carrying out the said work: Now, therefore, I, VICTOR ALBERT GEORGE, EARL OF JERSEY, the Governor aforesaid, with the advice of the Executive Council, in pursuance of the "Public Works Act of 1888," do hereby direct that the said work shall be carried out under the "Public Works Act of 1888," by the Minister for Public Works aforesaid, who, in respect of the said work, shall be deemed to be the Constructing Authority. And in further pursuance of the said Act, I do hereby direct that the lands described in the Schedule hereto shall be acquired and taken for the purpose aforesaid, under the "Lands for Public Purposes Acquisition Act," and I do declare by this notification, to be published in the Government Gazette and in one or more newspapers published or circulated in the Police District wherein are situated the said lands, that the said lands described in the said Schedule have been resumed for the public purpose hereinbefore expressed, that is to say, for and in connection with the construction of Clay Cliff Creek Storm-water Channel, Parramatta, in the said Colony, to the intent that upon the publication of this notification in the Gazette, the said lands described in the said Schedule hereto shall forthwith be vested in the said Constructing Authority, on behalf of Her Majesty, for the purposes of the said "Public Works Act of 1888," for an estate in fee simple in possession, freed and discharged from all

trusts, obligations, estates, interests, contracts, charges, rates rights-of-way, or other easements whatsoever; and to the intent that the legal estate therein, together with all powers incident thereto or conferred by that Act, shall be vested in such Authority as a trustee: And I declare that the following is the Schedule of lands hereinbefore referred to:—

SCHEDULE.

1st. All that piece or parcel of land situate at Parramatta, parish of St. John, county of Cumberland, and Colony of New South Wales, being allotment 21 of section 2 of the Harris Park subdivision,—containing 26½ perches, and said to be in the possession of the trustees of Sir George Wigram Allen.

2nd. All that piece or parcel of land situate at Parramatta, parish of St. John, county of Cumberland, and Colony of New South Wales, being part of allotment 20 of section 2 of the Harris Park subdivision: Commencing on the south-western boundary of that allotment at a point distant 3 chains 5 $\frac{1}{10}$ links north-westerly from its southernmost corner, measured along the said south-western boundary; and bounded thence by that boundary bearing north 34 degrees 40 minutes 31 seconds west 1 chain 6 $\frac{1}{10}$ links to the right bank of Clay Cliff Creek; thence by that boundary downwards 1 chain 21 links to the north-eastern boundary of the aforesaid allotment; thence by that boundary bearing south 34 degrees 40 minutes 31 seconds east 39 links; thence by a line bearing south 57 degrees 9 minutes 31 seconds west 1 chain, to the point of commencement, be the said several dimensions a little more or less,—containing 11½ perches or thereabouts, and said to be in the possession of G. H. Curtis.

NOTE.—All bearings are taken from the trigonometrical meridian.

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-seventh day of May, in the year of our Lord one thousand eight hundred and ninety-one, and in the fifty-fourth year of Her Majesty's Reign.

By His Excellency's Command,

BUCH SMITH.

GOD SAVE THE QUEEN!

1891.

(SECOND SESSION.)

NEW SOUTH WALES.

PUBLIC WORKS ACT OF 1888.

(RESUMPTION OF LAND FOR AN APPROACH FROM THE PARRAMATTA RIVER TO THE PARRAMATTA SEWAGE FARM, PARISH OF ST. JOHN, COUNTY OF CUMBERLAND.)

Presented to Parliament, pursuant to Act 51 Vic. No. 37.

NOTIFICATION OF RESUMPTION OF LAND UNDER THE "PUBLIC WORKS ACT OF 1888," 51 VICTORIA No. 37.

NEW SOUTH WALES, } Proclamation by His Excellency The
to wit. } Right Honourable VICTOR ALBERT
GEORGE, EARL OF JERSEY, a Member
(L.S.) of Her Majesty's Most Honourable
Privy Council, Knight Grand Cross
of the Most Distinguished Order of
Saint Michael and Saint George.
JERSEY, Governor and Commander-in-Chief of
Governor. the Colony of New South Wales and
its Dependencies.

WHEREAS I, VICTOR ALBERT GEORGE, EARL OF JERSEY, the Governor aforesaid, with the advice of the Executive Council, have directed that certain public work, that is to say, an Approach from the Parramatta River to the Parramatta Sewage Farm, in the said Colony, for which public funds are lawfully available, the estimated cost of which does not exceed twenty thousand pounds, shall be carried out under the provisions of the "Public Works Act of 1888," as an authorized work by the Minister for Public Works as Constructing Authority, and that the land described in the Schedule hereto, which is in my opinion required for carrying out the said work, shall be acquired by taking the same under the "Lands for Public Purposes Acquisition Act," as adopted by the "Public Works Act of 1888." Now, therefore, I, the said Governor, with the advice aforesaid, in pursuance of the "Public Works Act of 1888," do declare by this notification, to be published in the Government Gazette and in one or more newspapers published or circulated in the Police District wherein the said land is situated, that the Crown Land comprised within the description set forth in the Schedule hereto has been appropriated, and the private property within such description has been resumed, for the public purpose aforesaid, to the intent that upon the publication of this notification in the Gazette, the said land described in the said Schedule hereto shall forthwith be vested in the said Constructing Authority as a corporation sole on

behalf of Her Majesty, for the purposes of the said "Public Works Act of 1888," for an estate in fee simple in possession, freed and discharged from all trusts, obligations, estates, interests, contracts, charges, rates, rights-of-way, or other easements whatsoever; and to the further intent that the legal estate therein, together with all powers incident thereto or conferred by the said last-mentioned Act, shall be vested in such Constructing Authority as a trustee; and I declare that the following is the Schedule of the land hereinbefore referred to:—

SCHEDULE.

All that piece or parcel of land situate in the parish of St. John, county of Cumberland, and Colony of New South Wales, being part of the land comprised in Certificate of Title, registered volume 704, folio 227: Commencing on the left bank of Duck River, at the south-eastern corner of the Tramway Company's lease, being the north-eastern corner of 62 acres 1 rood and 13½ perches resumed for the Parramatta Sewage Farm; and bounded thence on the south-west by the north-eastern boundary of land resumed as aforesaid bearing north 53 degrees 2 minutes west 20 links; on the north-west by other part of the aforesaid lease by a line bearing north 26 degrees 37 minutes east 3 chains 16 links to the right bank of the Parramatta River; thence by that bank downwards and the left bank of Duck River upwards, in all about 3 chains 27 links, to the point of commencement,—to the said several dimensions a little more or less, containing 8½ perches or thereabouts, and said to be in the possession of Septimus A. Stephen, and occupation of the Parramatta Tramway Company.

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-second day of October, in the year of our Lord one thousand eight hundred and ninety-one, and in the fifty-fifth year of Her Majesty's Reign.

By His Excellency's Command,
J. H. YOUNG.

GOD SAVE THE QUEEN!

1891.

(SECOND SESSION.)

NEW SOUTH WALES.

THE ANNUAL REPORT

OF

THE POSTMASTER-GENERAL,

ON THE

DEPARTMENTS UNDER HIS MINISTERIAL CONTROL,

FOR THE YEAR

1890.

Presented to Parliament by Command.

SYDNEY: GEORGE STEPHEN CHAPMAN, ACTING GOVERNMENT PRINTER.

1891.

[1,553 copies—Approximate Cost of Printing (labour and material), £247 7s. 0d.]

THE POSTMASTER-GENERAL TO HIS EXCELLENCY THE GOVERNOR.

ANNUAL REPORT FOR THE YEAR 1890, ON THE POST OFFICE,
MONEY ORDER OFFICE, GOVERNMENT SAVINGS BANK, AND
ELECTRIC TELEGRAPH DEPARTMENT.

MY LORD,

I have the honor to transmit to your Excellency the Annual Report for the year 1890 on the Departments under the Ministerial control of the Postmaster-General.

COMBINED REVENUE AND EXPENDITURE.

		<i>Revenue.</i>			
		1889.		1890.	
Post Office	...	£395,583	12 10	£427,329	17 1
Electric Telegraph Department	...	186,861	15 11	193,706	14 5
Money Order Office and Government Savings Bank—					
Commission on Money Orders	...	15,947	18 6	16,938	16 0
Interest on Investments	...	67,206	3 7	69,444	0 11
Total	...	£665,599	10 10	£707,419	8 5
		<i>Expenditure.</i>			
Post Office	...	£427,854	0 8	£470,424	15 2
Electric Telegraph Department	...	178,931	18 0	194,324	8 1
Money Order Office and Government Savings Bank—					
Salaries and Contingencies	...	12,065	18 7	12,466	0 9
Interest added to Depositors' Accounts	...	61,871	13 0	63,225	7 9
Total	...	£680,723	10 3	£740,440	11 9

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:—

	1889.	1890.
Stores and stationery	£4,519 4 2	£5,555 19 10
Repairs and additions to Buildings	13,929 8 4	13,438 12 5
Furniture (including carriage)	857 16 7	557 2 1
Printing, bookbinding, <i>Gazette</i> advertisements, <i>Gazettes</i> , &c.	9,345 16 5	9,510 1 8
Printing postage stamps	5,915 2 2	7,479 0 9
Municipal and other rates	2,119 17 3	1,570 18 10
Postage	1,823 2 0	1,465 13 4
Advertising in newspapers	673 0 9	861 14 3
Fuel and light	2,988 13 6	3,982 6 11
Total	£42,172 1 2	£44,421 10 1

The

* These items do not include the proportions chargeable against the Electric Telegraph Department and Money Order Office and Government Savings Bank 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 £22,105 11s. 4d., the Money Order and Government Savings Bank expenditure, £19,714 12s. 7d. (exclusive of interest added to depositors' accounts), and the expenditure of the Post Office Department, £435,391 17s. 1d.

The interest on the cost of construction of Electric Telegraph Lines is estimated at £29,748, 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 £26,810, which will make the total expenditure of the Departments under my control £841,420 1s. 10d.

POSTAL AND TELEGRAPHIC CONFERENCE.

Although the information properly appertains to the year 1891, it may be desirable to mention in this Report that a Postal and Telegraphic Conference was held in Sydney in the months of February and March last, at which the whole of the Australasian Colonies were represented. As the report of the proceedings of this Conference has already been laid before Parliament, it is unnecessary for me to allude in detail to the matters dealt with; but I may state that amongst the principal resolutions agreed to were those relating to the representation of the Colonies at the Postal Congress which is shortly to meet in Vienna, and the agreement with the Eastern Extension Telegraph Company for the reduction of the cable rates between Australia and other parts of the world, which reduction was brought into operation on the 1st May, 1891.

I.—POST OFFICE DEPARTMENT.

INLAND SERVICE.

The new postal routes opened during the year 1890, as shown in the annexed return, amounted to 1,475 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 Belar Creek to Yarragreen Station	1	From Tumut to Lachalac	2
Brewarrina to Bowra (Diemunga) ..	1	Wandella to Yowrie	2
Cargo to Canangles	1	Wyndham to Towamba	1
Carson Siding to Cullen Bullen .. .	6	Yandarlo to Bootra	1
Coudobolin to Trundle Lagoon	1	Yarrara to Lankey's Creek .. .	2
Coppahanna to Brown's yards	1		
Cudgegong to Gulgamree	2	<i>In the Northern Country.</i>	
Dubbo to Tenandra	2	From Belford to Lower Belford .. .	3
Genanagio to Burra Burra Station .. .	2	Bellingen to Upper South Arm .. .	1
Lincoln to Mitchell's Creek	2	Boggy Flat to The Bulga	3
Penrith to Llandilo	2	Booroolong to Sobram	2
Richmond to Agnes Banks	6	Bungwall Flat to Forster	1
Springwood to North Springwood .. .	3	Casino to The Risk	1
		Cooney Creek to Hillgrove West .. .	3
<i>In the Southern Country.</i>		Dalmorton to Chandler's Creek .. .	2
From Barmedman to Wallandry .. .	1	Deepwater to Castlerag	3
Bega to Merimbula, via Jellat Jellat ..	1	Dangog to Alison	3
Boambola to Ledgerton	1	Fermount to Upper South Arm .. .	1
Bombala to Pericoe	1	Glen Innes to Shannon Vale .. .	2
Buckley's Crossing Place to Boloko .. .	2	Guyra to Bear Hill	1
Bungendore to Ingledow	3	Hawke's Nest to The Fens	1
Colinton to Ware's	6	Liddell Railway Station to Post Office ..	6
Coolaman to Shannon's	2	Lismore to Jiggi	1
Cootamundra to Morangarell	2	Lismore to Rosebank	1
Corowa to Lower Corowa	6	Macleon to Shark's Creek	2
Darlington Point to L. Landers' .. .	2	Palmer's Island to Taloumbi .. .	2
Dry River to Verona	2	Sherwood to Glen Rock	1
Helensburgh to Darke's Forest	2	Turrumurra Railway Station to Post Office	6
Junction of Craigie with Bombala and Dele-		Underbank to Salisbury	3
gate Road to Post Office, Craigie .. .	1	Uralla to Arding	2
Kiama-Gerringong mail line to Rose Valley	6	Walcha to Niangala	2
Linnett's Junction to Pan Ban	1	Walgett to New Cryan	1
Liverpool to Hoxton Park	2	Wallon to Gil Gil	1
Michelago to Burra	1	West Maitland to Gosford	3
Milton to Bateman's Bay, via Benandra ..	1	White Swamp to Killarney	1
Moama-Perricoota mail line to Tataila ..	2	William Town to Salt Ash	2
Mount Gipps to Albion Town	2	Willson's Downfall to Riverlee .. .	1
Munyabla to Pleasant Hills	2		
Nelligen to Buckenbour Creek	1	<i>In the Suburbs of the Metropolis.</i>	
Nimtybelle to Bobundarah	1	From Gordon Railway Station to Post Office ..	6
Nowra to Yalwal	1	North Sydney Railway Station to Post Office	6
Pambula to Yowaka	2	Ryde to Dundas	12
Pericoe to Wog Wog	1	Thornleigh to Pennant Hills	6
Taralga to Wombeyan Caves	1	Wahroonga Railway Platform to Post Office,	
Temora to Morangarell	1	Hornsby	6
Tullimbar to Tongarra	3		

The postal routes abolished, amounting to 599 miles, are shown in the following return :—

Postal Line.	No. of times per week.	Postal Line.	No. of times per week.
<i>Western Roads.</i>		<i>Southern Roads—continued.</i>	
Between Ben Bullen and Cullen Bullen	2	Between Jamberoo and Croome	2
Capertee and The Crown	2	Jamberoo and Pheasant Ground	6
Rugowra and Galway	1	Mimosa West and Shannon's	2
Forbes and Mare's Waterhole	1	Morangarell and Temora	1
Gennagie and Wallan Billan	2	Mount Gipps and Albion Town.....	2
Glen Alice and The Crown	2		
Merigal and Myall Plains	1	<i>Northern Roads.</i>	
Parke and Condobolin	1	Between Bexhill and Rosebank	1
Parramatta and Pennant Hills.....	6	Bohrva and Clive	1
Peak Hill and Ten-mile Reefs	2	Dalmorton and Little Dora.....	1
Timbriungie and Tenandra	2	Drake and Red Rock	2
Trunkey Creek and Brown's Yards	1	Fernmount and Upper South Arm	1
Trunkey Creek and Long Swamp	1	Goolmangar and Jiggi	1
		Warkworth and the Bulga.....	3
		White Swamp and Acacia Creek	1
<i>Southern Roads.</i>		<i>Suburban Road.</i>	
Between Austinmer Railway Platform and Post Office	18	Steamer's Wharf and Post Office, Ermington	6
Broken Hill and Albion Town	2		
Coolamundra and West Temora	2		

Increased communication on existing lines was afforded as follows :—

Postal Line.	No. of times per week.		Postal Line.	No. of times per week.	
	From	To		From	To
<i>Western Roads.</i>			<i>Southern Roads—continued.</i>		
Between Blayney and King's Plains	2	3	Between Rye Park and Burrows.....	2	3
Bourke and Hungerford	1	2	Timbery Range and Bombala	1	2
Dubbo and Peak Hill	2	3	Yerong Creek and Munyabla	1	2
Dural and Gulston	3	6			
Eanabalong and Lake Cudgellico	2	3	<i>Northern Roads.</i>		
Forbes and Dandaloo	1	2	Between Belmont and Swansea	3	6
Gennagie and Wallan Billan	1	2	Bendolba and Underbank	3	4
Kurrajong and Comleroy Road	2	4	Bingara and Inverell	2	3
Mudgee and Cassilis.....	2	3	Clunes and Brunswick	1	2
Oberon and Black Springs	2	3	Cooney Creek and Hillgrove		
Parke and Peak Hill	2	3	West	3	6
Rockley and Swallow's Nest	1	2	Deepwater and Nine-mile	2	3
Wellington and Arthurville	1	2	Dingo Creek and Wherrol Flat.....	2	3
Wilberforce and Sackville Reach	3	6	Drake and Lismore.....	3	6
			Dungog and Bandon Grove	3	4
<i>Southern Roads.</i>			Glen Innes and Crafton	3	6
Between Bethungra and Ironbong	1	2	Glennie's Creek and Goorangoola	2	3
Booligal and Ivanhoe (restored).....	2	3	Harwood Island and Woodburn	2	3
Braidwood and Nerriga	1	2	Hexham and Raymond Terrace	7	13
Bull Plain and Savernake	1	2	Inverell and Warialda	2	3
Bungonia and Windellama	2	3	Lismore and Ballma	1	2
Carrathool and Hillston	1	2	Narrabri and Dunmore's	1	2
Crookwell and Pejar	2	3	Sedgefield and Mitchell's Flat	1	2
Kiama and Nowra	6	12	Singleton and Glendon Brook	2	3
Kiama Railway Station and Post Office	6	12	Tintenbar and Brunswick	1	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>Southern Roads.</i>			<i>Northern Roads.</i>		
Between Booligal and Wilcannia	3	2	Between Drake and Red Rock.....	3	2
Robertson and Pheasant Ground..	6	3	Merriwa and Cassilis	4	3

The extent of postal route traversed in the Colony on the 31st December, 1890, was 29,594 miles, as compared with 28,718 miles traversed in 1889 :—

	1889.	1890.
On horseback ...	11,541 miles	11,547 miles.
By coach, &c. ...	14,914 "	15,774 "
By railway ...	2,245 "	2,255 "
By tramway ...	18 "	18 "

The

The extension of mail route by railway during 1890 was as follows:—

St. Leonards to Hornsby 10 miles.

The number of miles travelled in the year 1890 was 7,463,000, being an increase of 163,600 on the mileage of the previous year.

The number of Post Offices established was 80, viz.:—Alison, Arding, Argent's Hill, Balderodgery, Balmoral, Bellinger Heads, Boloko, Bungawalbin, Carlton, Castlerag, Chandler's Creek, Coff's Harbour, Come-by-chance, Comleroy Road, Coorabell Creek, Corrimal, Coutts' Crossing, Cowlong, Darke's Forest, Dudauman, East Balmain, East Carlingford, Erskineville, Exeter, Galston, Gosforth, Gouldsville, Guildford Railway Station, Gum Flat, Hazelgrove, Heathcote, Hillgrove West, Jackson's Waterholes, Judd's Creek, Kadina, Keiraville, Kialla, Kilgin, Kingstown, Liddell, Limestone, Little Plain, Llandilo, Llangothlin, Llangothlin Railway Station, Long Creek, Lower Mangrove, Morongla Creek, Mount Browne, Mount Ida, Newport, Niangala, Nine-mile, North Botany, North Pimlico, North Springwood, Oaklands, Picton Lakes, Pleasant Hills, Pymble, Rock Flat, Rose Valley, Rous Mill, St. John's Park, St. Leonard's Creek, Salt Ash, Savernake, Shellharbour Railway Station, Stony Crossing, Sussex-street, Sutton, Tataila, Tongarra, Turramurra, Upper Lansdown, Upper Orara, Upper Rolland's Plains, Wentworthville, Wyee, and Yalpunga.

The number of Post Offices re-established was 5, viz.:—Concord, Hoxton Park, Mosman's Bay, Tallewang, and Ultimo.

The number of Post Offices discontinued was 8, viz.:—Botany Road, Clive, Gore Hill, Hermitage Plains, Mingelo, Moonbi, Newpark, and Red Rock.

It was found desirable to change the designations of the following Post Offices, viz.:—Angledool to New Angledool, Bingera to Bingara, Boat Harbour to Bellingen, Field of Mars to Dundas, Jercelderie to Jerilderie, Narrabri Railway Station to Narrabri West, Redbank to Pampoolah, St. Leonards to North Sydney, Shellharbour Railway Station to Dunmore, Springs to Dripstone, Ten-mile Reefs to Mingelo, and subsequently to Tomingley.

Appendix A.

In the Appendix will be found a list of the 1,338 Post Offices in the Colony on the 31st December, 1890.

219 changes of Postmasters occurred during the year.

Receiving Offices were established at the following places, viz.:—Adjungbilly, Agnes Banks, Balderodgery, Beecroft, Benandarah, Buckenbour Creek, Bugaldi, Burra, Burringbar, Canangles, Cherry Tree Hill, Cooney Creek, Cowan's, Cuttabri, Diemunga, Eastern Road, Ford's Bridge, Girvan, Glenreagh, Glen Rock, Gobondry, Greig's Flat, Gulgamree, Half-way Creek, Ingledow, Junction Point, Kelly's Creek, Kundibakh, Lacomalac, Lankey's Creek, Ledgerton, Lode Hill, Long Flat, Lower Belford, Lower Corowa, Mehi, Mitchell's Creek, Moonbi, Mountain Top, Mount Allen, New Italy, Ollera, Osborn, Pampira, Pheasant Ground, Pretty Pine, River-tree, Salisbury, Shark's Creek, Sobraon, Spring Ridge, Talmalmo, Taloumbi, Taradale, The Fens, The Risk, Tomanbil, Trickett, Umaralla, Upper South Arm, Verona, Wallandry, Wallon, Ware's, Wog Wog, Wollondilly, Wombeyan Caves, Woodlawn, Yantabulla, Yowaka, and Yowrie.

The names of the Receiving Offices at Bloomsdale, Gobondry, Mehi, and Osborn, were changed to Suntop, Bullock Creek, Angledool, and Llangothlin Railway Station, respectively.

The Receiving Offices at the following places were converted into Post Offices, viz.:—Argent's Hill, Balderodgery, Balmoral, Bungawalbin, Coff's Harbour, Cowlong, Dudauman, Eastern Road (Turramurra), Galston, Guildford Railway Station, Gum Flat, Heathcote, Jackson's Waterholes, Judd's Creek, Kadina, Kilgin, Kingstown, Little Plain, Llangothlin, Llangothlin Railway Station, Long Creek, Lower Mangrove, Morongla Creek, Mount Browne, Mount Ida, Newport, Nine-mile, North Pimlico, Oaklands, Rock Flat, St. John's Park, St. Leonard's Creek, Savernake, Slippery Creek (Hazelgrove), Stony Crossing, Sutton, Upper Lansdown, Upper Orara, Upper Rolland's Plains, and Wyee.

The Receiving Offices at the following places were discontinued, viz.:—Albion Town, Bulyeroy, Galwary, Jamberoo Mountain, Little Dora, Long Swamp, Marc's Waterhole, Mimosa East, Myall Falls, Myall Plains, and Rossiterville.

Appendix B.

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 325.

In

In the information contained in Appendix A is given a return of buildings ^{Appendix A.} 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 1890, viz.:—Ashfield, Coraki, Crookwell, and Edcn.

At Sunny Corner premises purchased by the Government were fitted up for Postal and Telegraphic purposes, and at Blackheath and Yerong Creek premises were erected by the Railway Department for similar purposes.

During the year 1890, 1 newspaper pillar and 27 pillar letter-receivers were erected in different parts of the Colony, 4 pillar letter-receivers were removed to different sites, and 4 were withdrawn. One hundred and one small iron letter-receivers were placed, 10 were removed to new sites, and 1 was withdrawn. Of other kinds of receivers 1 was placed and 1 withdrawn.

On the 31st December the number of letter-receivers erected in the Colony (both large and small) was 839, and the number of newspaper receivers 19.

Allusion was made in my last Report to the introduction of an improved postal pillar. Up to the 31st December 24 of these pillars had been erected in different parts of the city and suburbs, chiefly in substitution of receivers of the old type, which are being utilised in the more distant and thinly-populated parts of the suburbs and in country towns. It is expected that the balance of the 100 new pillars, which the contractor undertook to supply, will shortly be in position.

The number of licenses for the sale of postage stamps issued in 1890 to persons other than postmasters or receiving-office keepers was 166; the number transferred, 54, and the number cancelled, 20.

In the Appendix is given a list of the persons holding these licenses through- ^{Appendix C.} out the Colony.

On the 31st December the number of locked private letter-boxes let at the General Post Office was 1,310, besides 62 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, Balranold, Bathurst, Bega, Bombala, Bourke, Bowral, Braidwood, Broken Hill, Casino, Cobar, Condobolin, Coonamble, Cootamundra, Coraki, Deniliquin, Dubbo, Emmaville, Forbes, George-street North, Glen Innes, Goulburn, Grafton, Gulgong, Gunnedah, Hay, Haymarket, Hillgrove, Hillston, Inverell, Jerilderie, Junee Junction, Kiama, King-street, Lismore, Manly, Moree, Moruya, Moss Vale, Mount Victoria, Mudgee, Muswellbrook, Narrabri, Narrandera, Newcastle, Newtown, North Sydney, Nymagee, Orange, Park-street, Parramatta, Queanbeyan, Silverton, Singleton, Tamworth, Taree, Temora, Tenterfield, Uralla, Wagga Wagga, Walgett, Wentworth, West Maitland, Wilcannia, Wollongong, and Young.

Twelve additional letter-carriers were appointed during the year 1890, and seven were transferred from the temporary to the permanent staff. There were, at the end of the year, 220 letter-carriers, distributed throughout the Colony as follows:—154 Sydney and Suburbs, 3 Albury, 1 Armidale, 2 Bathurst, 1 Bourke, 1 Bowral, 4 Broken Hill, 1 Campbelltown, 1 Carrington, 1 Corowa, 1 Deniliquin, 1 Dubbo, 2 East Maitland, 1 Forbes, 1 Glen Innes, 4 Goulburn, 2 Grafton, 1 Granville, 1 Hamilton, 2 Hay, 1 Inverell, 1 Lambton, 1 Liverpool, 1 Morpeth, 1 Moruya, 1 Mudgee, 1 Narrabri, 1 Narrandera, 3 Newcastle, 1 Orange, 6 Parramatta, 1 Singleton, 2 Tamworth, 3 Wagga Wagga, 2 Wallsend, 1 Waratah, 2 West Maitland, 1 Wickham, 1 Wilcannia, 1 Windsor, 1 Wollongong, 1 Yass, 1 Young.

Under special arrangements a house-to-house delivery of correspondence is also afforded in the following localities, viz.:—Adamstown, Ballina, Bega, Berry, Bingara, Blackheath, Blayney, Braidwood, Bungendore, Camden, Casino, Cobar, Cooma, Coonamble, Cootamundra, Cowra, Dungog, Gosford, Grenfell, Greta, Gundagai, Gunnedah, Hill End, Hillgrove, Hillston, Islington, Junee Junction, Katoomba, Kempsey, Kiama, Kogarah, Lawrence, Lismore, Lithgow, Maclean, Mercwether, Merrylands, Minmi, Mittagong, Moama, Molong, Moree, Moss Vale, Muswellbrook, New Lambton, Nowra, Nyngan, Parkes, Penrith, Picton, Port Macquarie, Queanbeyan, Quirindi, Raymond Terrace, Richmond, St. Mary's, Scone, Silverton, South Grafton, Springwood, Stockton, Sunny Corner, Taree, Tenterfield, Teralba, Tumut, Uralla, Wellington, Wentworth, West Tamworth, and Wingham.

The

The number of persons employed in connection with the Postal Department for the year 1890 was as follows:—1 Postmaster-General, 1 Secretary, 1 Assistant-Secretary, 1 Superintendent, Mail Branch, 1 Accountant, 1 Cashier, 1 Postal Inspector for Missing Letters and Irregularity Branch, 3 Postal Inspectors, 1 Assistant-Superintendent, Mail Branch, 5 senior clerks, 96 clerks, 13 temporary clerks, 3 probationers, 1 special inquiry officer for Missing Letter Branch, 36 mail guards, 38 letter-sorters, 49 stampers and sorters, 220 letter-carriers, 44 mail-boys, 50 messengers, mail-cart drivers, porters, female servants, &c., 1 detective, 1,338 postmasters, 2 relieving officers, 144 postal assistants, 213 temporary postal assistants, 8 temporary sorters, 40 temporary receiver-clearers, 165 temporary letter-carriers, 59 mail-carriers, 325 receiving office-keepers, 690 mail contractors; total, 3,551. 263 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 19. Of the remainder, 327 hold the dual appointment of official Post and Telegraph Master.

The following officers retired under the provisions of the Civil Service Act, 1884, viz. :—

T. H. Stone, postmaster, Albury;
T. Pinnington, mail guard; and
G. Smith, letter-carrier.

Eight deaths occurred, viz. :—G. M. White, postmaster, Park-street; F. W. O'Brien, postmaster, Gerringong; A. Q. Henriques, postal assistant, Park-street; and J. Reardon and R. Byrnes, letter-carriers, all of whom were attached to the permanent staff. The remainder (three) were persons temporarily employed.

Thirty-eight resignations took place, and the services of one official, being no longer required, were dispensed with.

The removals from the service numbered nine. Of these, two—a letter-sorter and a letter-carrier—each received a sentence of eighteen months' imprisonment for stealing letters; and two others—a letter-carrier and a receiver-clearer—were each sentenced to two terms of eighteen months' imprisonment upon similar charges. The remainder were dismissed for the following offences :—

A mail guard, for drunkenness and other disreputable conduct.

A stamper and sorter, and three letter-carriers, for absence without leave.

The Postal Inspectors travelled a distance of 28,636 miles, and inspected the postal route appertaining thereto, visiting 468 post-offices, 120 of which were visited more than once.

It was observed in my Report for the year 1889 that a proposal was under consideration for allowing the suburban letter-carriers a weekly half-holiday without occasioning any public irritation through the detention of correspondence, which was frequently manifested both when the indulgence was given on Saturday and after the day was changed to Wednesday. The arrangement proposed by some of the principal officers of the Department was that deliveries of correspondence should be effected on all week-days alike, and that the letter-carriers should be allowed a whole holiday once a fortnight—a staff of relieving carriers being employed to take their places when so absent. This plan was inaugurated in July, and has been found to give general satisfaction.

Owing to the large number of letters irregularly posted in the Travelling Post Office letter-boxes without the usual late fee of 2d. in addition to the ordinary postage, it was, in August, deemed advisable, with a view to check the practice, to impose a double late fee of 4d. each on delivery of all such letters.

FOREIGN SERVICE.

The contract between this Colony and the Union Steamship Company of New Zealand for the conveyance of mails between Sydney and San Francisco, *via* Auckland and Honolulu, expired in November, 1890, and, as the service as a mail line to Europe had ceased to be of any great use to this Colony, and had for some time been carried on at a considerable loss, it was determined, after careful consideration, not to contribute any *direct* subsidy towards a renewal of the contract. The New Zealand Government, however, entered into arrangements with the Union Steamship Company for a continuance of the service for another year, from November, 1890, this Colony undertaking to pay New Zealand the usual poundage rates on mails despatched by the Company's vessels.

The following are the returns of the Mail Service performed by the Orient Steam Navigation Company during the year 1890 :—

Received.

Name of Steamer.	Date of departure of Mails from England.	Date of arrival of Mails at Sydney.	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 of Mails at Sydney.	No. of days occupied in transit of Mails between London and Sydney.
	1889.	1890.			1890.	1890.	
Lusitania	29 November.	6 January	38	Ormuz	30 May	3 July	34
Oroya	13 December.	17 "	35	Orotava	13 June	15 "	32
Orizaba	27 "	31 "	35	Austral	27 "	1 August	35
	1890.			Oruba	11 July	12 "	32
Liguria	10 January	18 February	39	Cuzco	25 "	29 "	35
Ormuz	24 "	28 "	35	Lusitania	8 August	15 September	38
Iberia	7 February	15 March	36	Oroya	22 "	26 "	35
Austral	21 "	29 "	36	Orizaba	5 September	9 October	34
Cuzco	7 March	11 April	35	Orient	19 "	24 "	35
Orient	21 "	25 "	35	Ormuz	3 October	7 November	35
Lusitania	4 April	12 May	38	Orotava	17 "	21 "	35
Oroya	18 "	22 "	34	Austral	31 "	4 December	34
Orizaba	2 May	5 June	34	Oruba	14 November	19 "	35
Liguria	16 "	21 "	36				

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.
	1890.	1890.			1890.	1890.	
Cuzco	2 January	8 February	37	Liguria	14 July	18 August	35
Orient	16 "	22 "	37	Ormuz	28 "	31 "	34
Lusitania	30 "	10 March	39	Orotava	11 August	14 September	34
Oroya	13 February	20 "	35	Austral	25 "	29 "	35
Orizaba	27 "	3 April	35	Oruba	8 September	11 October	33
Liguria	13 March	20 "	38	Cuzco	22 "	27 "	35
Ormuz	27 "	3 May	37	Lusitania	6 October	14 November	39
Iberia	10 April	18 "	38	Oroya	20 "	23 "	34
Austral	28 "	2 June	35	Orizaba	3 November	7 December	34
Cuzco	5 May	8 "	34	Orient	17 "	23 "	36
Orient	19 "	24 "	36			1891.	
Lusitania	2 June	8 July	36	Ormuz	1 December	3 January	33
Oroya	16 "	20 "	34	Orotava	15 "	18 "	34
Orizaba	30 "	4 August	35	Austral	29 "	2 February	35

Average time occupied in the conveyance of mails to and from Sydney and London :—

London to Sydney	... .. .	35 $\frac{1}{2}$ days.
Sydney to London	... .. .	35 $\frac{1}{2}$ "

The Mail Service performed by the Peninsular and Oriental Steam Navigation Company during the year 1890 was as follows :—

Received.

Name of Steamer.	Date of departure of Mails from London.	Date of arrival of Mails at Sydney.	No. of days occupied in transit of Mails between London and Sydney.	Name of Steamer.	Date of departure of Mails from London.	Date of arrival of Mails at Sydney.	No. of days occupied in transit of Mails between London and Sydney.
	1889.	1890.			1890.	1890.	
Ballaarat	6 December	13 January	38	Massilia	6 June	12 July	36
Parramatta	20 "	25 "	36	Arcadia	20 "	23 "	33
	1890.			Britannia	4 July	6 August	33
Shannon	3 January	8 February	36	Coromandel	18 "	23 "	36
Oceana	17 "	18 "	32	Carthage	1 August	6 September	36
Arcadia	31 "	5 March	33	Victoria	15 "	18 "	34
Coromandel	14 February	22 "	36	Valetta	29 "	3 October	35
Britannia	28 "	1 April	32	Ballaarat	12 September	17 "	35
Carthage	14 March	19 "	36	Parramatta	26 "	1 November	36
Victoria	28 "	29 "	32	Oceana	10 October	12 "	33
Valetta	11 April	16 May	35	Rome	24 "	29 "	36
Ballaarat	25 "	30 "	35	Britannia	7 November	10 December	33
Parramatta	9 May	14 June	36	Massilia	21 "	27 "	36
Oceana	23 "	24 "	32				

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.
	1890.	1890.			1890.	1890.	
Victoria	10 January ..	15 February ..	36	Oceana	21 July	25 August	35
Valetta	23 "	3 March	39	Massiba	4 August	9 September ..	36
Ballaarat	7 February ..	17 "	38	Arendia	18 "	21 "	34
Parramatta	20 "	30 "	38	Britannia	1 September ..	5 October	34
Oceana	6 March	12 April	37	Coromandel ..	15 "	21 "	36
Shannon	20 "	28 "	39	Carthage	29 "	3 November ..	35
Arcadia	3 April	10 May	37	Victoria	13 October ..	16 "	34
Britannia	21 "	24 "	33	Valetta	27 "	3 December ..	37
Carthage	12 May	18 June	37	Ballaarat	10 November ..	15 "	35
Victoria	26 "	1 July	36	Parramatta ..	24 "	29 "	35
Valetta	9 June	16 "	37			1891.	
Ballaarat	23 "	29 "	36	Oceana	8 December ..	11 January ..	34
Parramatta	7 July	13 August	37	Rome	22 "	27 "	36

Average time occupied in the conveyance of Mails to and from Sydney and London :—

London to Sydney ..	34½ days.
Sydney to London ..	36½ " "

The following returns show the dates of arrival and departure at and from Sydney and London of the Mails per Union Steamship Company's steamers *via* San Francisco during the year 1890 :—

Received.

Name of Steamer.	Date of departure of Mails from England.	Date of arrival of Mails at Sydney.	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 of Mails at Sydney.	No. of days occupied in transit of Mails between London and Sydney.
	1889.	1890.			1890.	1890.	
Zealandia	30 November ..	8 January ..	39	Zealandia	17 May	26 June	40
Alameda	28 December ..	9 February ..	43	Alameda	14 June	24 July	40
	1890.			Mariposa	12 July	21 August	40
Mariposa	25 January ..	6 March	40	Zealandia	9 August	19 September ..	41
Zealandia	22 February ..	3 April	40	Alameda	6 September ..	17 October	41
Alameda	22 March	2 May	41	Mariposa	4 October	13 November ..	40
Mariposa	19 April	28 "	39	Zealandia	1 November ..	15 December ..	44

Despatched.

Name of Steamer.	Date of departure 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 departure of Mails from Sydney.	Date of arrival of Mails in England.	No. of days occupied in transit of Mails between Sydney and London.
	1890.	1890.			1890.		
Zealandia	23 January	4 March	41	Alameda	6 August	14 September ..	39
Alameda	19 February ..	31 "	40	Mariposa	3 September ..	14 October	41
Mariposa	19 March	27 April	39	Zealandia	1 October	13 November ..	43
Zealandia	16 April	26 May	40	Alameda	29 "	8 December	40
Alameda	14 May	23 June	40			1891.	
Mariposa	11 June	21 July	40	Mariposa	26 November ..	4 January	39
Zealandia	9 July	17 August	39	Monowai	24 December ..	1 February	39

Average time occupied in the conveyance of mails to and from Sydney and London, *via* San Francisco :—

London to Sydney ..	40½ days.
Sydney to London ..	40 " "

The amount paid by each contributing Colony, on the basis of population, towards the cost of the Federal Ocean Mail Service, for the year 1890, was as follows, viz. :—

	£	s.	d.
New South Wales ..	26,638	13	2
Victoria	26,542	11	11
Queensland	9,634	18	9
South Australia ..	7,580	4	6
Tasmania	3,567	4	6
Western Australia ..	1,036	7	2

The contribution from the United Kingdom is £95,000 per annum.

The

The following return shows the number of letters, packets, and newspapers despatched and received by the various ocean mail routes during the year 1890, as compared with similar information for the year 1889:—

Year.	Route.	Despatched.						Received.				
		Interecolonial.			Foreign.			Interecolonial.			Foreign.	
		Letters.	Packets.	News-papers.	Letters.	Packets.	News-papers.	Letters.	Packets.	News-papers.	Letters.	Packets and Newspapers.
1889 } 1890 }	Per Peninsular and Oriental S. N. Co.'s packets, via Colombo and Brindisi	8,353	2,883	14,159	315,302	49,407	277,880	7,617	519	5,649	522,279	463,617
1889 } 1890 }	Per Orient Steam Navigation Co.'s packets, via Suez and Naples	9,694	2,300	19,913	327,212	47,999	310,931	10,890	905	8,158	520,917	470,386
1889 } 1890 }	Per Union Steamship Co.'s packets, via San Francisco	6,976	5,658	12,205	320,097	45,643	308,770	8,453	500	5,970	497,530	460,573
1889 } 1890 }	Per Queensland Royal Mail steamers, via Torres Straits	9,428	2,402	21,136	325,209	48,831	325,394	9,871	705	7,908	407,095	423,011
1889 } 1890 }	Per Compagnie des Messageries Maritimes' packets, via Marseilles	22,469	16,613	22,047	90,150	16,363	96,275	11,554	1,149	11,438	70,490	247,665
1889 } 1890 }	Per Nord-Deutscher Lloyd's packets, via Brindisi	26,140	41,513	39,986	79,473	17,041	87,835	10,932	1,181	9,643	72,009	240,684
1889 } 1890 }	Per Queensland Royal Mail steamers, via Torres Straits .....	..	..	..	1,673	254	694	..	..	..	713	644
1889 } 1890 }	Per Compagnie des Messageries Maritimes' packets, via Marseilles .....	..	..	..	1,174	445	639	..	..	..	635	529
1889 } 1890 }	Per Nord-Deutscher Lloyd's packets, via Brindisi .....	..	..	..	6,319	1,075	2,627	..	..	..	5,509	6,391
1889 } 1890 }	Per Nord-Deutscher Lloyd's packets, via Brindisi .....	..	..	..	7,936	1,237	4,109	194	61	187	6,220	6,313
1889 } 1890 }	Per Nord-Deutscher Lloyd's packets, via Brindisi .....	..	..	..	3,678	745	1,739	..	..	..	12,074	6,680
1889 } 1890 }	Per Nord-Deutscher Lloyd's packets, via Brindisi .....	..	..	..	2,363	344	1,779	..	..	..	13,079	9,268

The number of letters despatched to the United Kingdom during the year by the long sea route was 21,300 and the number received by the same route from the United Kingdom, 40,230.

The following statements for the year 1890 show the approximate net cost to the Colony of the San Francisco and Suez Mail Services:—

San Francisco Service.

Statement showing the approximate net cost to the Colony of the San Francisco Mail Service for the portion of the year 1890 to termination of contract on 15th November, between New South Wales and the Union Steamship Company of New Zealand (Limited):—

Dr.	£	s.	d.	£	s.	d.
To payments to the Union Steamship Company, for the carriage of mails (in excess of New South Wales share, £3,066 13s. 4d., of United States contribution) ...	19,712	3	0			
Demurrage for detention of vessels at San Francisco beyond contract time, awaiting arrival of mails from Great Britain, and land transit of mail-matter from San Francisco to New York ...	831	3	3			
				20,543	6	3
<i>Cr.</i>				£	s.	d.
By share of postage from the United Kingdom ...	26	5	11			
Contributions from non-contracting Colonies ...	9,750	14	7			
Estimated postages collected in and retained by the Colony ...	3,250	0	0			
				13,027	0	6
Estimated net cost to the Colony for period ...				£7,516	5	9

Statement showing the approximate net cost to the Colony of the San Francisco Mail Service for the portion of the year 1890, from the commencement of contract on 16th November, between New Zealand and the Union Steamship Company of New Zealand (Limited):—

Dr.	£	s.	d.	£	s.	d.
To poundage to New Zealand for the carriage of mails ...	633	11	5			
Land transit of mail-matter from San Francisco to New York ...	90	8	2			
				723	19	7
<i>Cr.</i>						
By estimated postages collected in and retained by the Colony ...				630	0	0
Estimated net cost to the Colony for period ...				£93	19	7

Suez

Suez Service.

Statement showing the approximate net cost to the Colony, for the year 1890, of the Mail Service per the vessels of the Orient and Peninsular and Oriental Steam Navigation Companies:—

<i>Dr.</i>	£	s.	d.	£	s.	d.
To New South Wales proportion of Colonial share of subsidy for carriage of mails	26,638	13	2			
Overland transit of mail-matter through European countries	4,500	0	0			
Overland transit of mail-matter through Australian Colonies, and special trains	2,500	0	0			
				33,638	13	2
<i>Cr.</i>						
By estimated share of contributions from non-contracting Colonies, &c.	225	0	0			
Estimated share of transit rates on mail-matter from European Countries, &c.	1,250	0	0			
Estimated postages collected in and retained by the Colony	31,600	0	0			
				33,075	0	0
Estimated net cost to the Colony... ..				£563	13	2
The estimated net cost for 1889 was				£2,599	3	10

The Government subsidy of £1,200 a year to the Australasian United Steam Navigation Company for the line of steam communication provided by its vessels once every four weeks to and from Sydney, New Caledonia, New Hebrides (Aneityum), and Fiji, having been continued throughout the year 1890, the Department was enabled to maintain regular mail communication with those important Islands.

A monthly service, in connection with the above, is also provided by the same Company between the Islands of the New Hebrides,—Tanna, Eromanga, Sandwich, Api, Mallicolo, and Espiritu-Santo. For this service a subsidy of £1,000 has been voted.

It may be mentioned that the regular communication thus afforded has largely encouraged the growth of correspondence between New South Wales and the Islands mentioned.

The rates of postage on correspondence for the New Hebrides were, in January, reduced to the following amounts, viz. :—

Letters	2d. per $\frac{1}{2}$ oz.
Newspapers	1d. each.
Packets	1d. per 2 oz.
Books	1d. per 4 oz.

Similar rates were, in March, brought into operation in connection with correspondence forwarded (by British vessels only) to all the South Sea Islands this side of and excluding the Sandwich Islands.

An uniform rate of postage of 1d. per oz., or fraction thereof, was, in April, imposed on packets for Europe, and all countries for which the postage was the same as to Europe, in lieu of the rates previously charged, namely, 1d. for the first ounce, 2d. for two ounces, and 2d. for each additional 2 ounces, or portion thereof.

In pursuance of arrangements entered into with the Imperial Government, a revised table of rates of postage on mail matter, sent from this Colony by way of the United Kingdom to various British Colonies and Foreign countries, was issued in August.

In the same month an exchange of post-cards, at the rate of 3d. each, with France was introduced.

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 1890, 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. :—Bermuda, Mexico, Morocco, Diego Suarez, Maiterano, Majunga, Morotsongava, Morundava, Nossi Be, Ste. Marie, and Tamatave.

In May arrangements were made for a direct exchange of parcel mails with Egypt.

A Convention for the exchange of parcel mails with Hong Kong has been entered into, but as it was necessary to obtain the approval of the Imperial Government before the same could be brought into operation, it was not given effect until the 1st April of this year. The text of this Convention is given in the Appendix. Appendix D.

At the Conference held in Sydney, in February, 1890, between the permanent heads of the Postal Departments of this and the neighbouring Colonies, a letter was produced from the London to the Adelaide Post Office, dated the 18th April, 1889, saying that if the Colonies would agree to the following inland rates on parcels for Germany and other countries of Europe, namely, not exceeding 2 lb., 9d., exceeding 2, but not exceeding 7 lb., 2s. 3d., exceeding 7, but not exceeding 11 lb., 3s. 9d., the London Post Office would be prepared to make a considerable reduction in the sea transit rates on parcels sent *via* the United Kingdom for such countries. This proposal having been agreed to, so far as this Colony is concerned, the reduced rates were brought into operation in July.

In May the rates of postage on parcels for Finland were reduced, and in the following month a reduction was made in the rates to Cyprus. Amended rates on parcels for Greece, Heligoland, and Natal were introduced in December.

The following return shows the number and declared value of parcels received and despatched from and to the United Kingdom and British Colonies and Foreign Countries, *via* the United Kingdom, and the amount of postage paid thereon during the years 1889 and 1890:—

Year.	Received.			Despatched.		
	Number of Parcels.	Declared Value.	Amount of Postage.	Number of Parcels.	Declared Value.	Amount of Postage.
		£ s. d.	£ s. d.		£ s. d.	£ s. d.
1889.....	14,259	67,566 5 5	1,995 2 1	4,766	9,385 3 8	592 14 7
1890.....	16,036	91,940 14 10	2,340 17 0	5,094	18,350 8 4	619 11 1

Particulars of the parcel mails exchanged direct with Germany by the North German Lloyd steamers are given below:—

Year.	Received.			Despatched.		
	Number of Parcels.	Declared Value.	Amount of Postage.	Number of Parcels.	Declared Value.	Amount of Postage.
		£ s. d.	£ s. d.		£ s. d.	£ s. d.
1889.....	104	295 14 0	37 8 0	26	76 19 0	9 3 1
1890.....	179	1,679 18 10	62 13 0	25	76 7 0	9 8 0

LETTERS, NEWSPAPERS, PACKETS, AND 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 1890, as compared with the number posted in the preceding year:—

	1889.	1890.
LETTERS.		
Posted for delivery within the Colony	47,624,600	49,598,600
„ Australian Colonies and New Zealand	2,366,700	3,972,400
„ Foreign despatch	786,200	814,400
Total.....	50,777,500	54,385,400
NEWSPAPERS.		
Posted for delivery within the Colony.....	30,931,800	33,647,300
„ Australian Colonies and New Zealand.....	2,758,100	3,916,800
„ Foreign despatch.....	722,600	805,200
Total.....	34,412,500	38,369,300
PACKETS.		
Posted for delivery within the Colony.....	6,564,400	6,725,300
„ Australian Colonies and New Zealand.....	914,900	1,854,000
„ Foreign despatch	127,300	124,000
Total.....	7,606,600	8,703,300
Total number of Post-cards posted	630,100	677,400

DEAD LETTER BRANCH.

Year.	Number of letters (except those containing articles of value) returned to the writers as unclaimed.					Number of registered letters returned as unclaimed.	Number of letters registered but containing articles of value returned as unclaimed.	Number of letters returned to the following places as unclaimed.				Number of letters returned as unstamped 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.	
1889 ...	324,906	33,114	2,022	1,048	361,090	3,636	1,133	25,224	9,945	4,451	39,620	36,200
1890 ...	346,217	72,234	2,714	1,167	422,322	3,053	1,065	26,086	7,481	3,382	36,949	54,719
Increase.	21,311	39,120	692	109	61,232	.....	.....	862	.....	.....	.....	18,519
Decrease	.....	.....	.....	.....	.....	583	68	.....	2,464	1,069	2,671	.....

Of the registered letters mentioned in the above return 2,580 originated in New South Wales, and on being opened previous to return to the senders, were found to contain, besides correspondence and valuable enclosures, such as watches, gold rings, and jewellery, £1,679 14s. in coin, notes, and cheques. The remaining 473 were from places beyond the Colony, and returned unopened, as follows:—275 to London, 169 to other Colonies, and 29 to other countries. In 1,065 unregistered letters were found valuable enclosures, representing £8,640 7s. 5d.

Out of 30,000 packets and letters passed on to the Dead Letter Office imperfectly addressed, the addresses of two-thirds were rectified and the letters forwarded. The remainder were returned to the writers. In addition to the foregoing 1,730 Chinese letters imperfectly addressed were forwarded to the intended addressees through the medium of the Chinese Interpreter employed by the Department.

Of 221 packets containing articles of clothing, merchandise, &c., received with the addresses torn off, postage refused, &c., 9 only were applied for and delivered. Of the unstamped letters 2,866, which could not be returned to the writers through not being signed and insufficient address, were delivered to the addressees, who were specially communicated with by the Department. 150 letters posted without addresses, 10 of which contained valuable enclosures, were returned to the writers; 92 letters and 48 packets bearing obscene addresses were destroyed.

About 859 per cent. of the total number of letters posted in the Colony during 1890 were unclaimed.

DELIVERY BY LETTER-CARRIERS.

The number of letters, &c., delivered by the letter-carriers attached to the head office during the years 1889 and 1890 was as follows:—

	1889.	1890.
Unregistered letters	9,935,022	9,528,533
Registered letters	195,418	318,068
Books	108,537	104,921
Newspapers	1,336,674	1,228,346

The decrease in some of the figures for 1890, as compared with those for the preceding year, is mainly due to the transfer from the Head Office to the local offices of letter-carriers serving the districts of North Sydney, Redfern, and Woollahra.

REGISTRATION BRANCH.

The number of registered letters which passed through the General Post Office in 1890 was 780,202 against 646,151, in 1889, giving an increase of 134,051.

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 1889 and 1890:—

Year.	Received.		Despatched.		Total number of Mails which passed through the office.
	Inland.	Foreign.	Inland.	Foreign.	
1889	159,296	21,177	157,235	11,256	348,964
1890	173,160	22,035	168,376	10,810	374,381
Increase	13,864	858	11,141	.....	25,417
Decrease .....	.....	.....	.....	446	.....

RECORD BRANCH.

The number of written communications received from the public during 1890, intimating changes of address, or requesting letters, &c., to be forwarded, was 22,941, against 21,832 in 1889.

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 1890, was 45,385 against 42,771, in 1889.

REVENUE AND EXPENDITURE.

The following statement shows the Revenue and Expenditure for the year 1890.

REVENUE.				EXPENDITURE.			
		£	s. d.	£	s. d.	£	s. d.
Sale of postage stamps	430,250	5	0			190,991	10 10
Fees for private boxes	3,453	10	11				
Postage on unpaid and insufficiently prepaid correspondence	3,975	5	2			27,781	6 3
Share of contributions from non-contracting Colonies on account of—						7,248	11 10
San Francisco mail service..	10,676	7	0				
Federal Ocean „ „ ..	940	10	11				
Miscellaneous receipts	2,033	18	1				
				451,329	17 1		
Less amount transferred to Stamp Duties as the approximate value of postage-stamps used as duty stamps during the year				24,000	0 0		
				427,329	17 1		
Balance of expenditure over revenue				8,065	0 0		
Total	£ 435,394	17	1	Total	£ 435,394	17	1

* Under regulations made in 1835, 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 and Government Savings Bank business. These commissions were, however, discontinued to the officers mentioned, and their salaries were so increased as to compensate them for the loss thereof. It was then arranged that when an amalgamated office transacted Money Order and Savings Bank business, the Money Order Branch should be debited with one month and the Post and Telegraph Departments with four-months each of the salary of the officer in charge of such office, and also, that when an amalgamated office did not transact Money Order and Savings Bank business, the Telegraph Department should be debited with four-months, and the Post Office with five-months of the salary of the officer in charge of such office.

The amounts to be debited to the Telegraph Department and to the Money Order Branch, under the arrangement referred to, are £27,781 6s 3d. and £7,248 11s. 10d. respectively, leaving a sum of £155,061 12s 9d. to be charged to the Post Office Department, under the heading of Salaries for the year 1890.

† Comprising the cost of fuel, light, rent, furniture, repairs, forage, livery, farriery, carts, horses, overtime—sorting British and foreign mail—and newspapers, uniforms, postal inspection, stamps and seals, letter and newspaper receivers, extra clerical aid, travelling and relieving expenses, servants' wages, salaries of temporary letter-carriers and receiver-clearers, and incidental expenses.

The following return shows the number, description, and value of Postage-stamps issued at the General Post Office during the years 1889 and 1890:—

Number.		Description.	Value.		Increase in issue for 1890.		Decrease in issue for 1890.	
1889.	1890.		1889.	1890.	Number.	Value.	Number.	Value.
32,067,230	35,094,040	Penny	£ 133,613 13 4	£ 146,225 3 4	3,026,700	12,611 10 0		
185,351	148,930	Penny impressed on envelopes received from the public.	813 10 11	620 10 10			46,321	193 0 1
26,243,580	28,017,600	Two-penny	218,738 3 4	233,480 0 0	1,760,020	14,741 18 8		
66,655	98,550	Two-penny impressed on envelopes received from the public.	555 9 2	821 5 0	31,895	265 15 10		
63,230	106,820	Three-penny	853 10 0	1,335 5 0	38,570	481 15 0		
420,150	504,080	Four-penny	7,002 10 0	8,416 10 0	84,840	1,414 0 0		
13,636	19,660	Five-penny	284 1 8	409 11 8	6,024	125 10 0		
1,063,680	1,166,780	Six-penny	26,592 0 0	27,669 10 0	43,100	1,077 10 0		
33,410	41,295	Eight penny	1,113 13 4	1,376 10 0	7,885	262 16 8		
704	1,160	Nine-penny	26 8 0	43 10 0	456	17 2 0		
852	1,080	Ten-penny	35 10 0	45 0 0	228	9 10 0		
178,370	196,300	Shilling	8,913 10 0	9,815 0 0	18,030	901 10 0		
7,473	7,715	Five-shilling	1,848 5 0	1,928 15 0	242	60 10 0		
606	829	Ten-shilling	303 0 0	414 10 0	223	111 10 0		
291	317	Twenty-shilling	291 0 0	317 0 0	26	20 0 0		
	43,848	Twopence-halfpenny (See note)		456 15 0	43,848	456 15 0		
12,372	14,443	Newspaper wrappers	56 2 6	64 10 0	1,876	8 7 6		
214,750	173,250	Envelopes—one-penny	966 7 0	779 12 6			41,500	186 15 0
20,500	19,500	Envelopes—two-penny	238 10 0	175 10 0			7,000	63 0 0
605,930	670,440	Post-cards—one-penny	2,524 18 4	2,792 10 0	64,460	268 11 8		
3,063	2,460	Reply post-cards	25 10 0	20 10 0			600	5 0 0
9,430	1,320	Post-cards—twopence	79 0 0	11 0 0			8,160	63 0 0
8,520	3,200	Post-cards—threepence	100 10 0	40 0 0			5,320	66 10 0
31,440	39,370	Registered-letter envelopes—four-pence.	624 0 0	664 10 0	8,430	140 10 0		
			£405,525 3 1	£437,923 18 4		£32,981 0 4		£582 5 1
						582 5 1		
						£32,398 15 3		

NOTE.—Stamps, value twopence half-penny, were first issued on 22nd December, 1890.

The following return shows the number, description, and value of Postage-stamps purchased from the public for cash, less usual discount during the year 1890:—

Number.	Description.	Value.		
		£	s.	d.
212,226	One-penny	884	5	6
520,122	Two-penny	4,334	7	0
240	Three-penny	3	0	0
1,494	Four-penny	24	18	0
31	Five-penny	0	12	11
10,543	Six-penny	263	11	6
21	Eight-penny	0	14	0
15	Nine-penny	0	11	3
7	Ten-penny	0	5	10
1,254	One-shilling	62	14	0
24	Five-shilling	6	0	0
5	Ten-shilling	2	10	0
4	Twenty-shilling	4	0	0
Total		£5,537	10	0
Less 5 per cent....		279	7	6
		£5,308	2	6
3,168 spoiled but unused 1d. envelopes, value		£13	4	0
5,256 " " 2d. envelopes "		43	16	0
2,160 " " 1d. Post-cards "		9	0	0
120 " " Reply Post-cards		1	0	0
		£67	0	0
Less 10 per cent. ...		6	14	0
		£60	6	0

A new postage stamp of the value of $2\frac{1}{2}$ d. was issued in December for use in connection with the reduced rate of postage, viz., $2\frac{1}{2}$ d. per $\frac{1}{2}$ oz., which was brought into operation between this Colony and the United Kingdom on the 1st January, 1891.

The following is a description of the new stamp:—A female figure, representing New South Wales, holding a banner with the motto "Advance Australia," stands on a globe with an ocean and a mail steamship in the distance, indicating the use of the stamp for ocean postage, the introduction of the motto being appropriate to the act of the Colonies in unitedly adopting the $2\frac{1}{2}$ d. rate. In the two upper corners are wings denoting speed. In the two lower corners are shields bearing the figures " $2\frac{1}{2}$ " and between them the word "Pence," the space at the top and sides containing the words "New South Wales Postage." The colour of the stamp is deep blue.

INLAND MAIL CONVEYANCE.

In the year 1890 the average cost per mile of the Inland Mail Conveyance was about $5\frac{1}{2}$ d. against $5\frac{1}{15}$ d., the price per mile paid in the year 1889. The particulars as to the Mail Contracts for the Conveyance of Inland Mails will be found in the Appendix.

Appendix E.

The following statement shows the cost of Mail Contracts expiring in 1890, as compared with the cost of the new contracts entered into for 1891:—

	Cost in 1890.			Cost in 1891.		
	£	s.	d.	£	s.	d.
Services in which no change has been made	21,154	0	0	20,102	0	0
Services discontinued and those reduced in frequency	1,196	0	0	685	0	0
New services and those increased in frequency or improved in other respects	2,471	0	0	3,428	0	0
Total	£24,821	0	0	24,215	0	0

II.—MONEY ORDER OFFICE.

Money Order Offices were established during the year 1890 at the following places, viz.:—Alicktown, Alstonville, Beachport, Bondi, Byron Bay, Carlton, Catherine Hill Bay, Clunes, Collarenebri, Coolangatta, Drummoyne, East Balmain, Erskineville,

Ersleville, Five Dock, Glencoe, Hillgrove West, Kookabookra, Largs, Lyndhurst, Menangle, Mosman's Bay, Mungindi, North Botany, Rous Mill, Rye Park, Stewart's Brook, Sussex-street, Thirlmere, Tilba Tilba, Tintenbar, Tomerong, Ultimo (re-opened), and Walbundrie.

The offices at Carlton, Moonbi, and Potts' Hill were abolished.

The number of Money Order Offices in the Colony on 31st December, 1890, was 548.

The number of Money Orders issued during the year was 442,425, and the value, £1,252,305, against 400,487 of the value of £1,188,227 in 1889, the difference showing an increase of 41,938 in the number, and £64,078 in the amount.

The number of Money Orders paid was 441,845 and the value, £1,193,954, against 388,389 of the value of £1,108,098 in 1889, being an increase of 53,456 in the number and £85,856 in the amount.

The amount of revenue received as commission on Money Orders issued was £16,938 16s., being £90 17s. 6d. in excess of the amount collected in 1889.

A comparative return, showing the various countries where the Money Orders issued in New South Wales were made payable, and also the Money Order issues of other countries payable in New South Wales, will be found in the Appendix. Appendix F.

In the information contained in Appendix A will be found a detailed statement of the business transacted and revenue collected at each office in the Colony. Appendix A.

An amendment of the regulations regarding the transmission of Money Orders by telegraph was made in September, so as to admit of several Money Orders being sent from the same remitter to the same payee, for the telegraphic charge for a message of ten words in addition to the usual Money Order commission, the practice formerly being to charge the telegraph rate on each order.

III.—GOVERNMENT SAVINGS BANK.

The following Branches were opened during the year 1890, viz.: Albion Park, Alicktown, Beachport, Bondi, Collarenebri, Concord, Coolangatta, Drummoyne, East Balmain, Ersleville, Five Dock, Hurstville, Kurrajong, Michelago, Moonan Brook, Mosman's Bay, North Botany, Rockdale, Stuart Town, Sussex-street, Tilba Tilba, Tomerong, Tumberumba, Ultimo (re-opened), Wallcrawang, and West Balmain.

During the year 32,372 new accounts were opened, and 25,348 accounts were closed. The number of accounts remaining open at the close of the year was 83,312.

The number of deposits received was 223,428, and the amount £1,198,293 17s. 6d. being an increase of 15,254 in the number and £82,430 13s. 5d. in the amount on the business of the previous year. The interest added to depositors' accounts was £63,225 7s. 9d.

The number of withdrawals was 109,940, and the amount £1,115,505 6s. 0d., being an increase of 5,418 in the number and a decrease of £70,042 10s. 3d. in the amount on the business of the previous year.

The balance at the credit of depositors at the close of the year was £1,875,904 14s. 7d., being an increase of £146,013 19s. 3d. on the previous year.

The average amount of each deposit was £5 7s. 3½d., and of each withdrawal £10 2s. 11½d.

The average balance at the credit of each depositor at the close of the year was £22 10s. 4d.

The following return will show the annual progress of the Government Savings Bank system, from 1st January, 1881, to 31st December, 1890:—

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.
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	838,073	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.....	170,760	49,193	6 8	1,152,583	0 8	75,600	1,020,313	12 1	1,471,894	1 11
1886.....	167,161	52,366	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	10 11	1,737,703	14 6
1889.....	208,174	61,871	13 0	1,115,863	4 1	104,522	1,185,547	16 3	1,729,890	15 4
1890.....	223,428	63,225	7 9	1,198,293	17 6	109,940	1,115,505	6 0	1,875,904	14 7

The following return will show the business of the Government Savings Bank for the year 1890, compared with the transactions of the year 1889:—

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.	
1889	370	30,433	25,410	76,288	208,174	£ 1,177,734 17 1	104,522	£ 1,185,547 16 3	£ 1,729,890 15 4
1890	396	32,372	25,348	83,312	223,423	£ 1,261,519 5 3	109,940	£ 1,115,505 6 0	£ 1,875,904 14 7
Increase...	26	1,939	...	7,024	15,254	£ 83,784 8 2	5,418	.....	146,013 19 3
Decrease...	...	.....	62	.....	.....	.....	.....	70,042 10 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

Appendix G.

in Appendix G. The revenue of the Money Order Office and Government Savings Bank shows a profit for the year 1890 of £3,442 16s. 7d. over the expenditure, as indicated in the following table:—

Dr.	£ s. d.	Cr.	£ s. d.
To Revenue received on Money Orders issued	16,938 16 0	By Interest allowed to Depositors, 31st December, 1890	63,225 7 9
„ Interest received on Savings Bank investments	69,444 0 11	„ Staff salaries, Chief Office	10,497 0 1
		<i>Contingencies—</i>	
		Salaries of temporary clerks, commissions to Postmasters, foreign commission, proportion of wages for cleaning chief office and branch offices, &c., &c.	1,969 0 8
		Proportion of salaries of official Postmasters chargeable to M. O. and S. B.	7,248 11 10
		Balance of revenue	3,442 16 7
	£ 86,382 16 11		£ 86,382 16 11

The number of persons employed at the chief office in connection with the Money Order Office and Government Savings Bank was as follows:—

1 Superintendent.	3 Assistant Tellers.	8 Probationers.
1 Chief Clerk and Examiner.	5 Money Order Ledger-keepers.	1 Storekeeper.
2 Examiners.	8 Savings Bank Ledger-keepers.	5 Messengers.
4 Assistant Examiners.	24 Clerks.	
1 Teller.		
	Total	63

Two resignations from the permanent staff took place, viz., F. C. Curwood and A. J. Christie.

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, 1890; also the revenue and expenditure of the Department (including receipts and expenditure on account of the Telephone system) for the year 1890, as compared with similar information for 1889:—

Year.	Extent of electric telegraph wire in actual use.	Number of stations.	Messages transmitted during the year.	Revenue.	Expenditure (exclusive of interest on cost of construction of lines).
	Miles chns.			£ s. d.	£ s. d.
1889	22,606 41	485	3,433,562	186,861 15 11	178,931 18 0*
1890	23,598 8	628	3,592,519	193,706 14 5	194,324 8 1†
Increase	991 47	143	158,957	6,844 18 6	15,392 10 1

* Includes £13,882 4s. 3d., British Australian Cable Subsidy. † Includes £13,683 4s. 10d., 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 13.)

The

The following return shows the lines of Electric Telegraph constructed, as well as the lines dismantled, also the cost of construction, during the year 1890:—

Line.	Dismantled.		Constructed.		Cost of Construction.
	Line.	Additional Wire	Line.	Additional Wire.	
	m. chs.	m. chs.	m. chs.	m. chs.	£ s. d.
Bodalla to Wagonga Heads			10 0	1 16	296 10 2
Barrington to Hungerford's			80 0	1 0	2,923 2 3
Kiandra-Cooma to Berridale			15 13	5 35	501 8 5
Wanaaring to Milperinka and Tibooburra			165 68		9,836 2 2
Lismore to Bruuswick			34 19		1,145 8 10
Hay to Narrandera				108 16	925 1 2
Kiandra-Tumut to Yarrangobilly Caves			2 58	8 76	226 1 7
Largs to Woodville			2 16		62 9 7
Casino to Irvington			1 43	0 64	44 17 9
Dubbo to Narramine and Parkes			67 10	22 0	1,736 15 10
Morpeth to Hinton			2 48	0 40	82 16 11
South Woodburn to Broadwater			7 38		160 11 3
Cudgen Scrub to Cudgen Wharf			5 10		195 2 6
Lismore-Wyrallah to Gundurimba			1 30		32 12 6
South Woodburn to Swan Bay			2 40		52 9 3
Brewongle to O'Connell			3 1	1 38	83 12 2
Muswellbrook to Wingen				25 0	268 12 5
Laurieton to Camden Haven Heads			3 67		88 11 2
Alstonville to Rous			5 40		163 9 1
Grafton to Southgate			7 32		127 15 7
Tweed Heads to Signal Station			0 60		29 0 0
Gloucester to Taree	4 60	4 60	9 20	9 20	310 11 6
Cooperook to Moorland			1 22	4 18	65 18 8
Gunnedah to Carroll			12 19		345 4 4
Nowra to Yalwal			16 0	1 0	374 11 5
Sydney to Bathurst			45 0	83 40	2,961 4 11
Ulmara to Upper Coldstream			6 43		106 11 9
Molong to Wellington and Cummoek			9 16	7 32	314 19 9
Murwillumbah line to Byangum			3 71	2 35	149 6 11
Swansea to Catherine Hill Bay			2 0	5 0	86 4 0
Cobbora to Denton Town			16 40	0 13	398 0 9
Arakoon to Spencer's Creek			2 20	2 0	69 17 7
Deepwater to Castle Rag and Nine Mile			10 26	0 29	326 15 9
Hillgrove to Hillgrove West			2 45		149 1 4
Extension to Woolgoolga			0 41	0 41	25 2 4
Coraki to Swan Bay			6 0		168 19 7
Manilla to Upper Manilla				8 0	55 7 1
Parramatta to Ryde and North Ryde			8 0	1 0	235 12 6
City and other Extensions (Telegraph and Telephone)			17 15	229 33	4,878 12 10
Lismore to Murwillumbah	10 0				
Merriwa to Wingen	45 0				
Tweed Heads to Fingal	0 40	3 40			
Tenterfield to Queensland Border	27 0	27 0			
Coraki Loop line	1 0	1 0			
Line dismantled	88 20				
Wire dismantled		36 20			
Line erected			587 21		
Additional wire erected				528 66	
„ line (wire) erected				587 21	
Total wire erected during the year				1,116 7	
Less dismantled (line and wire)				124 40	
Increase				991 47	
Cost of construction for the year					£ 30,094 13 7

The total cost of the whole extent of Telegraphic communication in the Colony on the 31st December, 1890—23,598 miles 8 chains—was £743,697 14s. 10d.

The number and value of Telegrams transmitted from New South Wales and the places to which they were sent, also the number and value 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	3,083,215	10,316	9,922	295,748	9,783	97,717	2,444	93,374	3,592,519
Value	£ s. d. 121,679 19 0	£ s. d. 47,877 16 7	£ s. d. 6,483 14 2	£ s. d. 22,729 4 0	£ s. d. 1,540 17 0	£ s. d. 10,179 0 9	£ s. d. 562 2 7	£ s. d. 11,254 17 11	£ s. d. 222,806 11 6

TELEGRAMS ISSUED IN NEW SOUTH WALES.

	New South Wales.	Foreign.	New Zealand.	Victoria.	Tasmania.	South Australia.	Western Australia.	Queensland.	Total
Number	3,083,215	3,054	3,608	278,073	9,477	100,526	3,024	100,508	3,502,145
Value	£ s. d. 121,670 19 0	£ s. d. 39,956 15 5	£ s. d. 6,593 9 6	£ s. d. 24,801 13 10	£ s. d. 1,519 8 10	£ s. d. 10,510 13 10	£ s. d. 633 13 7	£ s. d. 14,801 19 5	£ s. d. 220,302 18 5

New South Wales Receipts:—

	£	s.	d.
On local and Intercolonial (exclusive of New Zealand) business	174,521	5	10
On New Zealand business	1,692	12	2
On International business	3,808	5	11
Total	£180,022	3	11

Stations were opened during the year at Adelong Crossing, Alstonville, Adamstown (R.), Baan Baa (R.), Badgery's Siding (R.), Balmain East, Balmain West, Balmoral (R.), Barber's Creek (R.), Bell (R.), Ben Lomond (R.), Berridale, Black Mountain (R.), Bondi, Breadalbane (R.), Bringagee (R.), Byangum, Camden Haven Heads, Carlingford (R.), Carroll, Catherine Hill Bay, Charlestown, Clarence Siding (R.), Clunes, Cockle Creek (R.), Colo Vale (R.), Como (R.), Concord, Coolabah (R.), Crowdy Head, Cudgen Scrub, Cudgen Wharf, Curlewis (R.), Currabubula (R.), Demondrille (R.), Denison Town, Doughboy Hollow (R.), Dripstone (R.), Drum-moyne, Dumaresq (R.), Ermington, Erskineville, Eskbank (R.), Exeter (R.), Fairfield (R.), Farley (R.) Fingal Heads, Galong (R.), Geurie (R.), Glenbrook (R.), Glencoe (R.), Gosford Railway (R.), Grong Grong (R.), Gundurimba, Harefield (R.), Heathcote (R.), Helensburgh, Hillgrove West, Hilltop (R.), Hornsby (R.), Hungerford, Ilford (R.), Illabo (R.), Ingleburn (R.), Irvington, Jenolan Caves, Jerrawa (R.), Kentucky (R.), Kerr's Creek (R.), Kinchela Creek, Koorawatha (R.), Linden (R.), Locksley (R.), Loftus (R.), Lue (R.), Lyndhurst (R.), Merrylands, Military Road, Milperinka, Moorland, Morisset (R.), Mount Druitt (R.), Mulgrave (R.), Mullengudgerie (R.), Mumbil (R.), Murrumbidgee (R.), Murundah (R.), Narooma, Narramine (R.), North Botany, North Ryde, North Yanco (R.), Oatley (R.), O'Connell, Old Junce (R.), Otford (R.), Ourimbah (R.), Peak Hill, Penrith Railway (R.), Perth (R.), Piper's Flat (R.), Picton Lakes (R.), Raglan (R.), Ravensworth (R.), Rous Mill, Rydalmerc, Sandy Creek (R.), South Clifton (R.), Southgate, Spencer's Creek, Stock Exchange, Store Creek (R.) Sussex-street, Sutherland (R.), Swan Bay, Thirlmere (R.), Tiboobarra, Tighe's Hill, Tintenbar, Tooma, Towrang (R.), Tweed Heads Pilot Station, Ultimo, Unanderra, Upper Coldstream, Upper Manilla, Wallangarra (R.), Warne (R.), Waterfall (R.), Wentworth Falls (R.), Wentworthville (R.), Wimbledon (R.), Wingello (R.), Wollondilly (R.), Woodstock (R.), Woodville, Woolgoolga, Wyong (R.), Yalwal, Yambra (R.), Yarrangobilly Caves, Yarra (R.), and Zig Zag (R.)

Those marked (R.) are Railway Telegraph Stations.

The telegraph lines in course of construction but not completed during the year 1890, and the estimated length thereof, are shown in the following return:—

Line	Estimated Distance.			
	New Line.		Additional Wire.	
	Miles.	Chains.	Miles.	Chains.
Grafton to Copmihurst	16	.....	11	.....
Narooma to Pankella	4	.....	.....	.....
Mungindi to Goondiwindi	116	.....	.....	.....
Hay to Balranald	120	.....	.....	.....
Balranald to Wentworth .....	.....	.....	134	.....
Lawrence-Casino to Myrtle Creek	10	.....	10	.....
Menndie to Broken Hill .....	.....	.....	80	.....
Total	266	.....	235	.....

The staff attached to the Electric Telegraph Department for the year 1890 was as follows, viz.:—1 superintendent, 1 assistant superintendent, 1 accountant, 1 manager, 3 assistant managers, 1 cable clerk, 1 ledger-keeper, 1 cashier, 1 telegraph instructor,

instructor, 1 clerk-in-charge of correspondence, 1 check clerk in charge of Check Branch, 22 clerks, 30 booking clerks, 3 receiving clerks, 1 revenue clerk, 1 mechanic, 8 instrument fitters, 7 inspectors, 1 inquiry clerk, 494 station-masters and operators,* 39 line repairers, 3 messengers' overseers, 469 messengers, 1 clerk-in-charge of stores, 3 clerks in store, 1 storeman, 5 batterymen, 1 groom. Telephones—1 manager, 1 mechanic, 6 fitters, 4 maintenance men, 1 exchange foreman, 2 monitors, 1 line overseer, 23 switch attendants, 1 messenger, 4 batterymen. Electric lights—1 engineer-in-charge, 8 engineers; total, 1,160.

One officer retired under the provisions of the Civil Service Act, 1884, viz., Charles Biggs, assistant line-repairer.

Eight deaths occurred, viz. :—J. V. Dalgarno, cable clerk; M. W. Moloney, inspector; A. T. Black, station-master; M. J. Jones, operator; D. G. Sutton, switchboard attendant; and three messengers.

Sixty-four resignations took place;—8 operators, 1 switchboard attendant, 1 batteryman, 1 engineer, 3 line-repairers, and 50 messengers.

The removals from the service numbered 3;—1 operator, 1 switchboard attendant, and 1 messenger, for general neglect of duty.

Cable communication with Europe was interrupted on the 13th and 14th May, and from the 11th to 20th July, 1890.

For some years past telegrams from stations on the New South Wales side of the borders of Victoria and South Australia to all stations in those Colonies have been transmitted at a reduction on the ordinary rates. This system was inaugurated in March in regard to telegrams passing between the border stations at Barrington, Mungindi, and Tweed Heads, and all stations in Queensland, the rate levied being the same as for inland telegrams, namely, 1s. for the first 10 words and 1d. for each additional word. In September, Murwillumbah, and in November, Yetman, were added to the list of stations at which such reduced rates were chargeable.

During the year 1889 a proposal was made by the Eastern Extension Australasia and China Telegraph Company to lay down a duplicate cable between Sydney and New Zealand, conditionally upon receiving a guarantee from the Colonies concerned that they would protect the Company from competition in regard to cablegrams between Australia and New Zealand. This condition was, in my opinion, such as if given effect to would have granted the Company a monopoly, which might have proved highly prejudicial to the several colonies, and the proposal was consequently declined. The Company then, in its own interest, decided to lay the second cable without the stipulated guarantee, and the work was accordingly commenced from La Perouse in this Colony, on the 26th April, and completed on the 6th May, 1890, when the cable was landed at Cable Bay, New Zealand.

At the International Telegraphic Conference held in Paris, in May, 1890, this Colony was represented by Sir Saul Samuel, K.C.M.G., C.B. A copy of the International Telegraph Convention, with revision of Service Regulations and Tariffs as agreed to at this Conference, will be found in the Appendix.

Appendix H.

SCHOOL OF TELEGRAPHY.

One of the last official acts performed by His Excellency Lord Carrington before leaving the Colony was to open the School of Telegraphy, which at my instance has been established in connection with the Department, the ceremony taking place on the 31st October, 1890. Space has been provided for the purpose on the top floor of the General Post Office; instruments of the most recent and improved type have been obtained; arrangements have been made for a regular supply of scientific periodicals and works from Europe and America; and a competent instructor has been engaged, under whose tuition a number of students are now undergoing the requisite training, whilst others who have become proficient have been appointed to positions in the Service.

TELEPHONE BRANCH.

The number of subscribers to the Central Exchange at the end of 1890 was 1,238. Business is steadily increasing.

Multiple switchboards for 1,000 subscribers were brought into use in June, 1887, and additions made for Branch Exchanges and increase of subscribers to 1,400 in December, 1889.

Orders have just been given for further additions, which it is expected will shortly be required.

Branch

* In addition to the 327 who hold the dual appointment of Official Post and Telegraph Master, and who are included in return on page 6.

Branch Suburban Exchanges have been opened at Balmain, North Sydney, Hunter's Hill, and Newtown.

Country Exchanges have been opened at Newcastle and West Maitland.

The single wire system is in use. It was proposed to use a metallic circuit on the lines in connection with the Newcastle Exchange, but this proposal was not carried out, owing to the additional cost which it would have entailed.

Improved overhead cables and telephones are being brought into use, with satisfactory results.

The number of public offices in the country at which telegrams are transmitted and received by telephone is fast increasing.

The following statement shows the number of telephones at present in use :—

CENTRAL EXCHANGE.	
Business firms.....	1,118
Government offices.....	101
Private houses.....	19
	1,238
BRANCH EXCHANGES (SUBURBAN) CONNECTED WITH CENTRAL EXCHANGE. <i>Balmain, North Sydney, Hunter's Hill, and Newtown.</i>	
Business firms.....	35
Government offices.....	9
Private houses.....	2
	46
GOVERNMENT DEPARTMENTAL EXCHANGES CONNECTED WITH THEIR HEAD OFFICES. <i>Post Office, Lands, Police, Fire, and Customs Departments.</i>	
Government Departmental Exchanges	170
PRIVATE LINES, SYDNEY AND SUBURBS.	
Business firms.....	371
Government offices.....	195
Private houses.....	15
	581
Total number Telephones, Sydney and Suburbs.....	2,035
COUNTRY EXCHANGES. <i>Newcastle and West Maitland.</i>	
Business firms.....	68
Government offices.....	12
Private houses.....	2
	82
PRIVATE LINES, COUNTRY.	
Business firms.....	160
Government offices.....	37
	197
PUBLIC OFFICES, COUNTRY.	
Offices transmitting and receiving public telegrams by telephone	176
Total number Country Telephones	455

ELECTRIC LIGHT BRANCH.

Under this Branch the Parliament House electric lights and bells—the Post Office electric lights, hydraulic and rope lifts, pneumatic tubes, and ventilators—and the Circular Quay, Government House, Naval Drill Sheds, Cowper's Wharf, Fish Markets, and Jenolan Caves electric lights are worked.

Parliament House Electric Lights.

During the year many improvements have been effected in this installation. Three large Manchester dynamos, one 20 horse-power Marshall compound engine and boiler, countershafting, &c., have been fixed to provide for the 250 additional lights, which were fitted during the recess. To accommodate the additional plant the old shed has been widened 14 feet, and extended the whole length of the existing building. The working plant is now in duplicate, so that in the event of any accident to one engine the other would be ready at a moment's notice. All old and defective wires have been taken out and fresh leads run, special attention having been given to the insertion of safety-fuses and jointing. Everything is in first-class order.

Parliament

Parliament House Electric Bells.

Since these bells have been handed over to this Branch no complaints have been made by any of the officers of Parliament. Nearly all the bells and circuits have been rearranged. The division series are now worked by relays instead of in series, as formerly, so that any fault is localised.

Circular Quay.

A great improvement has been made in the lighting of the Quay, inasmuch as the light has been extended to the new Government boat-shed, old A.S.N. Co.'s wharf, and the old Brush lamps have been replaced by twenty-eight 32-hour Brockie-Pell lamps of 2,000 candle-power each. (These lamps are the most modern and approved type at present in use, and give general satisfaction.) Government House grounds and the Naval Drill Sheds are also lighted from this installation.

Cowper's Wharf.

Everything is working very satisfactorily at this installation. The Fish Markets are lighted from this plant. The light has proved a great boon to the municipal authorities and fish-dealers. During the last five or six years there has been no stoppage of the light at either Circular Quay or Cowper's Wharf, nor has any complaint been made.

Post Office.

During the year the lights in this building have been rearranged. The new Operating-room has been fitted throughout with very neat suspension lamps. The new Instruction-room has been fitted with the light, and the Telephone Exchange light has been rearranged and improved. To accommodate all these lights an additional gas-engine and dynamo were erected in April; even now the power available is inadequate, especially when a breakdown occurs. The engines are worked continuously 16 hours per day, and, besides running the lights, they are used for charging accumulators, rope lifts, ventilating blast fans, and air-pumps.

Hydraulic Lifts.

These lifts, three in number, are worked by a 12-horse-power gas-engine. They have been thoroughly overhauled during the year, and a great number of alterations, additions, and improvements made, and they are now in very good condition.

Pneumatic Tubes.

These are used for sending telegraphic messages between the receiving, operating, and dispatch rooms, and are worked from two large air reservoirs which are fed by means of a 3-throw air compressing pump, made and fitted in during the year.

Operating-room Ventilators.

These are worked by means of two blast fans driven from a gas-engine—one fan exhausts the foul air from the room, the other forces fresh air into the room. The fresh air is warmed in winter by passing through a chamber in which the gas-engine exhausts, and is cooled in summer by water.

Rope Lifts.

These two lifts are in good order and are used exclusively and continuously for hoisting and lowering the mails.

Magneto Generators for Telephone Exchange.

Two of these are driven from the gas-engine shaft and are used for ringing up subscribers on Telephones, thereby dispensing with primary batteries.

Jenolan Caves.

The lights at this place were originally worked by means of a steam engine but are now driven by a Lefel turbine. This turbine was fitted in the latter end of 1889, but was not completed till May, 1890. It is worked by the water flowing from the underground river, and since the light has been worked from this source it has given every satisfaction and no trouble whatever.

I have the honor to be, my Lord,

Your Lordship's most obedient servant,

General Post Office,
Sydney, 21st May, 1891.

DANIEL O'CONNOR,
Postmaster-General.

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 1890.

Name of Office	Staff and Salaries.										Number of		Money Orders Issued.		Money Orders Paid.		Savings' Bank Deposits.		Savings' Bank Withdrawals.		Revenue.			Arrangements as regards Premises and Rent per annum.
	Officers in Charge	Assistants.	Operators.	Letter Carriers.	Receivers.	Messengers.	Line Repairers.	Probationers and others.	Total Salaries	Total allowances exclusive of Post shown in last column	Letters Posted.	Telegrams Transmitted.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	Postal.	Money Order.	Telegraphic	
Abattoirs	£ 120	...	...	...	...	£ 52	...	...	£ 172	£ 3	2,514	1,261	...	...	...	...	...	...	...	...	£ 12	...	£ 40	Government building; Postmaster allowed £26 per annum in lieu of quarters.
Aberdeen	100	...	...	...	...	...	...	...	100	...	14,205	516	326	838	47	173	13	115	10	46	231	10	28	Govt. building.
Acacia Creek	11	...	...	...	...	...	...	...	11	...	2,460	...	...	...	...	...	...	...	...	...	51	...	...	...
Adamnaby	170	20	...	...	...	...	...	...	190	2 10	14,121	1,144	728	2,199	62	206	43	335	20	318	200	23	68	Rented at £40.
Adamstown (1)	56*	...	...	40	...	...	...	...	96	39 10	22,419	655	692	1,704	131	340	554	2,645	234	1,950	255	25	32	Rented at £26.
Adelung	250	52	...	...	...	26	...	...	328	4	67,500	3,013	1,051	2,648	527	1,749	424	1,731	152	1,008	572	32	175	Govt. building.
Adelung Crossing Place (2)	56*	...	...	...	...	...	...	...	56	...	11,217	...	...	...	...	...	...	...	...	...	9	...	...	Free of rent.
Albion Park (3)	110	20	...	...	...	...	...	...	130	2	19,467	1,285	300	611	56	136	76	351	47	199	232	8	72	Rented at £37 10s.
Albury	380	220	140	148	...	39	150	75	2,713	213 10	448,122	350,447	2,715	7,006	2,225	6,631	2,099	12,521	752	9,929	3,236	111	1,622	Govt. building.
Albury	330	180	130	124	...	39	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Albury .....	...	130	130	114	...	39	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Albury .....	...	120	100	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Albury .....	...	50	75	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Alexandria	110	...	...	148	...	52	...	...	828	112 10	56,253	2,503	633	2,001	586	1,451	2,471	6,775	863	5,623	323	27	102	Rented at £75.
Alexandria .....	...	...	...	135	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Alexandria .....	...	...	...	124	...	39	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Alexandria .....	...	...	...	124	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Alexandria .....	...	...	...	96	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Aliceton	13	...	...	...	...	...	...	...	13	...	4,374	...	...	...	...	...	...	...	...	...	52	...	...	...
Alicetown (4)	10	...	...	...	...	...	...	...	10	...	6,591	...	230	483	50	225	43	616	46	365	10	6	...	...
Alison (5)	10	...	...	...	...	...	...	...	10	...	1,017	...	...	...	...	...	...	...	...	...	18	...	...	...
Allaudale	18	...	...	...	...	...	...	...	18	...	7,209	...	96	278	85	192	...	...	...	...	43	3	...	At Railway Station.
Allynbrook	16	...	...	...	...	...	...	...	16	...	3,933	...	...	...	...	...	...	...	...	...	30	...	...	...
Alstonville (6)	90*	...	...	...	...	...	...	...	90	...	9,099	662	62	151	2	5	...	...	...	...	88	2	41	Free of rent.
Appin	60	...	...	...	...	...	...	...	60	...	6,918	274	255	753	88	183	...	...	...	...	117	7	16	do
Arakoon	85	...	...	...	...	...	...	...	85	3	9,171	1,252	579	1,584	18	46	40	452	5	146	74	15	59	Rented at £32 10s.
Araluen	220	32 10+	...	...	...	...	...	...	252 10	5	17,754	944	592	1,229	239	709	62	461	36	425	218	16	53	Govt. building.
Arding (7)	10	...	...	...	...	...	...	...	10	...	267	...	...	...	...	...	...	...	...	...	7	...	...	...
Argent's Hill (8)	10	...	...	...	...	...	...	...	10	...	506	...	...	...	...	...	...	...	...	...	8	...	...	...
Argoon	10	...	...	...	...	...	...	...	10	...	4,506	...	...	...	...	...	...	...	...	...	39	...	...	...
Arkstone	10	...	...	...	...	...	...	...	10	...	1,824	...	...	...	...	...	...	...	...	...	9	...	...	...
Armidale	350	150	150	104	...	52	150	...	1,660	254 2/6	444,477	22,512	4,116	11,433	2,388	6,820	1,738	11,370	638	7,212	2,652	136	1,707	do
Armidale .....	...	120	130	39	...	26	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Armidale .....	...	110	120	...	...	39	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Armidale .....	...	...	120	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Armidale Railway Station .....	...	...	...	...	...	...	...	...	...	...	...	1,771	...	...	...	...	...	...	...	...	...	...	100	At Railway Station.
Aruchliffe	100	...	...	62	...	52	...	...	214	51 10	36,363	993	137	286	108	276	145	414	60	289	101	5	33	At Railway Station. Postmaster allowed £15 per annum in lieu of quarters.
Arthurville	10	...	...	...	...	...	...	...	10	...	837	...	...	...	...	...	...	...	...	...	11	...	...	...
Ashfield	190	...	110	124	92§	52	...	...	1,026	190 10	336,240	6,969	836	2,309	983	2,642	1,391	5,594	540	4,276	1,226	37	275	Govt. building.
Ashfield .....	...	...	100	104	...	39	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ashfield .....	...	...	...	104	...	26	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ashfield .....	...	...	...	85	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ashford	18	...	...	...	...	...	...	...	18	...	2,883	...	...	...	...	...	...	...	...	...	...	...	...	...
Attunga	24	...	...	...	...	...	...	...	24	...	5,139	...	...	...	...	...	...	...	...	...	...	...	...	...

Name of Office.	Staff and Salaries.										Total allowances, etc. as shown in last column.	Number of		Money Orders Issued		Money Orders Paid.		Savings' Bank Deposits.		Savings' Bank Withdrawals.		Revenue.			Arrangements as regards Premises and Rent per annum
	Officers in charge.	Assistants.	Operators.	Letter Carriers.	Receiv'rs Clearers.	Messengers.	Line Riders.	Probationers and others.	Total Salaries.	Letters Posted.		Telegrams Transmitted.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	Postal.	Money Order.	Telegraphic.		
Bellambi	12							12		12,585											76			At Railway Station.	
Bellbrook	180	10						190	40/12/6	2,424	383										45		24	Rented at £35.	
Bellingon	78							78	1	4,675	1,643	529	1,461	161	587						10	16	124	Rented at £26.	
Bellingon Heads (15).	36							36		4,716											47		(a)	At Pilot Station.	
Bell's Creek	16							16		3,903											9				
Belmont	61		75					136	3	11,643	1,144	232	472	350	1,314	51	266	20	260		89	6	(b)64	Postmistress allowed £20 16s. as rent.	
Belmore	10							10		2,136											13				
Ben Bullen	20							20		5,280											74			At Railway Station.	
Bendemeer	180	20						200	16	7,734	512	251	590	28	90						91	7	29	Rented at £36.	
Bendolba	29							29		4,044											28				
Ben Lomond Ry. Station (10)	18							18		6,909											99		3	At Railway Station.	
Bergalia	31							31		4,440											53				
Bernagui	36							36		4,593	728										76		41	Free of rent.	
Berridale (17)	110							110		13,662	729	229	505	30	105						111	7	42	Rented at £26.	
Berrigan	12							12		10,077											162				
Berrima	150	15					6 10	171 10	7	26,037	735	427	1,045	202	657	85	460	33	427		234	14	44	Govt. building.	
Berry	230	75		51 10				395 10	61	50,780	3,230	944	2,037	257	746	222	713	71	654		529	28	192	do	
Bethunga	42							42		6,357	421	283	779	48	139	20	280	11	206		188	9	23	At Railway Station.	
Bevendale	10							10		1,371											12				
Bexhill	12							12		4,506											20				
Bexley	10							10		7,506											14				
Bibbenluke	16							16		11,769											36				
Bigga	19							19		4,677											69				
Big Hill	19							19		1,695											28				
Billeroy	10							10		1,470											26				
Biloela	16							16		7,098											4				
Bimbi	10							10		2,307											9				
Binalong	64	12						76		17,739	900	723	1,828	103	275	42	248	19	251		292	21	(c)54	do	
Binda	56							56		12,495	582	388	870	63	245						122	11	37	Free of rent.	
Bingara	210		75	156 10				341 10	48 4 10	55,260	3,695	860	2,242	257	1,005	113	830	40	642		573	27	251	Govt. building.	
Binnaway	21							21		3,627											81				
Bishop's Bridge	14							14		1,155											11				
Blackheath	150	5		52				207	70 10	34,890	2,409	572	1,450	215	730	139	515	61	296		458	18	129	At Railway Station	
Blackman's Point	10							10		1,149											10				
Black Mountain (18).	23							23		6,984	94										122		5	do	
Black Range	10							10		2,157											18				
Black Springs	15							15		3,591		115	243	7	33						30	3			
Blacktown	55							55		18,777	609	135	339	88	267						106	4	30	do	
Blackville	16							16		7,272			345	909	30	69					88	11			
Blackwall	110	26						136	1	7,131	744	183	466	97	267	74	372	7	52		87	5	45	Free of rent. Postmaster allowed £26 in lieu of quarters.	
Blake Brook	10							10		234											3				
Blakehurst	10							10		1,056											9				
Blandford	29	39§						63		11,277	443										167		29	At Railway Station.	
Blayney	240	110	75	72				536	52 10	79,419	3,542	1,316	3,144	701	2,024	278	1,535	129	1,042		882	40	188	Govt. building.	
Blowering	11							11		1,743											16				
Boambola	10							10		378											2				
Bobundarah	16							16		1,617															
Bodalla	180	15	75					270	34	16,089	1,695	684	2,597	60	235	151	739	54	638		156	23	106	Rented at £26.	
Boggabilla	13							18		6,198											78				
Boggabri	210	100]						310 10	3	29,238	1,536	958	2,626	178	683	160	481	50	619		300	28	93	Govt. building.	
Boggy Flat	11							11		2,463											4				
Bolivia	34							34		9,711	176	258	570	17	62	53	37	12	319		119	7	9	At Railway Station.	

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	Officers in Charge.	Assistants.	Operators.	Letter Carriers.	Receiver Clearers.	Messengers.	Line Repairers.	Probationers and others.	Total Salaries		Letters Posted.	Telegrams Transmitted.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	Postal.	Money Order.	Telegraphic.	
Broken Hill	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	
Broken Hill Railway Station.	25		120	75				25		10,863										73				
Brookfield	15							15		3,726										9				
Brooklyn	27							27	14	7,344	1,216	300	575	549	1,505	84	442	25	265	120	9	65	At Railway Station	
Brooman	10							10		1,038										17				
Broughton Village	10							10		2,007										18				
Brownlow Hill	14							14		4,806										18				
Brown's Creek	12							12		2,826										30				
Brownville	23							23		7,839										42				
Brundah Creek	10							10		975										14				
Brungle	13							13		1,461										10				
Brunswick	110					26		136	6	10,248	1,690	373	1,027	51	190	51	245	7	47	119	12	114	Rented at £36 Ss.	
Brushgrove	160							160	55 10	16,362	1,447	344	884	88	320	34	119	26	131	155	10	86	Rented at £31 4s.	
Brushy Hill	10							10		867										20				
Bryan's Gap	10							10		402										15				
Buchanan	13							13		2,472										39				
Buckley's Crossing-place.	50							50		9,819										77				
Budgee Budgee	17							17		1,425										4				
Bugilbone	10							10		966										30				
Bukkulla	15							15		2,391										34				
Bulahdelah	160		75					235	3	15,735	1,290	516	1,419	60	176	34	335	29	533	190	16	78	Rented at £40.	
Bulga Creek	10							10		897										21				
Bulgandramine	23							23		5,706										15				
Bulli	63							63	25	16,989		395	1,047	458	1,338	200	1,074	130	1,455	190	17			
Bulli Railway Station.	240	110				52		402	44 14	25,470	4,747	637	1,330	68	264	136	1,230	93	1,496	200	18	186	Postmaster allowed £36 Ss. in lieu of quarters.	
Bull Plain	10							10		3,870										14				
Bumberry	14							14		4,749										38				
Bumble	15							15		2,061														
Bundanoon	31							31		14,358	545	382	961	123	357	124	415	29	217	77	11	29	At Railway Station	
Bundarra	240		52					292	7	21,039	1,316	595	1,900	72	240	68	261	22	289	169	19	77	Government building.	
Bundella	15							15		3,963										98				
Bungawalbin (22)	10							10		165										5				
Bungendore	170	30		58s				258	4	67,743	2,597	1,018	2,183	279	743	159	764	47	937	593	29	160	Rented at £65.	
Bungonia	38							38		7,848		129	401	62	233					83	4			
Bungowamah	14							14		1,173										32				
Bungwall Flat	100							100	2	9,150	893	479	1,193	28	96	73	464	14	180	95	14	54	Rented at £16.	
Bunnan	11							11		2,139										33				
Bunyan	10							10	8	990										3				
Burns, Philp, & Co	110		110					110			4,519												565	
Burradoo	18							18	20	20,562										74				
Burranga	17							17		17,610		565	1,773	66	320	93	887	22	399	146	17			
Burraborang	16							16		6,135										20				
Burrawang	150	30						186	10	18,483	728	359	770	92	236	35	187	22	485	213	10	42	Rented at £65.	
Burrendong	13							13		5,241										41				
Burrier	12							12		1,161										16				
Burrova	220	52s	45 10s					347	10	69,597	3,114	1,031	2,278	317	947	127	464	55	500	680	31	229	Government building.	
Burrumbuttock	12							12		3,540										42				
Burwood	220	160		114		52		1,362	10	235,551	9,865	1,214	3,227	1,193	3,409	1,798	6,227	725	5,902	1,889	57	381	Postmaster allowed £30 in lieu of quarters.	
		100		114		39																		

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Chandler's Ck. (30)	10	10	24/10/-	510	6	Rented at £30.
Charlestown (31)	110	26	...	136	3	10,644	484	570	1,435	84	231	251	1,762	82	839	115	20	26		
Charleyong	10	...	...	...	...	...	...	10	...	1,272	...	...	...	...	...	...	...	...	...	...	16	...	...
Chatsbury	10	...	...	...	...	...	...	10	...	1,491	...	...	...	...	...	...	...	...	...	...	23	...	...
Chatswood	10	...	...	...	...	...	...	10	...	1,671	...	...	...	...	...	...	...	...	...	...	18	...	...	At Railway Station.
Chatsworth Island	75	26	...	...	...	...	...	101	19/10/-	13,908	1,264	404	994	78	247	139	1,139	42	283	155	12	69	Govt. building.	
Cheeseman's Ck.	21	...	...	...	...	...	...	21	...	2,208	...	...	...	...	...	...	...	...	...	...	25	...	...
Clarence Siding (32)	...	...	...	...	...	...	...	...	...	...	21	...	...	...	...	...	...	...	...	...	...	...	1	At Railway Station.
Clarence Town	210	26	...	...	...	39	...	275	8	21,954	1,545	519	1,316	168	584	95	218	23	88	267	15	88(a)	Govt. building.	
Clarence Tunnel	10	...	...	...	...	...	...	10	...	2,130	...	...	...	...	...	...	...	...	...	...	8	...	...	At Railway Station.
Clarevaux	12	...	...	...	...	...	...	12	...	1,479	...	...	...	...	...	...	...	...	...	...	27	...	...
Clarkson's Crossing	14	...	...	...	...	...	...	14	...	2,400	...	375	840	25	137	...	...	...	...	...	88	11	...	
Clear Creek	10	...	...	...	...	...	...	10	...	1,833	...	...	...	...	...	...	...	...	...	...	9	...	...
Clifton	160	72s	...	...	...	...	...	232	15	19,128	1,457	556	1,288	140	310	195	1,019	97	669	144	17	101	Office free of rent. Postmaster allowed £40 in lieu of quarters.	
Clunes (33)	95	...	...	...	...	...	...	95	...	11,268	766	59	135	10	54	...	...	...	...	...	59	2	43	Rented at £31 4s.
Clybucca	10	...	...	...	...	...	...	10	...	1,449	...	...	...	...	...	...	...	...	...	...	6	...	...
Cobar	330	110	130	56/10/1	...	39	...	605/10/-	107/10/-	49,803	9,068	1,814	5,795	737	2,387	332	2,417	124	1,622	1,228	68	650	Govt. building. Postmaster allowed £50 per annum in lieu of quarters.	
Cobargo	150	...	110	...	...	...	6/10/-	266/10/-	9/10/-	35,787	2,502	603	1,348	190	531	107	315	36	326	329	17	156	Govt. building.	
Cobbadah	28	...	...	...	...	...	...	28	...	4,362	...	...	...	...	...	...	...	...	...	...	77	...	...
Cobbitty	16	...	...	...	...	...	...	16	...	2,973	...	...	...	...	...	...	...	...	...	...	63	...	...
Cobbora	130	...	...	...	...	...	6/10/-	130/10/-	3	9,180	734	345	891	34	145	26	186	6	80	183	10	45	Rented at £20.	
Cockle Creek (34)	11	...	...	...	...	...	...	11	...	8,259	96	...	...	...	...	...	...	...	...	...	36	...	5	At Railway Station.
Codrington	15	...	...	...	...	...	...	15	...	3,243	...	...	...	...	...	...	...	...	...	...	38	...	...
Coff's Harbour (35)	10	...	...	...	...	...	...	10	...	1,805	...	...	...	...	...	...	...	...	...	...	16	...	...
Colane	10	...	...	...	...	...	...	10	...	1,017	...	...	...	...	...	...	...	...	...	...	15	...	...
Coldstream	10	...	...	...	...	...	...	10	...	834	...	...	...	...	...	...	...	...	...	...	6	...	...
Colinton	10	...	...	...	...	...	...	10	55	4,401	...	...	...	...	...	...	...	...	...	...	50	...	...
Collarenebri (36)	110	...	...	...	...	26	...	136	...	7,521	2,395	253	1,007	28	103	32	167	5	33	111	8	172	Free of rent.	
Collector	26	...	...	...	...	...	...	26	...	11,331	...	224	644	26	82	...	...	...	...	...	63	7	...	
Collie	14	...	...	...	...	...	...	14	...	8,640	...	...	...	...	...	...	...	...	...	...	36	...	...
Colly Blue	11	...	...	...	...	...	...	11	...	1,881	...	117	308	4	9	...	...	...	...	...	15	3	...	
Colo Vale (37)	17	5	...	...	...	...	...	22	...	3,786	38	...	...	...	...	...	...	...	...	...	32	...	1	At Railway Station.
Come-by-chance (38)	10	...	...	...	...	...	...	10	...	956	...	...	...	...	...	...	...	...	...	...	12	...	...
Comerong	10	...	...	...	...	...	...	10	...	1,254	...	...	...	...	...	...	...	...	...	...	15	...	...
Comerong Road (39)	10	...	...	...	...	...	...	10	...	2,866	...	...	...	...	...	...	...	...	...	...	52	...	...
Como (40)	10	...	...	...	...	...	...	10	...	1,584	...	...	...	...	...	...	...	...	...	...	3	...	(b)	Tel. Office at Ry. Stn.
Comobella	10	...	...	...	...	...	...	10	...	1,383	...	...	...	...	...	...	...	...	...	...	15	...	...
Conargo	79	...	...	...	...	...	...	79	2	14,154	1,239	...	...	...	...	...	...	...	...	...	125	...	84	Free of rent.
Concord (41)	100	...	...	96	...	26	...	261	73	7,235	417	52	182	8	44	47	110	21	99	67	4	22	Office provided free. Postmaster allowed £30 in lieu of quarters.	
Condobolin	230	170	75	...	...	52	...	553	11	91,110	5,962	1,082	3,399	231	830	218	1,320	59	692	740	35	396	Govt. building.	
Conjola	25	...	...	...	...	...	...	25	...	6,375	...	...	...	...	...	...	...	...	...	...	49	...	...
Cookardinia	13	...	...	...	...	...	...	13	...	4,989	...	...	...	...	...	...	...	...	...	...	3	...	...
Coolabah (42)	20	...	...	...	...	...	...	20	...	17,778	656	383	1,235	41	147	61	621	29	528	174	13	39	Tel. Office at Ry. Stn.	
Coolac	33	...	...	...	...	...	...	33	...	11,259	455	216	549	24	76	...	...	...	...	...	100	6	23	do
Coolah	110	...	...	...	...	52	...	162	5	15,285	1,830	319	1,033	64	249	...	...	...	...	...	295	10	114	Govt. building.
Coolaman	110	62s	...	...	...	...	...	172	2/10/-	64,968	2,625	637	1,656	144	444	87	551	36	395	588	21	150	Office at Railway Station. Postmaster allowed £28 in lieu of quarters.	
Coolangatta (43)	10	...	...	...	...	...	...	10	...	5,058	...	21	112	...	...	29	621	...	...	...	66	...	...

Coolonglook	12							12	3,132									57						
Cooma	300	140	75	78s		150		833	76 12/6	130,320	8,798	2,011	5,733	820	2,333	406	2,641	153	1,633	1,417	63	603	Govt. building.	
		90																						
Coonabarabran	250	78s						328	6	38,145	3,372	788	2,022	203	585	221	650	44	666	485	23	204	do	
Coonamble	260		130	65s		26		581	10	78,570	9,030	1,296	4,286	354	1,210	253	1,496	67	802	962	44	606	do	
			100																					
Cooperook	65							65		12,590		383	898	40	90					132	11	c	Free of Rent.	
Coorabell Creek (44)	10							10		897										14				
Cooranbong	140					52		192	5/8/-	7,794	539	485	1,217	142	603	25	111	9	37	126	14	32	Govt. building.	
Cootamundra	340	130	100	49		39	150	938	133/10/-	165,807	11,169	2,545	6,468	1,109	3,357	661	4,402	239	3,953	1,657	81	691	do	
		130																		20				
Cooyal	11							11		3,294														
Copeland North	120	36s						156	33/10/-	10,383	787	692	3,005	201	929	73	522	17	207	130	23	48	do	
Copmanhurst	150	15				26		191	3/10/-	8,601	1,131	255	691	27	177	80	298	10	431	130	8	71	Rented at £28.	
Coraki, Richmond River	200	30	75			39		344	18	34,161	4,117	536	1,617	124	403	45	248	35	402	277	17	288	Govt. building.	
Coramba	10							10		2,442										25				
Cordillera	50							50		8,106		145	290	84	220					98	4			
Coree	13							13		4,161										17				
Corowa	240	52	120	135		52		6/10/-	605/10/-	41/10/-	212,598	7,499	664	1,727	333	850	380	1,512	120	1,239	916	28	451	do
Corrimal (45)	10							10		5,649										37				At Railway Station.
Corowong	15							15		4,899										86				
Corunna	10							10		1,602		64	189	8	22					14	2			
Cott's Crossing (46)	10							10		3,864														
Cow Flat	32							32		2,109		30	57	7	40	11	42	7	18	15	1			
Cowlong (47)	10							10		83										3				
Cowra	250	180		78		39		622	73/10/-	183,054	8,445	1,842	4,632	679	2,071	541	2,798	129	2,730	1,041	57	484	Govt. building.	
		75																						Assistant allowed £30 per annum as rent.
Cox's River	11							11		1,029										7				
Craigie	16							16	12	4,740		122	354	7	16					38	4			
Cranbury	10							10		1,770										21				
Croki, Manning River	160							6/10/-	106/10/-	10/10/-	8,754	1,728	335	802	52	159	69	187	18	127	52	9	d 95	Rented at £26.
Crookhaven Heads	26							26																At Pilot Station.
Crookwell	220	100						6/10/-	326/10/-	6	48,950	3,570	1,280	3,695	469	1,774	238	618	64	575	603	40	f 209	Govt. building.
Croome	10							10		1,041										13				
Cross Roads	12							12		2,049										12				
Crowdy Head																								At Pilot Station.
Croydon	120	50		78		52		414	99	78,888	3,455	371	1,207	297	885	435	791	172	834	463	17	135	Office at Railway Station.	
				75		39																		Postmaster allowed £45 10s. in lieu of quarters.
Crudine	19							19		1,956										25				
Cudal	170	52s						222	6	30,375	1,643	691	1,525	185	637	148	499	28	174	325	19	96	Govt. building.	
Cudgebong Creek	10							10	15	612										16				
Cudgebong	19							19		5,592		141	255	44	164					41	4			
Cudgen Scrub	100							100		9,135	1,333									7		g 95	Free of rent.	
Cudgen Wharf (48)	26							26															do	
Culcairn	44							44		44,607	1,415	266	738	26	66					298	9	82	At Railway Station.	
Cullenbone	12							12		888										16				
Cullen Bullen	42							42		6,786										220				
Cullinga	10							10		1,701										7				
Cummock	13							13		4,002		177	352	19	78					16	5			
Cundletown	200							6/10/-	206/10/-	8/10/-	17,841	1,836	454	1,056	126	406	86	257	40	437	236	13	117	Rented at £26.
Cunningham	26							26		9,129										64				
Curlewis (49)	28							28		18,702	198									136		11	At Railway Station	
Currabubula (50)	27							27		10,965	164	233	456	39	85					117	6	9	do	
Currawang	17							17		1,941		116	205	38	168					15	3			
Curraweels	15							15		1,977										16				
Dalmorton	22							22		11,760										36				
Dalton	21							21		9,156		313	674	54	127					113	9			
Dalwood	10							10		2,118										14				
Dandaloo	110							110	2	35,892	2,141	441	1,692	50	208					243	16	137	Free of rent.	
Dapto	68							68	1	21,537	811	257	484	70	177					117	7	44	do	
Darby's Falls	11							11		624										13				

(a) Includes Seaham.

(b) Included in Redfern Railway.

(c) Included in Croki.

(d) Includes Cooperook and Moorland.
(h) Included in Cudgen Scrub.(e) Included in Terara.
NOTE.—For other references see page 53.

(f) Includes Laggan.

(g) Includes Cudgen Wharf and Fingal Heads.

Name of Office.	Staff and Salaries.									Total of allowances, exclusive of Rent shown in last column	Number of		Money Orders Issued.		Money Orders Paid.		Savings' Bank Deposits.		Savings' Bank Withdrawals.		Revenue.			Arrangements as regards Premises and Rent per annum.
	Officers in Charge.	Assistants.	Operators.	Letter Carriers.	Receiv'rs Clearers.	Messengers.	Line Repairers.	Probationers and others.	Total Salaries.		Letters Posted.	Telegrams Transmitted.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	Postal.	Money Order.	Telegraphic.	
Darke's Forest(51)	10	£	£	£	£	£	£	£	£	£	385													
Darlington	150	85||				52		326	6	164,427	3,181	573	1,709	727	2,046	1,457	3,404	526	3,028	425	29	128	Rented at £104.	
Darlington Point	130							130	2/10/-	28,107	814	384	1,248	35	120					194	13	50	Free of rent.	
Darlington Rail- way Station.	24							24		3,822	183									48		11	At Railway Station.	
Davies' Creek	10							10		1,506														
Davis Town	10							10		3,153														
Day Dream	17							17		2,181														
Daysdale	16							16		6,534														
Deepwater (52)	170		75			26		271	6	39,336	2,490	790	2,132	141	455	93	632	34	597	260	25	163	Rented at £26.	
Delegate	130					26		156	3	19,431	2,304	617	1,834	67	213					243	22	145	Post Office rented at £14; Postmaster allowed £26 in lieu of quarters. Telegraph Office at Rail- way Station.	
Demondrille	10							10		1,497	13												1	
Deniliquin	250	180	220	114	39	52	150	2,381	94/2/6	251,064	13,086	1,297	3,321	636	1,891	605	3,041	198	2,904	1,975	64	864	Govt. building.	
	350	100	150			52																		
			130			39																		
			130																					
			110																					
			110																					
			75																					
Denison Town(53)	100							100		13,251	125												78	8
Denman	110	49||						159	9/10/-	37,989	1,003	375	930	61	241	86	226	19	172	202	11	58	Free of rent. Rented at £30.	
Devlin's Siding	15							15		6,627														
Dingo Creek	15							15		1,056														
Doodle Cooma	10							10		6,435														
Dora Creek	10							10	10	798														
Doree	10							10		2,262														
Doughboy Hollow(54)	16							16		4,092	69													
Douglas	22							22		6,045	252													
Douglas Gap	10							10	20	594														
Drake	150	35				52		6/10/-	243/10/-	8/10/-	29,250	2,910	723	2,135	183	737	143	1,302	60	739	308	23	184	Rented at £52.
Dripstone (55)	28							28		5,376	41													
Druitt Town	15							15		6,882														
Drummoyne (56)	110			52		39		201	49/10/-	12,768	1,341	77	183	53	170	193	558	42	229	242	3	46	Rented at £39.	
Dry Lake	10							10		3,387														
Dry Plain	10							10		930														
Dry River	10							10		5,037														
Dubbo	370	200	140	124		52	150	1,503	127/2/6	303,618	20,742	3,995	11,798	2,560	7,840	1,012	7,597	517	5,432	2,272	131	1,380	Govt. building.	
		130	100			52																		
		84	75			26																		
Duckmuloi	10							10		1,581														
Dundauman (57)	10							10		1,065														
Dulwich Hill	36		75	52		52		215	99	35,901	2,004	322	737	268	732									
Dumaresq (58)	21							21		4,107	20													
Dunbar's Creek	10							10		888														
Dundas	22							22		4,221														
Dundee	18							18		4,314		183	327	13	37									
Dundee Railway Station	13							13		5,565	418													
Dungaree	23							23	12	13,119		318	715	27	53									
Dungog	220	78+		31/4/-			150	479/4/-	36	49,761	2,988	738	1,588	243	802	171	500	54	254	579	21	179	Govt. building.	
Dungowan	15							15		4,473														

Dunkeld	12	...	...	...	...	...	12	...	1,218	...	...	...	...	...	...	...	...	13	...	...	At Railway Station.			
Dunmore (59)	10	...	...	...	...	...	10	...	...	...	...	...	...	...	...	...	...	12	...	...			
Dunoon	10	...	...	...	...	...	10	...	1,026	...	...	...	...	...	...	...	...	10	...	...			
Dural	20	...	...	...	...	...	20	18	7,221	...	...	...	...	...	...	...	...	44	...	...			
Duramana	10	...	...	...	...	...	10	...	585	...	...	...	...	...	...	...	...	9	...	...			
East Balmain (60)	100	...	...	...	...	52	152	...	63,470	1,521	263	612	45	147	445	927	122	688	443	12	61	Rented at £52. Postmistress allowed £50 in lieu of quarters.		
East Carlingford (61)	10	...	...	...	...	...	10	...	325	...	...	...	...	...	...	...	...	6	...	...			
Eastern Creek	14	...	...	...	...	...	14	...	1,113	...	...	...	...	...	...	...	...	17	...	...			
East Kangaloon	15	...	...	...	...	...	15	...	5,037	...	...	...	...	...	...	...	...	62	...	...			
East Kempsey	25	...	...	...	...	...	25	3	6,360	...	103	234	6	13	...	...	...	24	...	3				
East Maitland	280	120	...	127	10	39	6/10/-	764/10/-	131	595,932	5,783	1,088	2,952	620	1,604	307	1,232	119	1,078	901	35	361	Govt. building.		
		78	...	104	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
East Raleigh	10	...	...	...	...	...	10	...	1,206	...	...	...	...	...	...	...	...	10	...	...			
East Wardell	16	...	...	...	...	...	16	...	3,024	...	...	...	...	...	...	...	...	34	...	...			
Eastwood	13	...	...	...	...	...	13	...	6,573	...	...	...	...	...	...	...	...	9	...	...			
Eauabalong	210	...	75	...	...	...	285	3	20,217	1,963	319	1,047	46	153	33	234	11	173	187	11	138	At Railway Station. Rented at £40.		
Ebenezer	12	...	...	...	...	...	12	...	1,707	...	...	...	...	...	...	...	...	30	...	...			
Eccleston	18	...	...	...	...	...	18	...	2,193	...	...	...	...	...	...	...	...	32	...	...			
Eden	170	...	75	...	...	150	395	63.12/6	17,868	3,945	596	1,876	172	608	66	116	38	283	228	20	252	Govt. building.		
Edgecliff	170	26	120	...	...	52	6/10/-	473/10/-	48.12/6	61,296	6,398	545	1,415	186	489	556	1,735	221	1,334	775	35	289	do do	
				...	...	52	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Eglinton	10	...	...	...	...	...	10	...	876	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Elderslie	12	...	...	...	...	...	12	...	1,242	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ellalong	13	...	...	...	...	...	13	...	4,404	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ellenborough	14	...	...	...	...	...	14	...	3,363	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Elsmore	14	...	...	...	...	...	14	...	2,685	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Emmaville	240	...	110	...	...	26	376	10/10/-	47,529	3,494	1,569	4,892	446	1,542	302	3,005	129	2,639	643	56	239	do do		
Emu	36	...	...	...	...	...	36	...	3,795	...	46	112	76	173	...	...	...	...	...	...	...	...	...
Emu Plains	40	10	...	...	...	52	102	...	9,327	464	95	196	160	356	...	...	...	...	...	...	...	...	...	At Railway Station.
Enfield	26	...	...	...	...	...	26	...	12,720	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Enngonia	110	...	...	...	...	...	110	45	6,099	1,775	254	919	23	109	14	196	9	70	100	9	124	Rented at £39.		
Ennis	21	...	...	...	...	...	21	...	3,549	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Erina	10	...	...	...	...	...	10	...	1,911	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ermington (62)	51	...	...	...	...	39	90	46/10/-	7,356	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Erskineville (63)	140	...	...	...	...	52	192	...	8,194	396	161	449	7	23	92	235	41	224	48	6	16	Free of rent. Rented at £65. At Railway Station.		
Eskbank	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Eskdale	10	...	...	...	...	...	10	...	888	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Esrom	26	...	...	...	...	...	26	15	10,671	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Essington	11	...	...	...	...	...	11	...	1,524	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Eugowra	120	...	...	...	...	52	172	6 10	14,604	1,080	537	1,412	91	300	47	112	10	30	180	16	60	Govt. Building.		
Eulourie	15	...	...	...	...	...	15	...	2,844	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Eureka	10	...	...	...	...	...	10	...	1,089	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Euriowie	170	...	...	...	...	...	170	33	2,787	1,272	...	...	...	...	...	...	...	...	...	...	...	...	...	Rented at £20 16s. Free of rent.
Eurobodalla	30	...	...	...	...	...	150	...	6,036	527	181	485	19	62	...	...	...	...	...	...	...	...	...
	120	
Eurongilly	18	...	...	...	...	...	18	...	9,750	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Eurandree	18	...	...	...	...	...	18	...	2,997	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Euston	170	...	130	...	...	...	300	44	27,219	1,851	480	2,118	20	91	40	263	12	210	162	20	106	Govt. Building.		
Evans' Plains	12	...	...	...	...	...	12	...	2,049	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Exeter (64)	10	...	...	...	...	...	10	...	1,785	49	...	...	...	...	...	...	...	...	...	...	...	...	...
Failford	10	...	...	...	...	...	10	...	2,997	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Fairfield	22	...	...	...	...	...	22	...	6,090	257	...	...	...	...	...	...	...	...	...	...	...	...	...	do do
Fairview	10	...	...	...	...	...	10	...	828	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Fairy Meadow	25	...	...	...	...	...	25	22	4,227	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Falls' Creek	14	...	...	...	...	...	14	...	2,382	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Farley (65)	10	...	...	...	...	...	10	...	3,270	27	...	...	...	...	...	...	...	...	...	...	...	...	...	do do do do
Fassifern	11	...	...	...	...	...	11	...	1,626	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Fernmount	170	52 1/2	...	...	...	...	300	3 10	18,588	2,608	655	1,851	133	460	68	365	27	508	249	19	175(b)	Rented at £40.		
	...	78 1/2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Ferrier's	10	...	...	...	...	...	10	...	1,974	...	...	...	...	...	...	...	...	...	...	...	...	...	...

(a) Included in RyJe.

(b) Includes Bellinger Heads

NOTE.—For other references see page 53.

Name of Office.	Staff and Salaries.									Total at lowances, exclusive of Rent shown in last column	Number of		Money Orders Issued.		Money Orders Paid.		Savings' Banks Deposits.		Savings' Bank Withdrawals.		Revenue.			Arrangements as regards Premises and Rent per annum.	
	Officers in Charge.	Assistants.	Operators.	Letter Carriers.	Receiv' Clearers.	Messen- gers.	Line Re- pairers.	Proba- tioners and others.	Total Salaries		Letters Posted.	Telegrams Trans- mitted.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	Postal.	Money Order.	Tele- graphic.		
Fig-tree	£ 35	...	...	...	...	...	...	...	£ 35	...	8,061	...	...	...	...	...	...	...	...	...	...	...	...	At Pilot Station.
Fingal Heads	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	(a)	...
Firefly Creek	11	...	...	...	...	...	...	...	11	...	1,809	...	...	...	...	...	...	...	...	...	...	16	...	...
Fish River Creek	13	...	...	...	...	...	...	...	13	...	1,482	...	...	...	...	...	...	...	...	...	...	27	...	...
Fitzgerald's Valley	10	...	...	...	...	...	...	...	10	...	1,191	...	...	...	...	...	...	...	...	...	...	9	...	...
Five Dock (66)	46	...	...	104	52	...	...	...	202	84/10/-	20,781	639	48	77	21	24	69	145	25	86	76	1	33	Rented at £25.
Five-mile Creek	10	...	...	...	...	...	...	...	10	...	765	...	...	...	...	...	...	...	...	...	...	19	...	...
Forbes	300	200	160	138	...	26	150	6/10/-	1,226/10	98/2/6	230,235	18,146	2,928	7,806	1,085	3,559	554	3,293	240	2,333	2,548	92	1,274	Govt. building.	
Forest Reefs	30	100	120	...	...	26	...	...	30	...	8,439	...	254	550	122	426	...	...	...	...	...	59	7	...
Forest Road	30	30	20	5,832	237	...	(b)	Free of Rent.
Forster	130	...	...	...	...	52	...	...	182	2	10,104	1,630	370	905	203	1,044	59	525	26	568	86	13	93	Govt. building.
Fox Ground	10	...	...	...	...	...	...	...	10	...	1,374	...	...	...	...	...	...	...	...	...	...	16	...	...
Frederickton	150	65	215	4/10/-	24,975	1,343	209	539	39	133	86	6	77	Rented at £52.
Freeman's Reach	15	...	...	...	...	...	...	...	15	...	2,229	...	...	...	...	...	...	...	...	...	...	48	...	...
Freemantle	10	...	...	...	...	...	...	...	10	...	822	...	...	...	...	...	...	...	...	...	...	12	...	...
Frogmoor	18	...	...	...	...	...	...	...	18	...	7,716	...	303	782	14	45	...	...	...	...	...	102	9	...
Fullerton	11	...	...	...	...	...	...	...	11	...	1,521	...	...	...	...	...	...	...	...	...	...	26	...	...
Gabo Island	75	75	608	21	At Pilot Station.
Galley Swamp	10	...	...	...	...	...	...	...	10	...	4,788	...	...	...	...	...	...	...	...	...	...	3	...	...
Galong (67)	23	23	...	4,482	...	207	599	19	42	46	6	(c)	At Railway Station.
Galston	10	10	...	3,849
Garra	15	...	...	...	...	...	...	...	15	...	3,114	...	...	...	...	...	...	...	...	...	...	53	...	...
Gentleman's Halt	10	...	...	...	...	...	...	...	10	...	1,014	...	...	...	...	...	...	...	...	...	...	22	...	...
George's Plains	36	10	46	...	11,265	331	29	...	(d)18	do.
George-st. North	210	...	160	...	...	52	...	...	574	3	659,640	6,178	1,140	4,013	148	638	1,110	3,887	531	2,949	512	64	307	Rented at £250.
George-st. West	250	150	75	...	...	52	...	...	645/10	3	258,783	6,516	1,141	3,323	690	1,827	2,805	11,541	1,370	10,293	698	60	268	Rented at £130.
German Creek	10	66/10+	...	...	...	52	...	...	10	...	2,040	...	...	...	...	...	...	...	...	...	...	47	...	...
German's Hill	10	...	...	...	...	...	...	...	10	...	1,245	...	...	...	...	...	...	...	...	...	...	12	...	...
Germanton	220	50	...	...	...	52	...	...	322	11/10/-	51,795	2,354	525	1,358	100	246	155	596	32	332	363	19	139	Govt. building.
Gorogery	31	...	...	...	...	...	...	...	31	...	18,058	740	302	745	46	137	72	405	16	134	176	10	(e)43	At Railway Station.
Gerringong	100	39	...	...	...	...	...	...	139	3	17,292	1,408	357	945	79	217	59	308	19	212	220	12	76	Rented at £31 4s.
Gerrymberryn	10	...	...	...	...	...	...	...	10	...	1,296	...	...	...	...	...	...	...	...	...	...	6	...	...
Geurie (68)	17	17	...	4,755	72	88	...	4	At Railway Station.
Ghinni Ghinni	18	...	...	...	...	...	...	...	18	...	1,536	...	...	...	...	...	...	...	...	...	...	34	...	...
Gilgai	13	...	...	...	...	...	...	...	13	...	1,890	...	...	...	...	...	...	...	...	...	...	14	...	...
Gilgandra	120	52	...	...	...	...	6/10/-	178/10	3/10/-	25,110	1,990	524	1,814	61	227	49	83	1	1	299	16	114	Rented at £52.	
Gilgunnia	16	...	...	...	...	...	...	...	16	...	5,184	...	...	...	...	...	...	...	...	...	...	58	...	...
Gilmore	12	...	...	...	...	...	...	...	12	...	5,364	...	...	...	...	...	...	...	...	...	...	14	...	...
Gingkin	13	...	...	...	...	...	...	...	13	...	2,715	...	...	...	...	...	...	...	...	...	...	31	...	...
Ginninderra	110	20	...	...	...	...	...	...	130	1/10/-	10,197	688	332	772	26	91	36	170	18	146	77	10	45	Free of rent.
Girilambone	39	...	...	...	...	...	...	...	39	...	14,724	1,382	409	1,293	31	161	61	615	10	289	274	13	88	At Railway Station.
Gladsville	78	...	...	63	...	39	...	...	180	38/10/-	77,490	2,421	178	375	161	408	179	266	52	228	196	7	101	Rented at £33 16s.
Gladstone	82	...	...	...	...	...	...	...	82	8	9,432	855	240	608	57	177	108	162	32	279	28	7	51	Rented at £36.
Glanmire	24	...	...	...	...	...	...	...	24	...	2,970	...	...	...	...	...	...	...	...	...	...	49	...	...
Glasston	14	...	...	...	...	...	...	...	14	...	2,439	...	...	...	...	...	...	...	...	...	...	42	...	...
Glebe	160	100	75	...	...	52	...	...	569	21/4/-	1,172,787	9,291	1,109	2,900	2,070	5,960	3,791	12,209	1,345	7,386	1,083	54	390	Govt. building.
Glen Alice	14	...	...	...	...	52	...	...	14	...	1,758	...	...	...	...	...	...	...	...	...	...	41	...	...
Glenbrook (69)	10	52	10	...	4,137	46	3	At Railway Station.

Glencoe (70)	24							24	9,578	129	30	61	4	2				100	1	5	At Railway Station			
Glendon Brook	11							11	3,012									23						
Glen Innes	300	110	170	148				1,197	183.2/6	324,447	11,543	2,225	5,859	1,479	4,677	728	4,686	263	3,689	1,625	74	744	Govt. building.	
			140																					
			75																					
Glen Morrison	12							12		3,249														
Glennie's Creek	25							25		8,484														
Glenoak	13							13		4,797														
Glenquarry	10							10		1,602														
Glenthorne	10							10		1,305														
Glen William	10							10		1,683														
Gloucester	130		75					205	29	9,450	1,018	369	1,071	43	139									Rented at £39.
Gocup	13							13		2,643														
Golspie	15							15		4,386														
Gongolgon	170							170	4	5,730	1,590	285	979	28	90	19	290	8	55	123	9	102		do
Goodooga	190	104						294	7	32,961	3,949	333	1,440	67	345						193	14	279	Govt. building.
Goolagong	75							75		19,422	1,017	273	568	19	32						90	8	59	Free of rent.
Goolma	10							10		6,138														
Goolmangar	10							10		1,920														
Goombargona	13							13		2,301														
Goomoorah	15							15		4,548														
Goonoo Goonoo	30							30		6,219		156	315	13	66	49	206	24	399	86	5			
Goorangoola	15							15		1,965														
Goran Lake	10							10		1,245														
Gordon	27							27	15	7,044		99	195	40	108									
Gosford	220	52		78				450	35/18/-	76,131	4,434	1,033	2,391	597	2,004	232	1,192	95	1,380	484	31	265	Govt. building.	
		100																						
Gosford Railway																								
Gosforth (71)	10							10		1,393														At Rly. Stn.
Goulburn	400	180	170	127		52	150	160	3,592	279/2/6	829,776	26,234	6,379	16,318	7,942	21,423	2,766	17,235	1,156	14,739	5,431	216	1,714	Govt. building.
	350	180	140	127		52																		
		160	140	124		26																		
		120	130	114		26																		
		100	130	80																				
		90	75	54																				
		60	75																					
Gouldsville (72)	12							12		1,530														
Grafton	370	130	180	135	65	39	150		2,066	224/2/-	379,719	19,168	2,634	7,399	1,412	4,719	418	2,451	176	1,414	1,919	89	1,434	Govt. building.
		78	180	114		39																		
			160																					
			150																					
			140																					
			110																					
Grahamstown	10							10		3,354														
Graham's Valley	10							10		99														
Graman	15							15		5,658														
Granville	160	100		114		26		794	190.14/-	130,092	6,038	942	2,335	764	1,938	638	5,648	670	4,982	597	39	242	At Railway Station.	
	75	85		84																				Postmistress allowed
				90																				£52 in lieu of
				60																				quarters.
Green Cape	100							100			131													At Pilot Station.
Greendale	16							16		2,640														
Greenfield Farm	11							11		1,551														
Greenhill	20							20		7,005		101	240	8	18									
Greenmantle	10							10		813														
Green Valley	10							10		1,332														
Greenwell Point	39							39	1	5,355	966	362	1,081	151	512	134	820	35	287	112	11	53	Postmaster allowed	
																								£13 as rent.
Greenwich	10							10	20	3,057														
Grenfell	280	50	100	65		26		521	46/10/-	107,403	5,597	1,539	3,426	526	1,979	347	1,297	87	763	861	45	345	Govt. building.	
Gresford	120							120	1	13,821				280	23	91	12	105	7	134	159	3	k	Rented at £40.

(a) Included in Cudgen Scrub.

(b) Included in Hurtville.

(c) Included in Binalong.

(d) Includes Perth.

(e) Includes Yamba.

(f) Includes Gosford Railway, Morisset, and Ourimbah.

(g) Included in Gosford.

(A) Stamper and Sorter.

(I) Includes Southgate.

(J)

Includes Merrylands and Smithfield.

(K) Included in Paterson.

Nors.—For other references see page 53.

Name of Office.	Staff and Salaries.										Total allowances, exclusive of Rent shown in last column	Number of		Money Orders Issued.		Money Orders Paid.		Savings' Bank Deposits.		Savings' Bank Withdrawals.		Revenue.			Arrangements as regards Premises and Rent per annum.
	Officers in Charge.	Assistants.	Operators.	Letter Carriers.	Receiver's Clerks.	Messengers.	Line Repairers.	Probationers and others.	Total Salaries	Letters Posted.		Telegrams Transmitted.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	Postal.	Money Order.	Telegraphic.		
Greta	£ 150	£ ...	£ ...	£ 78	£ ...	£ ...	£ 6/10/-	£ 224/10/-	£ 84	63,378	1,773	914	£ 2,462	352	£ 962	380	£ 1,775	180	£ 1,530	£ 484	£ 32	£ 99	Rented at £75.		
Grong Grong Railway Station (73).	18	...	...	...	...	...	...	18	...	8,751	271	...	...	...	...	...	...	...	...	147	...	16	At Railway Station.
Grose Vale	10	...	...	...	...	...	...	10	...	4,857	...	...	...	...	...	...	...	...	...	38	...	...	Free of rent.
Grosvenor Hotel	75	...	...	...	...	...	...	75	...	3,603	...	...	...	...	...	...	...	...	...	...	...	248	Free of rent.
Guildford	11	...	...	...	...	...	...	11	20	2,498	...	...	...	...	...	...	...	...	...	31	...	...	...
Guildford Rly. Sta.	10	...	...	...	...	...	...	10	...	2,487	...	...	...	...	...	...	...	...	...	7	...	...	...
Gulargambone	130	...	...	...	...	...	...	130	2	17,058	991	433	985	29	171	...	...	...	...	128	13	60	Rented at £40.
Gulgong	160	100	...	...	...	39	...	299	11/10/-	52,074	3,364	1,372	3,049	468	1,641	422	1,643	80	881	558	40	207	Govt. building.
Gullen	10	...	...	...	...	...	...	10	...	1,554	...	...	...	...	...	...	...	...	...	...	...	...	...
Gun Flat (74)	13	...	...	...	...	...	...	13	...	1,680	...	...	...	...	...	...	...	...	...	20	...	...	...
Gunbar	25	...	...	...	...	...	...	25	...	16,182	...	273	833	40	147	...	...	...	...	194	10	...	...
Gundagai	280	25	100	52	...	26	150	6/10/-	639/10/-	84/12/6	126,051	6,290	1,390	3,809	612	1,708	235	1,525	92	965	780	43	412	do	
Gundurimba (75)	46	...	...	...	...	...	...	46	...	3,564	289	...	...	...	...	...	...	...	...	59	...	18	Free of rent.
Gundy	18	...	...	...	...	...	...	18	...	4,824	...	...	...	...	...	...	...	...	...	95	...	...	...
Gungal	18	...	...	...	...	...	...	18	...	3,963	...	...	...	...	...	...	...	...	...	21	...	...	...
Gunnedah	250	110	130	80	...	39	...	739	72/10/-	110,682	9,837	1,731	4,511	701	2,013	301	2,030	101	1,476	1,127	52	680	Govt. building.		
Gunning	190	100	...	...	...	...	...	290	4	43,827	1,985	768	1,805	299	994	231	740	72	883	475	24	117	do
Guntawang	19	...	...	...	...	...	...	19	...	3,096	...	...	...	...	...	...	...	...	...	65	...	...	...
Guyong	21	...	...	...	...	...	...	21	...	3,072	...	67	101	10	22	...	...	...	...	16	2	...	...
Guyra	59	...	...	...	...	39	...	98	...	25,389	1,814	528	1,379	108	540	46	470	13	255	505	18	107	At Railway Station.
Hall	12	...	...	...	...	...	...	12	...	3,384	...	...	...	...	...	...	...	...	...	53	...	...	...
Hamilton	120	40	...	104	5	52	...	396	106	105,681	1,831	969	2,411	553	1,547	659	2,768	287	2,965	548	35	95	Govt. building.		
Hanging Rock	16	...	...	75	...	...	...	16	...	4,530	...	...	...	...	...	...	...	...	...	37	...	...	...
Harden	110	100	...	...	...	...	...	210	4/10/-	32,628	2,009	1,169	3,003	246	841	384	1,619	96	1,751	147	35	103	At Railway Station. Postmaster allowed £26 in lieu of quarters.
Harefield (76)	18	...	...	...	...	...	...	18	...	4,935	133	...	...	...	...	...	...	...	...	56	...	6	At Railway Station.
Hargraves	120	...	...	...	...	...	6/10/-	126/10/-	1/10/-	2,388	741	356	948	39	158	...	...	...	...	88	11	45	Free of rent. Postmaster allowed £26 in lieu of quarters.
Harrington	66	...	...	...	...	...	...	66	1	2,223	610	...	...	...	...	...	...	...	...	64	...	22	At Pilot Station.
Harris-strect	25	...	...	...	...	...	...	25	...	35,112	...	619	2,368	79	298	2,079	2,688	579	3,223	362	31	...	...
Hartley	30	...	...	...	...	...	...	30	...	10,182	...	248	513	29	141	...	...	...	...	48	7	...	...
Hartley Vale	40	...	...	...	...	...	...	40	...	15,021	...	733	2,051	94	270	381	1,817	90	1,475	154	25	...	...
Hawwood Island.	100	52	...	...	...	...	...	152	19	9,477	2,510	649	1,975	75	231	582	3,490	71	677	196	20	142	Rented at £40.
Hatfield	15	...	...	...	...	...	...	15	...	8,346	...	...	...	...	...	...	...	...	...	28	...	...	...
Hawke's Nest	16	...	...	...	...	...	...	16	...	2,286	...	154	471	41	142	30	44	6	27	18	5	...	...
Hay	380	180	130	124	...	52	150	1,536	58/12/6	542,139	20,237	2,586	7,421	1,196	4,159	910	6,679	385	4,912	2,800	110	1,392	Govt. building.		
Haydon	...	130	75	104	...	52	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Haydon	...	...	...	...	...	39	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Haydon	...	...	...	...	...	26	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Haydon	80	...	...	...	...	...	...	106	...	25,569	1,319	...	...	...	...	...	...	...	...	346	...	75	Telegraph Office at Railway Station.
Haymarket	400	240	150	...	52	52	...	1,460	6	1,617,897	35,613	4,744	15,305	8,478	23,090	9,405	53,768	3,410	34,683	2,788	255	1,791	Rented at £300.		
Haymarket	...	150	120	...	52	39	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Haymarket	...	130	75	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hazelgrove (77)	10	...	...	...	...	...	...	10	...	1,872	...	...	...	...	...	...	...	...	...	25	...	...	...
Heathcote (78)	10	...	...	...	...	...	...	10	...	1,989	43	...	...	...	...	...	...	...	...	15	...	2	At Railway Station
Helensburgh (79)	43	...	26	...	...	...	...	69	35	17,823	354	627	1,618	149	424	303	1,604	127	1,231	247	22	20	Rented at £52.
Hexham	42	...	...	...	5	26	...	73	40	7,239	318	224	644	55	131	37	111	24	561	65	8	18	Telegraph Office a Railway Station.
Hickey's Creek	10	...	...	...	...	...	...	10	...	2,847	...	...	...	...	...	...	...	...	...	23	...	...	...

Hill End	180	40	...	78§	...	...	...	298	32/10	21,168	1,515	771	2,501	374	1,383	292	2,254	142	2,270	273	25	82	Govt. building
Hillgrove	110	90||	...	39	...	39	...	278	39/10	120,153	8,473	2,417	7,011	382	1,600	937	6,082	239	2,668	601	84	543b	Postmaster allowed £50, in lieu of quarters.	
Hillgrove West (80)	36	...	...	...	...	...	...	36	...	2,413	...	10	32	1	20	...	...	...	...	35	5/-	c	Free of rent.
Hillston	260	110||	...	...	...	52	...	422	18	105,080	6,607	913	3,362	276	950	124	974	30	274	749	36	485	Govt. building
Hilltop (81)	11	5	...	...	...	...	...	16	...	3,114	29	...	...	...	...	...	...	...	...	33	...	1	At Railway Station.
Hinton	81	...	...	...	...	...	...	81	3	17,031	464	186	411	78	232	104	214	36	293	157	5	21	Rented at £39.
Hobby's Yards	18	...	...	...	...	...	...	18	...	4,827	...	...	...	...	...	...	...	...	...	89	...	...	...
Holt's Flat	27	...	...	...	...	...	...	27	...	8,385	...	...	...	...	...	...	...	...	...	34	...	...	...
Homebush	190	57§	120	39	...	52	...	510	109/10	36,588	13,230	350	1,490	204	479	222	660	112	725	262	15	761	At Railway Station; Postmaster allowed £80 in lieu of quarters.	
Home Rule	52	...	...	52	...	...	...	52	...	4,980	...	164	286	43	131	56	251	28	234	61	4	...	...
Hornsby	40	...	...	...	...	...	...	40	20	2,889	163	...	...	...	...	...	...	...	...	36	...	9	Telegraph Office at Railway Station.
Hornsby Junction	18	...	...	...	...	...	...	18	...	6,459	...	132	310	38	122	...	...	...	...	66	4	...	At Railway Station.
Hoskins Town	90	...	...	...	...	...	...	90	3	3,756	209	131	196	6	19	...	...	...	...	54	4	13	Rented at £13.
Howe's Valley	11	...	...	...	...	...	...	11	...	1,701	...	...	...	...	...	...	...	...	...	27	...	...	...
Howlong	160	26	...	...	...	26	...	212	10/16	17,589	1,686	199	404	51	152	54	200	15	141	213	7	91	Rented at £52.
Hoxton Park (82)	10	...	...	...	...	...	...	10	...	342	...	...	...	...	...	...	...	...	...	3	...	...	...
Hunnula	10	...	...	...	...	...	...	10	...	3,405	...	...	...	...	...	...	...	...	...	41	...	...	...
Hungerford (83)	76||	...	...	...	...	...	...	76	...	25,188	98	...	...	...	...	...	...	...	...	55	...	8	Free of rent.
Hunter's Hill	106	...	75	65§	...	39	...	449	185	67,290	3,073	278	753	293	977	171	588	59	438	275	12	115	Rented at £65.	
Huntingdon	13	...	...	65	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hurstville (84)	120	52	52§	13	...	3,360	33	...	7	660	Rented at £80.
Huskisson	10	...	...	26	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Idaville	10	...	...	...	...	...	...	10	...	1,047	...	...	...	...	...	...	...	...	...	19	...	...	...
Iford	46	...	...	...	...	...	...	46	...	1,062	...	...	...	...	...	...	...	...	...	20	...	...	...
Illabo (85)	30	...	...	...	...	...	...	46	...	7,988	11	397	969	48	162	...	...	...	...	70	11	1	Tel. Office at Rail. Stn.
Inka	23	...	...	...	...	...	...	30	...	9,270	65	173	477	22	59	...	...	...	...	111	5	3	At Railway Station.
Ingleburn (86)	18	...	...	...	...	...	...	23	...	6,918	...	...	...	...	...	...	...	...	...	23	...	...	...
Inverell	210	130	110	124	...	26	...	18	5	3,693	60	...	...	...	...	...	...	...	...	35	...	3	Tel. Office at Rail. Stn.
Iron Cove Bridge	35	75	75	...	...	...	...	750	78/10	168,582	9,764	2,147	5,859	780	2,871	482	2,749	123	1,747	1,710	72	755	Govt. building
Irvington (87)	31	...	...	...	...	...	...	...	...	8,439	...	...	...	...	...	...	...	...	...	29	...	...	...
Ivanhoe	200	...	...	...	...	...	...	31	10	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Jackson's Waterholes (88)	10	...	...	...	...	...	...	200	3/10	11,835	2,044	262	775	39	98	32	312	7	44	190	10	150	Free of rent.
Jamberoo	76	...	...	...	...	...	...	10	...	12	...	...	...	...	...	...	...	...	...	6	...	...	...
Jamison Town	10	...	...	...	...	...	...	76	1	38,715	1,031	426	1,023	91	261	138	287	24	298	238	14	57	Free of rent.
Jasper's Brush	10	...	...	...	...	...	...	10	...	897	...	...	...	...	...	...	...	...	...	9	...	...	...
Jeir	13	...	...	...	...	...	...	10	...	8,379	...	...	...	...	...	...	...	...	...	44	...	...	...
Jembaicumbene	13	...	...	...	...	...	...	13	...	4,884	...	...	...	...	...	...	...	...	...	64	...	...	...
Jenolan Caves	10	...	...	...	...	...	...	13	...	2,199	...	...	...	...	...	...	...	...	...	15	...	...	...
Jerilderie	240	100§	...	...	...	26	...	10	50	3,444	...	...	...	...	...	...	...	...	...	25	...	f	Free of rent.
Jerrawa (89)	21	26	...	...	...	...	...	392	12/14	78,159	4,397	556	1,703	163	487	173	1,370	56	708	737	23	281	Govt. building.
Jerrong	11	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Jerry's Plains	200	...	...	...	...	52	...	21	...	6,099	12	...	...	...	...	...	...	...	...	48	...	1	At Railway Station.
Jiggi	10	...	...	...	...	...	...	11	...	981	...	...	...	...	...	...	...	...	...	14	...	...	...
Jimenbuan	10	...	...	...	...	...	...	252	7/18	10,965	1,550	321	1,190	55	170	52	127	20	139	115	10	101	Govt. building.
Jindabyne	14	...	...	...	...	...	...	10	...	333	...	...	...	...	...	...	...	...	...	3	...	...	...
Jindalee	10	...	...	...	...	...	...	10	...	1,911	...	...	...	...	...	...	...	...	...	50	...	...	...
Jindera	52	...	...	...	...	...	...	14	...	6,669	...	...	...	...	...	...	...	...	...	85	...	...	...
Joadja Creek	19	...	...	...	...	...	...	10	10	2,568	...	...	...	...	...	...	...	...	...	9	...	...	...
Judd's Creek (90)	10	...	...	...	...	...	...	52	1	8,958	441	130	331	15	38	34	52	12	167	70	5	25	Free of rent.
Jugiong	28	...	...	...	...	...	...	19	25	12,210	645	1,893	56	173	358	2,907	100	1,331	185	24	...	...	...
June Junction	250	...	140	65	...	26	...	10	...	1,702	...	...	...	...	...	...	...	...	...	20	...	...	...
								29	...	6,537	564	294	842	27	64	...	...	...	...	90	9	33	do.
								601	36/10	76,803	8,723	2,241	5,280	606	1,622	714	3,580	205	2,709	1,192	70	514	Govt. building.	

a Includes Adelong Crossing-place.

b Includes Hillgrove West.

c Included in Hillgrove.

d Includes Forest Road.

e Included in Casino.

f Included in Oberon.

Nota.—For other references see page 53.

35

Name of Office.	Staff and Salaries.									Total allowances, exclusive of Rent, shown in 1st column.	Number of		Money Orders Issued.		Money Orders Paid.		Savings' Bank Deposits.		Savings' Bank Withdrawals.		Revenue.			Arrangements as regards Premises and Rent per annum.
	Officers in charge.	Assistants.	Operators.	Letter Carriers.	Receiver Clearers.	Messengers.	Line Repairers.	Probationers and others.	Total Salaries.		Letters Posted.	Telegrams Transmitted.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	Postal.	Money Order.	Telegraphic.	
Kadina (91)	10	...	...	...	...	...	...	10	...	163	...	...	£	...	...	...	...	...	...	£	3	...	£	...
Kangaloon	18	...	...	...	...	...	...	18	...	5,757	...	140	356	13	35	...	...	...	...	...	54	4	...	...
Kangaroo Creek	15	...	...	...	...	...	...	15	...	1,950	...	...	...	...	...	...	...	...	...	...	28	...	...	...
Kangaroo Valley	76	...	...	...	...	...	...	76	1	24,039	1,109	455	1,012	64	208	115	249	23	164	349	14	73	Free of rent.	
Kars Springs	10	...	...	...	...	...	...	10	...	1,713	...	...	...	...	...	...	...	...	...	...	39	...	...	...
Katoomba	120	86	...	65	...	52	...	323	51/10	86,142	5,092	1,405	2,907	629	1,889	414	2,076	144	1,353	935	41	295	Rented at £52.	
Kayuga	11	...	...	...	...	...	...	11	...	990	...	...	...	...	...	...	...	...	...	...	27	...	...	...
Keepit	13	...	...	...	...	...	...	13	...	1,587	...	...	...	...	...	...	...	...	...	...	16	...	...	...
Keiraville (92)	10	...	...	...	...	...	...	10	...	693	...	...	...	...	...	...	...	...	...	...	12	...	...	...
Kelly's Plains	12	...	...	...	...	...	...	12	...	3,357	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Kellyville	10	...	...	...	...	...	...	10	...	3,105	...	...	...	...	...	...	...	...	...	...	38	...	...	...
Kelso	130	40	...	...	...	...	...	170	2	21,501	1,044	361	917	135	528	135	448	15	78	170	11	60	Rented at £40.	
Kempsey	240	180	75	39	...	39	...	599	72/10	76,272	8,032	1,311	3,096	510	1,385	329	1,802	89	943	700	43	535	Govt. building.	
Konthurst	10	...	...	...	...	...	...	10	...	5,289	...	...	...	...	...	...	...	...	...	...	18	...	...	...
Kentucky (93)	32	...	...	...	...	...	...	32	...	8,511	67	...	...	...	...	...	...	...	...	...	148	...	4	At Railway Station.
Kerrabee	25	...	...	...	...	...	...	25	...	5,484	...	...	...	...	...	...	...	...	...	...	30	...	...	...
Kerr's Creek (94)	17	...	...	...	...	...	...	17	...	8,370	16	...	...	...	...	...	...	...	...	...	42	...	1	do
Khancoban	10	...	...	...	...	...	...	10	...	717	...	...	...	...	...	...	...	...	...	...	13	...	...	...
Kialla	10	...	...	...	...	...	...	10	...	2,349	...	...	...	...	...	...	...	...	...	...	38	...	...	...
Kiama	310	...	150	60	...	150	6/10	865	91/4	126,747	7,895	2,064	4,997	626	1,620	801	4,944	252	2,321	1,161	66	437	Govt. building.	
Kiandra	160	12	...	...	...	26	...	198	3	8,967	832	397	1,026	54	285	29	187	10	129	...	49	12	54a	Free of rent.
Kilgin (95)	10	...	...	...	...	...	...	10	...	93	...	...	...	...	...	...	...	...	...	...	3	...	...	...
Killawarra	10	...	...	...	...	...	...	10	...	1,125	...	...	...	...	...	...	...	...	...	...	10	...	...	...
Kimbriki	11	...	...	...	...	...	...	11	...	1,671	...	...	...	...	...	...	...	...	...	...	14	...	...	...
Kinchela Creek (96)	75	...	...	...	...	...	...	75	12	2,820	84	...	...	...	...	...	...	...	...	...	39	...	5	do
Kincumber	13	...	...	...	...	...	...	13	...	2,712	...	...	...	...	...	...	...	...	...	...	32	...	...	...
Kingstown (97)	10	...	...	...	...	...	...	10	...	412	...	...	...	...	...	...	...	...	...	...	7	...	...	...
King-street	330	140	150	...	...	52	...	711	37	941,901	32,290	1,430	4,814	215	760	919	4,969	473	4,736	1,528	79	1,597	Rented at £208.	
Kiora	11	...	...	...	...	...	...	11	...	654	...	...	...	...	...	...	...	...	...	...	9	...	...	...
Knorrit Flat	10	...	...	...	...	...	...	10	...	1,341	...	...	...	...	...	...	...	...	...	...	18	...	...	...
Kogarah	110	15	...	39	26	26	...	255	113/10	55,509	2,464	341	1,018	370	796	601	1,737	210	1,345	319	13	88	Rented at £65.	
Kookabookra (98)	20	...	...	...	...	...	...	20	...	4,581	...	70	198	14	72	...	...	...	...	...	55	3	...	...
Koorawatha	15	...	...	...	...	...	...	15	...	9,519	150	...	...	...	...	...	...	...	...	...	5	...	9	At Railway Station.
Krambach	52	...	...	...	...	...	...	52	...	5,277	...	156	376	13	43	...	...	...	...	...	51	5	...	...
Krawarree	15	...	...	...	...	...	...	15	...	2,073	...	...	...	...	...	...	...	...	...	...	16	...	...	...
Kunopia	22	...	...	...	...	...	...	22	...	1,971	...	...	...	...	...	...	...	...	...	...	23	...	...	...
Kurrajong (99)	52	...	...	...	...	26	...	78	2	8,163	805	160	281	61	194	12	44	2	5	78	5	44	Rented at £39.	
Kurrajong Heights	40	...	...	...	...	...	...	40	1	8,526	...	...	...	...	...	...	...	...	...	...	70	...	b	Free of rent.
Kyamba	160	...	...	...	...	...	...	160	...	...	256	...	...	...	...	...	...	...	...	...	...	...	17	Govt. building.
Laggan	61	...	...	...	...	...	...	61	...	21,957	...	...	...	...	...	...	...	...	...	...	116	...	c	Free of rent.
Laguna	17	...	...	...	...	...	...	17	...	5,670	...	...	...	...	...	...	...	...	...	...	71	...	...	...
Lake Albert	10	...	...	...	...	...	...	10	...	777	...	...	...	...	...	...	...	...	...	...	2	...	...	...
Lake Bathurst	17	...	...	...	...	...	...	17	...	9,441	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Lake Cudgellico	170	...	...	...	...	52	...	222	4	20,199	2,587	632	1,662	106	444	60	214	13	80	360	19	185	Rented at £54.	
Lambton	210	30	...	135	...	26	...	453	89/10	82,593	1,729	1,184	2,609	491	1,302	363	2,279	266	3,149	449	40	79	Govt. building.	
Landsdown	11	...	...	...	...	...	...	11	...	1,275	...	...	...	...	...	...	...	...	...	...	12	...	...	...
Langworthy's	20	...	...	...	...	...	...	20	...	4,434	...	...	...	...	...	...	...	...	...	...	59	...	...	...
La Perouse	170	...	130	...	...	26	...	326	17	3,307	22,700	...	...	...	...	...	...	...	...	...	...	...	20	Government building: Postmaster allowed £2 in lieu of quarters.

Largs (100)	50							50	9,035	213	22	47						64	1	12	Free of rent.		
Laurieton	130						6 10	136 10	9,633	1,582	361	813	90	575	127	342	15	296	121	10	do		
Lawrence	170	20						242	21,663	2,371	443	1,105	111	382	99	374	31	222	255	13	137	Govt. building.	
Lawson	110	49s		52s				159	41,496	1,871	337	739	143	528	99	741	31	614	337	10	101	Postmaster allowed £39 in lieu of quarters.	
Leet's Vale	10							10	1,299														
Leichhardt	170	100	60	135	50	52		1,135	602,610	4,579	851	2,405	1,572	4,449	2,426	7,055	926	6,064	485	39	182	Govt. building.	
				127	39	52																	
				114		39																	
				85																			
				60																			
				52																			
Leighwood	10							10	636										3				
Lewis Ponds	46							46	17,139	1,136	839	2,349	91	246	264	1,869	106	839	312	29	72	Free of rent.	
Liddell (101)	10							46	1,840										20				
Lidsdale	31							31	3,393		75	159	39	176	47	164	30	296	32	2			
Lilyfield	12							12	4,077										23				
Limburner's Creek	23							23	3,267										33				
Lincolns	11							11	1,623										15				
Limestone (102)	10							10	1,784										10				
Linburn	10							10	4,828														
Lincoln	14							14	1,833										18				
Linden (103)										47												3	At Railway Station.
Lionsville	16							16	2,760										51				
Lismore	260	120	150	52	39	39	150	1,011	127,695	16,237	2,380	6,935	932	3,351	526	3,238	176	2,598	1,368	81	1,138	Govt. building.	
			100			26																	
			75																				
Lithgow	260	110		52	5	39		596	161,118	5,295	3,011	7,861	1,595	4,379	1,372	8,548	444	6,094	1,293	98	300	do	
		52		39		39																	
Little Billabong	41							41	4,287										24				
Little Hartley	25							25	6,099		150	298	9	30					59	4			
Little Plain (104)	10							10	1,710										19				
Liverpool	250	55		104	55s		6 10	580 10	184,727	3,726	1,003	2,422	1,559	2,421	860	3,726	495	3,467	695	34	201	do	
		110																					
Llandilo (105)	10							10	570										6				
Llangothlin	15							15	6,222										80				
Llangothlin Rail- way Station (106)	10							10	1,251										17				
Lochinvar	42					26		143	25,476	642	208	501	184	636	73	407	29	343	195	6	35	Telegraph Office at Rail- way Station.	
	75																						
Locksley (107)	12							12	2,991										38				
Loftus (108)										14													
Long Creek (109)	10							10	1,310										18				
Long Reach	16							16	3,585										31				
Lord Howe Island	10							10	429										4				
Lostock	14							14	1,095										33				
Louth	190		52					242	23,157	2,310	551	2,312	44	119	121	601	17	129	222	21	159	Govt. building.	
Lower Botany	130		75	84	52	30		380	14,652	1,881	400	1,110	141	356	459	913	130	864	80	13	68	Rented at £60.	
Lower Gundaroo	130	12						142	21,252	752	378	962	66	265	58	778	14	426	140	11	47	Free of rent. Postmaster allowed £10 in lieu of quarters.	
Lower Hawkesbury	11							11	1,131										12				
Lower Mangrove (110)	10							10	634										12				
Lower Portland	14							14	2,835		93	295	18	73					32		3		
Lower Yammatree	10							10	2,046										28				
Lowsdale	11							11	1,479										9				
Lowther	10							10	1,365										16				
Lucknow	80							80	7,851	500	231	399	62	195				98	6	40	Free of rent.		
Luddenham	21							21	5,223		175	391	69	168					59	5			
Lue										115													
Lyndhurst (111)	44							44	15,480		200	242							165	4	12	At Railway Station.	
Lytleton	120	52						226	13,425	1,221	308	598	67	239					62	9	71	do Rented at £30.	
		54s																					

a Includes Yarrangobilly Caves.

b Included in Richmond.

c Included in Crookwell.

d Includes Camden Haven Heads.

e Included in Brewongle.

Note.—For other references see page 53.

Name of Office.	Staff and Salaries.									Total allowances, exclusive of Rent shown in last column.	Number of		Money Orders Issued.		Money Orders Paid.		Savings' Bank Deposits.		Savings' Bank Withdrawals.		Revenue.			Arrangements as regards Premises and Rent per annum.
	Officers in Charge.	Assist. ants.	Operators.	Letter Carriers.	Receiv'r Clearers.	Messen-gers.	Line Re-pairers.	Probationers and others.	Total Salaries.		Letters Posted.	Telegrams Trans-mitted.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	Postal	Money Order.	Tele-graphic.	
Macdonald River	£	£	£	£	£	£	£	£	£	£	3,786		£	£		£	£	£	£	£	£	£	At Railway Station.	
Macdonaldtown..	12	15		85				152	61 10	36,747		90	184	348	741	329	573	136	581	75	4			
Macksville.....	180	12				39		257	3	11,847	1,551	460	1,052	80	221	39	17	15	424	85	13	102		
Maclean	240	130||	75	78§				549	38 12	51,453	5,887	1,126	3,377	312	860	326	2,322	102	790	564	33	370	Rented at £60.	
Mahonga	12							12		1,437										14				
Major's Creek ..	150					13		163	7	26,868	879	664	1,785	87	247	264	3,082	97	2,096	212	18	53	Government building. Postmaster allowed £26 in lieu of quarters.	
Malebo	10							10		2,712										1				
Manar	10							10		3,492										35				
Mandalong.....	10							10	10	891										1				
Mandurama	71							71		41,238										237				
Mangrove Creek	12							12		2,208										27				
Mauilla	180	26				26		232	6	27,483	1,193	556	1,229	71	261	165	553	40	417	305	15	70a	Rented at £50.	
Manly	250	150||	100	124	26	52		837	76	153,219	11,353	838	1,725	715	2,198	746	2,920	341	3,038	901	37	410	Govt. building.	
March	11			83		52																		
March	11							11		951										26				
Marcngo.....	150							150	3	8,628	527	243	571	43	159	34	65	16	197	128	7	30	Rented at £20.	
Marlee	11							11		1,749										35				
Marrangaroo ..	11							11		735										40				
Marrickville ..	160	110||		124	52	52		943	268	141,366	4,154	643	1,756	1,411	3,880	1,453	4,359	616	4,122	934	30	164	At Railway Station. Rented at £100. Postmaster allowed £52 in lieu of quarters.	
				104		26																		
				88																				
				84																				
				52																				
				52																				
				39																				
Marsden Park ..	15							15	5	1,728										3				
Marsden's	170	10						180	6	20,361	2,381	456	1,575	28	87	156	708	30	540	223	15	165	Rented at £36.	
Marshal	10							10		1,869			42	111	4	10				6	1			
M'Mahon Reef																								
Marshall Mount..	10							10		1,401										12				
Marulan	130	43§						173	37	38,736	959	673	1,738	271	813	118	363	37	395	306	20	54	Government building. Postmaster allowed £26 in lieu of quarters.	
Maryland	23							23		2,712										56				
Maryvale	22							22		3,867	1,106	181	467	32	100	24	67	24	131	99	5	70	At Railway Station.	
Matheson	10							10		3,057										34				
Mathoura	55							55		13,110	760	191	373	19	64					35	7	44	do.	
Maude	27							27		9,570										51				
Mayfield	10							10		1,272										12				
May's Hill.....	10							10		1,383										6				
Meadow Flat ..	28							28		3,264										93				
Melrose	10							10		6,868										34				
Menangle (112)..	40							40		14,184	247	34	51	7	19					129	1	13	do.	
Menindie	220		150			52	150	572	81 12 6	19,224	2,439	278	722	36	164	25	165	9	84	297	12	183	Govt. building.	
Meranburn.....	30							30		6,534			247	585	25	106	24	114	8	124	98	7		
Merewether	124			100		39		263	39 10	20,334	938	918	2,062	246	773	360	907	231	1,503	295	35	49	Rented at £23 8s.	
Morival	10							10		2,259										33				
Morimbula.....	180					39		219	2	8,937	1,252	228	576	30	83	40	201	16	164	80	7	66	Rented at £40.	
Merindes	14							14		1,926										14				
Meroe	20							20		5,694										30				

CC

Merrilla	16	...	...	...	...	...	16	...	1,407	...	...	...	...	...	...	...	13	...	...	...
Merriwa	120	150	...	...	...	52	335	3 10	80,871	2,430	686	2,196	141	628	78	529	15	256	389	21	145	Govt. building.
Merrygoon	25	...	...	...	...	...	25	...	7,503	...	...	...	...	...	...	...	...	...	125	...	...	...
Merrylands (113)	11	...	...	39	...	...	50	36 10	8,286	...	...	...	...	...	...	...	...	...	52	...	b	At Railway Station.
Michelago (114)	40	65	...	...	...	...	105	...	7,137	660	608	1,542	138	722	51	221	4	85	135	20	39	do
Middle Arm	11	...	...	...	...	...	11	...	3,129	...	...	...	...	...	...	...	...	...	12	...	...	...
Middledale	10	...	...	...	...	...	10	...	793	...	...	...	...	...	...	...	...	...	17	...	...	...
Middleton-street	36	...	...	...	...	...	36	...	30,777	...	...	...	...	...	...	...	...	...	197	...	...	...
Military Road (115)	26	...	...	...	...	...	26	...	...	...	...	...	...	...	...	...	...	...	...	...	c	Free of rent.
Millamurra	11	...	...	...	...	...	11	...	525	...	...	...	...	...	...	...	...	...	8	...	...	...
Miller's Forest	25	...	...	...	...	...	51	...	3,867	...	83	167	36	63	...	...	...	...	30	2	d	do
Miller's Point	110	25	...	...	...	30	174	3	230,379	3,301	1,173	4,191	157	540	1,339	4,226	667	4,977	350	51	146	Rented at £156.
Millfield	16	...	...	...	...	...	16	...	5,829	...	...	...	...	...	...	...	...	...	48	...	...	...
Millie	150	26	...	...	...	...	176	3	27,441	1,353	164	387	28	138	...	...	...	...	204	5	93	Rented at £50.
Millchorpe	52	...	...	...	...	...	52	...	17,202	725	456	1,055	212	762	136	542	33	253	294	14	38	At Railway Station.
Milperinka (116)	170	...	...	...	...	...	170	56	12,240	1,574	456	1,688	40	268	...	...	...	...	55	18	126	Rented at £20.
Milson's Point	120	...	...	...	...	...	120	...	3,969	...	...	...	...	...	...	...	...	...	...	...	163	Rental at £39.
Milton	210	110	...	...	...	52	522	34	70,485	2,079	987	2,108	237	679	141	337	54	528	587	28	177	Govt. building.
Minnu	150	59	...	65	...	...	274	75	43,569	874	789	2,295	346	796	406	2,546	353	5,098	260	32	49	Rented at £45 10s.
Minto	20	...	...	...	...	...	20	...	9,204	...	...	...	...	...	...	...	...	...	81	...	...	At Railway Station.
Mitchell's Island	10	...	...	...	...	...	10	...	1,392	...	...	...	...	...	...	...	...	...	12	...	...	...
Mittagong	210	...	75	50	...	26	361	55 10	68,994	4,149	1,727	3,746	562	1,569	637	3,159	189	2,342	690	53	253	Rented at £65.	
Mitta Mitta	10	...	...	...	...	...	10	...	2,421	...	...	...	...	...	...	...	...	...	20	...	...	...
Moama	260	140	...	26	52	...	478	14	40,266	1,566	247	500	136	439	91	456	48	742	311	7	94	Govt. building.	
Moatefield	20	...	...	...	...	...	20	16	2,379	...	...	...	...	...	...	...	...	...	20	...	...	...
Mogilla	15	...	...	...	...	...	15	...	1,884	...	...	...	...	...	...	...	...	...	19	...	...	...
Mogil Mogil	100	...	...	...	...	26	126	9	3,759	1,630	237	893	35	161	38	443	13	201	67	8	118	Free of rent.
Mogo	44	...	...	...	...	...	44	1	5,253	389	135	333	30	126	...	...	...	...	32	4	23	Free of rent.
Moira	22	...	...	...	...	...	22	...	4,986	...	...	...	...	...	...	...	...	...	18	...	...	...
Molong	220	130	...	66 10	...	26	442 10	4	115,236	4,787	1,916	4,455	723	2,539	381	1,733	118	1,274	1,097	58	273	Govt. building.	
Molonglo	68	...	...	...	...	...	68	1	7,578	331	171	427	12	43	85	462	11	112	118	6	20	Free of rent.
Money Order Office, Sydney.	...	...	100	...	...	...	100	...	5,455	...	...	...	...	...	...	...	...	...	...	...	351	Govt. building.
Monga	12	...	...	...	...	...	12	...	3,732	...	189	555	28	126	...	...	...	...	44	4	...	...
Monkerat	11	...	...	...	...	...	11	...	1,458	...	...	...	...	...	...	...	...	...	29	...	...	...
Monteagle	12	...	...	...	...	...	12	22	3,204	...	...	...	...	...	...	...	...	...	16	...	...	...
Montefiores	27	...	...	...	...	...	27	30	6,210	...	...	...	...	...	...	...	...	...	34	...	...	...
Moonan Brook (117)	18	...	...	...	...	...	18	...	6,051	...	199	621	7	31	39	241	6	68	158	6	...	...
Moonbi Railway Stn.	30	...	...	...	...	...	30	...	7,941	444	191	442	21	90	78	238	14	101	110	6	30	At Railway Station.
Moor Creek	10	...	...	...	...	...	10	...	1,059	...	...	...	...	...	...	...	...	...	50	...	...	...
Moorilda	26	...	...	...	...	...	26	...	3,927	...	...	...	...	...	...	...	...	...	42	...	...	...
Moorland (118)	50	...	...	...	...	...	50	...	3,432	...	...	...	...	...	...	...	...	...	47	...	e	Free of rent.
Moorwatha	10	...	...	...	...	...	10	...	1,614	...	...	...	...	...	...	...	...	...	18	...	...	...
Morangarell	120	...	...	...	...	...	120	3	9,030	1,326	212	670	11	26	...	...	...	...	129	6	82	Govt. building.
Morce	190	180	75	52	...	39	576	40	146,295	11,053	1,311	4,908	333	1,336	253	1,375	67	863	1,514	46	825	do	
Morongla Creek	10	...	...	...	...	...	10	...	2,163	...	...	...	...	...	...	...	...	...	10	...	...	...
Morpeth	240	65	...	138	...	26	469	45 14	80,274	3,769	526	1,169	345	820	224	1,333	115	1,497	510	15	f 193	do	
Morriset (119)	g	At Railway Station.
Mortdale	10	...	...	...	...	...	10	13	2,430	...	...	...	...	...	...	...	...	...	41	...	...	...
Mortlake	10	...	...	...	...	...	10	...	5,898	...	...	...	...	...	...	...	...	...	14	...	...	...
Moruya	210	190	...	104	...	6 10	588 10	48 10	63,756	4,447	1,282	3,564	678	2,367	198	1,035	84	882	687	39	h 279	Govt. building.	
Moruya Heads	52	78	52	i	Free of rent.
Morven	16	...	...	...	...	...	16	...	7,302	...	...	...	...	...	...	...	...	...	20	...	...	...
Mosman's Bay (120)	100	...	...	...	...	26	126	1	7,029	793	75	119	3	5	91	226	24	84	72	3	28	Rented at £40; Post-master allowed £15, in lieu of quarters.
Mossiel	170	30	...	...	...	...	200	3 10	29,358	2,223	418	1,429	44	147	82	492	16	260	277	14	148	Rented at £52.

(a) Includes Upper Manilla.

(b) Included in Granville.

(c) Included in North Sydney.
(h) Includes Moruya Heads.

(d) Included in Raymond Terrace.

(i) Included in Moruya.

Note.—For other references see page 53.

(e) Included in Croki.

(f) Includes Woodville.

(g) Included in Gosford.

Name of Office.	Staff and Salaries.									Total allowances, exclusive of Rent shown in 1st column	Number of		Money Orders Issued.		Money Orders Paid.		Savings' Bank Deposits.		Savings' Bank Withdrawals.		Revenue.			Arrangements as regards Premises and Rent per annum.
	Officers in Charge.	Assistants.	Operators.	Letter Carriers.	Receiv'rs Clear's's.	Messengers.	Line Repairers.	Probationers and others.	Total Salaries		Letters Posted.	Telegrams Transmitted.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	Postal.	Money Order.	Telegraphic.	
Moss Vale	£ 190	£ 130	£ ...	£ 52	£ ...	£ 39	£ ...	£ 521	£ 39	124,20	4,065	1,468	£ 3,567	624	£ 1,454	432	£ 2,171	94	£ 1,322	£ 945	£ 45	£ 234	Rented at £100. Post-master allowed £52 in lieu of quarters.	
Moulamein	220	...	...	...	...	52	...	272	49/12/6	26,544	1,919	303	1,053	38	106	27	123	5	122	207	13	126	Govt. building.
Mount Adrah ...	10	...	...	...	...	...	...	10	...	498	...	...	...	...	...	...	...	...	...	3	...	...	...
Mount Browne (121) ..	10	...	...	...	...	...	...	10	...	539	...	...	...	...	...	...	...	...	...	3	...	...	...
Mount Costigan ...	10	...	...	...	...	...	...	10	...	5,625	...	...	...	...	...	...	...	...	...	78	...	...	...
Mount Drutt (122) ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	At Railway Station.
Mount Elliott ...	15	...	...	...	...	...	...	15	...	2,982	...	...	...	...	...	...	...	...	...	...	...	...	...
Mount Gipps	30	...	...	...	...	...	...	30	...	9,900	...	70	229	3	16	...	...	...	...	38	3	...	...
Mount Harris ...	40	...	...	...	...	...	...	40	...	6,327	...	...	...	...	...	...	...	...	...	59	...	...	...
Mount Hope	120	...	...	...	...	...	...	120	3	9,531	2,465	776	3,107	45	185	153	1,877	36	854	143	28	179	Rented at £52.
Mount Hunter ...	10	...	...	...	...	...	...	10	...	1,371	...	...	...	...	...	...	...	...	...	16	...	...	...
Mount Ida (123) ..	10	...	...	...	...	...	...	10	...	1,634	...	...	...	...	...	...	...	...	...	42	...	...	...
Mount Keira	10	...	...	...	...	...	...	10	...	4,560	...	...	...	...	...	...	...	...	...	41	...	...	...
Mount Kembla ...	20	...	...	...	...	...	...	20	...	15,720	...	...	...	...	...	...	...	...	...	144	...	...	...
Mount Macquarie ...	15	...	...	...	...	...	...	15	...	5,289	...	...	...	...	...	...	...	...	...	108	...	...	...
Mount M'Donald ...	190	...	...	...	...	39	...	229	3	16,758	945	786	2,139	329	2,212	115	458	32	112	218	24	57	Govt. building.
Mount Mitchell ...	10	...	...	...	...	...	...	10	...	1,500	...	...	...	...	...	...	...	...	...	36	...	...	...
Mount Victoria ...	250	25	100	...	...	52	...	427	4	43,917	4,045	875	2,027	265	936	240	826	69	684	332	25	229	do
Mount Vincent ...	16	...	...	...	...	...	...	16	...	7,557	...	156	407	40	83	...	...	...	...	43	5	...	...
Mudgee	310	120	150	114	...	52	150	1,424	...	291,711	11,077	2,987	7,592	2,056	6,679	613	2,621	200	2,197	1,901	92	736	do	
Mulgoa	25	...	...	...	...	...	...	25	...	8,667	...	...	...	...	...	...	...	...	...	108	...	...	...
Mulgrave	21	...	...	...	...	...	...	21	...	4,572	...	...	...	...	...	...	...	...	...	45	...	...	At Railway Station.
Mullaley	22	...	...	...	...	...	...	22	...	4,329	...	...	...	...	...	...	...	...	...	35	...	...	...
Mullengandra ...	10	...	...	...	...	...	...	10	...	4,647	...	...	...	...	...	...	...	...	...	12	...	...	...
Multengudgeri (124) ..	16	...	...	...	...	...	...	16	...	2,544	142	...	...	...	...	...	...	...	...	65	...	8	do
Mulhon Creek ...	11	...	...	...	...	...	...	11	...	4,737	242	...	...	...	...	...	...	...	...	64	...	13	do
Mulloon	12	...	...	...	...	...	...	12	...	1,584	...	...	...	...	...	...	...	...	...	28	...	...	...
Mulwala	180	...	...	...	...	...	...	180	3	22,908	1,630	418	1,290	28	89	60	231	6	47	273	16	103	Rented at £30.
Mumbil (125)	11	...	...	...	...	...	...	11	...	4,476	52	...	...	...	...	...	...	...	...	63	...	3	At Railway Station.
Mummell	14	...	...	...	...	...	...	14	...	3,471	...	...	...	...	...	...	...	...	...	16	...	...	...
Mundooran	130	26	...	...	...	...	...	156	2	15,906	767	248	469	37	179	42	34	6	27	130	7	47	Rented at £45.
Mungindi (126) ...	150	...	...	...	...	...	...	150	9	3,576	1,684	161	621	30	200	...	...	...	...	108	6	124	Rented at £35.
Mungunyah	13	...	...	...	...	...	...	13	...	2,565	...	...	...	...	...	...	...	...	...	13	...	...	...
Murga	23	...	...	...	...	...	...	23	...	6,354	...	...	...	...	...	...	...	...	...	18	...	...	...
Murray Hut	13	...	...	...	...	...	...	13	...	4,401	...	...	...	...	...	...	...	...	...	17	...	...	...
Murrumbateman ...	16	...	...	...	...	...	...	16	...	4,002	...	...	...	...	...	...	...	...	...	64	...	...	...
Murrumbidgee (127) ..	16	...	...	...	...	...	...	16	...	6,921	154	...	...	...	...	...	...	...	...	73	...	8	At Railway Station.
Murrumburrah ...	180	95	...	...	...	39	...	314	26	34,432	3,445	1,300	3,305	376	1,209	280	1,978	89	1,025	705	39	194	Govt. building.
Murrungundy ...	10	...	...	...	...	...	...	10	...	3,270	...	...	...	...	...	...	...	...	...	15	...	...	...
Murrurandi	240	100	200	...	...	39	...	579	12/10/-	63,798	1,600	1,770	4,473	559	1,496	461	3,321	130	2,616	420	56	125	do
Murundah	22	...	...	...	...	...	...	22	...	5,160	971	...	...	...	...	...	...	...	...	89	...	59	At Railway Station.
Murwillumbah ...	240	150	...	...	...	26	...	416	8	38,790	3,663	781	1,965	204	736	117	1,480	44	1,327	366	31	264	Rented at £52.
Muswellbrook ...	220	150	130	84	...	52	150	786	131/2/6	174,291	7,458	1,683	4,796	686	2,275	412	2,785	140	2,057	1,313	54	503	Govt. building.	
Muttama	12	...	...	...	...	...	...	12	30	5,289	...	128	199	10	27	...	...	...	...	3	4	...	...
Myrtleville	15	...	...	...	...	...	...	15	...	2,472	...	...	...	...	...	...	...	...	...	...	...	...	...
Nambucca Heads ...	110	...	...	...	...	39	...	149	2/10/-	6,417	1,797	307	617	75	211	84	300	28	239	65	9	108	Rented at £20.
Narara	10	...	...	...	...	...	...	10	5	2,205	...	...	...	...	...	...	...	...	...	30	...	...	...
Narellan	42	...	...	...	...	...	...	42	...	13,527	...	...	...	...	...	...	...	...	...	176	...	...	...
Narooma (128) ...	10	...	...	...	...	...	...	36	...	4,155	102	...	...	...	...	...	...	...	...	16	...	6	Free of rent.
Narrabri	280	140	150	124	...	52	150	1051/10/-	134/12/6	143,344	14,364	1,937	5,455	886	3,233	478	2,668	184	1,818	1,557	60	928	Govt. building.	
		45/10/-	110	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

Narrabri West ...	100	...	...	...	...	...	6/10/-	106/19	2	30,373	2,891	444	1,311	76	269	68	163	-16	279	191	13	138	Office at Railway Station Postmaster allowed £25 in lieu of quarters.
Narramine	40	...	...	...	...	...	...	40	...	13,965	1,035	363	939	58	219	...	...	...	...	314	11	59	At Railway Station, Govt. building.
Narrandera	260	160	100	104	...	39	...	825	85	319,758	15,207	2,160	6,549	968	3,288	611	3,196	214	1,848	1,806	78	937			
		110	52	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Narrawa	10	...	...	...	...	...	...	10	...	3,510	...	...	...	...	...	...	...	...	...	...	35	...	
Nelligen	190	...	...	...	...	39	...	229	5	7,482	1,008	440	1,157	43	227	33	173	11	45	96	13	55	Govt. building.
Nelson's Bay	110	...	...	...	...	...	...	110	59	3,423	856	...	...	...	...	...	...	...	...	...	47	...	Free of rent.
Nelson's Plains	11	...	...	...	...	...	...	11	...	2,289	...	...	...	...	...	...	...	...	...	...	15	...	
Nerriga	20	...	...	...	...	...	...	20	...	6,162	...	231	682	51	301	...	...	...	...	...	61	8	
Nerrigundah	18	...	...	...	...	...	...	18	...	6,615	...	203	667	55	289	...	...	...	...	...	98	7	
Neurea	20	...	...	...	...	...	...	20	...	4,434	...	...	...	...	...	...	...	...	...	...	51	...	
Neutral Bay	50	...	...	...	...	39	...	89	...	18,930	...	145	356	88	246	185	274	65	252	54	6	6	Free rent.
Never Never	10	...	...	...	...	...	...	10	...	924	...	...	...	...	...	...	...	...	...	...	14	...	
Nevertire	110	...	...	...	...	...	...	110	3	34,338	3,599	528	1,480	106	323	56	480	23	199	340	17	215	Office at Railway Station Postmaster allowed £30 in lieu of quarters.
New Angledool	180	...	...	...	...	...	...	180	4	9,393	3,029	604	3,309	29	140	49	686	21	242	81	24	266	Free of rent.
Newbridge	47	25	72	...	26,100	820	360	1,082	158	644	250	10	43	At Railway Station.	
Newcastle	400	240	180	148	39	39	150	104†	39††	3,558	396	1,110,450	57,401	7,509	20,509	7,604	23,453	4,540	31,360	2,029	28,463	8,115	310	4,135	Govt. building.
	350	150	160	114	...	26		
	...	100	130	98	...	26		
	110	84	...	26		
	100	26		
	100		
	75		
Newcastle West	120	...	60	...	...	52	...	232	...	74,313	4,710	1,867	4,416	323	643	838	3,708	291	2,157	557	63	270	Rented at £78.
Newport (129)	85	85	...	349	438	9	...	24	Free of rent.	
Newton Boyd	150	150	...	590	41	Free of rent.	
Newtown	280	170	160	160	75	52	...	2,362	225	1,396,656	13,951	2,562	6,771	4,207	11,001	10,387	33,565	4,079	26,585	4,585	120	560	Govt. building.		
	...	180	148	...	49	52		
	...	60	143	52		
	127	39		
	124		
	104		
	104		
	75		
	52		
	52		
Niangala (130)	10	...	...	...	...	...	...	10	...	360	...	...	...	...	...	...	...	...	...	...	8	...	...
Nimbin	10	...	...	...	...	...	...	10	...	477	...	...	...	...	...	...	...	...	...	...	4	...	...
Nimitybelle	135	...	60	...	...	39	...	234	7	14,202	1,789	664	1,683	95	240	6	71	2	14	171	19	102	Govt. building.
Nine Mile (131)	10	...	...	...	...	...	...	10	...	4,106	...	...	...	...	...	...	...	...	...	...	27	...	...
North Berry Jerry	20	...	...	...	...	...	...	20	...	8,070	...	...	...	...	...	...	...	...	...	...	49	...	...
North Botany (132)	100	...	...	...	...	26	...	126	...	7,258	200	46	105	...	...	80	194	14	34	40	2	10	Rented at £40.
North Forster	10	...	...	...	...	...	...	10	...	5,478	...	...	...	...	...	...	...	...	...	...	73	...	...
North Gobaralong	10	...	...	...	...	...	...	10	...	780	...	...	...	...	...	...	...	...	...	...	12	...	...
North Parramatta	30	...	...	...	...	...	...	30	...	24,393	...	...	...	...	...	...	...	...	...	...	108	...	...
North Pimlico (133)	10	...	...	...	...	...	...	10	...	1,529	...	...	...	...	...	...	...	...	...	...	52	...	...
North Richmond	48	48	...	6,531	714	136	...	37	Rented at £15.	
North Ryde (134)	36	30	66	...	3,051	45	...	(c)	Free of rent.	
North Springwood (135)	10	...	...	...	...	...	...	10	12	342	...	...	...	...	...	...	...	...	...	...	13	...	...
North Sydney	295	110	170	143	39	52	...	2,609	787	662,136	10,361	1,509	3,701	1,773	5,219	3,194	10,489	1,276	8,526	2,615	73	455d	Govt. building.		
	...	78	140	143	39	39		
	135	39	39		
	124	...	26		
	114	...	26		
	114	...	26		
	84		

(a) Includes Byangum. (b) Included in North Sydney. (c) Included in Ryde. (d) Includes Neutral Bay and Military Road. † Stamper and sorter. †† Mailboy. Note.—For other references see page 53.

Name of Office.	Staff and Salaries.									Total allowances, exclusive of Rent shown in last column	Number of		Money Orders Issued.		Money Orders Paid.		Savings' Bank Deposits.		Savings' Bank Withdrawals.		Revenue.			Arrangements as regards Premises and Rent per annum.	
	Officers in Charge.	Assistants.	Operators.	Letter Carriers.	Receiv'rs Clearers.	Messengers.	Line Repairers.	Probationers and others.	Total Salaries.		Letters Posted.	Telegrams Transmitted.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	Postal.	Money Order.	Telegraphic.		
North Sydney	£	£	£	£	£	£	£	£	£	£		£	£		£	£		£	£	£	£	£			
	...	...	...	84	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	a
	...	...	...	78	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	...	...	...	65	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	...	...	...	60	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	...	...	...	52	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	...	...	...	50	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	...	...	...	50	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	...	...	...	39	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
	...	...	...	39	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
North Tumbulgum	19	...	...	...	...	...	...	19	...	3,294	...	...	...	...	...	...	...	...	...	...	...	28	
North Willoughby	25	25	...	10,930	...	81	258	73	175	97	4		
North Yanco	12	12	...	5,604	263	53	10	At Railway Station.	
Nowendoc	13	13	...	1,395	36	...		
Nowra	200	80	52	65	...	...	...	447	49	141,972	6,269	1,762	4,320	597	1,894	343	1,966	154	1,632	980	53	356	Govt. Building.
	...	50	46	...	At Railway Station.	
Nubba	11	11	...	4,218	20	...		
Nullamanna	10	10	...	1,074	45	4		
Numba	27	27	10	8,388	...	-149	404	19	52	19	117	9	80	23	...		
Numbugga	14	14	...	1,401	23	...		
Numeralla	23	23	...	1,128	23	...		
Nundle	120	...	...	...	...	26	...	146	4	18,138	1,379	537	1,588	100	327	186	1,218	61	875	234	18	91	Rented at £52.
Nymagee	220	...	150	...	26	...	...	396	3	45,117	4,761	2,070	6,783	232	808	378	2,943	103	1,436	644	69	294	Govt. building.
Nyngan	310	100	100	52	39	...	...	601	37	100,407	9,120	1,883	5,841	758	2,415	424	3,003	126	1,436	723	63	557	do
Oaklands (136)	10	10	...	656	19	...		
Oaks	23	23	...	18,398	...	290	490	20	49	78	8		
Oakwood	13	13	...	3,255	13	...		
Oatley	15	1	At Railway Station.
Oban	12	12	...	936	12	...		
Oberon	180	25	...	...	26	...	...	231	2	33,819	2,386	873	2,380	242	828	80	270	34	355	473	26	147c	Govt. building.
Obley	100	100	2	4,623	538	172	427	18	76	45	5	35	Rented at £25.
O'Connell (137)	55	55	...	11,196	149	273	640	165	617	118	8	9	Free of rent.
Old Junee	30	...	...	...	...	...	...	30	...	9,015	137	140	315	34	114	14	94	6	60	90	4	8	At Railway Station.
Ophir	10	10	...	441	11	...		
Orange	370	210	190	114	39	52	150	6/10/-	1,691/10/	156/12/6	430,575	16,113	4,027	11,214	3,320	9,309	1,304	6,803	515	5,857	2,959	131	988	Govt. building.	
	...	90	130	96	
	75	
Otford (138)	20	20	...	2,328	54	41	...	3	At Railway Station.
Ourimbah	22	22	...	4,278	119	...	d	do
Overton	10	10	...	5,457	20	
Oxford Hotel	100	100	...	11,589	513	Free of rent.
Oxford-street	280	170	150	...	...	52	...	1,049	6	495,309	21,435	2,625	7,313	3,503	8,769	8,850	31,065	3,607	26,148	1,105	136	936	Rented at £290.
	...	75	140	52	
	52	
	39	
	39	
Oxley	28	28	...	14,067	227	
Oxley Island	13	13	...	1,323	9	
Paddington	230	...	160	...	...	52	...	660	3	156,183	13,138	1,386	3,644	3,338	8,313	3,527	13,575	1,307	9,417	1,426	64	620	Govt. building.
	75	52	
	52	
	39	

Pallamallawa	10							10	4,365									28						
Palmer's Island	180	78§						258	19/10/-	7,617	1,453	451	1,190	155	469	94	740	21	194	110	13	70	Rented at £30.	
Palmer's Oakey	11							11		930														
Pambula	170	20						242	3/10/-	22,890	3,915	647	2,070	139	509	121	749	38	579	269	21	238	Rented at £30.	
Para Meadow	10							10		4,011														
Parkes	250	180||						521	41/16/-	119,226	3,303	2,220	6,288	629	2,260	389	2,960	158	2,948	1,180	72	486	Govt. building.	
Park-street	290	190	75					769	10	1,107,565	32,937	3,639	9,992	1,590	3,776	2,786	14,603	933	8,337	1,299	160	1,476	Rented at £400. Postmaster allowed £75 in lieu of quarters.	
		110																						
Parkville	14							14		4,275														
Parliament House	240							240		3,327														
Parramatta	370	230	200	143	50			2,262	385	1,134,240	19,631	2,982	7,100	3,547	9,905	2,907	11,534	1,073	10,206	2,574	115	761e	Govt. building.	
		160	150	138																				
		130		135																				
				114																				
				104																				
				104																				
				52																				
Pampoolah	13							13		1,326														
Paterson	160		120					280	8/10/-	23,403	2,555	255	729	85	296	201	569	58	453	251	8	157f	do	
Peak Hill (139)	150	75||						251	8	48,018	5,565	1,545	4,390	544	2,278	215	3,128	195	2,658	458	46	348	Rented at £65.	
Peakhurst	10							10		3,162														
Pearce's Creek	10							10		942														
Peel	40							40		6,699														
Peelwood	18							18		10,941		231	689	65	206									
Pejar	10							10		621														
Pennant Hills	20							20	12	4,386														
Penrith	250	130||						542	40/10/-	1	9	5,543	1,930	4,285	1,090	3,103	1,086	5,059	376	3,672	1,234	60	310g	Govt. building.
		50																						
Penrith Railway																								At Railway Station.
Pericoc	10							10		2,373														
Perricoota	12							12		1,842														
Perth	32							32		7,677														
Petersham	230	150||	75	159	60			1,625	219	304,377	9,165	944	2,787	1,607	4,601	1,328	4,244	529	3,865	1,194	43	367	do	
				124																				At Railway Station.
				114																				Postmistress allowed £30 in lieu of quarters.
				114																				
				104																				
				84																				
				60																				
				52																				
				39																				
Pictou	200	78||						314/10/-	11	92,280	3,069	1,281	3,060	536	1,658	793	3,499	193	2,094	698	39	174	Rented at £60.	
Pictou Lakes (140)	10							10		204	25													At Railway Station.
Pilliga	180	26						232	9/10/-	19,350	1,676	488	1,984	71	276	24	153	6	96	188	16	106	Govt. building.	
Pine Ridge	10							10		858														
Pinnacles	25							25		9,978		620	2,358	16	67									
Piper's Flat	21	10						31	20	5,289	27													At Railway Station.
Pitt Town	23							23		6,703														
Pleasant Hills (141)	10							10		750														
Plumpton	26							26	15	7,329		96	218	3	10	25	42	3	11	17	3			
Pokolbin	10							10		7,152														
Ponto	11							11		2,100														
Pooncarie	170							170	49/12/8	5,796	1,093	165	539	6	29									
Port Macquarie	270	110||						507/10/-	25	89,130	6,780	1,097	2,863	329	1,176	202	1,012	78	1,724	531	33	394j	Govt. building.	
		65§																						
		30																						
Port Macquarie Pilot Station	26							26																At Pilot Station.
Pott's Hill	10							10		3,306		47	122	27	95									
Prospect	18							18		4,926														
Prospect Reservoir	15							15		6,312		334	702	80	231	307	1,594	161	1,545	84	10			
Punkalla	20							20		5,025														

(a) Includes Neutral Bay and Military Road. (b) Includes Tomerong. (c) Includes Jenolan Caves. (d) Included in Gosford. (e) Includes Castle Hill and Wentworthville. (f) Includes Gresford and Vasey. (g) Includes Penrith Railway Station. (h) Included in Penrith. (i) Included in George's Plains. (j) Includes Port Macquarie Pilot Station and Tacking Point. (k) Included in Port Macquarie. NOTE.—For other references see page 53.

Name of Office.	Staff and Salaries.									Total allowances exclusive of Rent shown in 1st column.	Number of		Money Orders Issued.		Money Orders Paid.		Savings Bank Deposits.		Savings Bank Withdrawals.		Revenue.			Arrangements as regards Premises and Rent per annum.
	Officers in Charge.	Assistants.	Operators.	Letter Carriers.	Receivers Clearers.	Messengers.	Line Repairers.	Probationers and others.	Total Salaries.		Letters Posted.	Telegrams Transmitted.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	Postal.	Money Order.	Telegraphic.	
Purnamoota	£ 200	£ ...	£ ...	£ ...	£ ...	£ ...	£ ...	£ 230	...	6,111	1,415	...	£ ...	...	£ ...	£ ...	£ ...	£ ...	£ ...	£ 101	...	£ 91	Free of rent.
Putty	30	...	...	...	...	...	...	11	...	2,880	...	...	...	...	...	...	...	...	...	24	...	...	At Railway Station.
Pymble (142)	10	...	...	...	...	...	...	10	...	2,955	...	...	...	...	...	...	...	...	...	18	...	...	At Railway Station.
Pyree	19	...	...	...	...	...	...	19	...	4,989	...	...	...	...	...	...	...	...	...	39	...	...	Rented at £90.
Pyrmont	210	120	...	...	...	52	...	486	5	220,053	5,329	629	1,546	873	2,467	1,874	5,675	842	4,704	427	32	255	Rented at £90.
Quamhone	21	...	...	...	...	52	...	21	...	12,648	...	...	...	...	...	...	...	...	...	145	...	...	Govt. building.
Queanbeyan	310	100	...	78	...	26	...	514	27/5/-	110,421	4,264	2,240	5,436	763	2,146	257	2,165	102	1,545	907	66	285	Govt. building.	
Quipolly	20	...	...	...	...	...	...	20	...	1,182	...	...	...	...	...	...	...	...	...	4	...	...	At Railway Station.
Quipolly Creek	17	...	...	...	...	...	...	17	12	2,481	...	...	...	...	...	...	...	...	...	5	...	...	Govt. building.
Quirindi	240	120	75	...	...	39	...	474	64/10/-	138,459	4,734	1,542	3,215	711	2,113	416	1,647	117	1,402	940	45	322	Govt. building.
Raglan (143)	31	...	...	...	...	...	...	31	...	4,023	29	...	...	...	...	...	...	...	...	48	...	2	At Railway Station.
Rainbow Reach	11	...	...	...	...	...	...	11	...	753	...	...	...	...	...	...	...	...	...	11	...	...	Rented at £90.
Randwick	170	130	75	100	...	39	...	781	67/14/-	1,892,043	7,432	715	2,421	981	2,465	679	2,120	216	1,773	231	30	308	Rented at £90.	
Rankin's Springs	35	...	...	72s	...	26	...	35	...	7,584	...	...	...	...	...	...	...	...	...	51	...	...	At Railway Station.
Ravensworth (144)	22	...	...	52	...	...	...	22	...	7,182	60	...	...	...	...	...	...	...	...	62	...	4	At Railway Station.
Rawden Vale	11	...	...	...	...	...	...	11	...	1,461	...	...	...	...	...	...	...	...	...	14	...	...	At Railway Station.
Rawdon Island	10	...	...	...	...	...	...	10	...	2,301	...	...	...	...	...	...	...	...	...	34	...	...	Govt. building.
Raymond Terrace	250	52	75	72s	...	...	6/10/-	455/10/-	44/16/-	82,713	2,741	749	1,492	373	1,095	230	803	94	1,036	498	22	147a	Govt. building.
Redfern	320	125 10/-	120	160	52	52	...	2,114 10	159	516,615	9,335	2,512	6,961	3,205	9,639	5,139	18,765	2,247	19,033	3,559	119	400	Govt. building.	
Redfern Railway .....	...	50	110	143	39	52	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	At Railway Station.
Red Range	15	...	...	...	...	...	...	15	...	1,794	...	...	...	...	...	...	...	...	...	36	...	...	Govt. building.
Reidsdale	12	...	...	...	...	...	...	12	...	2,280	...	...	...	...	...	...	...	...	...	12	...	...	Govt. building.
Reid's Flat	19	...	...	...	...	...	...	19	...	3,159	...	...	...	...	...	...	...	...	...	37	...	...	Govt. building.
Richmond	240	100	75	100	...	26	...	591	75/10/-	140,664	4,966	781	1,736	506	1,449	443	1,688	111	1,218	670	23	283c	Govt. building.	
Riverstone	120	32/10/-	...	...	...	...	...	152/10/-	6	28,056	1,542	601	1,387	261	603	312	783	89	526	190	18	81	At railway station, Postmaster allowed £20 in lieu of quarters.
Rix's Creek	10	...	...	...	...	...	...	10	...	696	...	...	...	...	...	...	...	...	...	12	...	...	At railway station, Postmaster allowed £15 in lieu of quarters.
Robbinsville	10	...	...	...	...	...	...	10	...	4,767	...	...	...	...	...	...	...	...	...	124	...	...	Govt. building.
Robertson	150	10	52	...	...	...	...	212	10/10/-	36,741	1,093	415	861	73	269	69	251	26	283	262	13	63	Govt. building.
Rob Roy	12	...	...	...	...	...	...	12	...	1,479	...	...	...	...	...	...	...	...	...	11	...	...	Govt. building.
Rockdale (145)	110	65s	...	52	...	39	...	316	138/10/-	67,368	2,511	374	1,007	446	948	298	509	90	500	344	15	88	At railway station, Postmaster allowed £15 in lieu of quarters.	
Rock Flat	12	...	...	...	...	...	...	12	...	3,402	...	...	...	...	...	...	...	...	...	1	...	...	Govt. building.
Rockley	200	25	...	...	...	...	...	225	2	23,316	1,070	520	1,194	115	569	76	302	23	737	257	16	61	Govt. building.
Rockwell	10	...	...	...	...	...	...	10	...	1,011	...	...	...	...	...	...	...	...	...	10	...	...	Govt. building.
Rocky Glen	23	...	...	...	...	...	...	23	...	3,495	...	...	...	...	...	...	...	...	...	...	...	...	Govt. building.
Rocky Hall	10	...	...	...	...	...	...	10	...	3,315	...	...	...	...	...	...	...	...	...	12	...	...	Govt. building.

Name of Office.	Staff and Salaries.									Total Allowances exclusive of Rent shown in 1st column.	Number of		Money Orders Issued.		Money Orders Paid.		Savings' Bank Deposits.		Savings' Bank Withdrawals.		Revenue.			Arrangements as regards Premises and Rent per annum.
	Officers in Charge.	Assistants.	Operators.	Letter Carriers.	Receiver Clearers.	Messengers.	Line Repairers.	Probationers and others.	Total Salaries.		Letters Posted.	Telegrams Transmitted.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	Postal.	Money Order.	Telegraphic.	
Somerton	26							26		5,562		191	£ 418	13	£ 24					£ 44	£ 5			
South Bowenfels	23							23		6,066		153	308	13	52					49	4			
South Broken Hill	25							25		12,114										47				
South Clifton(154)	Nil.							Nil.			79											4	At Railway Station.	
Southgate (155).....	36							36		2,865										50		a	Free of rent.	
South Grafton	180	52		72§	26	39		369	47	55,434	3,008	591	1,712	199	897	133	585	52	509	363	20	155	Govt. building.	
South Gundagai	33							33		5,667										35				
South Head	110							110		576												23	At Signal Station.	
South Woodburn	180	100				39		319	27/5/-	24,156	2,578	732	2,129	158	604	93	325	38	409	268	22	158	Rented at £50.	
Spencer's Creek (156)	36							36		2,061										29		b	Free of rent.	
Spicer's Creek	11							11		2,658										20				
Spring Hill	30	5						35		8,607	178	192	375	49	134	48	35	18	41	81	4	10	At Railway Station.	
Springside	16							16		894										14				
Springwood	55	5		65§				125	31/4/-	21,033	1,753	436	1,234	119	468	119	363	54	370	402	14	97	do	
Stanborough	22							22		912														
Stammore Road.....	170					52		274		59,040	4,380	543	1,477	553	1,447	1,138	3,642	522	3,219	640	25	167	Rented at £104.	
Stannifer	40							40	1	2,718	139	75	138	13	62					46	2	8	Free of rent.	
Steinbrook	10							10		858										26				
Stewart's Brook (157)	16							16		7,353		66	178	2	2					121	2			
Stock Exchange (158)	200					52		252			7,172											500	do	
Stockton	140	39§		60				239	4/10/-	44,451	1,220	753	1,844	224	613	331	1,576	191	2,014	288	28	65	Rented at £39.	
Stockyard Creek.....	10							10		843										29				
Stonehenge	10							10	20	3,867										32				
Stony Creek	12							12		2,241										17				
Stony Crossing (159)	10							10		220										3				
Store Creek										6												1	At Railway Station.	
Strathfield	110			62		52		276	79	148,011	4,482									577		167	Rented at £60.	
Stroud	210	72§						308	6	22,014	2,304	631	1,379.	205	601	184	767	47	366	316	18	149	Govt. building.	
Stuart Town (160)	36							36		18,057	891	883	2,667	215	927	115	629	29	415	318	30	55	Free of Rent.	
Summer Hill	110		100	143		52		731	78/4/-	224,910	8,822	819	2,182	879	2,553	1,160	3,859	476	2,779	830	36	333	At Railway Station. Post- mistress allowed £20 in lieu of quarters.	
			75	124		39																		
				49		39																		
Summer Island.....	20							20	23	1,161		97	195									3		
Sunny Corner	170	20		65§				255	40/10/-	41,757	2,345	1,507	4,242	331	1,086	529	3,754	169	2,605	639	50	142	Govt. building.	
Surry Hills	170	140				52		420/10	6	53,958	7,627	1,247	4,628	1,666	4,835	2,879	7,947	1,172	6,786	381	92	320	Rented at £170.	
						52																		
Sussex-street (161)	260		75			52		387	13	263,811	10,366	476	1,566	40	141	211	1,085	83	518	1,427	25	591	Rented at £208. Post- master allowed £65 in lieu of quarters.	
Sutherland (162)	17							17		4,323	175	109	243	34	121					34	4	10	At Railway Station.	
Sutton (163)	10							10		288										5				
Sutton Forest	160		75					235	40	21,096	1,690	245	614	118	332	69	152	27	123	202	7	99	Govt. building.	
Swallows' Nest	13							13		1,407										4				
Swan Bay (164).....	45							45		6,162	200	142	292	24	114					37	4	11	Free of rent.	
Swansea	57							57	2	8,061	956	560	2,734	138	396	101	758	32	198	59	21	53	Rented at £20 16s.	
Swan Vale.....	20							20		1,101										30				
Sylvania	20							20		4,554										44				
Tabulam.....	160	25	26					211	51/12/6	8,931	766	150	368	12	31	13	85	5	85	124	5	47	Rented at £26.	
Tacking Point	26							26																
Tallewang (165).....	10							10		366										3				
Tambaroora	65							65		7,485		181	690	111	231					87	6		Postmaster allowed £20 as rent.	
Tambar Springs	25							25		11,574		217	531	13	32					87	7			

Tamworth	360	150	200	148	...	39	150	6 10	1960 10	247 12 6	331,434	21,216	3,126	8,533	3,216	8,261	1,678	8,478	534	5,574	2,659	102	1,558	Govt. building.	
		110	140	138	...	26	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		100	120	78	...	26	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		...	160	78	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tangmangaroo	19	...	...	...	...	...	...	...	...	19	...	2,538	...	...	...	...	...	...	...	...	...	20	...	...	...
Tanja	10	...	...	...	...	...	...	...	...	10	...	1,959	...	...	...	...	...	...	...	...	...	9	...	...	...
Tarago	28	...	...	...	...	...	...	...	...	28	...	11,235	926	273	576	148	478	25	154	16	195	182	8	53	At Railway Station.
Taralga	180	91	...	...	...	...	...	...	...	271	2	24,312	1,833	711	1,761	145	487	...	...	...	...	286	20	107	At Railway Station.
Tarana	45	10	...	...	...	...	...	...	...	55	...	20,646	625	266	652	73	221	...	...	...	...	135	8	33	At Railway Station.
Tarcutta	120	36	...	...	...	...	...	...	...	156	5	4,914	617	188	443	34	157	...	...	...	...	184	5	37	Free of Rent.
Tarce	230	...	100	52	...	...	150	...	...	632	66	47,322	5,624	965	2,571	338	921	190	1,097	61	697	518	30	432	Govt. building.
		...	100	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tarcena	170	...	...	...	...	...	...	...	...	170	79/16/0	6,702	334	...	...	...	...	...	...	...	...	45	...	29	do
Tarlo	20	...	...	...	...	...	...	...	...	20	...	1,254	...	...	...	...	...	...	...	...	...	23	...	...	...
Tarro Railway Station	10	...	...	...	...	...	...	...	...	10	...	4,065	...	...	...	...	...	...	...	...	...	40	...	...	At Railway Station.
Tataila (166)	10	...	...	...	...	...	...	...	...	10	...	5,032	...	...	...	...	...	...	...	...	...	9	...	...	...
Tatham	12	...	...	...	...	...	...	...	...	12	...	4,971	...	...	...	...	...	...	...	...	...	15	...	...	...
Tathra	95	...	...	...	...	...	...	...	...	95	1/10	3,144	1,094	...	...	...	...	...	...	...	...	18	...	53	Rented at £26.
Tattersall's	140	...	...	...	...	...	...	...	...	140	...	6,930	...	...	...	...	...	...	...	...	...	...	...	303	Free of Rent.
Tea Gardens	12	...	...	...	...	...	...	...	...	12	...	4,143	...	...	...	...	...	...	...	...	...	34	...	...	...
Telegraph Point	26	...	...	...	...	...	...	...	...	26	...	3,732	...	...	...	...	...	...	...	...	...	55	...	...	...
Temora	210	100	...	52	...	...	...	...	...	362	7	47,943	5,635	1,148	3,020	410	1,732	170	966	88	1,139	843	36	359	Govt. building. Postmaster allowed £30 in lieu of quarters.
Tempe	36	...	...	...	...	...	...	...	...	36	...	9,570	...	137	317	36	98	...	...	...	...	65	5	...	...
Tenandra	20	...	...	...	...	...	...	...	...	20	...	2,664	...	...	...	...	...	...	...	...	...	18	...	...	...
Tenterfield	310	190	110	84	...	...	150	...	1009	133/2/0	119,466	152,094	1,488	3,809	894	2,650	356	2,886	133	2,527	1,094	49	535	Govt. building.	
		65	100	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Tent Hill	17	...	...	...	...	...	...	...	...	17	...	5,082	...	...	...	...	...	...	...	...	...	59	...	...	...
Peralba	51	39	...	...	...	...	...	...	...	90	...	14,133	839	392	1,002	123	337	...	...	...	...	182	14	49	At Railway Station.
Terara	130	12	...	...	...	52	...	...	...	194	2	13,586	609	334	618	56	167	116	583	27	154	101	9	38	Rented at £50.
Termil	10	...	...	...	...	...	...	...	...	10	...	1,128	...	...	...	...	...	...	...	...	...	17	...	...	...
Thackaringa	120	10	...	...	...	...	...	...	...	130	41	14,349	1,942	680	2,909	50	186	115	835	16	278	117	34	114	Rented at £26.
The Bulga	15	...	...	...	...	...	...	...	...	15	...	5,838	...	...	...	...	...	...	...	...	...	39	...	...	...
The Exchange	210	120	170	75	...	52	...	...	770	3	1,493,655	94,465	1,512	4,667	23	67	...	...	...	...	3,280	69	7,165	Post Office rented at £100. Postmaster allowed £50 in lieu of quarters. Telegraph Office free of rent.	
		...	...	...	...	52	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		...	...	...	...	39	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
The Junction	30	...	...	...	...	...	...	...	...	30	...	25,866	...	...	...	...	...	...	...	...	...	63	...	...	...
The Lagoon	11	...	...	...	...	...	...	...	...	11	...	933	...	...	...	...	...	...	...	...	...	12	...	...	...
The Reefs	12	...	...	...	...	...	...	...	...	12	...	3,090	...	...	...	...	...	...	...	...	...	16	...	...	...
The Rock	42	...	...	...	...	...	...	...	...	42	...	18,078	877	198	472	18	68	...	...	...	...	186	7	49	At Railway Station.
The Valley	10	...	...	...	...	...	...	...	...	10	...	4,145	...	...	...	...	...	...	...	...	...	3	...	...	...
Thirlmere (167)	24	10	...	...	...	...	...	...	...	34	...	21,171	88	274	640	49	123	...	...	...	...	162	7	5	do
Thornleigh	16	...	...	...	...	...	...	...	...	16	...	7,059	...	...	...	...	...	...	...	...	...	38	...	...	...
Thuddungra	10	...	...	...	...	...	...	...	...	10	...	3,999	...	...	...	...	...	...	...	...	...	36	...	...	...
Thurgoona	25	...	...	...	...	...	...	...	...	25	...	6,546	...	...	...	...	...	...	...	...	...	74	...	...	...
Tibooburra (168)	170	...	...	...	...	...	...	...	...	170	30	14,310	667	295	1,062	23	113	...	...	...	...	100	12	59	Rented at £32 10s.
Tighe's Hill (169)	48	26	...	...	...	...	...	...	...	74	...	11,883	538	383	1,170	101	267	...	...	...	...	341	13	27	Postmaster allowed £15 12s. as rent.
	
Tilba Tilba (170)	46	...	...	...	...	...	...	...	...	46	10	9,030	377	105	259	13	42	19	90	4	65	144	3	20	Free of rent.
Tilpa	160	...	...	...	...	...	...	...	...	160	3	5,241	1,323	...	...	...	...	...	...	...	...	104	...	104	Office free of rent. Postmaster allowed £28 per annum in lieu of quarters.
Timbarra	15	...	...	...	...	...	...	...	...	15	...	2,703	...	...	...	...	...	...	...	...	...	24	...	...	...
Timbery Range	15	...	...	...	...	...	...	...	...	15	...	12,393	...	...	...	...	...	...	...	...	...	49	...	...	...
Timbilica	13	...	...	...	...	...	...	...	...	13	...	852	...	...	...	...	...	...	...	...	...	19	...	...	...
Timbriehungie	16	...	...	...	...	...	...	...	...	16	...	3,834	...	...	...	...	...	...	...	...	...	23	...	...	...
Timor	11	...	...	...	...	...	...	...	...	11	...	2,565	...	...	...	...	...	...	...	...	...	33	...	...	...
Tingha	220	40	...	...	...	...	...	...	...	260	5	21,774	2,326	1,085	4,111	225	871	228	1,118	69	939	365	40	139	Rented at £52.
Tinonee	170	52	...	...	...	...	...	...	...	222	£3 10s.	12,204	915	233	540	46	168	90	200	25	44	169	7	54	Govt. building.
Tintenbar (171)	100	...	...	...	...	...	...	...	...	100	...	6,583	485	92	165	3	5	...	...	...	...	57	3	28	Free of rent.
Tintin Hull	10	...	...	...	...	...	...	...	...	10	...	1,035	...	...	...	...	...	...	...	...	...	...	...	...	...

(a) Included in Grafton.

(b) Included in Arakoon.

(c) Included in Port Macquarie.

(d) Includes Crookhaven Heads.

NOTE.—For other references see page 53.

Name of Office ¹	Staff and Salaries.									Total allowances, exclusive of Rent, shown in last column	Number of		Money Orders Issued.		Money Orders Paid.		Savings' Bank Deposits.		Savings' Bank Withdrawals.		Revenue.			Arrangements as regards Premises and Rent per annum.
	Officers in Charge.	Assistants.	Operators.	Letter Carriers	Receiver's Clearers	Messengers.	Line Repairers.	Probationers and others.	Total Salaries		Letters Posted.	Telegrams Transmitted.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	Postal.	Money Order.	Tele-graphic	
Tocumwall (172)..	£ 220	£ 20	£ 100	£	£	£	£	£	£ 340	£ 2	23,460	2,853	352	£ 1,023	55	£ 269	33	£ 35	4	£ 40	£ 330	£ 14	£ 172	Rented at £52.
Tomago	17								17	26	2,553										20			
Tomakin	31								31			88											5	Free of rent.
Tomerong (173)...	56								56		6,087		76	250	10	56					92	4	a	do
Tomingley	20								20		6,668		130	451	13	45					24	4		
Tongarra (174) ..	10								10	15	21										3			
Toogong	23								23		5,376										23			
Tooloom	14								14		3,303										41			
Tooma (175)	16		40*						56		7,752	510									76		28	do
Toongabbie	10								10		1,785										14			
Torington	10								10		1,533										34			
Toronto	10								10		2,349										40			
Towamba	13								13		3,921										73			
Towrang (176) ..	21								21		3,765	26									16		2	At Railway Station.
Trangie	100								100	4	19,356	2,027	483	1,387	57	188	75	732	17	149	288	15	123	Office at Railway Station. Post-master allowed £26 in lieu of quarter
Trevallyn	17								17		5,031										35			
Trundle Lagoon ..	15								15		5,901										102			
Trunk Creek	230	20							250	2	20,700	737	420	1,358	100	472	98	810	45	707	216	14	49	Govt. building.
Tuena	170	25				52			247	3/10	16,368	1,213	582	2,111	186	766	60	755	13	196	140	20	79	Rented at £50.
Tuggranong	11								11		918										15			
Tullimbar	12								12	15	3,276		87	148	7	31					28	2		
Tumberumba (177) ..	170	90							260	2/10	57,120	2,469	617	1,504	123	441	42	512	11	73	520	20	151	Govt. building.
Tumbulgum	92	30							122	4	15,288	1,020	326	1,062	57	229	76	491	31	335	239	15	70	Rented at £39.
Tumut	220	100		52		26			417/10	18	113,055	6,086	1,478	3,645	535	1,694	226	977	105	1,246	1,065	47	386	Govt. building.
Turrumurra (178) ..	10	19	10+						10	5	720										7			
Tweed Heads	110								110	2/10	9,417	1,845	276	753	44	188	78	360	8	84	105	10	122b	Rented at £31 4s.
Tweed Heads Signal Station.																							c	At Pilot Station.
Two-mile Flat	13								13		468										7			
Tyndale	12								12	16	1,245										18			
Uarbry	11								11		4,176										20			
Ulladulla	78								78	18	9,204	686	226	434	96	400	10	70	4	39	43	6	37	At Pilot Station.
Ulmarra	170	88				26			284	19	28,101	2,393	493	1,300	146	610	66	356	33	300	228	15	132d	Govt. building.
Ultimo (179)	110	77s							187		73,440	2,096	292	712	382	1,004	793	2,342	281	1,787	326	13	92	Rented at £59 16s.
Unanderra (180) ..	58								58		11,424	141									32		7	Free of rent.
Underbank	24								24		3,009										56			
Ungarie	22								22		8,655										28			
Unumgar	23								23		381													
Upper Banks-town.	13								13		1,920										3			
Upper Botobolar ..	10								10		756										9			
Upper Burrangorang.	10								10		1,728										20			
Upper Coldstream (181).	10								10		1,080										32		e	do
Upper Colo	15								15		2,340										32			
Upper Gundaroo ..	26								26		6,660		125	262	17	56					44	3		
Upper Lansdown (182)	10								10		195										3			

Upper Manila (183)	26								26		4,446									45		f	Postmistress allowed £5 as rent.		
Upper McDonald	10								10		1,122									22					
Upper Myall	14								14		537									14					
Upper Orara (184)	10								10		117									3					
Upper Pyramul	18								18		2,466		117	321	23	83				29		3			
Upper Rolland's Plains (185)	10								10	17	131									3					
Upper Run	10								10		3,759									26					
Upper Turon	11								11		927									12					
Uralla	240		110	39		39			480	34	88,029	4,691	1,202	3,261	385	1,249	372	1,790	112	1,143	903	41	289	Govt. building.	
Urana	240	110	52			52			432	58/2/6	47,844	4,360	654	1,813	125	416	96	533	25	298	538	26	301	do	
Urangeline	20								20		2,517									22					
Uranquinty	11								11		7,956									44				At Railway Station.	
Uriarra	12								12		1,260									27					
Vacy	46								46		7,350		94	235	10	31				58		3	g	Free of rent.	
Vale of Clwydd	10								10		3,672									11					
Vere	15								15		1,875									35					
Vittoria	14								14		1,158									6					
Wagga Wagga	380	240	220	127		52	150		2,627	197/2/6	517,599	26,612	3,927	11,340	2,349	6,965	2,065	11,488	742	8,200	1,522	147	1881	Govt. building	
	300	130	180																						
		52	130	124		26																			
			100	114		26																			
			100			26																			
			75																						
			75																						
Wagonga	19								19		1,155									25					
Wagonga Heads	10								10		1,881									5					
Wagra	21								21		20,343									70					
Walbundrie (186)	21								96		11,475	1,726	111	200	6	32				41		4	115	Free of rent.	
Walcha	220	102				52			374	6	61,344	3,436	1,084	2,646	181	552	190	860	67	881	34	215	Govt. building.		
Walcha Road	40								40		15,270	635	253	559	27	67	63	361	14	542	162	8	36	At Railway Station.	
Walgett	250	78	100			39	150		692	51/17/6	75,048	10,161	901	2,889	278	1,143	235	2,271	68	983	819	32	786	Govt. building.	
			75																						
Wallabadah	36								36		18,687		382	832	62	211				102		11			
Wallangarra (187)												26								25			2	At Railway Station.	
Wallangra	15								15		3,168									61					
Wallerobba (188)	14								14		4,809									15					
Walla Walla	11								11		2,670									59					
Wallendbeen	39								39		13,977	957	302	790	67	226	34	333	11	166	261	10	59	do	
Wallerawang (189)	210	25	110						345	6	67,587	1,903	936	2,242	295	786	119	621	14	214	461	27	106	Rented at £40.	
Walli	12								12		3,387									81					
Wallsend	260	75		124		39			628	121/12/6	263,310	4,413	1,660	4,112	748	2,116	868	5,182	491	6,201	991	54	220	Govt. building.	
		26		104																					
Wamberal	12								12		2,430									24					
Wanaaring	230					52			282	5	40,965	3,081	423	2,047	50	260	80	1,040	19	392	332	18	245	Free of rent. Postmaster allowed £39 in lieu of quarters.	
Wandandian	14								14		4,473									24					
Wandella	10								10		576									4					
Wandsworth	17								17		5,139		148	264	12	54				51		4			
Wanganella	31								31		16,515									73					
Wangat	10								10		1,557									8					
Wanstead	11								11		8,253									12					
Waratah	160	82		135					398	10	85/12	90,948	1,818	623	1,505	299	773	298	1,134	162	1,445	549	20	105	Govt. building.
				21	10+																				

(a) Included in Nowra.

(b) Includes Tweed Heads Signal Station.

(c) Included in Tweed Heads.

(d) Includes Upper Goldstream.
NOTE.—For other references see page 53.

(e) Included in Uimarra.

(f) Included in Manilla.

(g) Included in Paterson.

Name of Office.	Staff and Salaries.									Total allowances exclusive of Rent, shown in last column.	Number of		Money Orders Issued.		Money Orders Paid.		Savings Bank Deposits.		Savings Bank Withdrawals.		Revenue.			Arrangements as regards Premises and Rent per annum.
	Officers in Charge.	Assistants.	Operators.	Letter Carriers.	Receiv'rs Clearers.	Messengers.	Line Repairers.	Probationers and others.	Total Salaries.		Letters Posted.	Telegrams Transmitted.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	Postal.	Money Order.	Telegraphic.	
	£	£	£	£	£	£	£	£	£	£			£	£	£	£	£	£	£	£	£	£	£	
Wardell	160	26	...	...	...	26	...	...	212	9 15	16,920	2,118	559	1,564	87	281	100	706	28	580	226	19	132	Rented at £40.
Warialda	220	26	130	...	...	...	...	...	526	54 12 6	48,003	3,600	465	1,323	196	410	140	429	51	263	595	16	256	Govt. building.
Warkton	11	...	...	...	...	...	...	...	11	...	2,163	...	...	...	...	...	...	...	...	...	28	...	...	...
Warkworth	23	...	26	...	...	...	...	...	54	...	6,717	278	...	...	...	...	...	...	...	...	108	...	17	Rented at £15 12s.
Warne (190)	39	...	...	...	...	...	...	...	39	...	11,571	148	282	621	41	164	...	...	...	...	148	8	10	At Railway Station.
Warneton	15	...	...	...	...	...	...	...	15	...	1,689	...	...	...	...	...	...	...	...	...	23	...	...	...
Wargo	11	...	...	...	...	...	...	...	11	...	2,253	...	...	...	...	...	...	...	...	...	...	...	...	...
Warrah Ridge	10	...	...	...	...	...	...	...	10	...	600	...	...	...	...	...	...	...	...	...	12	...	...	...
Warren	240	110 52	...	...	...	26	...	...	428	4	93,315	6,487	1,181	3,806	247	773	216	857	61	483	807	40	434	Govt. building.
Waterfall	10	...	...	...	...	...	...	...	10	...	1,275	70	...	...	...	...	...	...	...	...	22	...	4	At Railway Station.
Waterloo	110	...	75	...	...	52	...	...	237	3	69,840	1,394	238	466	688	2,177	559	1,343	217	2,112	167	9	58	Rented at £65.
Watson's Bay	110	...	...	65	...	39	...	...	253	84 10	14,673	1,616	77	118	33	73	175	502	42	202	97	2	52	Rented at £36 8s.
Wattamolla	10	...	...	...	...	...	...	...	10	...	756	...	...	...	...	...	...	...	...	...	15	...	...	...
Wattle Flat	110	...	...	...	...	26	...	...	136	7	12,900	756	370	866	154	425	72	119	22	111	153	11	41	Rented at £20.
Wauchope	110	...	...	...	...	26	...	...	136	4	20,433	1,766	260	755	41	214	...	...	...	...	198	9	107	Rented at £52.
Waverley	210	52	75	124	39	52	...	...	806	271 10	575,337	8,603	1,026	2,659	1,636	4,710	1,897	6,193	906	5,619	1,450	50	363	Govt. building.
Weddin	10	...	...	65	...	26	...	...	10	...	1,689	...	...	...	...	...	...	...	...	...	20	...	...	...
Wee Jasper	10	...	...	...	...	...	...	...	10	...	738	...	...	...	...	...	...	...	...	...	3	...	...	...
Wee Waa	160	52	...	...	...	...	...	...	212	5	19,155	1,962	609	1,862	58	235	33	420	23	368	250	18	127	do
Welcome Reefs	10	...	...	...	...	...	...	...	10	...	2,208	...	...	...	...	...	...	...	...	...	17	...	...	...
Wellingrove	21	...	...	...	...	...	...	...	21	...	2,274	...	...	...	...	...	...	...	...	...	17	...	...	...
Wellington	310	180 62	...	39	...	26	...	...	617	78	158,907	4,910	2,510	6,199	909	3,042	423	2,207	106	1,300	1,282	77	294	do
Wentworth	380	150	140	78 8	...	52	150	...	1,050	68 12 6	79,137	131,268	653	2,024	282	894	141	1,467	49	1,162	924	31	530	do
Wentworth Falls	19	5	...	...	...	...	...	...	24	...	20,694	317	...	...	...	...	...	...	...	...	146	...	18	At Railway Station.
Wentworthville (191)	10	...	...	...	...	...	...	...	10	...	637	...	...	...	...	...	...	...	...	...	7	...	a	do
Werombi	10	...	...	...	...	...	...	...	10	...	1,971	...	...	...	...	...	...	...	...	...	56	...	...	...
Werris Creek	88	...	...	...	...	52	...	...	140	1	32,910	2,385	479	1,057	90	248	...	...	...	...	280	13	138	do
West Balmain (192)	110	67 8	...	...	...	26	...	...	203	36 10	93,170	1,583	439	1,389	96	355	1,058	1,450	264	1,224	490	21	62	Rented at £71 10s.
Westbrook	13	...	...	...	...	...	...	...	13	...	1,668	...	...	...	...	...	...	...	...	...	19	...	...	...
West Camberwarra	10	...	...	...	...	...	...	...	10	...	789	...	...	...	...	...	...	...	...	...	9	...	...	...
West Kempsey	240	40	75	...	...	52	150	...	557	56 2 6	74,067	2,986	733	1,922	143	485	211	777	44	738	201	23	215	Govt. building.
West Maitland	400	180	180	148	...	52	...	75c	2,755	215	433,926	21,316	3,676	9,744	4,623	12,151	1,514	7,393	616	6,077	2,297	125	1,430	do
West Mitchell	350	100	150	127	...	52	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
West Tamworth .....	...	75	150	70	...	26	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
West Wallsend .....	...	...	140	39	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Whealbah .....	...	...	130	39	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Wheeo .....	...	...	110	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
West Mitchell	18	...	...	...	...	...	...	...	18	...	2,358	...	...	...	...	...	...	...	...	...	32	...	...	...
West Tamworth	26	...	...	...	...	...	...	...	26	...	6,381	730	277	428	115	397	8	68	3	24	46	8	21	At Railway Station.
West Wallsend	30	...	...	...	...	...	...	...	30	...	8,817	...	...	...	...	...	...	...	...	...	87	...	...	...
Whealbah	13	...	...	...	...	...	...	...	13	...	4,776	...	...	...	...	...	...	...	...	...	29	...	...	...
Wheeo	30	...	...	...	...	...	...	...	30	...	7,827	...	...	...	...	...	...	...	...	...	35	...	...	...

Wherrol Flat...	10	...	...	...	...	...	...	10	...	1,425	...	...	...	...	...	...	...	26	...	...		
Whinstone Valley	11	...	...	...	...	...	...	11	...	1,218	...	...	...	...	...	...	...	11	...	...		
Whiteman Creek	10	...	...	...	...	...	...	10	...	2,133	...	...	...	...	...	...	...	18	...	...		
White Rock	14	...	...	...	...	...	...	14	...	969	...	...	...	...	...	...	...	42	...	...		
Whittingham	33	...	...	...	...	...	...	33	...	14,961	...	...	...	...	...	...	...	97	...	...		
Whitton	110	...	...	...	52	...	...	162	2 10	31,020	3,268	572	1,580	118	340	70	795	17	109	402	17	202	Office at Railway Station Postmaster allowed £3 in lieu of quarters. Rented at £65.	
Wickham	180	70	...	124	...	...	6 10	380 10 43 10	106,419	2,264	1,175	3,401	482	1,203	804	3,380	378	3,974	549	54	120			
Wilberforce	22	...	...	...	...	...	...	22	...	6,306	...	...	...	...	...	...	...	86	...	...		
Wilcannia	310	230	110	127	52	150	...	1,341	122 2 6	125,052	13,457	1,241	4,654	453	2,157	305	2,263	72	1,133	1,939	59	1,083	Govt. building.	
...	...	190	...	...	52	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	120	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Wild's Meadow	18	...	...	...	...	...	...	18	20	3,912	...	...	...	...	...	...	...	1	...	...	...	...	...
Willanthry	13	...	...	...	...	...	...	13	...	7,669	...	129	314	10	39	11	105	6	37	37	4	...	...
William-street	360	120	160	...	39	...	...	974	...	306,921	18,226	2,091	6321	1,539	4,672	4,378	20,147	1,742	14,138	1,906	131	811	do	
...	...	41	150	...	39	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	39	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	26	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
William Town	20	...	...	...	...	...	...	20	...	1,533	...	...	...	...	...	...	...	...	...	20	...	...	...
Willow-tree	50	...	...	...	...	...	...	50	...	8,670	816	305	652	30	78	...	...	...	227	8	48	At Railway Station.		
Wilson's Downfall	19	...	...	...	...	...	...	19	...	11,307	...	417	2,021	22	62	...	...	...	39	16	...	...
Wilson	10	...	...	...	...	...	...	10	...	888	...	...	...	...	...	...	...	...	6	...	...	...	...
Wilton	20	...	...	...	...	...	...	20	...	3,342	...	230	681	57	177	...	...	...	54	7	...	...
Wimbledon (194)	11	...	...	...	...	...	...	11	...	3,852	38	...	...	...	...	...	...	...	34	...	...	...	...	do
Windellama	15	...	...	...	...	...	...	15	...	5,511	...	...	...	...	...	...	...	...	94	...	...	...	...
Windeyer	19	...	...	...	...	...	...	19	...	7,671	...	71	218	23	78	...	...	...	38	2	...	...	...
Windsor	340	150	75	124	26	...	...	808	62 10	161,517	5358	1,213	3,029	880	2,226	314	761	90	842	887	40	248	Govt. building.	
...	...	35	...	58	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Winduella	12	...	...	...	...	...	...	12	...	2,574	...	...	...	...	...	...	...	...	28	...	...	...	...
Wingello (195)	18	...	...	...	...	...	...	18	...	3,672	34	...	...	...	...	...	...	...	6	...	2	At Railway Station.		
Wingen	20	...	...	...	...	...	...	20	...	12,348	470	...	...	...	...	...	...	...	113	...	26	do		
Wingham	190	91	...	65	...	...	...	346	7	63,912	2,037	611	1,599	117	338	129	357	44	398	397	19	131	Govt. building.	
Wiseman's Creek	10	...	...	...	...	...	...	10	...	2,379	...	...	...	...	...	...	...	...	13	...	...	...	...
Wiseman's Ferry	220	20	...	...	...	...	...	240	57 12 6	6,729	726	534	1,347	115	614	34	216	18	53	75	15	43	Rental at £55.	
Wollar	24	...	...	...	...	...	...	24	...	15,876	...	183	378	37	128	...	...	...	44	5	...	...
Wollombi	230	52	...	...	...	...	...	282	47 12 0	13,191	852	516	2,115	118	417	119	587	29	288	162	17	56	Govt. building.	
Wollomombi	14	...	...	...	...	...	...	14	...	8,664	478	...	...	...	...	...	...	...	43	...	28	...	...	Free of rent.
Wollondilly	...	...	...	...	...	...	...	...	...	17	...	...	...	...	...	...	...	...	...	...	1	...	...	At Railway Station.
Wollongbar	10	...	...	...	...	...	...	10	...	1,560	...	...	...	...	...	...	...	...	...	16	...	...	...
Wollongong	350	150	100	114	...	...	...	900	121 10	269,004	11,332	3,322	8,620	1,443	4,152	1,446	8,415	615	6,927	1,955	115	631	Govt. building.	
...	...	75	...	65	46	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Wolumla	120	...	...	...	26	...	...	146	2 10	18,486	1,218	296	579	96	207	37	62	12	142	137	8	72	Rented at £35.	
Wombat	32	...	...	...	...	...	...	32	...	4,941	...	137	279	26	101	...	...	...	59	4	...	...	...
Woodburn	170	65	...	...	...	...	...	235	108 12 6	10,272	865	356	826	57	245	37	218	21	244	107	10	51	Rented at £30.	
Woodfordleigh	22	...	...	...	...	...	...	22	4	2,670	...	...	...	...	...	...	...	...	...	19	...	...	...
Woodhill	10	...	...	...	...	...	...	10	...	1,302	...	...	...	...	...	...	...	...	...	24	...	...	...
Woodhouselee	23	...	...	...	...	...	...	23	...	6,159	...	...	...	...	...	...	...	...	...	78	...	...	...
Woodlands	10	...	...	...	...	...	...	10	...	2,025	...	...	...	...	...	...	...	...	...	23	...	...	...
Woodside	13	...	...	...	...	...	...	13	...	3,162	...	...	...	...	...	...	...	...	...	48	...	...	...
Woodstock	56	...	...	...	...	...	...	56	...	11,808	179	243	479	22	100	...	...	...	...	142	7	10	At Railway Station.	
Woodville (196)	46	...	...	...	...	...	...	46	...	5,976	...	...	...	...	...	...	...	...	...	55	...	...	...	Free of rent.
Woolgoolga (197)	89	...	...	...	...	...	...	89	...	4,101	191	...	...	...	...	...	...	...	...	26	...	14	do	
Woolfahra	180	110	...	127	39	...	...	801	39 10	315,354	6,813	787	2,430	1,012	2,819	1,769	6,248	640	4,084	596	43	273	Rented at £150.	
...	...	...	...	114	39	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	104	39	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	49	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Woolomin	10	...	...	...	...	...	...	10	...	1,224	...	...	...	...	...	...	...	...	...	25	...	...	...
Woomargama	32	...	...	...	...	...	...	32	...	7,866	...	...	...	...	...	...	...	...	...	50	...	...	...
Woonona	41	...	...	...	...	...	...	41	...	16,005	...	658	1,553	264	783	377	2,235	187	2,377	215	23	...	...
Woore	14	...	...	...	...	...	...	14	...	1,872	...	...	...	...	...	...	...	...	...	15	...	...	...
Wowagin	10	...	...	...	...	...	...	10	...	495	...	...	...	...	...	...	...	...	...	13	...	...	...

(a) Included in Parramatta. (b) Included in Morpeth. c Batteryman. Note.—For other references see page 58.

Name of Office.	Staff and Salaries.										Total allowances, exclusive of Rent, shown in last column.	Number of		Money Orders Issued.		Money Orders Paid.		Savings' Bank Deposits.		Savings' Bank Withdrawals.		Revenue.			Arrangements as regards Premises and Rent per annum.
	Officers in Charge.	Assistants.	Operators.	Letter Carriers.	Receiver Clearers.	Messengers.	Line Repairers.	Probationers and others.	Total Salaries.	Letters Posted.		Telegrams Transmitted.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	Postal.	Money Order.	Telegraphic.		
Wyong	£ 11	...	...	...	...	...	...	£ 11	...	1,485	...	...	...	...	...	...	...	...	...	£ 16	...	...	Free of rent. Postmaster allowed £25 in lieu of quarters.
Wyce (193)	£ 10	...	...	...	...	...	...	£ 10	...	2,641	...	...	...	...	...	...	...	...	...	£ 19	...	...	
Wyndham	£ 110	...	...	...	...	...	6 10	£ 116 10	2	7,158	942	280	£ 831	39	£ 113	38	£ 62	7	£ 28	£ 86	9	£ 56	
Wyong (199)	£ 25	...	...	...	...	...	...	£ 25	...	11,553	446	380	£ 842	353	£ 1,604	...	...	...	...	£ 229	11	£ 22	Telegraph Office at Railway Station.
Wyong Creek	£ 15	...	...	...	...	...	...	£ 15	24	5,883	...	...	...	...	...	...	...	...	...	£ 30	...	...	Rented at £20.
Wyrallah	£ 100	...	...	...	...	26	...	£ 126	10	11,604	750	...	...	...	...	...	...	...	...	£ 171	...	£ 40	
Yalpunga (200)	£ 10	...	...	...	...	...	...	£ 10	...	833	...	...	...	...	...	...	...	...	...	£ 7	...	...	Free of rent. At Pilot Station. Postmistress allowed £25 in lieu of quarters.
Yalwal (201)	£ 38	...	...	...	...	...	...	£ 38	...	4,335	248	...	...	...	...	...	...	...	...	£ 54	...	£ 16	
Yamba	£ 160	65s	...	...	...	...	...	£ 225	16 10	17,061	2,172	221	£ 702	73	£ 292	...	...	...	...	£ 82	7	£ 102	
Yambla	£ 15	...	...	...	...	...	...	£ 15	...	7,500	...	...	...	...	...	...	...	...	...	£ 48	...	a	At Railway Station.
Yandarlo (202)	£ 25	...	...	...	...	...	...	£ 25	...	7,092	...	...	...	...	...	...	...	...	...	£ 57	...	...	do
Yanko Siding (203)	£ 18	...	...	...	...	...	...	£ 18	...	3,867	...	...	...	...	...	...	...	...	...	£ 22	...	b	
Yarra	£ 10	...	...	...	...	...	...	£ 10	...	2,628	...	...	...	...	...	...	...	...	...	£ 4	...	...	Free of rent.
Yarraman	£ 13	...	...	...	...	...	...	£ 13	...	1,740	...	...	...	...	...	...	...	...	...	£ 4	...	c	
Yarrangobilly Caves (204)	£ 15	...	...	...	...	...	...	£ 15	...	2,424	...	...	...	...	...	...	...	...	...	£ 20	...	...	Govt. building.
Yarras	£ 10	...	...	...	...	...	...	£ 10	...	3,825	...	...	...	...	...	...	...	...	...	£ 14	...	...	
Yarrowitch (205)	£ 310	...	160	104	...	26	150	£ 850	126 2 6	145,899	6,330	1,901	£ 4,343	1,043	£ 2,346	516	£ 2,756	130	£ 1,538	£ 1,474	56	£ 396			
Yass Railway Station	£ 19	...	100	...	...	...	...	£ 19	...	3,654	463	...	...	...	...	...	...	...	...	£ 12	...	£ 26	At Railway Station.
Yatveyatah	£ 20	...	...	...	...	...	...	£ 20	...	5,955	...	...	...	...	...	...	...	...	...	£ 23	...	...	At Railway Station
Yeoval	£ 17	...	...	...	...	...	...	£ 17	...	5,853	...	...	...	...	...	...	...	...	...	£ 25	...	...	
Yerong Creek	£ 30	...	...	...	...	...	...	£ 30	2	21,507	1,240	...	...	...	...	...	...	...	...	£ 378	...	£ 72	
Yetholme	£ 20	...	...	...	...	...	...	£ 20	...	1,614	...	...	...	...	...	...	...	...	...	£ 32	...	...	Rented at £50.
Yetman	£ 190	20	...	...	...	26	...	£ 236	47 12 6	5,085	904	...	...	...	...	...	...	...	...	£ 144	...	£ 74	
Young	£ 310	150	100	143	...	26	150	£ 1,006	41 10	205,365	12,292	3,095	£ 8,185	1,406	£ 4,138	1,148	£ 7,679	445	£ 5,639	£ 2,250	98	£ 855	Govt. building.		
Yurrunga	£ 20	52	75	...	...	...	...	£ 20	...	2,871	...	...	...	...	...	...	...	...	...	£ 32	...	...	At Railway Station.
Zig Zag	£ 20	...	...	...	...	...	...	£ 20	...	2,871	4	...	...	...	...	...	...	...	...	£ 32	...	£ 1	

(a) Included in Gerogery.

(b) Included in Breadalbane.

(c) Included in Klandra.

NOTE.—For other references see page 63.

52

EXPLANATORY NOTES TO APPENDIX A.

- (1) Telegraph Office established, 14th April. (2) Telephone Office established, 18th December. (3) Government Savings' Bank established, 17th February. (4) Money Order Office and Government Savings' Bank established, 15th February. (5) Post Office established, 1st April. (6) Telegraph Office established, 21st February; Money Order Office established, 1st October. (7) Post Office established, 1st October. (8) Post Office established, 16 July. (9) Telegraph Office established, 14th April. (10) Telegraph Office established, 14th April. (11) Post Office established, 1st September. (12) Telegraph Office established, 14th April. (13) Telegraph Office established, 14th April. (14) Money Order Office and Government Savings' Bank established, 1st October. (15) Post Office established, 1st February. (16) Telegraph Office established, 14th April. (17) Telegraph Office established, 26th February. (18) Telegraph Office established, 14th April. (19) Post Office established, 1st May. (20) Telegraph Office established, 2nd April; Money Order Office and Government Savings' Bank established, 1st August. (21) Telegraph Office established, 14th April. (22) Post Office established, 1st December. (23) Telephone Office established, 13th October. (24) Money Order Office established, 1st August. (25) Telephone Office established, 16th September. (26) Post Office established, 17th February; Telephone Office established, 11th November. (27) Post Office established, 16th October. (28) Post Office established, 20th January. (29) Money Order Office established, 17th February; Telephone Office established, 14th April. (30) Post Office established, 1st August. (31) Telegraph Office established, 19th February. (32) Telegraph Office established, 14th April. (33) Telegraph Office established, 25th February; Money Order Office established, 1st August. (34) Telegraph Office established, 14th April. (35) Post Office established, 1st August. (36) Money Order Office and Government Savings' Bank established, 1st February. (37) Telegraph Office established, 14th April. (38) Post Office established, 8th September. (39) Post Office established, 15th February. (40) Telegraph Office established, 14th April. (41) Post, Telegraph, and Money Order Office, and Government Savings' Bank established, 6th August. (42) Telegraph Office established, 14th April. (43) Money Order Office established, 1st December; Government Savings' Bank established, 15th December. (44) Post Office established, 1st July. (45) Post Office established, 1st April. (46) Post Office established, 16th January. (47) Post Office established, 6th December. (48) Telephone Office established, 2nd May. (49) Telegraph Office established, 14th April. (50) Telegraph Office established, 14th April. (51) Post Office established, 1st August. (52) Telegraph Office established, 14th April. (53) Telegraph Office established, 29th November. (54) Telegraph Office established, 14th April. (55) Telegraph Office established, 14th April. (56) Telegraph Office established, 2nd January; Money Order Office and Government Savings' Bank established, 6th January. (57) Post Office established, 16th May. (58) Telegraph Office established, 14th April. (59) Post Office established, 16th August. (60) Post, Telegraph, and Money Order Office, and Government Savings' Bank established, 1st February. (61) Post Office established, 16th October. (62) Telephone Office established, 4th February. (63) Post, Telegraph, and Money Order Office, and Government Savings' Bank established, 8th September. (64) Post Office established, 1st June. (65) Telegraph Office established, 14th April. (66) Money Order Office and Government Savings' Bank established, 2nd June. (67) Telegraph Office established, 14th April. (68) Telegraph Office established, 14th April. (69) Telegraph Office established, 14th April. (70) Telegraph Office established, 14th April; Money Order Office established, 1st October. (71) Post Office established, 1st June. (72) Post Office established, 1st March. (73) Telegraph Office established, 14th April. (74) Post Office established, 10th March. (75) Telephone Office established, 1st February. (76) Telegraph Office established, 14th April. (77) Post Office established, 1st April. (78) Post Office established, 6th April; Telegraph Office established, 14th April. (79) Telegraph Office established, 29th September. (80) Post Office established, 15th March; Money Order Office established, 1st December; Telephone Office established, 22nd November. (81) Telegraph Office established, 14th April. (82) Post Office re-established, 1st October. (83) Telephone Office established, 14th November. (84) Government Savings' Bank established, 17th February. (85) Telegraph Office established, 14th April. (86) Telegraph Office established, 14th April. (87) Telephone Office established, 28th July. (88) Post Office established, 1st July. (89) Telegraph Office established, 14th April. (90) Post Office established, 16th January. (91) Post Office established, 17th November. (92) Post Office established, 14th July. (93) Telegraph Office established, 14th April. (94) Telegraph Office established, 14th April. (95) Post Office established, 1st December. (96) Telegraph Office established, 10th November. (97) Post Office established, 1st September. (98) Money Order Office established, 1st October. (99) Government Savings' Bank established, 17th February. (100) Money Order Office established, 1st August. (101) Post Office established, 16th January. (102) Post Office established, 1st April. (103) Telegraph Office established, 14th April. (104) Post Office established, 16th May. (105) Post Office established, 1st July. (106) Post Office established, 16th August. (107) Telegraph Office established, 11th April. (108) Telegraph Office established, 14th April. (109) Post Office established, 1st August. (110) Post Office established, 1st August. (111) Money Order Office established, 1st August. (112) Money Order Office established, 1st October. (113) Telephone Office established, 16th June. (114) Government Savings' Bank established, 17th February. (115) Telephone Office established, 16th September. (116) Telegraph Office established, 27th May. (117) Government Savings' Bank established, 1st April. (118) Telephone Office established, 16th September. (119) Telegraph Office established, 14th April. (120) Post Office re-established, 15th April. Money Order Office and Government Savings' Bank established, 16th July. (121) Post Office established, 1st February. (122) Telegraph Office established, 14th April. (123) Post Office established, 10th March. (124) Telegraph Office established, 14th April. (125) Telegraph Office established, 14th April. (126) Money Order Office established, 15th February. (127) Telegraph Office established, 14th April. (128) Telephone Office established, 23rd July. (129) Post Office established, 1st December. (130) Post Office established, 1st December. (131) Post Office established, 1st May. (132) Post, Telegraph, and Money Order Office established, 11th August; Government Savings' Bank established, 1st September. (133) Post Office established, 16th January. (134) Telephone Office established, 4th February. (135) Post Office established, 1st August. (136) Post Office established, 16th June. (137) Telephone Office established, 23rd June. (138) Telegraph Office established, 14th April. (139) Telegraph Office established, 31st July. (140) Telegraph Office established, 14th April; Post Office established, 8th December. (141) Post Office established, 1st March. (142) Post Office established, 6th August. (143) Telegraph Office established, 14th April. (144) Telegraph Office established, 14th April. (145) Government Savings' Bank established, 1st May. (146) Post Office established, 1st May. (147) Telephone Office established, 20th August; Post Office established, 8th September. (148) Telephone Office established, 4th February. (149) Money Order Office established, 17th February. (150) Post Office established, 20th June. (151) Post Office established, 1st November. (152) Post Office established, 1st February. (153) Telegraph Office established, 14th April. (154) Telegraph Office established, 14th April. (155) Telephone Office established, 19th June. (156) Telephone Office established, 17th November. (157) Money Order Office established, 2nd June. (158) Telegraph Office established, 14th April. (159) Post Office established, 16th October. (160) Government Savings' Bank established, 17th February. (161) Post and Telegraph Office established, 2nd January; Money Order Office and Government Savings' Bank established, 6th January. (162) Telegraph Office established, 14th April. (163) Post Office established, 17th November. (164) Telephone Office established, 20th June. (165) Post Office re-established, 1st October. (166) Post Office established, 7th July. (167) Money Order Office established, 3rd March. (168) Telegraph Office established, 22nd September. (169) Telephone Office established, 31st January. (170) Money Order Office established, 21st April; Government Savings' Bank established, 1st October. (171) Telegraph Office established, 19th February; Money Order Office established, 1st August. (172) Government Savings' Bank established, 1st October. (173) Money Order Office established, 2nd June; Government Savings' Bank established, 1st December. (174) Post Office established, 16th December. (175) Telephone Office established, 3rd January. (176) Telegraph Office established, 14th April. (177) Government Savings' Bank established, 17th February. (178) Post Office established, 16th August. (179) Post, Telegraph, and Money Order Office, and Government Savings' Bank established, 6th January. (180) Telephone Office established, 5th August. (181) Telephone Office established, 6th October. (182) Post Office established, 10th October. (183) Telephone Office established, 21st November. (184) Post Office established, 15th November. (185) Post Office established, 1st November. (186) Money Order Office established, 17th February. (187) Telegraph Office established, 14th April. (188) Post Office re-established, 25th February. (189) Government Savings' Bank established, 17th February. (190) Telegraph Office established, 14th April. (191) Post Office established, 10th October. (192) Post, Telegraph, and Money Order Office, and Government Savings' Bank established, 1st February. (193) Telegraph Office established, 14th April. (194) Telegraph Office established, 14th April. (195) Telephone Office established, 3rd May. (196) Telegraph Office established, 31st October. (197) Post Office established, 16th May. (198) Post Office established, 14th April. (199) Telegraph Office established, 14th April. (200) Post Office established, 9th June. (201) Telephone Office established, 24th September. (202) Post Office re-established, 1st April. (203) Telegraph Office established, 14th April. (204) Telephone Office established, 30th June. (205) Post Office established, 1st August.

* Includes salary as Telephone Operator.

§ Includes salary as Telegraph Messenger as Telegraph Operator.

† Includes salary as Telegraph Probationer.

‡ Includes salary

APPENDIX B.

List of Receiving Offices on 31st December, 1890.

Abercrombie, Aberglasslyn, Adjungbilly, Agnes Banks, Alfred Town, Alcar, Amaroo, Angledool, Argenton, Armidale Gully, Ashley, Ballanfad, Barber's Creek, Bary, Beecroft, Benaudarah, Bendeela, Bendick Murrell, Ben Lomond, Berrellan, Bindogandra, Bingleburra, Bogan Gate, Boggy Creek, Bolaro, Bolton Vale, Bongongo, Boonoo Boonoo, Booroolong, Borambil, Boree Creek, Dow, Bredbo, Brenda, Brockley, Brodie's Plains, Broken Dam, Bronti, Brookvale, Broombro, Brucevale, Bucca Bucca, Buckenbour Creek, Bugaldi, Bullageeue, Bullenbong, Bullock Creek, Bungarby, Burnt Yards, Burra, Burringbar, Byangum, Canangles, Carabost, Carrawobity, Carrow Brook, Castle Doyle, Cattia Creek, Cave Creek, Central Raleigh, Cherry Tree Hill, Cludowla, Clareval, Cochran Creek, Cocomingla, Collingullie, Cooba, Cooney Creek, Cooper's Creek, Cooplacurripa, Corindi-Clarence, Countangey, Cowan's, Cowper, Cranebrook, Cudgen, Culpardin, Cundie Flat, Cundumbul, Curban, Curra Creek, Cuttabri, Deep Creek, Diemunga, Dignam's Creek, Downside, Doyle's Creek, Duck Flat, Duri, Katonsville, Edith, Eganton, Emerald Hill, Emigrant Creek, Farringdon, Faulconbridge, Ford's Bridge, French Park, Garland, Genanagie, Giant's Creek, Gillenbah, Gingera Station, Girvan, Glenfield, Glendhu, Glenreagh, Glen Rock, Good Hope, Gowrie, Grabben Gullen, Great Southern Colliery, Greenridge, Greenwich Park, Grehamstown, Gregra, Greig's Flat, Grogan, Gulgarnree, Gurrundah, Halfway Creek, Halton, Hillas Creek, Hopesfield, Ingledow, Inglewood, Inveralochy, Invergowrie, Iroubong, Irvington, Jerangle, Jingsellie, John's River, Jump Up, Junction Point, Kamandra, Kangarooobie, Kangaroo Camp, Kelly's Creek, Kiah, Kildary, Kilrush, King's Plains, Kingsvale, Kingswood, Kundibakh, Kyamba, Laemalac, Lahay's Creek, Lallarook, Lamb's Creek, Lankey's Creek, Larbeit, Laurel Hill, Ledgerton, Linden, Little Bombay, Lode Hill, Long Flat, Lower Belford, Lower Botobolar, Lower Corowa, Lower Muokerawa, Lower Tarcutta, Luntsvale, Maracket, Markdale, Marrana Creek, Marrar, Maybole, Meermaal, Merunglo, Merool Creek, Middle Adelong, Milburn Creek, Millingandi, Milson's Point, Mitchell's Creek, Mitchell's Flat, Moonbah, Moonbi, Monnee Creek, Moorebank, Morago, Morisset, Mountain Top, Mount Allen, Mount Aubrey, Mount Drutt, Mount Pleasant, Mount Wilson, Mulbring, Mulguthrie, Mullenderree, Mullumbimby, Mundavaddera, Mummura, Muuyabla, Murragee, Myalla, Myrtle Creek, Nanana, Nangar, Nangus, Narrabeen, Nemingha, Nerong, New Cryan, New Italy, Newlands, Nicholson's, Nooroug, North Ronrke, Norton, Old Goree, Olera, Orabah, Orundumbi, Ornic, Pampira, Parkesbourne, Peakview, Pelican Island, Pheasant Ground, Piney Range, Porter's Retreat, Port Hacking, Preston's, Pretty Gully, Pretty Pine, Puddledock, Pulpit Hill, Rainornie, Reedy Creek, Rivertree, Rosebrook, Rosemount, Round Swamp, St. George's Basin, Salisbury, Salisbury Plains, Sally's Flat, Sassafras, Shark's Creek, Sohraon, South Mount Hope, Spring Ridge, Stanmore Railway Station, Steve King's Plain, Stockinbingal, Store Creek, Stott's Creek, Stuart's Point, Sunnyside, Suntop, Talmalmo, Taloumbi, Tautawango, Taradale, Tathra Road, Taylor's Arm, Tegghery, Terra Bella, Teven Creek, Thalaba, Tharwa, The Fens, The Gulf, The Risk, Thornton, Thyra, Eichborne, Tomakin, Tomambil, Tomboy, Trickett, Tribul, Truce Creek, Turlinjah, Tuckurimba, Ulan, Umaralla, Uumberumberka, Upper Chichester, Upper Gilmore, Upper Lostock, Upper North Creek, Upper Quinburra, Upper South Arm, Upper Tumberumba, Verona, Wallace, Wallian Billan, Wallandry, Wallon, Wapengo, Ward's River, Ware's, Wargilla, Wargo Rock, Warrell Creek, West Temora, White Swamp, Widden, Wilga Vale, Williams' Crossing, Williamsdale, Willy Wally, Wog Wog, Wollondilly, Wombeyan Caves, Womboo (Rogers'), Womboota (Edwards'), Woodhall, Woodlawn, Wood's Reef, Wright's, Wuntunan, Yagobie, Yantabulla, Yarrara, Yarrowitch, Yathella, Yowaka, Yowrie.

APPENDIX C.

LIST of Stamp-sellers on 31st December, 1890.

Name.	Residence.	Date of Appointment.	Name.	Residence.	Date of Appointment.
Abigail, James	Denison-street, Kingston, Newtown.	29 July, 1886	Bobrowski, Miss Amelia J.	Stewart-street, Bathurst	31 May, 1881
Ablong, John	Tram Terminus, Waterloo.	24 April, 1888	Bond, W. H.	Hargraves	26 Nov., 1890
Adam, John	Rountree and Cameron Sts., Balmain.	20 Aug., 1888	Bonney & Co.	Henderson Road, Alexandria.	8 June, 1886
Adam, John	Napier-street, Deniliquin	18 Dec., 1890	Boore & Long	35 & 37, Market-street	30 Nov., 1881
Adam, W.	16, Johnston-street, Balmain	18 Mar., 1889	Booth, Geo.	25, Oxford-street	31 Oct., 1888
Adams, Eliza	91, Macquarie-street South	3 June, 1882	Booth, H. F.	Corso, Manly	13 Feb., 1888
Adams, Henry	George street, Singleton	23 Sept., 1890	Booth, James R.	Tram Terminus, Enmore	10 Dec., 1888
Addison & Walters	627, Darling Road, Balmain	3 Oct., 1889	Bottrill, H.	George-street, Bathurst	3 June, 1887
Agassiz, A.	Quirindi	4 Jan., 1888	Boucher, W. E.	Church-street, Parramatta	9 June, 1887
Akhurst, W. & Co.	307 and 309, Kent-street	11 July, 1890	Bourke, E. J.	George-street, Singleton	17 May, 1886
Albrecht, George	12, Bourke-street, Woolloomooloo.	22 Mar., 1880	Bourne, Richard	West Tamworth	1 June, 1888
Alexander, S.	Abercrombie-st., Eveleigh.	23 May, 1883	Bowden, J. E.	94, Oxford-street	5 April, 1888
Alexander, F.	Parramatta Road, Leichhardt.	16 April, 1888	Bowen, J. E.	Corner of Crown Road and Fig Tree-street, Ultimo.	24 Mar., 1888
Allinson, F.	Glebe, Merewether	25 April, 1889	Bowtell, Charles	204, Devonshire-street, Surry Hills.	28 May, 1883
Amos, R. C.	Charlotte-street, Ashfield	8 Sept., 1890	Bowyer, George	410, Elizabeth-street South	26 May, 1865
Anderson, P.	153, Lower George-street	8 Sept., 1882	Boyne, W.	11, Erskine-street, Sydney	21 Mar., 1887
Anderson & Sands	95, William-street, Woolloomooloo.	6 Dec., 1889	Bracey, Miss S. M.	Leichhardt-street, Waverley	16 Oct., 1888
Anderton, J. H.	Station-street, Waratah	12 Sept., 1888	Bradbery, W.	Blayney	11 July, 1889
Andrew, D. & W.	Argent-street, Broken Hill.	18 July, 1888	Bradney, W. II.	Kegworth and Felburt Streets, Leichhardt.	29 Oct., 1887
Andrews, Edwin	Rookwood	22 Jan., 1886	Bray, C. B.	143, New South Head Road, Rushentter's Bay.	18 June, 1888
Anglin, F. J.	Union and Harold Streets, Newtown.	17 Nov., 1887	Breckenridge, Robt.	Newcastle	14 Aug., 1876
Appleton, Henry	Bourke & Cleveland Streets, Surry Hills.	15 April, 1890	Breen, Johanna	Newtown, Wagga Wagga	13 Oct., 1886
Ardill, J.	George-street, Parramatta	29 Oct., 1886	Brereton, R. G.	Marrickville	3 June, 1889
Armstrong, E. A.	Tintaladra, Victoria	6 Dec., 1876	Brice, T. J.	Corner of Goulburn and Grafton Streets, Goulburn	14 Jan., 1889
Armstrong, H. C.	Circular Quay	20 Mar., 1886	Bridge, E. E.	Gleaelg-street, Eastgrove, Goulburn.	25 June, 1889
Armstrong, G.	Goulburn	22 June, 1885	Brigden, S.	14, Botany Road, Alexandria	2 Mar., 1887
Ashfield	Railway Station-master	17 Mar., 1884	Brocklebank, S. A.	The Strand, Cowper-street, Waverley.	17 May, 1888
Ashton, Joseph	Addison Road, Marrickville	28 Feb., 1889	Broomhead, R.	134, Evans-street, West Balmain.	9 Dec., 1890
Asser, H.	Hunter-street, Newcastle	7 Mar., 1884	Brown, Alexander	510, Elizabeth-street	12 Nov., 1890
Attwell, R.	Milsou's Point, Arcade, North Sydney	23 May, 1889	Brown, Mrs.	4, Argyle-place	17 April, 1879
Attwill, W. H.	Railway Road, St. Peters	24 April, 1889	Brown, P.	87, Market-street	21 Mar., 1884
Auckett, Edward	George-st., East Maitland	2 April, 1889	Brown, T.	Corner of Denham & Glebe Streets, Glebe.	6 Nov., 1883
Austin, S.	149, Riley-street	5 Jan., 1888	Brown, W.	Hay	22 Mar., 1889
Avery, H. W.	Tram Terminus, Bondi	4 Mar., 1889	Brunigies, W.	Merewether, Newcastle	28 Feb., 1888
Bailey, G. J.	Auburn	22 July, 1889	Bryant, George S.	Corner of Abercrombie and Vine Streets, Redfern.	11 Mar., 1884
Baird, J. W.	341, Oxford-st., Paddington	8 June, 1888	Bubb, H. A.	Hanbury-street, Waratah	26 Aug., 1889
Ballard, F.	506, George-street	20 June, 1889	Buist, H.	113, King-street	13 June, 1870
Ballin, J. H.	154, Woolloomooloo-street.	16 Aug., 1888	Bulkeley, R. H., & Co.	Sunny Corner	8 Dec., 1885
Bancroft, John	389, Crown-st., Surry Hills.	2 Nov., 1886	Bull, Edmond	708, George-street	25 April, 1880
Barker, Francis	351, Oxford-st., Paddington	6 Jan., 1887	Bullard, William	342, George-street	7 Aug., 1879
Barnes, Mrs.	78, Oxford-st., Paddington	21 Nov., 1887	Bundock, J. W.	Harden & Boundary Streets, Waverley.	11 Nov., 1890
Barnes, Mrs. K. L.	Foster-street, Leichhardt	8 May, 1885	Burling, C.	May-street, Newtown	30 Oct., 1888
Barr, H. R.	105, Parramatta Road, Annandale.	24 Nov., 1890	Burnett, S.	92, Queen-street, Woollahra	12 Dec., 1882
Barratt, Mrs. M.	152, King-street	14 Jan., 1878	Burns, Mrs. E.	124, Bathurst-street, Sydney	6 Sept., 1887
Barton, Charles	Corner of Ada and Wigram Streets, Harris Park, Parramatta.	9 May, 1887	Burwood	Railway Station-master	17 Mar., 1884
Bashford, F.	Crookwell	18 Nov., 1886	Bush, W.	Military Road, Mosman's Bay.	14 Nov., 1888
Bassett, R.	Nelson-street, Annandale	26 Nov., 1888	Button, J.	Church-street, Parramatta North.	15 Mar., 1889
Baston, B.	98, Waverley Road, Waverly	15 June, 1889	Button, Frederick	299, Parramatta Road, Leichhardt.	20 Sept., 1889
Baxter, E.	Morris-street, Summer Hill	11 Feb., 1885	Buxton, George	High-street, West Maitland	12 Sept., 1887
Beale & Co.	484, George-street	17 Sept., 1884	Byrne, Miss W.	152, Old South Head Road	27 Jan., 1883
Beales, J.	2, Colonnade, Granville	24 Jan., 1890	Byrnes, J. L.	Church-street, Parramatta	25 July, 1890
Beare, J. C.	192, William-street	25 June, 1868	Cahot, C.	South Forbes	2 April, 1890
Beer, D. L.	Bong Bong-street, Bowral	6 Feb., 1886	Caine, Hanna	Clifford-street, Goulburn	22 April, 1885
Bennett, Alfred	Evening News Office, Market-street.	29 Sept., 1869	Caldwell, John, junr.	Gray and Queen Avenue Streets, Kogarah.	25 July, 1890
Bennett, G. A.	Corner of North and Allan Streets, Leichhardt.	1 May, 1889	Callaghan, M. J.	Mort-street, Balmain	16 June, 1874
Benson, H.	Crown-street, Wollongong	12 Nov., 1889	Callaghan, Owen	North Yass	11 June, 1883
Beutly, R.	199, Glebe Point Road, Glebe.	14 June, 1888	Campbell, John	Summer-st., East Orange	4 Nov., 1890
Benyon, Mrs. E. C.	Tumberumba	29 April, 1884	Campbell, Mrs. Emma	Corner of Gladstone and Liberty Street Enmore.	27 Mar., 1888
Berry, W. R.	252, Harris-street, Ultimo	8 Oct., 1887	Cameron, Duncan	Granville	9 Mar., 1888
Bibb, S. A.	Tram Terminus, Marrickville.	3 Feb., 1890	Cameron, G. W.	Byron-street, Inverell	21 June, 1890
Biddell, Ann	308, Bourke-st., Surry Hills	10 April, 1889	Cameron, J. A.	George-street, Bathurst	7 May, 1890
Bishop, W.	Blue's Point Road, North Sydney.	10 May, 1889	Caney & Co.	Mount Victoria	27 Oct., 1886
Biles, George	Railway Station, Armidale	18 July, 1889	Cannon, Miss Julian E.	Vickery-street, Waverley	8 June, 1883
Blackshaw, J.	11, Royal Arcade	28 July, 1888	Cantle, E.	Auburn	18 Nov., 1890
Blair, E.	High-street, West Maitland	13 Jan., 1890	Carden, Herbert	Market-street, Naremburn	24 Mar., 1886
Blair, Robert	West Maitland	6 Dec., 1877	Cardon, Charles	Homeville, Farley	18 Oct., 1890
Blake, J. G.	Greta	26 July, 1889	Caristivo, Angelo	60, Oxford-street	28 Mar., 1884
Bleakley, A. T.	Nyngan	30 Oct., 1888	Carlton Railway Station.	Officer-in-charge	2 Aug., 1889
Blumenthal, Mrs.	King and Nelson Streets, Newtown.	16 Aug., 1890			

APPENDIX C—continued.

Name.	Residence.	Date of Appointment.	Name.	Residence.	Date of Appointment.
Carroll, Mrs.	Corner of Church and Board Streets, Parramatta.	16 May, 1887	Dalton, William	Denison-street, Waverley...	11 April, 1885
Carter, E. M. A.	Trafalgar-street, Annandale	20 Oct., 1887	Dalveen, Hugh	315½, George-street.....	9 Dec., 1887
Carton, William	Peak Hill	23 Sept., 1890	Davidson, Joseph	45, King-street	26 Nov., 1889
Cassilla, J.	206, Elizabeth-street	28 June, 1888	Davidson, R. P.	Alfred-street, Milson's Point,	18 Aug., 1887
Castlemaine, Mrs. R.	Noumea, New Caledonia ..	30 Dec., 1872		North Sydney.	
Casperson, Edward....	Tumut	10 Nov., 1885	Davies, Mrs. M. A.	M'Namee's-terrace, Raglan-	29 Aug., 1884
Castner, J. L.	Redfern Railway Station ..	10 Feb., 1875		street, Alexandria.	
Castner & Co.	42, Queen-street, Brisbane..	3 Sept., 1888	Davies, C.	Parramatta Road, Leich-	2 May, 1884
Chambers, T. W.	Mount Browne	1 June, 1886		hardt.	
Chapman & Bunn, Misses.	Lackey-street, Summer Hill	6 Jan., 1886	Davies, E. J.	6, Botany-street, Surry	17 June, 1889
Christie, William.....	170, William-street, Wool-	7 Feb., 1884		Hills.	
	loomooloo.		Davis, T.	Terrigal, near Wamberal ...	31 Jan., 1887
Christy, M.	368, Cleveland-street, Surry	7 Mar., 1887	Davison, W.	Muswellbrook	18 June, 1888
	Hills.		Dawes, H.	Goonellebah, Lismore	10 July, 1886
Christmas, A. G.	Leichhardt	15 Mar., 1886	De Boos, C. E., jun ..	Temora	3 Feb., 1888
Clamp, J.	781, George-street	15 July, 1880	D'Estampes, Mrs. J. ...	12, Cross-street, Forest	6 Mar., 1888
Clark, C. T.	Ridge and Miller Streets,	19 Nov., 1890		Lodge.	
	North Sydney.		Dewey, Mrs. E.	80, Glenmore Road, Padding-	26 Feb., 1887
Clark, James.....	Marrickville Road, Marrick-	15 Nov., 1883		ton.	
	ville.		Dight, D. H.	Corner of Morehead and	29 Mar., 1886
Clark, Sarah	79, St. John's Road, Forest	30 Aug., 1887		Redfern Streets, Redfern	
	Lodge.		Dimmock, Thomas ...	General Printing Office,	13 Aug., 1880
Clarke, G. T., & Co.	Walker-st., St. Leonards ...	17 Mar., 1886		West Maitland.	
Clarke, Henry	Stammore Road, Petersham	21 Feb., 1879	Dixon, Thomas	Parramatta	31 May, 1870
Clarke, J. W. R.	5 & 6, Market-buildings,	14 May, 1879	Dixon, E.	Greta	2 Aug., 1875
	George-street.		Dodd, A.	Grey-street, Glen Innes.....	28 Feb., 1877
Cleary, A. W.	Botany-street, Moore Park	3 June, 1887	Don, Mrs.	Steel-street, Hamilton	15 April, 1889
Cleary, John	172, Princes-street	27 Sept., 1889	Donnelly & Campion	255, King-street, Newtown	22 April, 1890
Cleary, P.	Potts' Hill, Rookwood	9 Aug., 1888		Dungog	14 Dec., 1887
Clementson, Andrew..	Narrabri West	30 Dec., 1889	Dornan & Rose	Norton-street, Leichhardt...	19 Mar., 1886
Clifford, Frank	Macquarie-street, Liverpool	2 June, 1888	Dowling, P.	Bay-street, Rockdale	16 May, 1890
Clouten, G.	High-street, West Mait-	26 Sept., 1888	Downes, H. T.	86, Glebe Road, Glebe	3 July, 1890
	land.		Downes, H.	Burfit-street, Leichhardt...	20 July, 1888
Clow, Robert.....	15, Margaret-street	10 Dec., 1888	Downing, R.	St. Ignatius College, River-	2 Sept., 1890
Coates & Tost	60, William-street	27 April, 1872	Doyle, B.	view, Hunter's Hill.	
Cobb, J. & W.	Cook's Hill, Newcastle.....	13 June, 1888		Corner of Park and Pitt	27 April, 1887
Cobbin, W. A.	30, St. John's Road, Forest	4 Feb., 1887	Drew, T. C.	Streets.	
	Lodge.		Drummond, George...	299, King-street, Newtown	9 Dec., 1887
Cochren, James	Durham-street, Bathurst ..	9 May, 1890	Dugdale, T. W.	Taree	4 Jan., 1876
Codrington, A.	6, Botany-street, Woolloo-	23 April, 1890	Dummett, G.	197, Glebe Point Road,	14 Feb., 1889
	mooloo.			Glebe.	
Coffin, Henry	John-st., South Singleton...	22 July, 1885	Dunbar, Chas.	67, Oxford-street	1 June, 1888
Cogden, J. H.	Peak Hill	21 Oct., 1890	Duncan, J. L.	Katoomba	16 June, 1890
Cohen, Sydney	408, George-street	8 July, 1880	Dunk, D.	236, George-street North	21 Oct., 1887
Cole, E. R.	394, George-street	22 Oct., 1867	Dunn, Mrs. S.	Bank-street, North Sydney.	19 Nov., 1886
Cole, J.	Enmore Road, Newtown ...	6 Feb., 1875	Dunn, Miss M. M. ...	Moss Vale	5 April, 1889
Cole, J. H.	33½ George-street West ..	20 June, 1890	Dunn, Miss Sarah ...	Tram Terminus, Waverley	17 Dec., 1888
Coleman, Edmund ..	Newtown, Lismore	5 July, 1884	Duschnitz, M.	Castlereagh-street, near	14 Jan., 1889
Coleman, James	Norton-street, Leichhardt ..	19 Mar., 1886		Victoria Arcade.	
Colket, C. E.	Conden-street, Burwood ...	12 Oct., 1888	Dwyer, N. C.	Harris-street, Ultimo	16 Sept., 1889
Collins, W. H.	Lawrence	6 Dec., 1889	Dymoek, Wm.	142, King-street.	19 Oct., 1888
Conlon, M.	Muehan-street, Yass	1 Nov., 1879	Eagar, S. E.	2, Norton-street, Leichhardt	11 April, 1888
Connelly, Thomas....	443, Oxford-st., Paddington	5 Nov., 1889	Ebbs, W.	Liverpool and Kensington	25 Nov., 1890
Conyngham, Paul.	16, Enmore Road, Newtown	5 Aug., 1886	Edmonds, W.	Roads, Summer Hill.	
Cook, Mrs.	150, Bullanaming-street,	22 May, 1885	Edwards, T. E.	39, Glebe Road, Glebe	5 Aug., 1887
	Redfern.		Edwards, W. J.	Port Macquarie	8 July, 1887
Cook, Mrs. Eliza Ann	Erskineville Road, Mac-	20 Aug., 1889	Edwards, J. H.	Keppel-street, Bathurst ..	6 Feb., 1888
	donald Town.		Egan, Treloar, & Co. ...	Albion-street, Surry Hills...	4 Mar., 1889
Cook, E. W.	New Canterbury Road,	11 Oct., 1889	Ehrlich, W.	Junee	25 June, 1889
	Petersham.		Elder, J.	Burrows-street, Young.....	19 July, 1886
Coombe, George	56, Abercrombie-street	5 Aug., 1887	Elder, J.	45, Gipp-street, Haymarket	6 April, 1888
Coombes Bros.	55, George-street, Redfern	6 Feb., 1885	Elkington, H.	Millthorpe	18 Nov., 1890
Cornish, J. C.	153, George-street West ..	29 July, 1882	Ellery, J. N.	Argent-street South, Broken	26 Aug., 1890
Corrigan, Thomas ..	3, Marshall-st., Surry Hills	9 Oct., 1880		Hill.	
Cort, R., jun.	Church-street, Parramatta	11 Dec., 1885	Ellis, G. S.	7, Hunter-street, Sydney...	19 June, 1889
Cox, Mrs. F.	Smith-street, Balmain	11 June, 1888	Ellis Richard	Catherine-st., Forest Lodge	21 Oct., 1882
Craig, Thomas	Bong Bong-street, Bowral...	3 May, 1890	Ellis, R.	Alfred-street, Milson's Point	30 Jan., 1890
Craig & Aitken	680, George-street	26 Aug., 1882	Emanuel, M. S.	Jubilee Bazaar, Bombala ...	2 May, 1887
Cramp, A. W.	Wardell Road and Pile-	25 Nov., 1889	Emert, William F. ...	Mount Druitt, near Rooty	9 Feb., 1882
	street, Marrickville.			Hill.	
Creedon, J.	28, Sussex-street.....	28 June, 1888	Colyton.	High-street, West Maitland	18 Oct., 1889
Crespin, A.	Claireville, Pittwater.....	4 Feb., 1886	Emmerson, H.	23, King-street	30 Oct., 1890
Cristofani, E.	99, Mansfield-st., Balmain..	23 June, 1888	Emmerson, Thomas..	Queen-street and Waverley	3 May, 1887
Crofts, F. G.	135, Blanc-street, Newcastle	3 Nov., 1888		Road, Woollahra.	
Cronin, P.	340, Liverpool-street, Dar-	21 Dec., 1885	Enemark, John.....	Gundagai	15 Aug., 1881
	linghurst.			118, Oxford-st. Paddington	27 Mar., 1885
Croydon	Railway Station-master....	17 Mar., 1884	Engelen, J. B.	112, Hunter-st., Newcastle	20 April, 1888
Crozier, P. K. N.	43, Hunter-street	15 Nov., 1889	Engisch, George	149, King-street	13 Nov., 1877
Cruikshank, R.	Weston-street, Balmain ..	29 Jan., 1889	Evans, E.	Porter in charge, Railway	17 Mar., 1884
Cubitt, Arthur	Post Office Chambers, Pitt-	23 Aug., 1889	Eve, Jas.	Platform.	
	street.		Eveligh	Macquarie-place	18 May, 1889
Culley, B.	Urana	15 Oct., 1885	Eveston, P.	201, George-street West ...	11 Dec., 1889
Cumming, D., and	190, Oxford-street	11 Nov., 1886	Eyres, James	Lyons Road, Drummoyne...	13 Mar., 1889
Armstrong, W.			Ezold, E.	45, King-street, Newtown..	16 Oct., 1888
Cushing, C. S.	Rosedale, Croydon	25 May, 1886	Fagg, E. H.	Addison Road, Marrickville	4 Aug., 1882
Daines, Alfred	Tichborne	28 Feb., 1882	Fairbairn, Mrs. C. L. ...	Hunter and Pitt Streets ...	5 April, 1864
			Fairfax & Sons	No. 1, Carrington Buildings,	2 May, 1887
			Fallick, Mrs. E. H. ...	Mouara-st., Queanbeyan.	

APPENDIX C—continued.

Name.	Residence.	Date of Appointment.	Name.	Residence.	Date of Appointment.
Fasher, A. S.	Lachlan-street, Hay	10 Sept., 1889	Griffin & Marsden	Croydon-avenue, Croydon	12 Dec., 1890
Favell, Robert	Main-street, Lithgow	10 Jan., 1890	Griffiths, William	32, Gipps-st., Haymarket	12 Sept., 1887
Fawcett, A. W.	Argent-street, Broken Hill.	28 Dec., 1889	Griffiths, A. J.	Liverpool	15 Oct., 1889
Fenwick, H.	Raymond Terrace	13 Nov., 1888	Crumley, Peter	Military Road, North Sydney	5 Oct., 1887
Ferguson, T.	Wingello	17 Oct., 1890	Grocock, Mrs.	85, Castlereagh-st., Redfern	16 July, 1887
Ferris, Mrs. M.	Trafalgar-street and Parramatta Road, Annandale.	5 May, 1890	"Grosvenor Hotel"	Church Hill, the Telegraph Operator at.	9 May, 1889
Fieldhouse, E. & W.	Campbelltown	8 Aug., 1864	Guild, John	St. Mary's, South Creek	6 Sept., 1880
Fife, Mrs. F.	Crown and Keira-streets, Wollongong.	23 Dec., 1890	Ilade, W. C.	Newbridge	2 May, 1890
Findley, M.	Lawrence-street, Alexandria	31 May, 1889	Hall, H.	51, George-street, North	14 Oct., 1885
Finnie, Mary	4, Montagu Chambers, corner of Hunter and Elizabeth Streets.	3 May, 1888	Hall, Maggie	93, Brougham-street, Globe	28 Feb., 1887
Fisher, J. C.	2, Colonnade, Granville	6 Oct., 1888	Hall, R. L.	Hannell and Albert Streets, Wickham.	4 Sept., 1890
Fisher, M. E.	Liverpool Road, Ashfield	30 Jan., 1890	Hall, William	Mudgee	24 Oct., 1879
Fisher, Walter	Botany Road, Waterloo	24 Oct., 1890	Hall, C. A.	Strathfield	6 April, 1888
Fitzgerald, Mrs. A.	Parramatta Road, Leichhardt.	22 Mar., 1889	Halloran, John	38, Foveaux-street, Albion Estate.	5 Jan., 1881
Flanagan, E. F.	586, George-street	28 June, 1864	Hamilton, P.	Derby-street, Walcha	21 Nov., 1890
Folbigg, W. J.	Maclean	8 Oct., 1886	Hamilton, R. D.	Hamilton	2 Mar., 1887
Fong, James	Broken Dam, near Temora	25 July, 1889	Hamilton	Railway Station-master	12 Sept., 1884
Ford, S.	Church-street, Parramatta	16 Jan., 1890	Hancock, James	332, Elizabeth-street	10 May, 1887
Fortier, William, junr	101, Macquarie-street South	19 July, 1884	Hanlon, Ann	179, Palmer-street	7 Jan., 1887
Fortier, Wilham	89, Sussex-street	14 Nov., 1866	Hanly, James J.	379, Dowling-street, Moore Park.	29 Mar., 1888
Foster, H. N.	144, William-street, Woolloomooloo.	5 July, 1880	Hardcastle, A.	35, King-street	25 Nov., 1889
Foster, Mrs. Sarah	48, Stanley-street, Woolloomooloo.	14 Nov., 1883	Hardwick, W. B.	Katoomba	25 Oct., 1889
Fountain, John	Belmore Road, Randwick	11 Mar., 1889	Hardwick, A. J.	Hillgrove	30 Nov., 1889
Fowles, Geo.	Buckland-street, Waterloo	27 Mar., 1876	Hardy, George	Lambton Heights, Lambton	25 June, 1890
Fox, E. J.	West & Holtermann Streets, North Sydney.	22 June, 1887	Hardy, R. E.	303, Elizabeth-street, corner of Goulburn-street.	9 Mar., 1882
Foxall, William	92, Oxford-street	28 Feb., 1881	Harney, Richard	65, Elizabeth-street	25 May, 1882
Foxall, W. S.	Auburn-street, Goulburn	24 Feb., 1890	Harle, J. N.	Tram Terminus, Newcastle	19 Nov., 1890
Francis, Thomas	45, Reynolds-street, Balmmain.	5 Feb., 1889	Harper, Mary	243, Oxford-street	21 July, 1890
Francis, H.	56, Oxford-street	30 Mar., 1887	Harper, P.	170, Oxford-st., Paddington	21 July, 1888
Franklin, H. J.	5, Bond-street	21 Sept., 1888	Harper, T. J.	373, Bourke-street, Darlinghurst.	20 Jan., 1890
French, W.	17, Bennett-st., Surry Hills	5 Oct., 1880	Harrington, John	27, Darlington Road, Darlington.	13 April, 1889
Fry, E. M.	West-street, North Sydney	30 May, 1889	Harris Bros.	549, King-street, Newtown	3 Jan., 1885
Fry, T. H.	Waverley Station, Crudine	23 April, 1883	Harris, James & Son.	Albert Park, Rookwood	4 Aug., 1890
Fry, H. A.	126, Pitt-street	7 May, 1888	Harris, S. G.	Town Hall Arcade, Glen Innes.	3 June, 1890
Fryer, Thomas	Kemp-street, Wallsend	19 July, 1879	Harris, W. H.	Corner of Darlington Road and Codrington-street, Darlington.	14 June, 1887
Fryer, Thomas	Deniliquin	13 Oct., 1885	Harris & Co.	Nyngan	14 Nov., 1886
Fuller, C. E., & Co.	375, George-street	21 Sept., 1885	Harris, Augustus	73, Fitzroy-st., Surry Hills	29 Nov., 1888
Fuller, Edgar	102, King-street, Newtown	11 July, 1890	Harrison, T.	Corner of Landsdowne and Marlborough Sts., Surry Hills.	4 Jan., 1889
Fuller, Messrs.	Walker-street, North Sydney	6 Sept., 1889	Hart, P. W.	Kempsey	23 April, 1888
Fulton, W. & E.	Parramatta	30 Aug., 1886	Hart, C. L.	Mail Contractor, Timut and Kiandra Road.	6 Nov., 1888
Furlong, Mrs. M.	59, Hunter street	30 July, 1885	Hartley, J.	101, Devonshire-st., Sydney	13 May, 1887
Futterer, A.	60, Union-st., Macdonaldtown.	21 Nov., 1887	Harvey, Charles	Rouse-street, Tenterfield	27 April, 1887
Gale, Arthur	Bourke-st., South Goulburn.	26 Mar., 1888	Harvey, Samuel	Corner of George and Harris Streets, Parramatta.	7 Sept., 1886
Gamble, Chas.	Pirie-street, Adelaide	18 June, 1888	Harvey, W. R.	Darby-street, Lake Macquarie Road, Newcastle.	27 June, 1889
Gargiulo, A.	Elizabeth and Market Sts.	25 April, 1890	Hawkins, Mrs. J.	6, Newtown Road, Darlington	25 Mar., 1884
Garard, Mrs.	28, Oxford-street	24 July, 1890	Hayes, E. J.	79, Elizabeth-street	9 Dec., 1886
Gates, Walter	George-street, Parramatta	18 June, 1887	Hayes, Mrs. Bridget.	Emma-street, Leichhardt	11 Sept., 1889
Gavin, Miss E.	Coolac	15 Oct., 1890	Hayes, C. H.	Sec., Sydney Exchange	30 June, 1880
Gayen, Nicholas	Phelps and Kendall Streets	9 April, 1884	Hearle, F. A.	804, Princes-street	3 Aug., 1883
Geary, Henry	Tram Terminus, Enmore	5 July, 1889	Head, N.	424, Elizabeth-street, Surry Hills.	5 July, 1888
Gerdes, H. G. A.	Mansfield-street, Balmmain.	27 Nov., 1888	Hegerty, J. F.	74, Oxford-st., Paddington.	1 July, 1887
Gibbs, Shallard, & Co.	70, Pitt-street	17 Aug., 1868	Heinze, H. C.	Corner of Elizabeth and Hunter Streets.	31 Oct., 1888
Giblett Brothers	145, Devonshire-shire	11 Aug., 1890	Henderson, P. & J.	Mount Vernon-st., Forest Lodge.	8 Oct., 1883
Gibson, Mrs. P.	Milson's Point Arcade, North Sydney.	1 Dec., 1887	Hendry, W.	Nevertire	28 May, 1888
Gillum, H. G.	Murrumburrah	13 June, 1888	Heness, C. W.	Wilson-street, Newtown	27 Nov., 1888
Glennie, G.	Beattie-street, Balmmain.	14 April, 1890	Hennessy, Rev. J. D.	80, Hunter-street	6 Aug., 1886
Goddard, John A.	Harris Park, Parramatta	29 Mar., 1889	Herbert, H. & Co.	Peak Hill	16 Oct., 1890
Goldman Zara	56, Park-street	3 Feb., 1888	Hewitt, W. A.	Blane-street, Newcastle	25 April, 1884
Goldstein, Albert	231, George-street	14 July, 1880	Heyde, A.	Forbes	10 May, 1888
Good, Edward	Bourke	13 June, 1883	Higson, W.	Railway-terrace, Lewisham	15 Nov., 1889
Goodwin, Albert	Corner of Bondi Road and Paul-street, Waverley.	8 Oct., 1889	Hill, George	796, George-street	13 Feb., 1877
Goodwin, Peter	Grafton-street, Goulburn	8 Dec., 1884	Hill, George	131, George-street West	12 June, 1890
Gordon & Gotch	357, George-street	8 April, 1865	Hill, George M.	180 William-st., Woolloomooloo.	8 Aug., 1889
Graham, H.	Carrington	17 Aug., 1883	Hill, George	44, Gloucester-street	22 June, 1883
Graham, Robert	Belltrees, Seone	6 June, 1890	Hill, J. W.	Windsor-street, Richmond.	24 June, 1889
Granville	Railway Station-master	17 Mar., 1884	Hinchcliffe, S. A.	Waterloo	2 Aug., 1875
Gray, Robert	Gunnedah	13 Mar., 1889	Hinde, M. A.	420 Oxford-st., Paddington	25 June, 1889
Green, James	Burwood Road, Burwood	19 May, 1882	Hinder, E. J.	Glebe Road	10 Oct., 1877
Greenberg, H.	104, Goulburn-street	12 May, 1886	Hindson, Richard	Moulamein	23 May, 1889
Greenfield, —	Katoomba	14 July, 1888			
Greenstreet, Thos.	Myrtle Creek, on the Lawrence and Casino Road.	31 Oct., 1883			
Greig, J. S.	Tram Terminus, Enmore	1 Feb., 1889			
Greig, J. S.	George-street, Camperdown	6 June, 1887			
Grierson, Thomas	Elder-street, Lambton	21 June, 1889			
Grieve, G. J. & Co.	79, King-street	14 Jan., 1889			

APPENDIX C—continued.

Name.	Residence.	Date of Appointment.	Name.	Residence.	Date of Appointment.
Hobson, John, & Son	Beaumont-street, Hamilton	24 Mar., 1886	Kellick, James	87, King-street	20 Dec., 1887
Hodge, S.	Corner of Bentinck & Piper- Streets, Bathurst.	4 Oct., 1889	Kennedy, Angus	Broken Hill	7 Mar., 1887
Hodgkinson, James	242, South Head Road, Pad- dington.	15 Feb., 1882	Kenny, P. J.	Cooma-street, Yass	20 Mar., 1890
Hofman, J. B.	Narrabri	29 Aug., 1889	Kerins, J.	Hill and M'Kenzie Streets, Leichhardt.	22 Aug., 1888
Hogan, Peter John	New Canterbury Road, Mar- rickville.	2 May, 1884	Kershaw, A. junr.	Crookwell	6 Nov., 1890
Hogarth, W. A.	69, George-street West	21 Oct., 1887	Kevin, E. A.	George-street, Camperdown	8 Sept., 1890
Hollen & Matthews	115, Regent-street, Redfern	14 April, 1890	Kilborne, M. L.	George-street, Bathurst	10 Jan., 1883
Holland, Jane	Elizabeth and Sutherland Streets, Paddington.	24 Feb., 1890	Killick, H. O.	Rockdale	16 Oct., 1890
Holt, Joseph	George and Harris Streets, Parramatta.	25 Feb., 1890	Kinane, A.	429, Liverpool-street	29 June, 1886
Homan, E. M.	West Maitland	26 Nov., 1888	King, E. F.	544, Bourke-street, Surry Hills.	14 July, 1880
Homebush	Railway Station-master	17 Mar., 1884	King, Geo.	Alfred-street, North Sydney	16 Aug., 1888
Hood, R.	Argent-street, Broken Hill	3 Aug., 1888	King, Captain George	New Hebrides	6 June, 1890
Hopfe, P.	Bayliss-street, Newtown, Wagga Wagga.	9 May, 1890	King, I. F.	386, George-street	25 April, 1889
Hordern, J. L.	211, Pitt-street	17 Mar., 1877	Kirby, Mrs. S. S.	85, Market-street	11 Oct., 1878
"Hôtel Métropole"	The Manager	6 Jan., 1890	Kline, John	Campbell's Hill, West Maitland.	23 Oct., 1886
Howard, Charles	Kingsgrove, Hurstville	7 May, 1889	Kluge, Charles	47, William-street	7 Oct., 1880
Howell, H.	Newington, Trafalgar-street, Annandale.	5 Oct., 1886	Knaggs & Co.	Newcastle	29 June, 1865
Hudson, A. J.	Paddington	21 April, 1887	Knowles, E. H.	209 Sussex-street	2 Nov., 1874
Hudson, Martha	Corner of Botany-street and Oatley Road, Moore Park.	18 July, 1887	Knox, Joseph	Hereford-st., Forest Lodge	8 Dec., 1881
Hudson, S. M.	865, George-street	18 Feb., 1890	Kollias, Komos	Victoria-st., Darlinghurst	14 Dec., 1882
Hudson & Walker	Blackheath	18 Oct., 1888	Kullmer, H. W.	"Huon," near Jindera	10 May, 1887
Hughes, Jesse	121, George-street West	28 Oct., 1889	Kuntze, Hubert	Broken Hill	9 Feb., 1888
Hughes, T. F.	Railway Bookstall, Albury	9 Oct., 1889	Lacy, Richard	No. 2, Central Arcade, George-street.	2 Nov., 1887
Hunt, Edward	Oberon	17 Oct., 1887	Lambert, J.	Peel-street, Tamworth	16 Oct., 1885
Hunt, G.	Corner of Water and Foster Streets, Leichhardt.	14 Feb., 1888	Lamond, J. J.	2, Macquarie-street South	27 May, 1882
Hunt, H.	East-street, Narrandera	29 Oct., 1887	Lang, William	12, Carlton-terrace, Irwin- street, off Abercrombie- street.	23 June, 1881
Hunt, Mrs. F. R.	Victoria Road, Marrickville	14 Mar., 1882	Langer, Rudolph	Newcastle	19 Feb., 1886
Hunt, T. and C.	Randwick	7 Nov., 1889	Langley, R. C.	190, King-street	16 Jan., 1890
Hunter, W. C.	Wagga Wagga	19 July, 1869	Lassetter & Co.	417, George-street	4 Oct., 1882
Hunter, G.	Dean-street, Albury	23 July, 1889	Lawrence, J.	Herbert-street, Marrickville	16 July, 1888
Hurt, J. W.	52, Victoria Arcade, Castle- reagh-street.	7 May, 1890	Lawrence, Richard	Corner of Trafalgar-street and Parramatta Road, Leichhardt.	25 June, 1888
Hutchinson, H. L.	718 George-st., Haymarket.	24 July, 1884	Lazar, Israel	Paddington	9 Sept., 1882
Ibberson, G. H.	Crane and Broughton Streets, Concord.	3 July, 1889	Lee, A. S.	74, Oxford-st., Paddington	22 Dec., 1885
Inglis, Thomas	Skinner's-st., South Grafton	18 June, 1887	Lee, John	Summer-street, Orange	21 Aug., 1888
Ismay, J. E.	King and Lord Streets, Newtown.	24 Jan., 1889	Lee, John E.	The Junction	18 Feb., 1886
Ivess, J.	Dean-street, Albury	28 June, 1889	Lee, M.	Corner of Henderson and Kingsclear Roads, Alex- andria.	27 May, 1889
Jackson, J. E.	229 William-street	1 June, 1885	Lee, Ross	Hannell-street, Smedmore, Wickham.	24 Nov., 1890
Jaconi, Antonio	69, King-street	13 June, 1890	Lee & Ross	53, Market-street	14 June, 1879
James, Mrs. A.	86, Woolloomooloo-street	23 May, 1890	Leggo, G. H.	424, Oxford-st., Paddington	19 July, 1887
James, John	Westmoreland-street, Forest Lodge.	9 Sept., 1882	Leigh, S. E., & Co.	28, O'Connell-street	1 July, 1880
James, D.	41, Oxford-street	27 April, 1870	Leighton, J.	379, Liverpool-street, Darlinghurst.	22 Feb., 1888
Jansen, L.	Manly	24 Oct., 1888	Le Maire, A. S.	Victoria Arcade	23 Nov., 1889
Jarvey, G. M.	Tamworth	16 May, 1887	Leman, E.	Braidwood	28 Aug., 1890
Jarvis, Mrs. Mary	2 Charles-st., Forest Lodge	4 Oct., 1889	Lennon, Anne	47, Windsor-street, Pad- dington.	23 Feb., 1884
Jausen, Sarah	1, Phelps-st., Surry Hills	26 July, 1887	Leslie, W. C.	Darling Road, Balmain	22 Aug., 1881
Jaye & Freeman	Keppel-street, Bathurst	28 July, 1888	Lessels, Robert, & Son	Orange	13 July, 1880
Jaye, James	Lawson-street, Balmain	13 May, 1882	Lester, W. H.	Mudgee	29 Jan., 1889
Jeater, W.	3, Bakewell's Buildings, Abercrombie-st., Eveleigh	18 Feb., 1887	Letson, James	37, Bourke-street, Woollo- mooloo.	12 Nov., 1888
Jeffere, E.	550, George-street	17 Mar., 1890	Leveich, F.	Cascade and Sutherland Streets, Paddington.	28 Nov., 1887
Jeffery, W. N.	Auburn-street, Goulburn	16 May, 1890	Levy, Mrs.	47, George-street West	4 Mar., 1881
Jennett, M.	118 Liverpool-street	12 Jan., 1889	Levy Brothers	George-street, Bathurst	30 Jan., 1882
Jennings, R.	129, Elizabeth-st., Redfern	30 April, 1883	Levy & Scott	189, Oxford-street	8 Nov., 1886
Johns, Franz	Blue's Point Road, North Sydney.	21 Mar., 1881	Lewin, C. J.	213, George-street North	23 Feb., 1886
Johnson, J. A.	Reynold-street, North Goulburn.	14 June, 1890	Lewin & Berg	307, George-street	7 Aug., 1884
Johnson, Ralph	100, William-street, Wool- loomooloo.	22 July, 1887	Lewis, Mrs. Emily	St. Mark's	24 Nov., 1883
Johnson, R.	Islington, Hamilton	16 Mar., 1888	Lewis, A.	310, George-street	7 July, 1886
Johnston, D.	Corner of Phillip and Glad- stone Streets, Enmore.	14 Feb., 1887	Lewis, G. E.	Mitchell-street East, Bourke	3 April, 1890
Johnston, L.	415, Crown-st., Surry Hills	23 April, 1890	Lewis, W. A.	35½, George-street West	5 April, 1887
Johnstone, E.	Cooma-street, Yass	16 Nov., 1885	Lewisham	Railway Station-master	19 Nov., 1887
Johnstone, W.	Watson's Bay	9 June, 1890	Ley, David	East Maitland	9 April, 1885
Jones, Edward, junr.	Catherine Hill Bay	7 Dec., 1888	Little, Isaiah	47, Union-street, Newtown	26 Nov., 1889
Jones, J. R. & A.	Bathurst	22 April, 1886	Little, W. B.	276, Castlereagh-street	23 April, 1887
Jones, W. G.	Ashfield	10 Aug., 1880	Lloyd, H.	New South Wales Railway Bookstall Company, Rail- way Stations, Redfern, Newcastle, Parramatta, Granville, and Ashfield.	7 Jan., 1882
Jones, W. H.	Milton	3 Dec., 1888	Lochrin, William	Nelson-street, Plattsburg	4 Oct., 1889
Jones, William	96 Devonshire-street, Surry Hills.	26 Mar., 1889	Locke, James	Auburn-street, Goulburn	3 Nov., 1887
Jones & Wallace	Bong Bong-street, Bowral	21 Jan., 1890	Long, Edward	Goulburn	1 April, 1890
Joseph, Charles	Howick-street, Bathurst	16 Oct., 1883	Lopes, Felix	Tramway Waiting Room, Queen-street, Woollahra	25 July, 1889
Surlay, Mrs. E. C.	New Canterbury Road, Petersham.	19 Oct., 1889	Lopes, Felix	Corner of Market and Elizabeth Streets.	25 July, 1890
Kammel, F., junr.	Liverpool	10 April, 1889			

APPENDIX C—continued.

Name.	Residence.	Date of Appointment.	Name.	Residence.	Date of Appointment.
Love, James R.....	502, George-street	15 Mar., 1880	Matthews, W. L.....	Portman-street, Zetland Estate, Waterloo.	19 Oct., 1887
Love, John.....	Walcha.....	3 Jan., 1888	Maxwell, O.....	10, Market-street	12 April, 1888
Lucas, R. H.	Stanley and Yurong Streets, Woolloomooloo.	28 June, 1889	Meek, W. J. & Co. ...	12, Cobar Road, Nyngan ...	19 Sept., 1890
Luigi, Garino.....	Corner of Bridge & Phillip Streets.	16 July, 1885	Merrick, Samuel	Victoria and Liverpool Sts., Darlinghurst.	20 Aug., 1880
Lumb, P.	Railway Parade, Kogarah ..	10 June, 1889	Metcalfe, Mrs. E.	Deniliquin	14 Mar., 1884
Lunt, Thomas	Luntvale, Tarcutta	19 Jan., 1871	Meyer, Mrs. G. H.	290, Oxford-st., Paddington	27 June, 1889
Luscombe, Richard ..	482, Bourke-st., Surry Hills	22 Sept., 1880	Miller, R. P.	Wagga Wagga	27 Feb., 1890
M'Cann, Charles	Corner of Crown and Goulburn Streets, Surry Hills.	26 Sept., 1883	Miles, Richard	Young and Telopea Streets, Redfern.	15 July, 1890
M'Carthy, James.....	Corner of Crown and Goulburn Streets, Surry Hills	16 Nov., 1889	Miller, Gilbert	93, Brougham-street, Glebe	20 Sept., 1888
M'Caskey, John.....	Crescent-street, Balmain ...	20 Sept., 1884	Mills, J. M.	Milsons' Point, North Sydney.	5 Jan., 1887
M'Cowan, Mrs.....	22, Newtown Road	12 Nov., 1888	Mills, John.....	Hercules-street, Ashfield ...	6 Feb., 1888
M'Crae, Charlotte	49, Windsor-street, Paddington.	11 Oct., 1890	Mills, John	Thornton Hill, Manly	19 Aug., 1890
M'Creca, —.....	Nelson-street, Plattsburg, Wallsend.	21 Nov., 1883	Mitchell, A.	104, Abercrombie-street ...	23 Feb., 1889
M'Cree, Mrs. J.	Liverpool and Barcom Streets, Darlinghurst.	29 April, 1889	Mitchell, Mr.	Corner of Sydenham and Unwin's Bridge Road, Marrickville.	16 May, 1887
M'Donald A.....	85, Sussex-street.....	14 April, 1888	Mitchell, Mrs.	Parramatta Road, Leichhardt.	10 May, 1887
M'Donald, A. D.	High-street, West Maitland	22 July, 1882	Mitchell, Mrs. J.	Sydenham Road, Marrickville.	14 Dec., 1886
M'Donald, E.	Corner of Barwood Road, Burwood.	28 Feb., 1883	Mitchell, T. H.....	Elizabeth-street, Croydon ..	7 Mar., 1884
M'Donald, Mrs. E. ...	Keppel-street, Bathurst ..	7 July, 1890	Moat, E.	Old South Head Road, Waverley.	11 June, 1890
M'Donald, Mrs. E. ...	William-street, Bathurst ...	12 Sept., 1890	Money, A.	123, Queen-st., Woollahra..	25 Oct., 1888
M'Donald, Mrs. Jane.	Goulburn	17 July, 1884	Money, William W....	North Goulburn	4 Jan., 1884
M'Donaldtown	Railway Station-master ..	17 Mar., 1883	Monk, Catherine A. ...	503, Crown-st., Surry Hills	31 Oct., 1884
M'Dowell, John	Woodville Road, Granville ..	23 April, 1889	Montgomery, John ...	149, Bathurst-street	15 Mar., 1882
M'Gee, W. E.	Miller-st., North Sydney ..	9 Jan., 1890	Montgomery, Hugh ...	Marulan	17 Sept., 1867
M'Glew, Mrs. E. A. ...	Enmore Road, Newtown ..	10 July, 1883	Montgomery, William	Cook's River Rd., St. Peter's	23 Nov., 1883
M'Glinchey, Peter ...	67, Lower George-street ...	9 Sept., 1886	Moon, S. G.	105, Regent-street, Redfern	6 May, 1890
M'Gregor, J.	Pictou	5 Nov., 1890	Moorcroft, J. B.	Mount Costigan	17 Aug., 1887
M'Intosh, P. & Co. ...	Quirindi	28 Mar., 1890	Moore, H. Byron	Exchange, Melbourne	3 June, 1881
M'Kay, F. M.	Codrington-street and Darlington Road, Darlington	8 Aug., 1889	Moore, J.	554, George-street	23 July, 1886
M'Kee John	Parramatta	20 Aug., 1889	Moorehouse, G.....	2, Botany Road, Alexandria	9 Dec., 1884
M'Knight, Mrs.	Lower Fort-street	23 Mar., 1881	Moran, A.	Union-street, Goulburn.....	1 Nov., 1889
M'Kune, W.	140, Pyrmont Bridge Road	11 May, 1888	Morcombe, John	Cowper-street, Waverley....	10 Sept., 1885
M'Lachlan, A.	Glenmore Road and Gurner-street, Paddington.	16 May, 1890	Mordne, W.	Homebush	22 July, 1887
M'Lean, D.	147, Redfern-street, Redfern.	23 May, 1890	Morgan, Mrs. Francis	Regent-street, Camperdown	16 Mar., 1877
M'Mahon, F. J.	23, Good Hope-street, Paddington.	25 Feb., 1885	Morris, T. C.	River-street, Ballina	30 Dec., 1890
M'Neil, J.	70, Sussex-street.....	20 Mar., 1860	Morison & Daley	The Corner, Wagga Wagga	6 Aug., 1887
Macalpine, Archibald.	Mosman's Bay.....	1 Oct., 1887	Morton, John	Market-street, Sydney	24 June, 1887
Macdonald, W. H. ...	"The Store," Mount Vincent.	8 Oct., 1887	Moss, L. & Co.....	5, Hunter-street	26 Mar., 1885
Macdonald, J. M.	Bathurst	8 Nov., 1886	Moss, S. B. and Co... ..	Gray-street, North Sydney	28 May, 1888
Mackenzie Mrs.	Telegraph operator, Redfern Railway Station.	18 Feb., 1890	Mossop, J.	89 Albion-street, Surry Hills	7 Mar., 1887
Mackenzie, M.	Deniliquin	24 Sept., 1888	Moulds, W.	Bent-st., Milltown, Bathurst	8 Feb., 1886
Maclardy, W. M.	319, George-street	30 June, 1888	Mounter, P.	Mounter-st., North Waratah	22 Jan., 1889
Macleod, A.	Walker-street, North Sydney.	23 July, 1885	Mountford, Martha ..	4 Cooper-street, Surry Hills	3 Aug., 1887
Macnamara, Miss E....	Olive-street, Albury	19 Oct., 1888	Moxham, Small & Co.	Walker and Blue Streets, North Sydney.	12 Dec., 1890
Maeremady, Hugh	King-street, Newtown	20 July, 1880	Mullholland, Joseph... ..	King-street, Newtown	11 Mar., 1884
Maddock, W.	381, George-street	6 Aug., 1863	Mullany, P., and Co..	Katoomba	24 Oct., 1884
Mallam, H. G.	Beardy-street, Armidale ..	9 Feb., 1877	Mullens, Katie	66 Hunter-street, Sydney... ..	5 July, 1887
Maloney, W. M.	Mores	27 May, 1889	Muller, H.	Evans-street, Balmain	24 Jan., 1888
Manfredi, G.	Rouse-street, Tenterfield ...	10 Feb., 1888	Mulvey, G. W.	Blane-street, Newcastle....	12 Dec., 1887
Mannall, C. J.	Carrington-street, Horse-shoe Bend, West Maitland	19 Mar., 1887	Mumford, Mrs. L. ...	Baylis-st., Wagga Wagga... ..	29 April, 1890
Manning, J. G.....	25, Iris-street, Paddington..	10 Oct., 1887	Murphy, Jeremiah ..	Corner of Kent and Liverpool Streets.	20 April, 1887
Manning, Mrs.	8, Oxford-street	10 Aug., 1880	Murphy, John	Mittagong	27 Oct., 1886
Manson, Mrs. Mary..	Elizabeth-street, Waterloo..	10 Nov., 1880	Murray, Mrs. Annie ..	517, Harris-street, Ultimo..	31 May, 1887
Mantle, W. J.	426, Harcis-street, Ultimo..	21 Mar., 1890	Murray John.....	Keppel-street, Bathurst ...	30 Jan., 1890
Marcus, Louis	62, Botany-street	4 Nov., 1880	Murray, P.	Cowra	28 June, 1879
Marks & Ferguson ..	Ashfield	29 Jan., 1884	Murray, George	Erskineville Road, Macdonaldtown.	20 Jan., 1890
Marles, A. J.	Old Canterbury Road, Summer Hill.	6 Jan., 1890	Murray & Co.	Burwood	9 Mar., 1887
Marshall, J.	Sydney Road, Clyde, near Granville.	23 Mar., 1888	Nash, F.....	Old South Head Road, Paddington.	2 Feb., 1883
Marshall, John	Hoxton Park	7 Oct., 1890	Neil, F.	Rockdale Stores, Rocky Point Road, Rockdale.	24 Feb., 1887
Marshall, J. S.	124, Market-street	19 June, 1880	Neilan, Martin	Old Newtown Road, Darlington.	26 Mar., 1881
Marshall, L. D.....	Howick-street, Bathurst ...	1 Nov., 1886	Nelson, Olla	41, Upper William-st. North	3 Sept., 1883
Marshall, R.	Cleveland and Rose Streets, Darlington.	17 Sept., 1890	Nevin, Miss Annie ..	433, King-street, Newtown	11 Oct., 1890
Martin, John	563, Darling Road, Balmain	11 Mar., 1889	Newland, Thos.	339, Elizabeth-street	13 June, 1884
Martindale, W.....	Church and Phillip Streets, Parramatta.	24 June, 1886	Newman, J. H.	659½, George-street	2 Sept., 1882
Martz, A.	Marion-street, Leichhardt..	20 June, 1890	Newtown	Railway Station-master	17 Mar., 1884
Mate, T. H. & Co. (Limited.)	Albury	9 Sept., 1890	Nichols, James	Laura and Hawken Streets, Newtown.	29 July, 1890
Mathieson, Peter	Grosvenor Crescent, Summer Hill.	14 Nov., 1890	Nicoll, J.	Auburn-street, North Goulburn.	15 July, 1887
Matthes, M.	80, Redfern-street, Redfern	7 Aug., 1890	Nix, George	Hillgrove	7 Aug., 1889
Matthews, D.	Blayney	26 June, 1885	Nixon, William.....	Temora	14 Oct., 1887
			Noake, John	320 & 446, George-street ...	14 Feb., 1872
			Norris, J. W.	Parkes-street, Ryde	26 Aug., 1886
			Norris, —	412, Oxford-st., Paddington	23 Aug., 1889
			Norwood, W. J.	Bathurst	13 April, 1876

APPENDIX C—continued.

Name.	Residence.	Date of Appointment	Name.	Residence.	Date of Appointment
Norwood, Arthur.....	Summer-street, Orange.....	11 Sept., 1888	Pullen, W. T.	Cowper, near Brushgrove ...	18 Oct., 1880
Nosworthy, Mrs.	Goldsmith-street, Goulburn	10 Oct., 1890	Pullin, John.....	336, Castlercagh-street.....	2 Aug., 1880
O'Brien, S.	Elswick and Marion Streets, Leichhardt.	14 Jan., 1886	Purchase, Edward	Hillgrove	10 Aug., 1889
O'Connor, William ...	Lambert-street, Glen Innes	18 July, 1889	Purnell, E.	Parramatta Rd., Petersham	25 Jan., 1888
O'Connell, Ellen	62 Hunter-street.....	10 May, 1887	Pyke, L.	Summer-street, Orange.....	5 Sept., 1887
Ode, W.	225, Oxford-street.....	9 June, 1886	Pymontt, Alfred	Hill End	13 May, 1889
Odman, W. F.	Nyngan	23 Oct., 1888	Quinn, W. J.	George-street, Singleton ...	2 Oct., 1889
O'Donnell, M. A.	Goulburn	11 Oct., 1890	Rae, J. B.	Mullens'-street, Balmain ...	7 Feb., 1881
Olive, Alfred B.	South-street, Granville.....	19 Aug., 1886	Rae, Sarah.....	62, Albion-street, Surry Hills	19 Aug., 1889
Oll, G. F.	Cowra	12 April, 1887	Rampa, John.....	19, Market-street	11 Feb., 1884
O'Loughlin, Thomson, & Co.	41, Bayswater Road, Dar- linghurst.	23 Feb., 1889	Randall Brothers	33½, George-street, West ...	4 Sept., 1889
O'Mara, Thomas	143 Campbell-street	21 July, 1890	Rayson, Henry	Wollongong.....	26 Aug., 1887
O'Neill, Miss.....	"Albion House," Monaro- street, Queanbeyan.	16 Feb., 1882	Read, J.	443, Old South Head Road, Paddington.	24 Dec., 1881
Oram, W. H.	Goulburn-street, Crookwell	9 Jan., 1886	Read, John S.	Argent-street, Broken Hill	25 Feb., 1888
Orrell, Mrs.	253, Kent-street	20 June, 1889	Reay, F. W.	Hamilton Road, Hamilton	5 Mar., 1890
Orrill, Mrs. H.	Falcon-st., North Sydney...	10 Sept., 1888	Reche N.	314, Elizabeth-street.....	10 Aug., 1889
Osborne, Thomas	Ilawarra Road, Marrickville	19 Nov., 1887	Redgate, Wm.	292, Bourke-street.....	25 Feb., 1873
Osborne, A. E.	Merrigang-street, Bowral...	11 Jan., 1888	Redshaw, Thomas ...	96, Dowling-street, Pad- dington.	14 Sept., 1885
O'Toole, J.	12, Moncur-st., Woollahra.	21 Feb., 1889	Reed Stockdale	163, Cleveland-st., Redfern	8 Nov., 1889
Page, A. J.	Montagu-street, Goulburn..	2 April, 1886	Roes, E.	Cambrian House, Stockton.	11 May, 1888
Page, M. J.	74, Redfern-street, Redfern	17 June, 1889	Reis, C.	Wilson-street, Albury	25 Nov., 1889
Palesi, G.	462, Pitt street South	26 July, 1888	Reilly, Margaret	253, Elizabeth-street.....	31 Aug., 1888
Palmer, Mrs. Henry...	104, Missenden Road, Cam- perdown.	23 Dec., 1889	Reitans, John	8, Charlotte-place	2 Aug., 1888
Palmer, James	The Railway Parade, Kogarah.	11 Sept., 1886	Renforth, Silvey	Sanger-street, Corowa	29 Aug., 1887
Pankhurst, George ...	Carrington	8 Dec., 1890	Renouf, Miss A. J.	430, Oxford-st., Paddington	4 July, 1890
Parker, Mrs. Ann.....	Durham-street, Bathurst...	21 April, 1885	Renouf, A. R.	193½, Oxford-street	17 Nov., 1890
Parker, C. M.	George-street, Bathurst	12 May, 1890	Renz, M.	Corner of Kiera and Crown Streets, Wollongong.	9 April, 1888
Parker, W.	Corner of Underwood and William Sts., Paddington	1 Feb., 1887	Reuben, A.	John-street, Singleton	6 June, 1889
Parramatta	Railway Station-master	17 Mar., 1884	Richmond, Thomas, jun.	648, Darling-street, Bal- main West.	20 Sept., 1889
Parsons, B. G.	Goulburn	7 Oct., 1887	Ridley, C. I.	141, Oxford-st., Waverley	19 Oct., 1889
Parsons, W. B.	79, King-street, Newtown...	14 Jan., 1889	Riley, W. R.	Goulburn	27 Nov., 1862
Pasley, H. A.	46, Ross-st., Forest Lodge..	2 April, 1889	Riordan, James.....	Union Club	21 Jan., 1879
Patou, John B.	Chatswood	4 June, 1886	Risbey, Mrs. Sarah...	King-street, Newtown	31 Aug., 1880
Patou, J. B.	Opertee	27 Feb., 1890	Ritchie, Mrs. Ann	Buena Vista.....	1 Oct., 1887
Patrick, Parlet.....	Station-street, Waratah ...	6 Feb., 1890	Rix, William.....	Avondale, Bobundarah	13 Aug., 1884
Patterson, A. T.	147, King-street, Newtown...	15 Nov., 1884	Roberts, A. C.	57, King-street	24 Jan., 1883
Patterson, A. T.	225, King-street, Newtown...	21 April, 1890	Roberts, J.	Grosvenor Crescent, Summer Hill.	21 Mar., 1890
Paul, T. J.	Nelson-st., North Annandale	28 April, 1882	Roberts, Miss Mary B.	Cooma-street, Yass	1 Dec., 1890
Pauls, Adolphe.....	124, Bathurst-street	20 July, 1889	Roberts, T. F.	Yass	10 Mar., 1881
Payne, John	Corner of Oxford and Lass- well Streets, Waverley.	5 Dec., 1888	Roberts, W.	Parramatta Road, Leich- hardt.	16 Nov., 1887
Payne, Stephen ...	Dangar Village, Narrabri...	19 Sept., 1890	Robertson, Emily.....	216, Cleveland-street, Chip- pendale.	23 Jan., 1888
Peacock, Mrs. A. E. ...	102, Darby-st., Newcastle..	27 April, 1888	Robertson, G.	361, George-street.....	13 Aug., 1878
Penfold, W. C., & Co. ...	183, Pitt-street	3 May, 1886	Robertson, G. D.	341, Oxford-street, Pad- dington.	13 Jan., 1887
Perdrian, G. A.	West and Holtermann Sts., North Sydney.	12 Nov., 1890	Robinson, A. D.	Hunter-street, Newcastle..	24 Aug., 1888
Perkins F.	"Grosvenor Hotel"	26 Sept., 1890	Robinson, F. G.	Tram Terminus, North Sydney.	6 Sept., 1888
Perrin, C.	155, Victoria-street North.	30 Nov., 1887	Robinson, F.	239, Macquarie-street South	16 Aug., 1884
Peters, J. W.	Edwin-street, Croydon	10 July, 1890	Robinson, R. H.	Taree	17 Sept., 1886
Petersham	Railway Station-master	17 Mar., 1884	Rodd, C. T.	19, Macquarie-place	3 June, 1889
Phillips, A.	Bridge-street	22 May, 1888	Rodwell, G.	Tram Terminus, Leichhardt	19 Mar., 1886
Phillips, Joel.....	64, Market-street	10 July, 1880	Roe, A. R.	Argent-street, Broken Hill	9 April, 1890
Phillips, W. H.	182, Harris-street, Ultimo..	22 Aug., 1883	Roe, William.....	Secretary Broad Meadow Co operative Society, Hamilton.	1 Oct., 1887
Phillips, Mrs. Rebecca	28, Johnstone-street, North Annandale.	7 Sept., 1889	Rogers, Charles	The Great Arcade, Goulburn	12 Sept., 1887
Phillips, S.	66, Hunter-street	31 Dec., 1889	Rookwood	Railway Station-master ...	17 Mar., 1884
Philpot, J. D.	Corner of Princes-st. and Charlotte-place.	16 Jan., 1888	Rosario, C.	771, George-street	29 Mar., 1887
Pigott, Patrick	Legislative Assembly, Sydney.	6 April, 1887	Rose, G. H.	Vulcan-street, Mornya	8 June, 1889
Pisani, J.	99, Regent-street, Redfern..	5 Mar., 1890	Rose, Mrs. H. A.	5, Glebe Road, Glebe	16 May, 1890
Pitkethly, J. T.	56, Park-street	7 July, 1890	Rosemond, J.	128, Oxford-st., Paddington	8 Mar., 1889
Pitt, R. B.	Alfred-street, North Sydney	30 Nov., 1889	Ross, James A.	Dean-street, Albury	8 Jan., 1890
Pittmann, Fanny.....	Dean-street, Albury	18 June, 1887	Ross, David	Francis-street, Rookwood...	4 July, 1890
Plummer, George.....	Dubbo	6 Feb., 1888	Rossiter, E. G.	Clyde, Granville	23 April, 1888
Polley, A. R.	Corner of Queen and Ocean Streets, Woollahra.	2 Nov., 1885	Routley, W. & T.	22, and 24, Erskine street..	28 Nov., 1889
Pollitt, R.	Milson's Point, North Sydney.	7 May, 1884	Rowland, Mr.	Corner of William and Bay Streets, Double Bay.	13 Sept., 1883
Polson, W. G.	Germantown	14 Dec., 1888	Rowley, William	King-street South, Newtown	5 July, 1881
Porter, Robert	Lec-street, Wellington	28 Feb., 1881	Rumsey, H. J.	Church-street, Parramatta	9 May, 1890
Porter William.....	Excelsior Siding, Mudgee Railway line.	17 Jan., 1889	Rutherford, John ...	532, George-street.....	15 July, 1890
Porter, M.	Lithgow	16 July, 1889	Rutty, M.	19, Macquarie-place	8 Sept., 1890
Poulton, W. T.	West Maitland	30 Nov., 1881	Ryan, John	Lower George-street, Parra- matta.	12 Jan., 1883
Powison, Miss Mary	243, King-street, Newtown...	16 Jan., 1888	Ryan, Miss M.	38 Francis-street	17 Sept., 1883
Pratt, Mrs. E. O.	86, Glebe Point Road	5 July, 1886	Ryan, John	473 Bourke-st., Surry Hills	3 June, 1882
Preston, John	118, Devonshire-st., Sydney	29 April, 1889	Sadler, George	Lachlan street, Hay	1 Feb., 1889
Price, J. B.	Colonade, Granville	7 July, 1890	Saloti, T.	Waverley Road, Waverley	25 July, 1890
Prince, Mrs. Ellen ...	39, Weston Road, Balmain	21 Oct., 1890	Samson, S. L.	Anson-street, Orange.....	3 Mar., 1890
Protheroe, J.	Denison Road, Petersham...	12 April, 1887	Samuel, Lewis	Harwood Island	24 Aug., 1889
Prowles, A.	Enmore and Victoria Roads, Marrickville.	9 May, 1890	Sandels, W. H.	Corner of Seymour and Lambert Sts., Bathurst.	26 Mar., 1888
			Sands, Mrs. Eliza.....	Queen-street, Woollahra ...	16 Mar., 1885

APPENDIX C—continued.

Name.	Residence.	Date of Appointment.	Name.	Residence.	Date of Appointment.
Sands, Robert	374, George-street	25 Sept., 1873	Stow, Samuel	Palace & Brighton Streets, Petersham.	27 Mar., 1890
Satchell, W. E. G.	Wellington	6 July, 1888	Strathfield	Railway Station-master ..	21 Dec., 1887
Sawkins, C. E. & E. A. ..	Muswellbrook	4 June, 1888	Street and Stanton ..	129, Glebe Road, Glebe ...	10 Dec., 1889
Saywell, T. R.	6, Park-street	7 April, 1863	Strong, A.	Elgin-street, West Maitland	28 Sept., 1878
Scandrett, Samuel	Church-street, Parramatta.	19 Oct., 1886	Strong, H.	Rous	24 July, 1882
Schaumburg, John	Eve's-terrace, Cowper-st., Waverley.	2 Dec., 1885	Strong, John	Balmain	13 Aug., 1887
Schaaf, O.	Bathurst	29 Oct., 1890	Strutton, J. T.	Burwood Road, Burwood...	2 July, 1890
Schick, T. F.	Woodlark-street, Lismore	20 Sept., 1890	Stuart, Henry	Ashfield	21 Feb., 1880
Schliessmann Bros.	Auburn-street, Goulburn ..	29 Jan., 1886	Stuaty, Miss Elizabeth	79, Elizabeth-street	15 April, 1890
Schmidt, Mrs. C.	9, Creek-street, Balmain ..	14 Jan., 1889	Sullivan, P.	East-street, Narrandera ..	5 Feb., 1890
Schubert, S.	Warren	19 Aug., 1890	Summer Hill	Railway Station-master....	17 Mar., 1884
Scott, T. A.	108, Woolloomooloo-street.	22 Jan., 1884	Summers, H. R.	115, Liverpool-st., Sydney	4 Feb., 1887
Scott, T. R.	346, Cleveland-street.....	30 Oct., 1888	Sun Hing Jang & Co.	227, George-street	25 Aug., 1888
Scott, J.	282, George-street	24 Aug., 1888	Sutton, J.	Corner of Fourth and Ocean Streets, Woollahra.	9 July, 1888
Scouller, J. and R.	3, Sydney Arcade	6 June, 1888	Sutton, J. C.	Corner of Walker and Redfern Streets, Redfern.	22 May, 1889
Scrymgour & Sons	89, King William-street, Adelaide.	23 April, 1888	Swanson, A. G. M.	Ryde	1 June, 1885
Shannon, T.	Booth-street, Annandale ...	24 Aug., 1888	Swan, Herbert	East Maitland	6 Aug., 1889
Sharkey, Lawrence	Parramatta Road, Leichhardt.	1 July, 1887	Swanton, Mrs. Sarah	41, Bayswater Road, Darlinghurst.	9 Jan., 1890
Sharpe, R. M.	Argent-street, Broken Hill	19 Aug., 1890	Swindles, S.	Corner of Mary Ann and Jones Streets, Ultimo.	26 Nov., 1888
Shaw, Alexander	Ocean-street, Woollahra ...	21 April, 1890	Sworn, Charles	Illawarra Road, Marrickville	29 Mar., 1889
Shaw, Robert T.	New Ballarat, Wallscud ..	10 Mar., 1881	Syer & Co.	Molesworth-street, Lismore	7 Dec., 1888
Shaw, W. H., sen.	Vale-street, Cooma	12 Sept., 1890	Syer, G. C.	Grafton	24 Oct., 1882
Sheppard, J.	72, Cooper-st., Surry Hills..	17 April, 1888	Sylvester, William ..	John-street, Singleton ...	26 Aug., 1889
Shipway, John	Railway Terrace, Lewisham	23 May, 1890	Tate, William	55, Oxford-st., Paddington	6 Jan., 1887
Shoobridge, George	Auburn-st., South Goulburn	28 Jan., 1884	Taylor, Elizabeth	49, Lyndhurst-street, Glebe	5 Aug., 1885
Siddens John	133, Henderson Road, Alexandria.	24 June, 1889	Taylor, J. T.	Naremburn, North Sydney	21 Mar., 1890
Silcock, Caroline	Lodge and Catherine Sts., Forest Lodge.	24 July, 1888	Taylor, R.	106, Wells-street, Redfern	10 Feb., 1890
Sill, Mrs. M. A.	Auburn-street, Goulburn ..	29 Mar., 1887	Taylor, T.	857, George-street	9 Dec., 1890
Simmons, Dan	696, George-street	1 Mar., 1882	Taylor, William	4, Darlington Road, Darlington.	5 Mar., 1887
Simmons, G.	Parramatta Road, Annandale.	15 Jan., 1885	Taylor, Thomas C.	Armudale	27 Dec., 1882
Simmons, H.	Berrigan	5 Sept., 1888	Telegraph Operator ..	Stock Exchange of N.S.W., Sydney.	31 Mar., 1890
Simpson, A.	Wynyard-street, Tumut ...	11 June, 1890	Terrey, E. J.	Melbourne-street, East Maitland.	31 Dec., 1887
Simpson, James	Jerrilderie	12 Dec., 1889	Thackeray, Charles ...	97, Queen-street, Woollahra	26 Sept., 1890
Sinclair, W. M.	459, King-street, Newtown	6 Jan., 1888	Thomas, E.	Cooper-street, Surry Hills	18 Dec., 1888
Singleton, Edward	Oxford-street, Darlinghurst	21 Oct., 1887	Thomas, George	185, Glebe Point Road	21 Oct., 1890
Sippel Bros.	520, George-street	7 July, 1871	Thomas, Mrs. T. M.	Main-street, Cudal.	21 Jan., 1890
Sippell, John	Grenfell	25 Jan., 1885	Thomson, Eva M.	94, Goulburn-street	7 Aug., 1889
Slatter, R.	Corner of Evelyn & Una Sts., Harris Park, Parramatta.	7 Nov., 1885	Thomson, W.	Cooma-street, Yass	9 April, 1890
Smith, Arthur	Argent-street, Broken Hill	15 April, 1890	Thompson, Mrs. W.	7, Wattle-street, Ultimo ...	11 Mar., 1887
Smith, C. H.	New Canterbury Road, Petersham.	29 Sept., 1886	Thompson, J.	91, King-street	6 Aug., 1884
Smith, E. T.	Darling Road, Balmain.....	7 April, 1881	Thompson, James	46, Erskine-street	6 Sept., 1880
Smith, H. J.	Forbes	23 Aug., 1887	Thomson, J.	Bedford-street, Newtown...	28 June, 1890
Smith, J. P.	Gilgandra	30 Dec., 1880	Thomson, John	72, Pitt-street	22 Aug., 1871
Smith, Thos. L.	399, George-street	28 Jan., 1879	Thompson, W.	Verner street, Goulburn ..	31 Dec., 1888
Smith, James	167, George-street North	5 July, 1879	Thornley, Joseph ...	1, James' Terrace, Livingstone Road, Marrickville.	8 Sept., 1890
Smith, T. C.	Faulkner-street, Armidale	23 Feb., 1880	Thornton, R.	413, Crown-st., Surry Hills	6 June, 1881
Smith, W. E.	28 & 30, Bridge-street	23 May, 1883	Thornton, R.	Corner of Gipps and Crown Streets.	24 June, 1881
Smith, W. R.	George-street, Bathurst ...	14 Feb., 1888	Thrusell, Thomas ...	Mount-street, North Sydney	18 Mar., 1885
Smith, Mrs. M.	Talbragar-street, Dubbo ..	14 Mar., 1890	Thwaites, Joseph	232 Oxford-st., Paddington	8 July, 1887
Smyth & Wells	Hunter and Phillip Streets	28 Mar., 1859	Tilley, Chas.	New Canterbury Road, Petersham.	31 May, 1888
Soul & Son	177, Pitt-street	13 Aug., 1874	Tissington, Thomas ..	Rountree-street, Balmain ..	2 Feb., 1884
South, T. E.	Kogarah	14 Oct., 1886	Todd, Mrs.	157, Cicely-st., Leichhardt	21 Nov., 1890
Southwell, J. B.	7, Wells-street West.....	7 Sept., 1888	Tolley, Richard	Corner of Glenmore Road & Gurner-st., Paddington.	20 Oct., 1886
Southcoll, W. H.	6, Cooper-street, off Elizabeth-street, Surry Hills.	9 June, 1887	Tonge, William	Carp-street, Bega	19 Aug., 1890
Spragg, John E.	125, Oxford-street	9 Aug., 1880	Toogood, Mrs.	24, Darlington Road, Darlington.	16 Mar., 1889
Sprag, G. W.	Katoomba	27 July, 1889	Toole, Thomas	Manager Co-operative Store, Stockton.	16 Oct., 1890
Sproull, W. H.	Newcastle	6 Feb., 1890	Topham Bros.	Auburn-street, Goulburn ..	6 April, 1889
Squire, J. H.	418, Oxford-st., Paddington	29 Dec., 1887	Tremain, R. R.	Keppel-street, Bathurst ..	9 Aug., 1886
Stahlback, C.	45, Pitt-street	8 Oct., 1889	Trösz, W.	Bentinck-street, Bathurst ..	6 Aug., 1888
Stallwood, Charles ..	Corner of Forsyth and Avon Streets, Glebe Point.	23 Nov., 1885	Trim, George	Beardy-street, Armidale ...	25 July, 1888
Steel, Mrs. M. A.	Parramatta Road, Annandale.	17 Jan., 1887	Truss, Thomas	503, Crown-st., Surry Hills	26 April, 1882
Steenbohm, A. M.	57, Fitzroy-st., Surry Hills	29 Mar., 1887	Tszekook, L.	54, Goulburn-street	20 Jan., 1885
Steinfatt & Co.	Argent-street, Broken Hill	13 Aug., 1890	Tucker, Thomas	58, Bourke-street, Woolloomooloo.	20 May, 1884
Stelter, J. P.	Drake	31 May, 1887	Tucker, E.	South-street, Granville	29 April, 1889
Stenning, W. A.	Ben Boyd Road, Neutral Bay	7 Dec., 1882	Tunks, George, sen.	Parramatta North	1 Aug., 1882
Stephens, A.	Braidwood	14 July, 1888	Turnbull, Mrs. Ellen..	Crown-street, Surry Hills ..	6 June, 1882
Stevens, Joseph	Milson's Point, North Sydney.	2 Feb., 1875	Turner, A. W.	Auburn-street, Goulburn ..	11 May, 1885
Stevens, George	162, Oxford-street	17 Oct., 1887	Turner, B.	North Broken Hill	25 Sept., 1888
Stevenson, Mrs. A.	Cowra	7 Dec., 1885	Turner, Mrs.	Burwood Road, Burwood ...	11 Jan., 1888
Stevenson, A. & Co.	Mitchell-street, Bourke.....	12 Mar., 1890	Turner & Henderson	16 & 18, Hunter-street ...	9 Dec., 1864
Stewart, C. T.	77, King-street	21 Sept., 1888	Turpin & Brian	90, Hunter-street	25 Mar., 1889
Stewart, William Austin.	Goulburn Club, Market Square, Goulburn.	9 May, 1884	Tweedie, C. L.	Bombala	31 May, 1880
Stewart & Clarke	470, George-street	22 Jan., 1885	Tyler, M.	128, Oxford-st., Paddington	8 Mar., 1888
Stitz, F.	Barker-street, Casino	13 Aug., 1883	Tynan, M.	Crown-street, Wollongong	13 Oct., 1885
Story, H. R.	0, Oxford-st., Paddington	5 June, 1888			
Stove, W. J.	South Head, Wagonga	15 June, 1886			

APPENDIX C—continued.

Name.	Residence.	Date of Appointment.	Name.	Residence.	Date of Appointment.
Ussher, M.	M'Pherson-street, Waverley	8 Dec., 1890	West, Thomas	Marion-street, Leichhardt	14 Mar., 1889
Vanpraagh, N.	337, King-street, Newtown	11 Feb., 1889	West, John	277, Elizabeth-st., Sydney	18 July, 1889
Vaughan, T. H.	Darling-street, Balmain	10 Aug., 1880	Westerweller, J.	Gunnedah	21 June, 1889
Vencss, Charles H.	Tamworth	22 July, 1882	Whalan, G.	Keppel-street, Bathurst	6 Aug., 1890
Vermessch, J. C.	214 & 216, King-street, Newtown.	29 Sept., 1890	Whinton, H.	121, King-street, Newtown	18 May, 1889
Veroli, E. M.	322, Bourke-st., Surry Hills	16 Dec., 1887	White, T. A. M.	Crystal-street, Petersham	12 Mar., 1889
Vial, Emma	302, Riley-street	21 Jan., 1876	White, Mrs. L.	Corner of Ridge and James Streets, North Sydney	4 Feb., 1887
Vincent, H. S., & Co.	Glen Innes	19 Aug., 1886	Whiteford G. V.	296, King-street, Newtown	3 Feb., 1890
Vivarelli, G.	85, Regent-street, Redfern.	21 April, 1885	Whiteford & Berry	93, Castlereagh-street	12 May, 1888
Volikers, H. A.	Prince-street, Grafton	25 Sept., 1876	Wight, W. C. & Co.	Broken Hill	22 Feb., 1888
Waddell, A.	Berry	26 Oct., 1885	Wildman, Edmund	263, Sussex-street	14 April, 1886
Wade, John	Moss Vale	11 Jan., 1882	Wilkinson, Bros.	Maclean	15 Jan., 1890
Wainwright, H. F.	Cudgen Scrub	11 Dec., 1889	Wilks, J.	32, Bank-st., Chippendale	3 June, 1889
Walker, John	Otho-street, Inverell	9 Jan., 1889	Wilks, J.	72, Abercrombie-st., Sydney	14 Aug., 1889
Walker, M. T. C.	Tramway Waiting Rooms, Phillip-street.	30 Oct., 1889	Williams, John	223, Oxford-street	18 Aug., 1886
Wallace, Benjamin	Bingle Bando, near Gunnedah.	31 Oct., 1890	Williams, F.	153, Cleveland-st., Redfern	14 Jan., 1887
Wallace, W. M.	496, George-street	4 Nov., 1882	Williams, N.	194, Elizabeth-street	6 June, 1885
Walsh, A.	Catherine-street and Parramatta Road, Leichhardt.	13 Jan., 1887	Williams, S. M.	47, William-street	28 June, 1889
Walsh, John	Goulburn	25 May, 1864	Williams, W. S.	149, George-street North	7 June, 1888
Walsh, G.	193, Oxford-st., Darlinghurst	26 Feb., 1889	Williams, Walter W.	439, Crown-street	10 June, 1882
Ward, F.	389, Crown-street, Surry Hills.	3 Nov., 1888	Willington, W. A.	537, George-street, South	8 Sept., 1887
Ward, Joseph	Windsor	7 Mar., 1884	Willington, W. A.	Corner of Glebe and Ferry Roads, Glebe Point.	9 Dec., 1889
Ward, Reuben	Waverley Road, Waverley	17 Sept., 1888	Willis, W.	715, George-street, Sydney	5 Aug., 1887
Waterhouse, T.	Walker-st., North Sydney	18 June, 1888	Wilson, Charles	Otho-street, Inverell	22 Feb., 1884
Watson, Edward	Darling-st. West, Balmain	25 April, 1885	Wilson, Mrs. E.	Burwood Road, Burwood	2 May, 1890
Watson, G.	Ashfield	5 Jan., 1881	Winmill, H.	Myall Creek, Bingara	18 Aug., 1875
Watson, R. A.	Alfred and Castlereagh Sts.	17 April, 1868	Winton, E. S.	North Sydney	11 Aug., 1870
Watson, David	Grahamstown, near Adelong	5 July, 1881	Woelmer, H.	62, Hunter-street	13 Jan., 1887
Watson, James	418A, Oxford-st., Paddington	3 Oct., 1889	Wood, T.	92, King-street, Newtown	8 Feb., 1887
Watts, H.	Chapel-street, Marrickville	13 April, 1888	Wood, F. G.	Leichhardt	29 Nov., 1889
Watt, John	Belgrave-street, Central Kompsy.	4 Aug., 1886	Wooderson, W. A.	Islington, Newcastle	12 June, 1885
Waugh, W. S.	Sunny Corner	3 Dec., 1889	Woodey, Robert	Corner of Booth and Nelson Streets, Annandale.	28 Feb., 1888
Webb, E., & Co.	George-street, Bathurst	16 Aug., 1879	Woods, John, & Co.	13, Bridge-street	15 Jan., 1885
Webster, Mrs. J.	Tram Terminus, North Sydney.	15 Dec., 1890	Worboys, D. J.	High-street, Penrith	14 June, 1887
Welch, James	Castlereagh and Cleveland Streets, Redfern.	6 June, 1883	Wyatt, Harriet	341, Oxford-street, Paddington.	15 April, 1890
Welch, Mrs.	104, Fitzroy-street, Surry Hills.	5 Nov., 1890	Wykes, E. G.	61, George-street West	14 Mar., 1890
Wellington, Mrs. S.	Corner of Piper and William Streets, Bathurst.	28 Aug., 1886	Wynter, D. D.	435, King-street, Newtown	19 Oct., 1887
Wenholz, E. H.	122, Dowling-street, Woolloomooloo.	12 Feb., 1886	Yates, John	140, Oxford-street	4 June, 1890
			Young, E. W.	Petersham	23 May, 1884
			Young Bros.	131, Regent-street	18 Nov., 1886
			Young, W. N.	Belmore Road, Randwick	8 Jan., 1890
			Younger, H.	351, Oxford-st., Paddington	5 July, 1888
			Younger, R. P.	Charles-street and Illawarra Road, Marrickville.	11 Oct., 1889

APPENDIX D.

Convention for the exchange of Parcel Mails between the Colony of New South Wales on the one side and the Colony of Hongkong on the other.

1. The parties to this Convention are the colonies of New South Wales and Hongkong. The offices of exchange for Parcel Mails shall be Sydney and Hongkong. Parcel Mails shall for the present be forwarded by the fortnightly steamers of the P. and O. Co. only.

2. The colony of New South Wales may forward parcels addressed to Hongkong, China, Macao, Siam, Corca, or Japan; and Hongkong may forward parcels addressed to any Post town in New South Wales to which there is conveyance by rail or coach. Such parcels shall be delivered without charge to the addressees, except for customs duties payable on any articles contained therein.

3. It is understood that the office of Hongkong undertakes no responsibility for parcels for China beyond its agency nearest to the port of destination. Thus in the case of a parcel for the island of Formosa, Hongkong will be responsible as far as Amoy, after which the parcel will be at the sender's risk.

4. In all matters of detail connected with the exchange of parcels, the rules governing the exchange of parcels between the colony concerned and the London office shall be followed as far as possible. The maximum dimensions of parcels shall be 3 feet 6 inches in length, or 6 feet in length and girth combined. The maximum weight of any parcel shall be 11 lb.*

5. The colony of New South Wales shall communicate to the colony of Hongkong the inland rates which must be credited to such colony on parcels despatched to it from Hongkong, as well as a statement of any special details necessary to be observed in the exchange of parcels with such colony.

6. Each Parcel Mail shall be accompanied by a Parcel Bill similar in form to that used in exchanges with the London office. The despatching office of Sydney will be liable to pay to the colony of Hongkong

(a) A sea rate of 4d. per lb. on the net weight of parcels despatched.

(b) An inland rate of 4d. per lb. computed parcel by parcel to Hongkong.

And the colony of Hongkong will pay

(a) The above sea rate of 4d. per lb.

(b) An inland rate of 4d. per lb. computed parcel by parcel to New South Wales.

7. All accounts connected with the Parcel exchanges shall be kept by Hongkong, which colony shall defray the costs of sea transit in both directions, and shall forward quarterly to New South Wales statements of account between the two colonies.

8. This Convention shall come into force as far as the colonies of New South Wales and Hongkong are concerned on 1st April, 1891.

9. This Convention may be terminated at any time after the expiration of three months' notice to be given by either party to the other.

Signed in duplicate, at Sydney, this 20th day of March, 1891.

DANIEL O'CONNOR,
Postmaster-General.

And at Hongkong, this 15th day of September, 1890.

ARTHUR K. TRAVERS,
Acting Postmaster-General.

APPENDIX E.

* Except in the case of Japan in which case the weight is limited to 5 lb.

APPENDIX E.

PARTICULARS of Contracts entered into for the conveyance of Post Office Mails from 1st January, 1890.

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, jun.* (Transferred to W. Walsh, sen., from 1st April, 1890.)	Parramatta	Railway Station and Post Office, Parramatta.	Ninetimes or oftener daily.	Conveyance 1 or more horses.	88 10 0 31 Dec., 1892.
2	Edwin J. Black.....	Castle Hill	Railway Station, Parramatta, and Post Offices, Parramatta, Baulkham Hills, and Castle Hill.	Twelve	4-horse coach.	80 0 0 31 Dec., 1892.
3	Samuel Shields † ...	Pennant Hills ...	Parramatta, Rydalmere, Field of Mars, Birmingham, Carlingford, and Pennant Hills.	Six	2-wheeled trap.	99 10 0 31 Dec., 1892.
4	Daniel P. Horwood (Transferred to Frank James, from 1st July, 1890.)	Baulkham Hills	Baulkham Hills, Kellyville, and Rouse Hill.	Six	Coach.	90 0 0 31 Dec., 1892.
5	Edwin J. Black ...	Castle Hill	Castle Hill and Dural	Six	3-horse coach.	50 0 0 31 Dec., 1892.
6	Henry Birk	Toongabbie	Seven Hills and Toongabbie	Six	Horseback...	31 4 0 31 Dec., 1892.
7	William H. Smith	Seven Hills	From Blacktown to Prospect, and Prospect Reservoir, via Boothtown, returning via Veteran Hall.	Six	Horseback...	46 0 0 31 Dec., 1890.
8	Richard Wall ...	Blacktown ...	From Prospect to Eastern Creek, Rooty Hill, and Blacktown, via Rooty Hill Public School.	Six	Horseback...	54 10 0 31 Dec., 1891.
9	Edward Simpson (Transferred to Francis Duffy, from 25th March, 1890.)	Riverstone ...	Riverstone and Rouse Hill. (Contractor to convey mails twice a day for the sum of £100 per annum, if required by the Postmaster-General to do so.)	Once a day	Covered social 1 or 2 horses.	60 0 0 31 Dec., 1890.
10	Matthew Thompson	Pitt Town.....	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.	Fourtimes a day. Fivetimes a day. Threetimes a day.	2-wheeled vehicle.	40 0 0 31 Dec., 1891.
11	William Hawkins...	Wilberforce ...	Windsor and Freeman's Reach	Six	Horseback...	35 0 0 31 Dec., 1891.
12	Richard Rose ...	Wilberforce ...	Windsor and Wilberforce.....	Six	Light spring-cart	34 10 0 31 Dec., 1892.
13	Thomas Thompson..	Pitt Town.....	Windsor and Pitt Town	Four	Horseback...	35 0 0 31 Dec., 1892.
14	Richard Rose	Wilberforce ...	Wilberforce, Ebenezer, and Sackville Reach.	Two	Coach.....	24 10 0 31 Dec., 1892.
15	Nathan Mitchell ...	Lower Portland	Sackville Reach and Lower Portland	Three....	Horseback..	18 0 0 31 Dec., 1891.
16	Thomas Everingham	Central Colo	Lower Portland and Central Colo	One	Horseback ..	24 0 0 31 Dec., 1891.
17	Thomas Thompson..	Pitt Town.....	Pitt Town and Wiseman's Ferry	Two	Buggy or other conveyance	60 0 0 31 Dec., 1891.
18	John Walker	Wiseman's Ferry	Wiseman's Ferry, Central M'Donald, St. Alban's, and J ₁ per M'Donald.	Two	Horseback..	33 0 0 31 Dec., 1891.
19	Stephen Dunston ...	Richmond.....	Richmond, North Richmond, and Kurrajong.	Six	4-wheeled vehicle, 2 or 4 horses.	18 0 0 31 Dec., 1890.
20	Stephen Dunston ...	Richmond.....	Richmond and Grose Vale	Six	4-wheeled vehicle, 2 horses.	34 0 0 31 Dec., 1890.
21	Thos. Caterson	Upper Colo	Kurrajong, Comleroy Road, and Upper Colo	Two .....	.....	26 0 0 31 Dec., 1891.
22	Donald M'Leod	Kurrajong	Kurrajong and Kurrajong Heights.....	Six	Horseback...	35 0 0 31 Dec., 1892.
23	Adolphus S. Ivery	Upper Colo	Upper Colo, Putty, and Howe's Valley	One	Horseback...	70 0 0 31 Dec., 1890.
24	George Hope, jun.†	St. Mary's.....	Railway Station and Post Office, St. Mary's.	Threetimes or oftener daily.	Wheeled vehicle.	46 0 0 31 Dec., 1891.
			Including the clearance of the letter box at the Railway Station.	Twice daily.		
25	William G. Durbin..	Penrith	Railway Station and Post Office, Penrith.	Threetimes or oftener daily.	Sulky, 1 horse.	100 0 0 31 Dec., 1891.
			From Penrith to Castlereagh, via Cranebrook (Mount Pleasant Public School), returning from Castlereagh to Penrith.	Six		
26	William Walsh	Parramatta	From the Post Office, Penrith, to Jamison Town, Mulgoa, Wallace, and Luddenham, and from Luddenham to Wallace, Mulgoa, Jamison Town, Penrith Post Office, and Railway Station.	Six	Coach, 1, 2, or more horses.	115 0 0 31 Dec., 1890.
27	William G. Durbin..	Penrith	From Emu Plains to Emu; and from Emu to Emu Plains.	Twelve .. Six	Horseback	55 0 0 31 Dec., 1891
28	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.	Twice or oftener daily. Seven	Horseback	115 0 0 31 Dec., 1890.

* Contract cancelled 31st December, 1890.

† Contractor allowed £30 to terminate contract on 31st October, 1890.

‡ Contractor allowed £15 12s. per annum extra to perform an extra journey to and fro daily, from 23rd July, 1890.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
29 Patrick Ryan.....	Lowther	Hartley, Lowther, and Upper Run ...	Two	Horseback...	£ s. d. 42 10 0	31 Dec., 1890.
30 John Hall	Mount Wilson...	Bell and Mount Wilson. (Contractor to convey mails once a week only, from 1st May to 31st October.)	Six	Horseback...	53 0 0	31 Dec., 1890.
31 Charles Orchard ...	Bowenfells	Bowenfells and South Bowenfells	Six	Horseback ..	50 0 0	31 Dec., 1891.
32 Wm. Hart*	Cullen Bullen ...	Ben Bullen Railway Station and Cullen Bullen.	Two	Horseback...	29 0 0	31 Dec., 1890.
33 William Gawthorne.	Mudgee.....	Capertee, Round Swamp, Ilford, Cudgong, <i>Apple-tree Flat</i> , Broombee, and Mudgee.	Three	4-wheeled coach, 2 or 3 horses.	200 0 0	31 Dec., 1891.
34 Clarence W. Parker.	Ilford	Ilford, <i>Waverley Station</i> , Crudine, and Sofala.	Two	Horseback...	66 0 0	31 Dec., 1890.
35 George A. Holland.	Rylstone	Railway Station and Post Office, Rylstone.	Twice or oftener daily.	1-horse waggoneite	19 10 0	31 Dec., 1892.
36 Nathaniel B. Taylor†	Rylstone	Rylstone, Glen Alice, and The Crown (McLean's) via Dahee, Fernside, Olinda, Narrango, Brymair, & Bogie.	Two .....	.....	97 0 0	31 Dec., 1890.
37 Wm. Black.....	Rylstone	Rylstone and Bylong, via Camboon and Torrie Lodge.	Two	Horseback...	69 15 0	31 Dec., 1890.
38 James Doulon ...	Upper Botobolar	Dungaree and Upper Botobolar, via Bara Creek.	One .....	.....	14 0 0	31 Dec., 1891.
39 George Swords	Mudgee.....	Railway Station and Post Office, Mudgee.	Once or oftener daily.	2 or 4-wheeled vehicle, 1 horse	28 10 0	31 Dec., 1892.
40 William P. Morgan (Transferred to G. Swords, from 1st April, 1890.)	Mudgee	Mudgee, Avisford, Hargraves, Windeyer, <i>Pure Point</i> , <i>Campbell's Creek</i> , <i>Long Creek</i> , Upper Pymul, and Crudine.	Two	Horseback...	110 0 0	31 Dec., 1892.
41 Richard S. Bayliss	Macdonald's Creek, Mudgee	Mudgee and Merindee. (Contractor to travel once a week via Pimabong).	Three	Horseback ..	56 0 0	31 Dec., 1892.
42 Joseph Loy	Spring Creek, Barragan.	Mudgee, Stony Creek, Cooyal, Wollar, and Barragan. (Contractor to convey mails twice a week for the sum of £104 per annum, if required by the Postmaster-General to do so.)	Three....	2-horse coach.	157 0 0	31 Dec., 1891.
43 William A. Piper ..	Uarbry, Cassilis	Mudgee, Budgee Budgee, Linburn, Ulan, Inglewood, and Cassilis, via Bobadeen.	Three	2-horse coach.	184 0 0	31 Dec., 1892.
44 John Powell	Gulgong	Mudgee, Eurunderee, Home Rule, and Gulgong.	Seven	2 or more horse coach.	90 0 0	31 Dec., 1890.
45 James Clark	Gulgong	Home Rule and Canadian Lead	Six	Horseback ..	19 0 0	31 Dec., 1890.
46 John Clement	Gulgong	Gulgong, Lahey's Creek, and Cobbora, via Goodaman's.	Two	Vehicle, 2 or more horses.	110 0 0	31 Dec., 1890.
47 John Walker	Coolah	Gulgong, <i>Tallewang</i> , Denison Town, and Coolah.	Three.....	2-horse 4-wheeled conveyance.	181 0 0	31 Dec., 1891.
48 Christopher R. Young.	Gulgong	Gulgong and Guntawang.....	Two	Horse and buggy.	17 10 0	31 Dec., 1891.
49 Crocker Brothers ...	Gilgandra	Cobbora, Merrygoen, Munderoran, and Gilgandra.	Two	Coach, 2 horses.	240 0 0	31 Dec., 1890.
50 James Doyle ‡	Coonabarabran...	Merrygoen, Binnaway, and Coonabarabran, via Caigan, Sunnyside, Popagandra, and Riversdale.	Two	Coach and 2 horses.	115 0 0	31 Dec., 1890.
51 James Doyle	Coonabarabran...	Merrygoen, Warkton, and Coonabarabran, via Buckley's, Myall Plain.	Two ...	4-wheeled conveyance; 2 or more horses.	88 19 0	31 Dec., 1890.
52 William James Phillips§	Belar Creek, Warkton.	Warkton and Belar Creek.	One	Horseback ..	10 0 0	31 Dec., 1891.
53 John Albert	Coolah	Munderoran, Merrygoen, and Coolah, via Queensborough Flat, Bothero, Digilah, and Dumikimini.	One .....	.....	50 0 0	31 Dec., 1890.
54 Edward Maguire, sen.	Bearbong, Munderoran.	Munderoran, <i>Yarragreen</i> , Bandella, and <i>Bearbong</i> .	Two ....	.....	80 0 0	Contract to terminate at three months' notice on either side.
55 George Montgomery	Sunny Corner ...	Rydal, Meadow Flat, and Sunny Corner; and Sunny Corner, West Mitchell, and Yetholme, via Main Road.	Six	2 or 4 horse coach.	119 0 0	31 Dec., 1892.
56 Duncan McKinnon..	Palmer's Oakey..	West Mitchell and Palmer's Oakey ..	Three....			
57 William M'Innes ... (Transferred to F. S. Graham, from 15th December, 1890.)	Rockley	Tarana, <i>Mutton's Falls</i> , Slippery Creek, and Oberon.	Two	Horseback ..	23 17 6	31 Dec., 1892.
58 Louis P. Hanrahan ¶	Black Springs ...	Oberon and Black Springs; and Black Springs, Porter's Retreat, and Jerrong.	Two ...	Horseback ..	75 0 0	31 Dec., 1892.
59 Charles Dunk.....	Shooter's Hill, Gingkin.	Oberon, Edith, and Gingkin; and	One ...			
		Gingkin and Shooter's Hill; and	Three...			
		Shooter's Hill and Porter's Retreat. (Contractor to be paid at the rate of £40 per annum only, should it be decided to start Gingkin and other mails from Edith.)	Two ...			
			One ...			

* Service between Cullen Bullen and Carson's Siding, daily, at £45 per annum, substituted, from 1st June, 1890

† Contractor ceased to travel between Glen Alice and The Crown, from 1st April, 1890, the subsidy being reduced to £72 per annum

‡ Contractor instructed to convey a mail from Munderora to Merrygoen on Saturday night or Sunday morning for despatch from the latter place to Coonabarabran at 4 a.m. on Sunday, from 19th October, 1890.

§ Arrangements made with Contractor to extend service to and from Belar Creek and Yarragreen Station, via McKellar's, once a week on horseback, for the sum of £45 per annum, from 14th September, 1890, subject to termination at three months' notice on either side, or on 31st December, 1891.

¶ Contractor allowed £20 per annum extra to convey a third mail a week between Oberon and Black Springs, from 1st October, 1890.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
60 John B. Keen	Oberon	Oberon, Fish River Creek, & Duckmaloi	Three.....	.....	£ 36 0 0	31 Dec., 1890.
61 James Conneley.....	Porter's Retreat	Brewongle and O'Connell.....	Six .....	.....	72 0 0	31 Dec., 1891.
62 Henry Harris, jun.	Bolton Vale	O'Connell and Bolton Vale	Two	Horseback ..	21 10 0	31 Dec., 1890.
63 Robert Bellamy	O'Connell	O'Connell, Wiseman's Creek, and Esington.	Two	Horseback ..	28 0 0	31 Dec., 1892.
64 John Moore	Raglan	Raglan and Glanmire	Once or oftener daily	.....	40 0 0	31 Dec., 1892.
65 Mrs. Elizabeth Marsden.	Kelso	Railway Station and Post Office, Kelso	Twice or oftener daily	.....	35 0 0	31 Dec., 1890.
63 George Hemsworth (Transferred to W. and P. Donnelley, from 1st July, 1890.)	Trunkey Creek ..	Railway Station and Post Office, Bathurst.	Twice or oftener daily	2-horse coach, or spring cart.	69 0 0	31 Dec., 1892.
67 Matthew Walsh.....	Esrom	Bathurst and Esrom; and Esrom, Dunkeld, Evans' Plains, and Fitzgerald's Valley.	Six .....	.....	83 10 0	31 Dec., 1892
68 John T. Jardine. (Transferred to Jas. Arthur, from 1st July, 1890.)	Esrom	Bathurst and Freemantle, via Benjamin Bullock, senior's, Turkey Ridge, and Rock Forest.	One	Horseback ..	44 10 0	31 Dec., 1892
69 Wm. Moloney	Sofala	Bathurst, Peel, Wyogdon, Wattle Flat, and Sofala.	Six	2 or 4 horse-coach.	177 0 0	31 Dec., 1891.
70 Matthew Walsh	Esrom	Bathurst and White Rock	Six	Horseback ..	59 10 0	31 Dec., 1890.
71 George Trevitt	Peel	Peel, Clear Creek, and Limekilns	Two .....	.....	23 10 0	31 Dec., 1890.
72 Frederick Marion	Millamurra	Esrom and Millamurra, via Eglinton and Duramana Public School.	One	Horseback ..	20 0 0	31 Dec., 1890.
73 Henry Theobald	Palmer's Oakey..	Sofala and Upper Turon, via main road past Wilde's.	Two	Horseback ..	26 0 0	31 Dec., 1891.
74 Chas. A. Johnson	Box Ridge.....	Sofala and Box Ridge	Two	Horseback ..	24 0 0	31 Dec., 1891.
75 John O'Rourke. (Transferred to Wm. Moloney, from 1st July, 1890.)	Sofala	Sofala, Sally's Flat, and Hill End	Three.....	Coach, 2 horses.	99 10 0	31 Dec., 1892.
76 William Willard	Tambaroora	Hill End and Tambaroora	Six	Horseback ..	24 0 0	31 Dec., 1890.
77 Edward T. Lovett *	Mudgee.....	Hill End, Tambaroora, and Hargraves	One	Horseback ..	24 10 0	31 Dec., 1892.
78 Alexander M'Lean..	Rockley.....	George's Plains, Cow Flat and Rockley.	Six	2-horse coach.	81 0 0	31 Dec., 1892.
79 Harry Hockey	Mountain Run, Rockley.	Cow Flat and the Lagoon	Two	Horseback ..	21 0 0	31 Dec., 1890.
80 Alex. C. MacLean † (Transferred to M. Cross, from 7th July, 1890.)	Rockley.....	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	2-horse coach.	93 0 0	31 Dec., 1890.
81 Christopher Hade...	Newbridge ..	Newbridge, Moorilda, Hobby's Yards, Trunkey Creek, Abercrombie, Tuena, Mount Costigan, and Cordillera.	Six	2-horse coach.	342 14 0	31 Dec., 1890.
82 Walter Kelly	Newbridge ..	Newbridge and Caloola	Three.....	Horseback ..	28 10 0	31 Dec., 1891.
83 James E. Young ‡	Coppahanna, Trunkey Creek.	Trunkey Creek and Brown's Yards, via Coppahanna.	One	Horseback ..	20 0 0	31 Dec., 1890.
84 Alexander Ewin	Blayney.....	Railway Station and Post Office, Blayney.	Three times or oftener daily.	1-horse sulky.	32 10 0	31 Dec., 1890.
85 Stephen Donnellan..	Blayney.....	Blayney and Brown's Creek	Three	Horseback ..	42 10 0	31 Dec., 1891.
86 Angus Cameron §	King's Plains ..	Blayney and King's Plains	Two	Horseback ..	25 0 0	31 Dec., 1891.
87 Alexander Ewin	Blayney.....	Blayney, Greghamstown, and Victoria	Two	Horseback ..	32 10 0	31 Dec., 1891.
88 Alexander Ewin	Blayney.....	Blayney, Norton, Barry (Five Islands) Shaw, and Mount Macquarie.	Three .....	.....	65 10 0	31 Dec., 1890.
89 Eleazar Owens	Mandurama	Railway Station and Post Office, Mandurama.	Twice or oftener daily as required.	1-horse coach or buggy.	28 0 0	31 Dec., 1890
90 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.	115 0 0	31 Dec., 1891.
91 Thomas Lodge	Mandurama	Mandurama and Galley Swamp.....	Two	Horseback ..	30 0 0	31 Dec., 1890.
92 Mrs. Margaret Lynch.	Woodstock	Woodstock and Canowindra, via "The Islands."	Three.....	Coach, 2 horses.	70 0 0	31 Dec., 1890.
93 Mrs. Margaret Lynch.	Woodstock	Woodstock, Milburn Creek, and Mount M'Donald.	Six	Coach, 2 horses.	118 0 0	31 Dec., 1890.
94 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.
95 George Elliott	Mount M'Donald	Mount M'Donald and Reid's Flat	One .....	.....	23 10 0	31 Dec., 1890.
96 Wm. H. Boxall	Cowra	Railway Station and Post Office, Cowra	Twice or oftener daily.	2-horse coach.	29 0 0	31 Dec., 1891.
97 Cobb & Co	Bathurst	Cowra, Goolagong, and Forbes	Three.....	2-horse coach.	117 10 0	31 Dec., 1891.

(*) Contractor agreed to terminate contract on 31st December, 1890

(†) Contractor allowed £10 a year, extra to convey a second mail a week to and from Rockley and Swallow's nest from 1st September, 1890.

(‡) Contractor allowed £13 per annum extra, to convey a third mail a week, from 16th September, 1890.

(§) Service discontinued from 1st July, 1890.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts
Names.	Addresses.					
98 Wm. H. Boxall ...	Cowra	Cowra and Grenfell	Three.....	Coach, 2 or 4 horses.	£ s. d. 135 0 0	31 Dec., 1891.
99 Alex. Dickson. (Transferred to John H. Muir, from 1st July, 1890.)	Cocomingla, Cowra.	Cowra, Cocomingla, and Reid's Fat ...	One .....	.....	35 0 0	31 Dec., 1890.
100 William Jones	Warraderry Creek, Grenfell.	Grenfell and Goolagong, via Warraderry Creek and Tin Pot. (Contractor to convey mails by one-horse vehicle for a sum at the rate of £52 per annum, if required by the Postmaster-General.)	One	Horseback.	37 10 0	31 Dec., 1891.
101 Mark Willis	Millthorpe	Millthorpe, Guyong, and Byng	Three.....	.....	60 0 0	31 Dec., 1893.
102 James Kelly	Forest Reefs.....	Millthorpe and Forest Reefs; and Forest Reefs and Cadia	Three... One ...	.....	52 0 0	31 Dec., 1892.
103 Robert W. Frost ...	Orange	Railway Station and Post Office, Orange.	Twice or oftener daily.	Spring cart.	40 0 0	31 Dec., 1890.
104 Robert W. Frost ...	Orange	Orange and Lucknow	Six	Coach, 1 or 2 horses.	49 0 0	31 Dec., 1892.
105 Thomas Mobbs. (Transferred to Henry Coppock, from 1st April, 1890.)	Canowindra	Orange, German's Hill, Cave Creek, Cargo, Canowindra, and Cowra, via Belmore.	Three.....	Coach and 2 horses.	187 0 0	31 Dec., 1893.
106 James Small	Orange	Orange and Lewis Ponds.....	Six	2 or 4-horse coach.	95 0 0	31 Dec., 1892.
107 John Lamont.....	Orange	From Orange to Ophir, via Lewis Ponds, Treweek's Station, Upper Lewis Ponds, and Singleton's, returning by direct road.	Two	Horseback.	46 0 0	31 Dec., 1890.
108 John Lamont (Transferred to John McCann, from 1st April, 1890.)	Orange	Orange and Springside; and Springside, Cadia, Burnt Yards, and Carcoar.	Two ... One ...	Horseback.	59 0 0	31 Dec., 1890.
109 Charles Gowman...	March	Orange and March.....	Two .....	.....	20 0 0	31 Dec., 1892.
110 Charles F. Lance ...	March	Orange and Canoblas	Two .....	.....	20 0 0	31 Dec., 1890.
111 Cobb & Co.*	Bathurst	Railway Station, Orange, and Post Offices, Borenore, Cheeseman's Creek, Cudal, Toogong, Murga, Nangar, Eugowra, and Forbes. (Contractors to travel to and from Borenore, instead of Orange, if required, at one month's notice.)	Six	2 or 4-horse coach.	497 10 0	31 Dec., 1892.
112 William Craige.....	Cudal	Cudal, Gregra, and Meranburn	Two	Horseback.	25 10 0	31 Dec., 1891.
113 Edward Hogan	Cargo	Cargo, Cranbury, Bowan Park, and Cudal.	Three.....	Horseback.	48 10 0	31 Dec., 1891.
114 William Hall.	Murga	Murga and Bumberry	One	Horseback.	27 0 0	31 Dec., 1890.
115 James Gilchrist.....	Forbes	Forbes, Bogan Gate, Trundle Lagoon, Gobondry, and Dandaloo, via West's, Todd's, Hertzog's, Christie's, Sawmill, Blow-clear, Gunning Bland, Troffs' Homestead, Burra Burra, Mumble Plains, Block H, Woodland's Homestead, and Albert Waterholes.	One	Waggonette, 2 horses.	125 0 0	31 Dec., 1890.
116 James Jenkins† (Transferred to James Leonard, from 1st September, 1890.)	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	2 horse coach.	172 10 0	31 Dec., 1892.
			Two	Horseback.		
117 Cobb & Co.	Bathurst.	Forbes, Carrawobity, Bodgerebong, Mulguthrie, Borambil, and Condobolin. (Contractors to convey mails twice a week for a sum at the rate of £222 per annum, if required by the Postmaster-General.)	Three.....	2 or 4-horse coach.	333 0 0	31 Dec., 1891.
118 Cobb & Co.	Bathurst.....	Forbes, Waroo, Newlands, and Condobolin, along the south bank of the Lachlan River. (Contractors to convey mails twice a week for a sum at the rate of £219 per annum, if required by the Postmaster-General.)	Three.....	2 or 4-horse coach.	304 0 0	31 Dec., 1891.
119 Cobb & Co.....	Bathurst	Forbes, Tichborne, and Parkes	Three.....	Coach, 2 horses.	47 10 0	31 Dec., 1891.
120 Henry P. Riley.....	Waroo.	Marsden's and Waroo, via Bogie's Island, M'Cormack's, and the eastern boundary of Cadow Run.	One	Horseback ..	69 0 0	31 Dec., 1890.
121 Stephen Byrnes.....	Condobolin	Condobolin, Guyong, and Eauabalong, along the north side of the Lachlan River.	Two	Coach, 2 or more horses.	140 0 0	31 Dec., 1890.
122 Robert Morton	Condobolin	Condobolin and Nangeribone, via Melrose Station.	One	2-horse buggy.	84 10 0	31 Dec., 1891.

* Contractor required to travel to and from Borenore Railway Station, from the 18th July, 1890.

† Contractor being unable to carry out his contract, his services performed same from 1st August, 1890.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
123 Patrick E. Power...	Condobolin	Condobolin, <i>Wardry</i> , and Eauabalong, along the south side of the Lachlan River.	Two	2-horse coach.	£ s. d. 77 0 0	31 Dec., 1892.
124 James Selby	Booligal	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" (Maun's), and Merri Merri-gal (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 3-horse 4-wheeled waggou-ette.	400 0 0	31 Dec., 1892.
125 Michael Hough* ...	Mount Hope.....	Eauabalong, <i>South Mount Hope</i> , and Mount Hope.	One	2-horse coach.	115 0 0	31 Dec., 1891.
126 Henry Cabot.....	Eauabalong	Eauabalong and Nymagee, via Welsh's, Dine Dine, Eremeran, Nangribone, Conley's, Overflows, Balinda, and Rosett's.	One	1-horse conveyance.	149 0 0	31 Dec., 1890.
127 Henry Hansen	Cobar	Nymagee and Cobar, via Rock Holes and Limekilns; and Nymagee and Cobar, via Priory and Shearlegs.	One	2-horse coach	197 0 0	31 Dec., 1890.
128 John S. M'Comiskey	Nymagee	Nymagee, <i>Sandy Creek</i> , Gilgunnia, and Mount Hope.	One			
129 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, Merrihong, Merri Merriwa, and Yathong.	One	2 or more horse coach.	250 0 0	31 Dec., 1890.
			One	Horseback.		
130 Joseph Williamson	Boomey	Molong, Boomey, and Warno.....	Three.....	1-horse buggy.	90 0 0	31 Dec., 1890.
131 Cobb & Co.....	Bathurst	Molong, Garra, Meranburn, Bumberry, Bindogandra, Kamaudra and Parkes.	Six	2 or 4-wheeled conveyance 1 or more horses.	237 0 0	31 Dec., 1892.
132 Joseph Barter.....	Cumnock	Molong, Cumnock, <i>Yullundry</i> , Yeoval, and Obley, via Budgewater and the Gap, keeping the Main Road.	Three....	Wagonette, 1 or 2 horses	124 0 0	31 Dec., 1891.
133 William White	Molong.....	Molong and Cundumbul, via Cardington (Main Road to be travelled in times of flood).	Two	Horseback	79 10 0	31 Dec., 1890.
134 John E. and Scimon Gilchrist.	Dubbo	Parke, Genanagie, and Bulgandramine, via Coradgerly.	Two	2-horse coach	78 0 0	31 Dec., 1890.
135 Patrick E. Power†	Condobolin	†Parke, Bogan Gate, and Condobolin, via Watkins' Gunning Bland Head Station, Old Gunning Bland, and Burrawang.	One	Horseback..	77 0 0	31 Dec., 1891.
136 Joseph W. Fletcher	Clarinda-street, Parkes.	Parke and Trundle Lagoon, via Blow-clear West, Brogan, and Cook's Myalls.	One	Buggy	49 10 0	31 Dec., 1890.
137 Henry W. Jones‡	Parke	§Parke, Alicktown, <i>Mingelo</i> , Peak Hill, and Ten-mile Reefs, via Bachelor's Reef and Kadina.	Two	Coach.....	112 0 0	31 Dec., 1891.
138 Joseph Bracken....	Genanagie, via Parkes.	¶Genanagie (on the Parke-Bulgandramine mail line) and Wallan Billan (on the Bulgandramine-Dandaloo mail line), via Wilga Vale, Curra Station, and Warge Rock.	Two	Horseback	86 0 0	31 Dec., 1890.
139 H. T. Pratt	¶Cannonbar	Dandaloo, Nyngan, and Cannonbar ...	Two	Horseback...	249 0 0	31 Dec., 1890.
140 Henry J. Dean	Mullion Creek ...	Mullion Creek, Belgravia, and Kangarooie	Two .....	.....	40 0 0	31 Dec., 1890.
141 John Sloane	Stuart Town.....	From Stuart Town, 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 Stuart Town, via Stock-yard Creek.	Three.....	Horseback...	50 0 0	31 Dec., 1890.
142 John A. Brion	Neurea.....	Springs and Neurea; and Neurea and Baker's Swamp.	Six	Conveyance.	50 0 0	31 Dec., 1892.
143 David White.....	Montefiores	Railway Station and Post Office, Wellington.	Two			
144 George B. Brown ...	Wellington.....	Wellington, Ponto, Terra Bella, and Dubbo, via Willandra Bridge.	Two	Horseback...	75 0 0	31 Dec., 1890.

* In consequence of Contractor Hough's failure to perform service, one of his sureties (C. Eason) took up same from 27th February, 1890.

† Arrangements made with Contractor to substitute for this service a weekly one between Condobolin and Trundle Lagoon (40 miles), from 16th February, 1890.

‡ Contractor allowed £50 a year extra to convey a third mail a week to and from Parke and Peak Hill, from 16th August, 1890.

§ Peak Hill and Ten-mile Reefs (12 miles) portion of service discontinued from 15th March, 1890. (See No. 155.)

¶ Arrangements made with Contractor to substitute for this service a bi-weekly one between Genanagie and Burra Burra Station, on the Forbes-Dandaloo mail line, via Wilga Vale, Curra Station, Warge Rock, and Gobondry (Dempsy's), 47 miles, for an additional sum at the rate of £16 per annum, from 1st March 1890.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.	
Names.	Addresses.						
145	George B. Brown ...	Wellington	Wellington, Lincoln, Spicer's Creek, Goolma, Two-mile Flat, Guntawang, Cullenbone, and Mudgee.	Two	2 or 4 wheeled vehicle, 1 or more horses.	£ s. d. 133 10 0	31 Dec., 1891.
146	John Ward	Wellington	Wellington, Yeoval, Balderodgery, Mount Aubrey, and Parkes.	Two	2 or 4 wheeled conveyance, 1 or more horses.	184 0 0	31 Dec., 1890.
	(Transferred to William Madden, from 1st April, 1890.)						
147	Peter Harris	Wellington	Wellington, Montefiores, Comobella, and Murrungundy.	Two	Vehicle, 1 or 2 horses.	87 10 0	31 Dec., 1891.
148	Peter Harris	Wellington	Wellington, Bloomsdale, and Arthurville.	Two	Horseback...	34 15 0	31 Dec., 1892.
	(Transferred to A. Stinson, from 1st April, 1890.)						
149	Peter Harris	Wellington	Wellington and Curra Creek	One .....	.....	21 0 0	31 Dec., 1891.
150	Patrick Kelly	Alma	Lincoln and Alma	One .....	.....	26 0 0	31 Dec., 1890.
151	Neil Neilson	Dubbo	Railway Station, and Post Office, Dubbo.	Twice or oftener daily.	Springcart...	41 0 0	31 Dec., 1890.
152	Henry W. Belford*	Nyngan.....	Dubbo, Brocklehurst, <i>Burstem's</i> , Gilgandra, Curhan, Gulargambone, and Coonamble, via Coalboggie Creek, Talbragar Bridge, and Terramungamine.	Three.....	.....	549 0 0	31 Dec., 1892.
153	Robert S. Lyon.....	Dubbo	Dubbo, Beni, Murrungundy, and Cobora.	Two	Buggy, 2 horses.	108 0 0	31 Dec., 1890.
	(Transferred to Hy. Rowley from 1st May, 1890, and to G. Furney, junr., from 1st July, 1890.)						
154	Henry Rowley	Gilgandra	Dubbo and Tenandra, via Brocklehurst and Coalboggie. (Contractor to convey mails once a week for a sum at the rate of £100 per annum, if required by the Postmaster-General to do so.)	Two	Conveyance	170 0 0	31 Dec., 1892.
155	Henry W. Jones†	Parkes	Dubbo and Ten-mile Reefs; and Ten-mile Reefs, Bulgandramine, Wallan Billan, and Dandaloo.	Two	Coach, 2 or more horses	185 0 0	31 Dec., 1892.
				Two	Buggy, 1 or more horses		
156	William Carroll ..	Dubbo	Dubbo and Belarbigill	Two .....	.....	34 0 0	31 Dec., 1890.
157	George Furney, junior.	Dubbo	Dubbo and Obley, via The Meadows, The Springs, and Wambangalang.	Two	Horseback..	99 10 0	31 Dec., 1892.
158	William Cavanagh	Obley.....	Obley and Ten-mile Reefs, via Wandoo Wandong Station, Dilladerry, and Gundong's.	One	Horseback...	45 10 0	31 Dec., 1890.
159	Henry Rowley‡.....	Gilgandra	Gilgandra, Collie, and Merigal; and Merigal and Myall Plains.	Three.....	Conveyance	125 0 0	31 Dec., 1890.
				One	Horseback...		
160	Alexander Jones ...	Merigal	Gilgandra and Merigal, via Peter Smith's, John Marchant's, E. Maher's, A. M'Kechnie's, James Markey's, Bonnington's, Looney's, Whiteman's, Hull's, Foran's, Myall Park, Bullagreen, and New Merigal.	One	Horseback...	60 0 0	31 Dec., 1890.
161	Henry Rowley	Gilgandra	Gilgandra and Baradine, via Bidden, Youlbong, Tooraweena, Tunderbrine, Gumin Gumin, Tenandra, Panta, Windgadgen, and Gorianawa.	Two	Horseback, once a week; conveyance, 2 horses, once a week.	200 0 0	31 Dec., 1890.
162	J. M. Funck	Pine Ridge, near Quambone.	Gulargambone, Bourbah, and Quambone.	Two	Horseback...	169 10 0	31 Dec., 1891.
163	Charles Carter	Junction Hotel, Carinda.	Quambone and Carinda, via M'Quade and Flynn's Stations.	Two	Horseback...	94 0 0	31 Dec., 1891.
164	John Barry	Mudgee.....	Coonamble, <i>Buggil</i> , and Walgett, via Yowee, Bundy, Wingadee, and Nugal.	Two	2 or more horse coach.	249 10 0	31 Dec., 1892.
165	Edward Judge	Baradine	Coonamble, Billeroy, <i>Uracilkie</i> , and Baradine, via Nebea, Terembone, Teridgerie, Dinby, and Bimble.	One	4-wheeled vehicle, 2 horses.	120 0 0	31 Dec., 1892.
166	Thomas Kelly	Coonamble	Coonamble and Coonabarabran, via Warrana, Magomodine Creek, Calga, Gorianawa, and Varney's.	One	4-wheeled vehicle, 2 or more horses.	99 0 0	31 Dec., 1890.
167	William C. Smith... (Transferred to Robert J. Smith, from 1st October, 1890.)	Coonamble	Coonamble and Carinda, via Tooloon, Narroway, Nelgourie, Ningy, Coonimbria, Pier Pier, and Gougolman.	One	Coach, 2 horses.	118 0 0	31 Dec., 1891.
168	Thomas C. Tanswell§	Narramine ...	Narramine and Timbriecungie; and Timbriecungie and Warren, travelling alternately on either side of the Macquarie River.	Two	2-horse vehicle	130 0 0	31 Dec., 1891.
				Two	Horseback		

* Contract cancelled from the 24th June, 1890.

† Contractor allowed £60 per annum extra to convey mails three times a week to and from Dubbo, Ten-mile Reefs, and Peak Hill (43 miles), from 16th March, 1890.

‡ Subsidy reduced by £6 15s. 10d. per annum from 30th September, 1890, in consequence of discontinuance of Merigal and Myall Plains portion of contract.

§ Contractor allowed £5 per annum for travelling to the eastern bank of the Macquarie River, opposite J. C. Hyrie's house, from 1st July, 1890.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.	
Names.	Addresses.						
169	A. J. Richardson ... (Transferred to H. J. McCullough, from 1st April, 1890.)	Dandaloo	Trangie and Dandaloo	Three	Coach and 2 horses.	£ 118 0 0	31 Dec., 1890.
170	Edward P. Nowland	Coonamble	Nevertire and Warren	Six	Coach, 2 or more horses.	39 0 0	31 Dec., 1891.
171	Henry Ellis	Cannonbar	Warren and Cannonbar	One	Horseback...	70 0 0	31 Dec., 1891.
172	H. J. McCullough*	Coonamble	Warren, Mount Harris, and Carinda...	Two	4-wheeled conveyance, 2 or more horses.	340 0 0	31 Dec., 1891.
173	Edward P. Nowland (Transferred to H. J. McCullough, from 1st April, 1890.)	Coonamble	Warren, Tenandra, Bullagreen, Bourbah, and Coonamble, via Douohoe'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.
174	John Robertson..... (Transferred to W. O. Anderson, from 1st April, 1890.)	Warren	Warren and Quambone.....	Two .....	.....	99 0 0	31 Dec., 1891.
175	Henry T. Pratt.....	Cannonbar	Cannonbar and Colane	One	Horseback...	35 0 0	31 Dec., 1892.
176	Richard Harris	Nyngan.....	Railway Station and Post Office, Nyngan.	Twice or oftener daily.	1-horse vehicle.	39 0 0	31 Dec., 1890.
177	William Oldfield ...	Wellington	Nyngan, Wicklow, and Nymagee, by surveyed road.	Three.....	Coach, 2 or more horses.	168 10 0	31 Dec., 1891.
178	Henry W. Belford†	Nyngan.....	Nyngan, Hermitage Plains, and Cobar	Three.....	Conveyance, 2 or more horses.	247 0 0	31 Dec., 1892.
179	William Oldfield ... (Transferred to Ed. Field, from 1st July, 1890.)	Nyngan.....	Nyngan, Monkey, and Gongolgon	One	2 or 4 wheeled conveyance, 1 or more horses.	188 10 0	31 Dec., 1892.
180	John Obray	Cobar.....	Cobar and Louth	One	2-horse coach.	170 0 0	31 Dec., 1891.
181	A. Francisco	Cobar.....	Cobar and Necarbo	One .....	.....	100 0 0	Contract to terminate at three months' notice on either side.
182	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.
183	Alfred Francisco ...	Cobar.....	Cobar and Bulla Bulla, via No. 1 Government Tank, Wilcannia Road, Tambua Letter-box, "Dominick's Hotel," No. 2 Government Tank, Barnato Station, Mulga Downs, Gidgee Gap, Tiltagoona, Innesowen, and Jacob's Well.	One	2-horse coach.	60 0 0	31 Aug., 1890.
184	William Bolton.....	Brewarrina	Monkey and Brewarrina, along the left bank of the Marra Creek.	One	Horseback	120 0 0	31 Dec., 1891.
185	Walter C. Colless...	Brewarrina	Railway Station and Post Office, Byrock.	Twice or oftener daily.	.....	65 0 0	31 Dec., 1892.
186	Cobb & Co..... (Transferred to Geo. Donnelley, from 1st April, 1890.)	Bathurst	Byrock, Tarcoon, and Brewarrina..... (Contractors to substitute for this service a tri-weekly one between Byrock, Gongolgon, and Brewarrina, for a sum at the rate of £143 per annum, if required by the Postmaster General to do so.)	Three.....	2 or 4 horse coach.	164 0 0	31 Dec., 1892.
187	Thomas Huggins ...	Oakleigh, Brewarrina	Tarcoon and Beemery	One .....	.....	40 0 0	31 July, 1890.
188	George Frost	Brewarrina	Brewarrina, Willawillingbah, and Goodooga, via Moorabilla, Bundabulla, Willah, Muckerawah, Bumble, and Bree Police Station.	One	2-horse coach.	124 0 0	31 Dec., 1891.
189	Arthur W. Colless... (Transferred to David Sully, from 1st July, 1890.)	Brewarrina	Brewarrina, Talawanta, Brenda, and Goodooga, via Bundabulla, Llangboyde, on the Biree, Weilmoringh Station, on the Culgoa, Tatala, Guomery, and the Biree Stations.	One	2-horse vehicle.	140 0 0	31 Dec., 1892.
190	John Nowlan.....	Bourke	Brewarrina and Diemunga (on the Culgoa River), via the "Horse and Jockey Hotel," Biree River, and Cockellireena.	One .....	.....	139 0 0	31 Dec., 1892.
191	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.
192	Cobb & Co. ...	Bathurst	Bourke, North Bourke, Mungunyah, Enngonia, and Barringun, via West Bourke, Gedia Camp Lake, Box-holes, Native Dog Spring, Lila, and Belalie.	Two	Coach, 2 or more horses	279 0 0	31 Dec., 1892.

* Service carried on by sureties (D. Fletcher and T. P. Fagan), from 1st September, 1890.

† R. Oldfield (surety) performed service from 25th November, 1890.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.	
Names.	Addresses.						
193	John Anthony, jun.	Enngonia	Bourke and Enngonia, via Warra-weenah, "Culgoa Hotel," Kinibree, Cockellireena, Corella, and Lednapper.	One	2-horse vehicle or horseback.	£ s. d. 143 0 0	31 Dec., 1891.
194	John Obray	Cobar.....	Bourke, Cobar, and the Cornish, Scottish, and Australian Copper-mines, by the new surveyed road via "Two Water-holes," Corella, Currawcena Tanks, Tindary, and Billagoe.	One	3-horse coach.	175 0 0	31 Dec., 1892.
195	Thos. Doyle	Wanaaring	Bourke and Wanaaring	One	4-horse coach.	130 0 0	31 Dec., 1892.
196	Cobb & Co.	Bathurst	Bourke, North Bourke, and Hungerford, via Ford's Bridge, Yantabulla, and Brindingabba.	One	Coach, 2 or more horses.	445 0 0	31 Dec., 1891.
197	Cobb & Co.....	Bathurst	Bourke, North Bourke, and Hungerford, via Ford's Bridge, Yantabulla, and Brindingabba.	One	Coach, 2 or more horses.	380 0 0	31 Dec., 1891.
198	Cobb & Co.....	Bathurst	Bourke, Louth, Tilpa, Tankerooka, and Wilcannia, travelling on either side of the Darling River.	Two	2 or 4 horse coach.	1,150 0 0	31 Dec., 1891.
199	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.
200	Edmund Barton	Wanaaring	Wanaaring and Hungerford	One	2-horse buggy.	95 0 0	31 Dec., 1891.
201	James Burgess	Wilcannia	Wanaaring and Wilcannia	One	2-horse coach.	500 0 0	31 Dec., 1891.
SOUTHERN ROADS.							
		Hay, Gunbar, and Hillston.....	Two				
		Jerilderie and Urana.....	Three.....				
		Deniliquin, Conargo, Coree, and Jerilderie.	Three.....				
		Railway Station and Post Office, Deniliquin.	Twice or oftener daily.				
		+Deniliquin, Morago, Moulamein, Moolpar, and Balranald.	Two				
		Balranald and Swan Hill, via Poon Boon and Murray Downs.	Four				
1	A. W. Robertson & John Wagner.*	Hay	Balranald, Hatfield, Clare, and Ivanhoe, via Paika, Darling Block D, Til Til, and Kilfera Station.	Two	4-wheeled American coach.	3,560 0 0	31 Dec., 1891.
			With a branch mail to and from Clare and Manfred.	Two			
			Moama and Ferricoota; and Ferricoota, Womboota (Edwards'), and Womboo (Rogers');	Six.....			
			With a branch mail to and from a point on the Moama and Ferricoota line and Altcar Receiving Office.	Two			
2	William Allen	Rookwood	Rookwood and Potts' Hill	Six	Horseback	34 0 0	31 Dec., 1890.
		(Transferred to James Scott from 8th May, 1890, and to H. Halpin from 1st July, 1890.)					
3	Charles Marsden	Liverpool	Railway Station and Post Office, Liverpool.	As often as required.		39 0 0	31 Dec., 1892
4	William Brown.....	Liverpool	Liverpool, Preston's, 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.
5	W. H. Pearce	Liverpool	Liverpool and Bonnyrigg.....	Six	Horseback...	34 0 0	31 Dec., 1891.
6	Thos. Morehead	Greendale	Bringelly and Greendale, via Greendale Public School and Greendale House.	Six	Horseback...	39 0 0	31 Dec., 1892.
7	James Waterworth	Campbelltown	Railway Station and Post Office, Campbelltown.	Five times or oftener daily.	Conveyance	59 0 0	31 Dec., 1891.
8	Mrs. Mary Parker	Campbelltown	Campbelltown and Appin	Six	1-horse buggy.	80 0 0	31 Dec., 1891.
9	Henry Tomsett	Narellan	Narellan Tramway Platform and Post Office.	Four times or oftener daily.		24 0 0	31 Dec., 1890.
10	Thomas Cummings	Cobbitty	Narellan and Cobbitty	Six	Horseback...	45 0 0	31 Dec., 1890.
11	Jane T. Wasson	Brownlow Hill	Camden and Brownlow Hill	Six	Horseback...	70 0 0	31 Dec., 1892.
12	Roland Clemson	Mount Hunter	Camden and Mount Hunter	Three		26 0 0	31 Dec., 1892.
13	Mrs. Catherine Cuthel	Werombi	Brownlow Hill and Werombi	Three	Horseback...	35 0 0	31 Dec., 1890.
14	Mrs. Sarah Jones	Wilton	Douglas, Cataract, and Wilton	Six	Horseback...	60 0 0	31 Dec., 1890.
15	Francis Gray.....	Picton	Picton Railway Station and Post Office, Picton.	Two or three times daily.		20 0 0	31 Dec., 1891.

* The Gunbar-Hillston portion of Hay and Hillston service discontinued from 16th April, 1890.

† Should the Postmaster-General deem it necessary to discontinue the Balranald and Moolpar portion of this line and make the terminus Wakool, the subsidy to be reduced by a sum at the rate of £157 per annum.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Nam es.	Addresses.					
16 Francis Gray	Picton	Picton and Bargo	Two		30 0 0	31 Dec., 1891.
17 Francis Gray	Picton	Picton and Oaks	Six		75 0 0	31 Dec., 1891
18 Mary Guerin	Oaks	Oaks and Burrarorang	Three	Horseback	30 0 0	31 Dec., 1890
19 John M'Mahon	Cox's River	Burrarorang and Cox's River	Three	Horseback	47 0 0	31 Dec., 1891
(Transferred to T. M'Mahon from 1st April, 1890.)						
20 Chas. Alfred Hill	Burrarorang	Burrarorang and Upper Burrarorang	Two		25 0 0	31 Dec., 1891.
21 James Humphries	Robertson	Bowral, Glenquarry, Kangaloon, East Kangaloon, and Robertson.	Six	Horseback	109 0 0	31 Dec., 1892.
22 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.
		including the clearance of the Letter-receiver at the Railway Station.	Six			
23 John D. Armfield	Berrima	Post Offices, Moss Vale and Berrima	Thirteen	1-horse buggy or 2-horse coach.	85 0 0	31 Dec., 1890.
24 Maurice Hoare	Moss Vale	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.
25 R. T. Thorburn*	Nowra	Moss Vale, Burrarawang, Robertson, Jamberoo Mountain, Jamberoo, and Kiama.	Six	4-wheeled conveyance, 1 or more horses.	415 0 0	31 Dec., 1890.
26 R. T. Thorburn	Nowra	Moss Vale, Yurrunga, Barreragarry, Kangaroo Valley, Cambewarra, and Nowra.	Six	4-wheeled conveyance, 2 or more horses.	260 0 0	31 Dec., 1890.
27 John Norris	Sutton Forest	Sutton Forest and Cross Roads	Four	Horseback	25 0 0	31 Dec., 1891.
28 William Clarke	Mount Keira	Wollongong, Fig-tree, and Mount Kembla.	Once a day	2-horse coach.	45 0 0	31 Dec., 1891.
29 Robert Gilmore	Wollongong	Wollongong and Mount Keira	Six	Horseback	20 0 0	31 Dec., 1890.
30 Frances H. Jones	Unanderra	Railway Station, Dapto, and Post Offices, Dapto and Brownsville. (Contractor to convey mails once a day for the sum of £30 per annum, if required by the Postmaster-General to do so.)	Twice a day.	Horseback or vehicle.	50 0 0	31 Dec., 1891.
31 John Taylor	Marshall Mount	Dapto and Marshall Mount	Three	Horseback	16 10 0	31 Dec., 1890.
32 William Rafferty	Albion Park	Railway Station and Post Office, Albion Park.	Twice a day.	Covered coach, 2 or more horses.	52 0 0	31 Dec., 1891.
33 Michael Crowley	Albion Park	Albion Park and Croome	Three		20 0 0	31 Dec., 1890.
34 Walter Siely	Shellharbour	Railway Station and Post Office, Shellharbour. (Contractor to convey mails once a day for the sum of £26 per annum, if required by the Postmaster-General.)	Twice a day.	4-wheeled vehicle, 2 horses.	50 0 0	31 Dec., 1891.
35 Dixon King	Kiama	Railway Station and Post Office, Kiama. (Contractor to convey mails once a day for the sum of £38 per annum, if required by the Postmaster-General.)	Twice a day.	Vehicle, 1 or 2 horses.	52 0 0	31 Dec., 1891.
36 R. T. Thorburn	Nowra	Kiama, Gerringong. "Turn-off," Broughton Village, and Berry	Six	4-wheeled vehicle, 2 or more horses.	52 0 0	31 Dec., 1891.
37 Elizabeth Bryen	Bendeela	Barreragarry and Bendeela	Two	Horseback	20 0 0	31 Dec., 1890.
38 Robt. T. Thorburn	Nowra	Kangaroo Valley and Berry	Six	Coach	96 0 0	31 Dec., 1892.
39 Edward Pearson	Wattamolla	Kangaroo Valley and Wattamolla	Two	Horseback	26 0 0	31 Dec., 1891.
(Transferred to S. Ulrick, from 1st October, 1890.)						
40 Robt. T. Thorburn	Nowra	Berry, Jasper's Brush, and Nowra	Six	Coach, 2 or more horses.	74 0 0	31 Dec., 1891.
41 Samuel Sproule	Berry	Berry and Coolangatta	Six	Horseback	50 0 0	31 Dec., 1892.
(Transferred to T. Hetherington, from 1st October, 1890.)						
42 William Walker	Woodhill	Berry and Woodhill	Three		28 0 0	31 Dec., 1892.
43 James Hitchcock	Burrier	Nowra and Burrier	Two	Horseback	27 10 0	31 Dec., 1891.
44 Robt. T. Thorburn†	Nowra	Nowra, Fall's Creek, Tomerong, Wandandian, Conjola, Yatteyatal, Milton, and Ulladulla.	Six	Coach, 2 or more horses.	225 0 0	31 Dec., 1892.
45 Wlm. M'Gee	Terara	Nowra, Terara, and Numba, via Green Hills; and	Six	Horseback and vehicle when required.	43 0 0	31 Dec., 1890.
		Numba and Comerong	Three			
46 William M'Gee	Terara	Nowra, Berrellan, Pyree, and Greenwell Point.	Six	1-horse trap	67 0 0	31 Dec., 1892.
47 William M'Gee	Terara	Nowra and Bolong	Six	Horseback	30 0 0	31 Dec., 1891.
48 Peter and Mrs. Jane Matson.	Yalwal	Burrier and Yalwal	Two	Horseback	35 0 0	31 Dec., 1890.
49 John Milton	Bateman's Bay	Milton, Brooman, Nelligen, and Bateman's Bay, via Currawang.	One	Horseback	65 0 0	31 Dec., 1892.
50 John Milton	Bateman's Bay	Milton and Batoman's Bay, via Bonandra.	One	4-wheeled coach, 2 or 4 horses.	50 0 0	31 Dec., 1892.

* Arrangements made with Contractor to substitute service as follows, from 20th May, 1890, viz. :—To and from Moss Vale, Burrarawang, and Robertson, six times a week, and to and from Robertson and Pheasant Ground, three times a week; and to and from Kiama and Jamberoo, six times a week.
† Contractor allowed additional sum of £100 per annum to convey an extra mail a day to and from Kiama and Nowra, so as to connect with this service, from 16th May, 1890, to 31st December, 1891.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
51 Andrew Baxter.....	Termeil	Ulladulla, Termeil, and Kiola.....	No. of times per week One	Horseback...	£ s. d. 31 4 0	Contract to terminate at three months' notice on either side. 31 Dec., 1890.
52 Martin Keating ...	Moruya	The place where the mails are landed by boat or wharf, Bateman's Bay, as required, and Post Offices, Bateman's Bay, Mogo, Mullenderree, and Moruya.	Three.....	4-wheeled conveyance, 1 or more horses.	29 0 0	
53 George J. Veitch ...	Mogo	Mogo and Tomakin	One	Horseback...	17 0 0	31 Dec., 1891.
54 Evan H. Mackinnon	Marulan	Marulan and Bungonia. (Contractor to convey mails three times a week for a sum at the rate of £45 per annum, if required by the Postmaster-General to do so.)	Six	Horseback...	75 0 0	31 Dec., 1891.
55 Charles Jones	Marulan	Marulan, Long Reach, and Big Hill ...	Three.....	Horseback...	50 0 0	31 Dec., 1890.
56 Richard Tickner* ...	Bungonia	Bungonia and Windellama	Two	Horseback..	31 0 0	31 Dec., 1891.
57 Mrs. Emily M'Mahon.	Long Reach	Long Reach and Greenwich Park	Three.....	Horseback ..	28 0 0	31 Dec., 1890.
58 William Buist	Goulburn	Railway Station and Post Office, Goulburn.	Six or seven times or oftener daily	Vehicle	75 0 0	31 Dec., 1892.
59 Thomas Morant ..	Goulburn	Goulburn and Crookwell; and	Three.....	Coach, 1, 2, or 3 horses.	218 0 0	31 Dec., 1892.
		Goulburn, Woodhouselee, Laggan, and Crookwell.	Three.....			
60 Thos. Moran.....	Goulburn	Goulburn, Mummell, Woore, Gullen, Grabben Gullen, and Wheeo (including the conveyance of letters, &c., to and from Wheeo, Winduella, and the Wesleyan Chapel at Wheeo).	Three.....	Vehicle, 1 or more horses	165 0 0	31 Dec., 1890.
		(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			
61 George Painter	Woodhouselee..	Goulburn, Tarlo, Chatsbury, Myrtle-ville, and Taralga.	Six	4-horse coach.	190 0 0	31 Dec., 1891.
(Transferred to David Parker, from 1st April, 1890.)						
62 Charles Cupitt	Currawang	Goulburn and Currawang	Three.....	.....	51 0 0	31 Dec., 1890.
63 John O'Neill	Goulburn	Goulburn and Inveralochy	Six	1-horse conveyance	78 10 0	31 Dec., 1892.
64 James M'Innes	Middle Arm.....	Goulburn and Middle Arm	Three.....	Horseback ..	90 0 0	31 Dec., 1891.
65 John Cartwright	Bolong, Tuena..	Laggan, Thalaba, Peelwood, and Cordillera.	Three.....	2-horse coach.	175 0 0	31 Dec., 1891.
(Transferred to T. J. M'Donald, from 15th January, 1890.)						
66 Wm. Cartwright	Irish Town, Laggan.	Laggan and Fullerton	Two	Horseback...	40 0 0	31 Dec., 1891.
67 Samuel Mortimer†	Pejar	Crookwell, Kialla, and Pejar, via Third Creek Public School.	Two	Horseback...	25 0 0	31 Dec., 1892.
68 Thomas Moran §	Goulburn	Crookwell and Binda; and	Three	2 horse coach	107 0 0	31 Dec., 1892.
		Binda and Junction Point.....	Three.....				1-horse vehicle
69 Philip Howard	Bigga.....	Binda, Markdale, and Bigga, via the new Government Road.	Three.....	.....	78 10 0	31 Dec., 1891.
70 Geo. L. Ridley	Greenmantle ..	Bigga, Greenmantle, and Lyndhurst..	One	Horseback...	40 0 0	31 Dec., 1890.
71 Andrew Frazer.....	Mount M'Donald	Bigga and Mount M'Donald	One	Horseback...	28 0 0	31 Dec., 1892.
72 Margaret M'Sorley	Wheeo	Wheeo and Narrawa; and Narrawa and Reid's Flat	Two	Horseback...	122 0 0	31 Dec., 1892.
			One			
73 Jeremiah G. Webster.	Taralga	Taralga and Golspie	Three	Horseback..	40 10 0	31 Dec., 1892.
74 Patrick Kelly	Taralga	Taralga and Bannaby	Three	Horseback...	36 0 0	31 Dec., 1891.
75 Alexander Ross.....	Curraweela	Taralga and Curraweela; and Curraweela and Jerrong.	Two	Horseback...	63 0 0	31 Dec., 1890.
			One			
76 Jeremiah G. Webster.	Taralga	Taralga, Wowagin, and Laggan.....	One .....	.....	21 10 0	31 Dec., 1890.
77 Martin Keating, Luke Malone, and Hugh Malone.	Braidwood	Tarago, Boro, Manar, Braidwood, Bell's Creek, Arahuen, Mullenderree, and Moruya; with a branch mail to and from Braidwood and Reidsdale.	Six	Vehicle, 1 or more horses	156 0 0	31 Dec., 1892.
			Two .....				Horseback...
78 Henry Morris	Lake Bathurst..	Tarago and Lake Bathurst	Six	Horseback...	30 0 0	31 Dec., 1890.
79 George Phelps	Lake Bathurst..	Lake Bathurst and Brouti	Three.....	Horseback...	22 10 0	31 Dec., 1892.
80 Patk. Griffin	Boro	Boro and Mulloon	Three.....	Horseback..	34 0 0	31 Dec., 1890.
81 Patk. Griffin	Boro	Boro and Mayfield	Two	Horseback...	20 0 0	31 Dec., 1890.
82 James M'Grath	Foxlow, via Molonglo.	Bungendore, Cross Roads, Molonglo, Foxlow, and Captain's Flat.	Three.....	.....	80 0 0	31 Dec., 1890.
83 William Sherd and John B. M'Jannett.‡	Bungendore	Bungendore, Cross Roads, Molonglo, Foxlow, and Captain's Flat. (Contractor to convey mails three times a week to and from Bungendore, Cross Roads, Hoskins Town, Foxlow, and Captain's Flat, for a sum at the rate of £65 per annum, if required by the Postmaster-General to do so.)	Three.....	4-wheeled vehicle, 2 horses.	70 0 0	31 Dec., 1890.

* Contractor allowed £16 10s. per annum to convey an extra mail a week, from 1st October, 1893

† Contract for conveyance of mails direct between Goulburn and Crookwell, transferred to Mr. J. Watman, from 1st April, 1890. Subsidy, £100 per annum.

‡ Contractor allowed £12 10s. a year extra to convey a third mail a week from 16th September, 1890.

§ In consideration of extra distance travelled during January and February to Mrs. Clements, Junction Point, Contractor allowed 14s. 3d.

¶ Contract carried out by W. Sherd and one surety (J. J. M'Jannett) from 18th March, 1890, and by the latter alone from 23rd April, 1890. Contractor travelled via Hoskins Town, from 1st June, 1890.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
84 Michael Seery	Hoskins Town..	<i>Cross Roads</i> and Hoskins Town	Three	Horseback...	£ s. d.	31 Dec., 1890.
85 John L. O'Neill... ..	Queanbeyan		Railway Station and Post Office, Queanbeyan.		Twice or oftener daily.		4-wheeled vehicle, 1 or more horses.	30 0 0 16 0 0
86 Archibald M'Donald	Queanbeyan	Queanbeyan, Bulga Creek, and Uriarra, via Yarralumla and the surveyed road.	Two	1-horse buggy.	74 0 0	31 Dec., 1891.
87 Archibald M'Donald	Queanbeyan	Queanbeyan, Bulga Creek, and Uriarra, via Yarralumla and the surveyed road.	One	1-horse buggy.	37 0 0	31 Dec., 1891.
88 Charles Bates	Williamsdale ...	Queanbeyan and Williamsdale, via "Keeffe's Hotel" and the old road.	Two .....	.....	50 0 0	31 Dec., 1891.
89 John White	Tharwa	Queanbeyan, Tuggranong, and Tharwa, via Lanyon.	Three	4-wheeled vehicle, 1 horse.	44 19 0	31 Dec., 1892.
90 John M'Laughlin ..	Uriarra	Uriarra and Brindabella	One	Horseback...	28 0 0	31 Dec., 1891.
91 John Sheedy	Rock Valley, Queanbeyan.	Tharwa, Freshford, Booroomba, and Rock Valley.	One	Horseback...	25 0 0	31 Dec., 1892.
92 James M'Ternan ...	Michelago	Michelago, Mount Allen (Crawford's), and Burra (M'Pherson's).	One .....	.....	15 0 0	Contract to terminate at three months' notice on either side.
93 Wm. Willis	Ballalaba	Bredbo, Jerangle (Little Plain), and Ballalaba, via Wangarab, and Ancinbo.	One	Horseback...	60 0 0	31 Dec., 1890.
94 John Bailey	Cooma	Railway Station and Post Office, Cooma.	Once or oftener daily.	Vehicle	20 0 0	31 Dec., 1891.
95 Walter Goodwin ...	Cooma	Cooma, Numeralla, Peakview, Whinstone Valley, Gingerra Station, Ballanfad, and Captain's Flat.	One	Horseback...	100 0 0	31 Dec., 1891.
96 John Crowe	Adaminiby	Cooma, Berridale, and Buckley's Crossing-place, via Woolway.	Three	2-horse wagonette.	140 0 0	31 Dec., 1891.
97 W. Wales and E. Evans.	Bombala and Cooma.	Cooma, Rock Flat, Nimitybelle, Holt's Flat, Bibbenluke, and Bombala.	Four	Coach, 2 or 3 horses.	358 0 0	31 Dec., 1891.
98 William Wales and Edward Evans.	Bombala	Cooma, Rock Flat, and Nimitybelle...	Two	1 or more horse coach	60 0 0	31 Dec., 1891.
99 James W. P. Shiels..	Bobundarah	Cooma and Bobundarah; and Cooma, Myalla, and Bobundarah.	One	Horseback or vehicle	75 0 0	31 Dec., 1890.
100 O'Bryan M'Mahon..	Adaminiby ...	Cooma, <i>Rocklands</i> , and Adaminiby, along the main or Wambrook Road; and Adaminiby and Kiandra	One	2-horse buggy.		
101 John Cook	Adaminiby ...	Cooma, <i>Middling Bank</i> , and Adaminiby; and Adaminiby, <i>Russell's</i> , and Kiandra	One	Buggy during summer months as passengers require; horseback and snowshoes during remainder of year	95 0 0	31 Dec., 1891.
			One	2-horse buggy Buggy during summer months as passengers require and weather permits, and by snowshoes when necessary		
102 Robert Williams ...	Jindabyne	Berridale and Jindabyne	Two	Coach, 1 horse.	47 0 0	31 Dec., 1891.
103 Wm. H. D. Avery..	Berridale	Berridale and Rocky Plain	One	Horseback ..	27 10 0	31 Dec., 1891.
104 John Wroe, jun. ...	Buckley's Crossing-place.	Buckley's Crossing-place and Jimenbuan.	One	Horseback ..	33 0 0	31 Dec., 1890.
105 James Barrett	Nimitybelle	Nimitybelle, Lyttleton, Numbugga, and Bega, via Benbooka Station and Glenbog.	Six	4-wheeled coach, 2 or 3 horses	380 0 0	31 Dec., 1892.
106 Chas. Taylor	Holt's Flat	Holt's Flat and Cathcart	One	Horseback ..		
107 James W. P. Shiels	Bobundarah ...	Bobundarah and Timbery Range; and Timbery Range and Bombala, via Gunningrah and Buckalong.	Two	Coach, 2 horses, or horseback	113 0 0	31 Dec., 1891.
		Bombala, Nicholson's, Craigie, and Delegate;	Two			
108 Mrs. Annie Reed ...	Bombala	Bombala, Nicholson's, and Delegate; and Bombala, Mila, and Craigie, via Mah-ratta and Mr. George Stevenson's, at The Bog.	One	2-horse coach	97 0 0	31 Dec., 1891.
			One			
109 John Kennedy	Bombala	Bombala, Cathcart, Rocky Hall, Wyndham, and Pambula.	Two	4-wheeled conveyance, 1 or 2 horses	118 0 0	31 Dec., 1891.
110 William Sharpe ...	Bega	Bombala, Cathcart, Tantawanglo, Candelco, Wolulma, and Merimbula.	One	Horseback or 2-horse coach		
111 Joseph Parkes	Bombala	Bombala and Wright's (Tombong), via Bombala Station, Cambalong, and Quidong.	One	Horseback ..	33 0 0	31 Dec., 1890.
112 Mrs. Hannah Johnson.	Glenroy, via Delegate.	Delegate and Corrowong	Three	Horseback ..	39 0 0	31 Dec., 1890.
113 George R. Gailey*..	Lyttleton	Lyttleton, Mogilla, and Candelco	Six .....	.....	160 0 0	31 Dec., 1890.
114 Robert Twyford ...	Wyndham†	Candelco and Wyndham, via Myrtle Creek.	One	Horseback...	19 5 0	31 Dec., 1891.

* Sureties (F. G. Flower and G. True) carried out contract from 12th November, 1890.

† Contractor allowed £16 per annum extra, from 1st January, 1890, to extend service to Towamba (14 miles) from 1st March, 1890.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
115 Alex. A. McKeahnie	Rosedale	Adaminiby and Rosedale	Two .....	.....	£ s. d. 35 0 0	31 Dec., 1890.
116 William Holland* ..	Braidwood	Braidwood, Charleyong, Tomboy, Nerriga, Sassafras, and Nowra.	One	Horseback ..	79 0 0	31 Dec., 1890.
117 Mark M'Grath	Braidwood	Braidwood and Monga	Two .....	.....	24 0 0	31 Dec., 1890.
118 Bernard M'Cawley	Nelligen	Braidwood and Nelligen	Two	4-wheeled buggy, 2 horses	89 0 0	31 Dec., 1891.
119 James Allen	Little Bombay	Braidwood and Little Bombay	One	Horseback ..	11 0 0	31 Dec., 1890.
120 Martin Keating, Luke Malone, and Hugh Malone.	Braidwood	Braidwood, Jembaicumbene, and Major's Creek.	Three	4-wheeled vehicle, 1 or more horses	40 0 0	31 Dec., 1892.
121 John Stephens	Larbert	Braidwood and Larbert	Two	Horseback ..	20 0 0	31 Dec., 1891.
122 Thomas Stuart	Major's Creek ..	Major's Creek and Ballalaba	Two	Horseback ..	13 10 0	31 Dec., 1890.
123 Dennis Dempsey ..	Emu Flat, Braidwood.	Major's Creek and Krawarree	One	Horseback ..	24 0 0	31 Dec., 1890.
124 Thomas Donnelly ..	Nerriga	Nerriga and Welcome Reefs	Two	Horseback ..	25 0 0	31 Dec., 1891.
125 Dennis Dempsey ..	Emu Flat, Braidwood.	Ballalaba and Krawarree, via Jerrabat Gully.	One	Horseback ..	20 0 0	31 Dec., 1890.
126 George Smith	Krawarree	From Ballalaba to Braidwood; and from Braidwood to Ballalaba and Krawarree, via Stony Creek.	One	Horseback or vehicle.	32 0 0	31 Dec., 1890.
127 Edmond Corrigan ..	Moruya	Moruya and Kiora	Two	Horseback ..	13 0 0	31 Dec., 1890.
128 John Corrigan	Moruya	Moruya, Bergalia, Turlinjah, Bodalla, Wagonga, Pankalla, Tilba Tilba, Dignam's Creek, Cobargo, Dry River, Brogo, and Bega.	Six	4-wheeled vehicle, 1, 2, or more horses	400 0 0	31 Dec., 1891.
129 John Corrigan	Moruya	Bodalla and Eurobodalla	Seven ..	4-wheeled coach, 1, 2, or more horses	48 10 0	31 Dec., 1891.
130 Wm. J. and Alfred J. Harper.	Corunna	Bodalla, Wagonga Heads, Narooma, and Corunna.	Two	Horseback ..	70 0 0	31 Dec., 1891.
131 Chas. Brice	Eurobodalla	Eurobodalla and Nerrigundah	Two	Horseback ..	19 10 0	31 Dec., 1890.
132 John Corrigan	Moruya	Eurobodalla and Nerrigundah	Four	4-wheeled vehicle, 1, 2, or more horses.	39 10 0	31 Dec., 1890.
133 Wm. H. Corkhill ..	Tilba Tilba	Tilba Tilba and Bermagui	Two	Horseback ..	20 0 0	31 Dec., 1890.
134 David Dunsmore ..	Cobargo	Cobargo and Bermagui	Two .....	.....	20 0 0	31 Dec., 1892.
135 David Dunsmore† ..	Cobargo	Cobargo and Wandella	Two	Horseback ..	12 0 0	31 Dec., 1890.
136 John R. Rixon	Bega	Bega, Woluula, Millingandi, Pambula, and Eden.	Three	Coach, 1 or more horses.	94 0 0	31 Dec., 1890.
137 John Corrigan‡	Moruya	Bega and Candelo	Seven	Coach, 2 horses.	79 0 0	31 Dec., 1890.
138 Thomas Griffin	Bega	Bega and Tanja	Two	Horseback ..	35 0 0	31 Dec., 1891.
139 Hermann Bollmann	Merimbula	The Rocks landing-place or Merimbula Wharf, as required, and Post Offices, Merimbula and Pambula.	Three	Horseback ..	38 0 0	31 Dec., 1891.
140 John and Alexr. M'Phee.	Bega	Merimbula, Woluula, and Bega; or Tathra, Tathra Road, and Bega, on arrival and departure of steamers. (Contractors to convey mails regularly twice a week whether the steamer runs or not.)	Two	4-horse coach.	26 0 0	31 Dec., 1892.
141 Charles Laing	Towamba	Eden and Towamba	Two	Horseback ..	45 0 0	31 Dec., 1891.
142 John Hopkins	Eden	Eden, Kiah, and Timbilica	One	Horseback ..	50 0 0	31 Dec., 1890.
143 Henry Gillard	Breadalbane	Breadalbane, Parkesbourne, and Merrill.	Three .....	.....	24 0 0	31 Dec., 1890.
144 William Morton .. (Transferred to Thos. Morton from 1st July, 1890.)	Collector	Breadalbane and Collector	Six	Horseback ..	56 0 0	31 Dec., 1890.
145 Thos. Morton	Breadalbane	Breadalbane and Gurrundah	One .....	.....	17 0 0	31 Dec., 1890.
146 William Wales	Gundaroo	Railway Station and Post Office, Gunning.	Once or oftener daily.	Buggy, 1 horse.	21 0 0	31 Dec., 1890.
147 Richard Sherriff ..	Gunning	Railway Station, Gunning, and Post Offices, Gunning, Lower Gundaroo, Upper Gundaroo, Sutton, and Queanbeyan.	Three	2-horse coach or buggy.	233 0 0	31 Dec., 1891.
148 William Douglass ..	Dalton	Gunning and Dalton	{ One	Buggy	52 0 0	31 Dec., 1892.
			{ Five	Horseback ..	69 0 0	31 Dec., 1890.
149 Richard Sherriff ..	Gunning	Gunning and Wheeo; and Dalton and Wheeo	{ One	{ Horseback, or vehicle when required.		

* Contractor allowed £65 a year extra to convey a second mail a week between Braidwood and Nerriga, from 16th September, 1890.

† Contractor allowed £5 to extend service to Yowrie, from 1st October, 1890.

‡ Sureties (Cowdroy and Brown) carried out service from 25th July, 1890.

Contractors.		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses					
150 Henry Douglass*	Dalton	Dalton and Rye Park	One No. of times per week.	Horseback or sulky, if required.	£ s. d. 31 10 0	31 Dec., 1892.
151 Henry Alchin	Dalton	Dalton and Bevendale, via Byrneville	One	Horseback...	22 0 0	31 Dec., 1891.
152 Martha and Arthur W. Randell,†	Burrowa	Rye Park and Burrowa	Two	Buggy, 1 horse.	33 0 0	31 Dec., 1890.
153 Martin Manyon	Five-mile, Rye Park.	Rye Park and Five-mile Creek, via Frost's Farm and Digger's Flat.	One	Horseback..	21 10 0	31 Dec., 1892.
154 John Couch, jun.	Yass	Yass Railway Station and Post Office, Yass, including the clearance of the Letter-receiver at North Yass.	Seven or more.	2 or 3 horse coach.	35 0 0	31 Dec., 1891.
155 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.
156 Edwin A. Elliott	Lower Gundaroo	Yass, Greenfield Farm, and Lower Gundaroo.	Two	.....	52 0 0	31 Dec., 1891.
157 B. A. Nichols	Yass	Yass, Murrumbateman, Jeir, Hall, Ginninderra, Canberra, and Queanbeyan.	Three	2-horse coach.	129 0 0	31 Dec., 1892.
158 James P. O'Donnell	Boambola	Yass and Boambola	One	.....	35 0 0	31 Dec., 1892.
159 John Carey	Wee Jasper	Cavan and Wee Jasper	One	Horseback...	23 0 0	31 Dec., 1890.
160 Thomas Walker	Nanama, Yass	Murrumbateman and Nanama	Two	Horseback...	25 0 0	31 Dec., 1892.
161 Wm. Wall	Limestone Creek, Bowning.	Bowning and Tangnangaroo	Three	Horseback...	36 0 0	31 Dec., 1891.
162 Wm. H. Vicq	Bookham	Bowning and Bookham	{ One Two	{ Coach Horseback ..	{ 48 0 0	{ 31 Dec., 1892.
163 Michael Cassidy	Tumut	Bookham, Chidowla, Bongongo, and Tumut, via Smith's, Kiley's, Red Hill, and Geary's, Wyangle.	One	.....	70 0 0	31 Dec., 1890.
164 John Carter	Binalong	{ Binalong and Burrowa : and Burrowa, Marengo, and Young .	{ Six Three	{ 4-wheeled coach, 2 or more horses 4-wheeled vehicle, 1 horse	{ 91 0 0	{ 31 Dec., 1892.
165 John Wright	Red Hill, Burrowa.	Burrowa, Frogmoor, and Reid's Flat, via Hovell's Creek and Phil's Creek. (Contractor to travel via Roberts', Phil's Creek, if required.)	Two	Vehicle	89 0 0	31 Dec., 1890.
166 George Couch	Burrowa	Burrowa, Morongla Creek, and Cowra, via Narellan and Breakfast Creeks...	Two	Coach or buggy, 1 or more horses	104 10 0	31 Dec., 1892.
167 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.	Sulky, 1 horse.	35 0 0	31 Dec., 1890.
168 William J. Roberts	Murrumburrah	Murrumburrah, Demondrille, Wombat, and Young.	Six	2-wheeled vehicle, 1 or more horses.	170 0 0	31 Dec., 1890.
169 William Baldwin	Barwang	Murrumburrah and Barwang	Two	Horseback or packhorse.	35 0 0	31 Dec., 1891.
170 Michael J. Cahill	Marshall M'Mahon Reef	Cunningham and Marshall M'Mahon Reef.	Two	Horseback ..	35 0 0	31 Dec., 1890.
171 Jas. W. Slatyer	Young	Railway Station and Post Office, Young.	Once or oftener daily.	1-horse van..	30 0 0	31 Dec., 1890.
172 Cobb & Co.	Bathurst	Young, Weddin, and Grenfell	Seven	4-wheeled coach.	149 0 0	31 Dec., 1890.
173 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.
174 William Mather	Young	Young, Tubbul, and Morangarell, via Memagong, Wedallion, and Moonbucca.	One	Vehicle, 1 horse.	65 0 0	31 Dec., 1890.
175 Henry Nicholson	Temora	{ From Young to Grogan, thence by cleared road to Temora ; returning to Young, via West Temora }	{ Two	{ 4-wheeled vehicle, 1 or 2 horses.	{ 150 0 0	{ 31 Dec., 1891.
176 Cobb & Co.	Bathurst	Grenfell and Forbes	Six	4-wheeled coach.	290 0 0	31 Dec., 1890.
177 John S. Dawson	Grenfell	Grenfell, Piney Range, Wheogo, and Marsden's. (Contractor to convey mails twice a week for a sun at the rate of £100 per annum, if required by the Postmaster-General to do so.)	Three	2-horse coach.	140 0 0	31 Dec., 1891.
178 Thomas Maguire	Grenfell	Grenfell and Brundah Creek	Two	Horseback ..	24 10 0	31 Dec., 1890.

* Contractor deceased. Services performed service from 1st January, 1890.

† Contractors' offer accepted to convey a third mail a week, from 1st September, 1890, for £12 per annum extra

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
179 Christopher Maguire	Grenfell	Grenfell and Bimbi; and Bimbi, Morangarell, and Barmedman, or, if required, Bimbi, Morangarell, Narraburra, West Temora, and Temora, via Moonbucca. (Contractor to convey mails by 2-horse buggy for a sum at the rate of £125 per annum, if required by the Postmaster-General to do so.)	No. of times per week. Two ... } One ... }	Horseback ..	£ s. d. 115 0 0	31 Dec., 1891.
180 Charles George	Morangarell	Bimbi and Williams' Crossing	One	Horseback ..	43 10 0	31 Dec., 1892.
181 Peter J. M'Alister.	Wagga Wagga	Marsden's and Ungarie, via Tallebong	Two	Horseback ..	115 0 0	31 Dec., 1890.
182 Thomas Conlan	Cullinga	Wallendbeen and Cullinga	Three	Horseback ..	48 0 0	31 Dec., 1892.
183 Mark Solomon	Cootamundra	Railway Station and Post Office, Cootamundra.	Fourtimes or oftener daily.	Waggonette, 1 horse.	20 0 0	31 Dec., 1890.
184 John Mullaney	Kyron, near Cootamundra.	Cootamundra, Kilrush, and Jugiong, via The Grove, Cullinga Creek, Grovesend, Templemore, Cowong, Kyron, Rathden, Jercleamby, and Sandy Creek.	One	Horseback ..	64 0 0	31 Dec., 1892.
185 Richard Corbett and Archibald Finlay.	Cootamundra	Cootamundra, Dudauman, and Temora, via Combaning.	Seven	4-wheeled vehicle, 4 horses.	155 0 0	31 Dec., 1890.
186 Patrick Canty	Cootamundra	Cootamundra, Stockinbingal, Grogan, and Morangarell, via Corumbie. (Contractor to convey mails on horseback for a sum at the rate of £128 per annum, or to substitute for the above a service as follows:—From Cootamundra to Stockinbingal and West Temora, via Dacey's, Gegalra, Grogan, Corumbie, and Narraburra Stations, returning to Cootamundra, via North Gundibindyal, Woodstown, Gundibindyal, and Stockinbingal, twice a week, on horseback at £124, or by one-horse trap at £145 per annum, if required by the Postmaster-General to do so.)	Two	2-horse buggy.	140 0 0	31 Dec., 1890.
187 William Marshall	Barmedman	Temora and Barmedman	Three	4-wheeled coach, 2 horses.	65 0 0	31 Dec., 1892.
188 Walter James Tubman. (Transferred to W. W. Tubman, from 1st April, 1890.)	Temora	Temora and Merool Creek (Harman's)	Two	Horseback, or 2-wheeled trap as required.	60 0 0	31 Dec., 1892.
189 John W. Carberry.	North Gobarralong.	Coolac and North Gobarralong	Two	Horseback ..	50 0 0	31 Dec., 1890.
190 Philip O'Mara	Jugiong	Coolac and Jugiong	Three	Horseback ..	45 0 0	31 Dec., 1892.
191 Joseph Speirs	Adelong	Railway Station and Post Office, Gundagai.	Once or oftener daily.	2 or 4 horse coach.	50 0 0	31 Dec., 1891.
192 Patrick M'Grath	Gundagai	Gundagai, Nangus, Eurongilly, and Cooba, via Kimbo, Tenandra, and Wantabadgery.	Two	Horseback ..	96 0 0	31 Dec., 1890.
193 Dennis Dunne	Tumut	Gundagai, Brungle, and Rosemount (G. Clout's).	Two .....	.....	52 0 0	31 Dec., 1890.
194 Joseph Speirs	Adelong	Gundagai, South Gundagai, and Adelong Crossing-place.	Six	4-horse coach.	50 0 0	31 Dec., 1891.
195 Wm. and Patrick Eurell.	Tumut	Gundagai, Gocup, and Tumut, via the marked-tree line.	Six	Coach, 2 or 4 horses.	125 0 0	31 Dec., 1892.
196 Joseph Speirs	Adelong	Adelong Crossing-place, Grahamstown, Shepard's Town, Adelong, Gilmore, and Tumut.	Six	Coach, 2 or 4 horses.	275 0 0	31 Dec., 1892.
197 John Brown	Tarcutta	Adelong Crossing-place, Hillas Creek, Lower Tarcutta, and Tarcutta.	Three	4-wheeled coach, 1 or more horses.	150 0 0	31 Dec., 1891.
198 Maurice Hourigan*	Batlow	Adelong, Middle Adelong, Batlow, Laurel Hill, Upper Tumberumba, and Tumberumba, via Hasted's, Parrott Hill, and M'Bowling's, of Upper Tumberumba; and Adelong, Middle Adelong, Batlow, Taradale, Bago Station, and Tumberumba. (Contractor to convey mails once a week by coach for an additional sum at the rate of £25 per annum, if required by the Postmaster-General.)	One ... } One ... }	Horseback ..	168 0 0	31 Dec., 1892.
199 George Shimp	Mount Adrah	Adelong and Mount Adrah	One .....	.....	23 0 0	31 Dec., 1890.
200 Henry J. Wilson	Gilmore	Gilmore, Upper Gilmore, and Batlow, via Windowie Public School, and along the eastern side of Gilmore Creek to Fern Gully Crossing.	Two .....	.....	35 0 0	31 Dec., 1890.

* Contractor allowed £25 a year extra to convey mails by vehicle once a week from and to Adelong and Tumberumba, from 1st April, 1890.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
201 Charles L. Hart ...	Tumut	Tumut, Blowering, and Kiandra	One	Coach or waggonette, 2 or more horses, and horseback. (Snowshoes to be used when required.)	£ s. d. 80 0 0	31 Dec., 1890.
202 Peter M'Cormick ...	Tarcutta	Tarcutta, Kyamba, Luntsvale, Little Billabong, Garryowen, and German-ton.	Three	4-wheeled coach, 1 or more horses.	250 0 0	31 Dec., 1891
203 Thomas Roohan ...	Tarcutta	From Tarcutta to Oberne and Molloy's (9 miles above Oberne), returning via Humula, Murraguldrice, and down the Umbango Creek to Tarcutta.	Three	Horseback ..	64 0 0	31 Dec., 1890.
204 Joseph Speirs	Adelong	Little Billabong, Carabost, Rosewood, and Tumberumba.	Three	4-wheeled coach, 2 or more horses.	200 0 0	31 Dec., 1891.
205 James Waite	Albury	Tumberumba, Burns, Tooma, <i>Welaregang Station</i> , Tintaldra (Victoria), <i>Welaregang Station</i> , Ournie, Jingellic, Marocket, Wagra, Bowna, and Albury, via Camberoona, Dora Dora, Talmalmei, and Ournie Diggings (Main Road to be travelled between Camberoona and Wagra.)*	Two	4-wheeled coach, 2 or more horses, between Albury and Tintaldra; remainder on horseback.	350 0 0	31 Dec., 1891.
206 Lukins & Masters...	Tooma	Tooma and Khancoban, via Opossum Point.	One	Horseback ..	40 0 0	31 Dec., 1890.
207 Edward G. Elms ...	Forest Vale, Eurongilly.	Bethungra, Mitta Mitta, <i>Yammatree</i> , and Lower Yammatree.	Two	Horseback ..	75 0 0	31 Dec., 1890.
208 Chas. S. Smith† ...	Bethungra	Bethungra and Ironbong	One	Horseback ...	25 0 0	31 Dec., 1892.
209 John A. Crowe	Eurongilly	Illabo Railway Station and Eurongilly	Two .....	.....	45 0 0	31 Dec., 1890.
210 Peter J. M'Alister..	Wagga Wagga...	Eurongilly and Wagga Wagga, via Oura and Eunonyhareenyha.	Two	Horseback ..	115 0 0	31 Dec., 1890.
211 William M'Crea ...	Yathella	Harefield and <i>Yathella</i>	Two	Horseback ..	20 0 0	31 Dec., 1890.
212 George Dobbys ...	Junee Junction	Junee Junction, The Reefs, Sebastopol, and Temora, via "Cooney's Inn."	One	Vehicle	74 0 0	31 Dec., 1890.
213 George Dobbys ...	Junee Junction..	Junee Junction, The Reefs, Sebastopol, and Temora, via "Cooney's Inn."	One	4-wheeled coach, 2 horses.	75 0 0	31 Dec., 1890.
214 Peter J. M'Alister..	Wagga Wagga...	Railway Station and Post Office, Wagga Wagga.	Four times or oftener daily.	Coach, 1 or more horses.	74 15 0	31 Dec., 1892.
215 Michael O'Donnell..	North Wagga Wagga	Wagga Wagga and Bruceedale	Two	Horseback ..	24 0 0	31 Dec., 1890.
216 Peter J. M'Alister..	Wagga Wagga...	Wagga Wagga, Alfred Town, and Tarcutta.	Three	Coach, 2 or more horses.	160 0 0	31 Dec., 1891.
217 Robert J. Montgomery.	Wagga Wagga...	Wagga Wagga and Narrandera	Three	Coach, 2 horses, or light buggy.	222 0 0	31 Dec., 1891.
218 James Heathwood...	Wagga Wagga...	Wagga Wagga, Downside, Merool Creek, Broken Dam, and Ungarie, via Marrar, The Rocks (M'Donald's), Mimosa, Quandary, Mandamah, and Wallandry.	One	Coach, 2 or more horses.	293 0 0	31 Dec., 1890.
219 William Cox	Livingstone, Wagga Wagga	Wagga Wagga and <i>Mangopla</i>	Three	Horseback ..	100 0 0	31 Dec., 1890.
220 Peter J. M'Alister	Wagga Wagga ..	Wagga Wagga, Yarragundry, and Collingullic.	Three	Horseback ..	74 15 0	31 Dec., 1890.
221 William Cox	Livingstone, Wagga Wagga	Wagga Wagga, Lake Albert, Pullitop Station, and Upper Pullitop, via Gregado, Big Springs, and Livingstone.	Three	Horseback ..	115 0 0	31 Dec., 1890.
222 Martin Costello	Alfred Town	Alfred Town and <i>Book Book</i>	Three .....	.....	52 0 0	31 Dec., 1890.
223 Peter J. M'Alister..	Wagga Wagga...	The Rock, Bullenbong, Ferrier's, and Urana, via Brookong.	Three	Coach, 1, 2 or more horses.	364 15 0	31 Dec., 1891.
224 Fredk. J. Savage (Transferred to L. R. Savage, from 1st August, 1890.)..	Narrandera	Bullenbong, Jackson's Waterholes, Gillenbah, and Narrandera.	One	Horseback ..	64 10 0	31 Dec., 1892.
225 Crawford & Co.....	Albury	Urana, Overton, Daysdale, Lowesdale, and Corowa.	Two	1 or 4 horse coach, as required.	146 0 0	31 Dec., 1890.
226 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.
227 John Holland	Jerilderie	Railway Station and Post Office, Jerilderie.	Three	1-horse buggy	24 15 0	31 Dec., 1890.
228 Maurice Bush	Daysdale	Jerilderie, Oaklands, and Daysdale, via Clear Hills, Narrow Plains, and Momolong.	One	1 or more horse vehicle or horseback.	100 0 0	31 Dec., 1890.
229 Maurice Bush	Daysdale	Jerilderie, Oaklands, and Daysdale, via Clear Hills, Narrow Plains, and Momolong.	One	Coach, 2 horses, or horseback if required.	70 0 0	31 Dec., 1890.

* Whenever floods prevent the mails from being conveyed between *Welaregang* and Tintaldra, Contractor is required to leave the Tintaldra mail at *Welaregang Station* (Gray's), and proceed on his journey without waiting for the flood to subside, and on his 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.

† Contractor allowed £23 10s. per annum extra, to convey a second mail a week from 1st August, 1890.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.	
Names.	Addresses.						
230	John Holland	Jerilderie	Jerilderie, Wilson, Argoon, & Darlington Point, via Spring Plain, Kulki, Colcamballi, Uri Park, and Waddai	Two	Buggy, 2 horses.	£ 187 0 0	31 Dec., 1892.
231	James Samuelson and William Davidson.	Jerilderie	Jerilderie and Broome	Two	Horseback	51 0 0	31 Dec., 1891.
232	Joseph Bott	Jerilderie	Jerilderie and Tocumwall, via Mr. George Jones', Murray Hut.	Two	2 or 4-horse coach.	98 0 0	31 Dec., 1891.
233	Crawford & Co.	Albury	Jerilderie, Berrigan, and Mulwala. (Contractors to convey mails once a week for the sum of £44 10s. per annum, if required by the Postmaster-General to do so.)	Two	Coach, 2 or more horses.	75 0 0	31 Dec., 1891.
234	Leonard H. Lewis	Middledale	Lowesdale and Middledale	One	Horseback ..	42 0 0	31 Dec., 1890.
235	Wm. Spears	Corowa	Corowa, Mulwala, and Tocumwall ..	Three	2-horse coach or buggy.	160 0 0	31 Dec., 1891.
236	Martin J. Nagle* ..	Corowa	Corowa, Bull Plain, and Savernake; and Savernake, Berrigan, and Murray Hut; and	Two ..	.....	149 0 0	31 Dec., 1892.
			Bull Plain and O'Brien's, Victoria Park. (Contractor to follow same route and call at all roadside places served by the contractor for the year 1889.)	One ..			
237	Martin J. Nagle ..	Corowa	Corowa, Hopefield, and Carnsdale, via Tyrone School and Oil-tree, or Kentucky Station.	One .....	.....	38 0 0	31 Dec., 1892.
238	Crawford & Co.	Albury	Corowa and Wahgunyah	Twelve ..	Coach, 2 or more horses.	19 10 0	31 Dec., 1891.
239	John Bott	Deniliquin	Tocumwall and Deniliquin	Two	2 or 4-horse coach.	140 0 0	31 Dec., 1891.
240	John Costigan	Yerong Creek ..	Yerong Creek, Mundawaddera, Lalla-rook, and Urangeline, by the Main Road.	Three	2 or more horse coach.	120 0 0	31 Dec., 1891.
241	C. F. Agst†	Munyabla	Yerong Creek and Munyabla ..	One	Gig, 1 horse.	20 0 0	31 Dec., 1890.
242	Joseph Pratt	Germanton	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	Coach, 2 or more horses.	25 0 0	31 Dec., 1891.
243	Patrick O'Brien ..	Cookardinia	Morven and Cookardinia	Three	Waggonette, 2 horses.	70 0 0	31 Dec., 1891.
244	John Stewart	Albury	Germanton, Woomargama, Mullen-gandra, Bowna, Thurgoona, and Albury.	Six	Coach, 2 or more horses.	215 0 0	31 Dec., 1891.
245	J. Lawson and J. Bruce.	Germanton	Germanton and Yarrara	Two	Horseback ..	55 0 0	31 Dec., 1891.
246	George E. Pritchard (Transferred to W. Will, from 25th March, 1890.)	Gerogery	Gerogery, Walla Walla, and Walla Walla Homestead.	Two	Horseback or 1-horse vehicle.	42 0 0	31 Dec., 1892.
247	George Carter	Albury	Railway Station and Post Office, Albury.	Five times or oftener a day.	1-horse 4-wheeled cab.	25 0 0	31 Dec., 1891.
248	Crawford & Co. ‡ ..	Albury	Albury, Black Range, Jindera, Bur-rumbuttock, Walbundrie, and Mahonga; and	Three	Covered coach, 2 or more horses	159 0 0	31 Dec., 1890.
249	John Kennedy	Corowa	Mahonga and Urana	One	Horseback ..		
249	John Kennedy	Corowa	Albury, Bungowannah, Howlong, and Corowa.	Two	Coach or buggy, 2 horses.	75 0 0	31 Dec., 1891.
250	John J. Keighran ..	Jindera	Jindera, Ebenezer, and Walla Walla Station.	One	1-horse vehicle.	39 0 0	31 Dec., 1891.
251	Stephen Ryan§	Walbundrie	Mahonga and Urangeline	One	Horseback ..	65 0 0	31 Dec., 1891.
252	William Smith	Howlong	Howlong, Moorwatha, and Goombar-gona, via the "Brocklesby Hotel."	Two	Horseback ..	60 0 0	31 Dec., 1890.
253	Sydney Smith	Howlong	Goombar-gona and Carnsdale	One .....	.....	24 9 0	31 Dec., 1891.
254	Thos. J. Webster||	Coolaman	Coolaman and North Berry Jerry; and North Berry Jerry, <i>Mimosa East</i> , Myall Falls, and <i>Broken Dam</i> , via Veitch's C.P., Public School, and Mimosa West, with a branch mail to and from Mimosa West and Shannon's, via Wallarooobie and Yarrenjerry.	Three ..	2 or more horse coach.	150 0 0	31 Dec., 1891.
				Two ..			

* Contractor allowed £18 per annum extra, for travelling twice a week via Sedgwick's (instead of once via Redland's and once via Sedgwick's), from 1st May, 1890

† Contractor's offer accepted to extend service to Pleasant Hills, and perform the whole twice a week for £70 per annum, from 1st March, 1890.

‡ Contractors allowed the sum of £10 for the period from 16th June, 1890, to 31st December, 1890, in consideration of the extra distance travelled through removal of Mahonga Post Office.

§ Sureties (W. Thomas and E. Quinn) performed service from 8th March, 1890.

|| Contractor allowed £50 per annum extra to travel via Boardman's instead of Myall Falls from 16th March, 1890. Arrangements made with contractor to convey mails to and from Coolaman and Shannon's direct, via Veitch's, McKinnon's, Public School, and Junction Inn, instead of via North Berry Jerry, from 1st July 1890.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.	
Names.	Addresses.						
255	John Barnes	Coolaman	Coolaman, <i>Uley</i> , and <i>Ariah</i> , via Cow- abee, Murril Creek, and Warri.	Two	2-horse coach.	£ 143 0 0	31 Dec., 1891.
256	Wm. Macauley.....	Mimosa West, Coolaman.	<i>Ariah</i> and Selmes, via Lintott's, Broken Dam, Merool Creek (Har- man's), Mandamah, and Kildary.	One	Horseback or buggy.	89 0 0	31 Dec., 1892.
257	Fredk. J. Savage... (Transferred to L. R. Savage, from 1st August, 1890.)	Narrandera	Railway Station and Post Office, Narrandera.	Twice or oftener daily.	2 or 4 wheeled ve- hicle 1 or more horses	74 10 0	31 Dec., 1892.
258	Marcus H. Jenkins.	Narrandera	Narrandera and Murundah, via Gillenbah, Cuddell Township, and Yarrabee.	Two	Horseback...	59 0 0	31 Dec., 1890.
259	David H. Jenkins ..	Narrandera	Narrandera and Mount Elliott, via Coliaroobie and Borellan.	Two	Vehicle, 1 or more horses	189 0 0	31 Dec., 1891.
260	F. J. Savage	Narrandera	Narrandera and Darlington Point, via Gillenbah, Billenbah, Benandra, and Tubbo, on the south side of the river	Three.....	Horseback or buggy and horse if re- quired.	135 0 0	31 Dec., 1891.
261	John Holland	Jerilderie	Murundah, Old Goree, and Jerilderie, via Bundure Head Station and Yauko Station.	Two	2-horse buggy.	124 15 0	31 Dec., 1890.
262	Crawford & Co.....	Albury	Widgieva or Coonong Railway Station as required, and Urana.	Three	Coach, 2 or more horses	43 0 0	31 Dec., 1891.
263	George H. Stivens..	Borellan, via Narrandera.	Borellan (on the road between Narran- dera and Mount Elliott) and Yal- gogrin, via Mumbledool and North Bolora.	Two .....	.....	64 0 0	31 Dec., 1890.
264	Crawford & Co.....	Albury	Whitton, Mount Elliott, Rankin's Springs, and Lake Cudgellico.	Two	Coach, 2 or more horses	473 0 0	31 Dec., 1891.
265	Fredk. Blam	Mount Elliott, via Whitton.	Merool Creek, and Mount Ida, near the north boundary of Benerembah Run, via Bloomfield, Lanaghan's, Wilgah Plains, Johndarron, Wynangan, The Cliffs Homestead, Wendourie, Lake View, Verandah Rock and Sherwood	Two .....	.....	81 1 0	31 Dec., 1890.
266	William Carey	Wallandry, via Rankin's Springs.	Rankin's Springs and <i>Wallandry</i> , via Eurathara, Malonga, and Nariah.	Two	Horseback ..	107 0 0	31 Dec., 1892.
267	Rowland Ingram ..	Ungarie.....	Ungarie, and Boorabil, via Wollon- gough Station, Youngara, Monument Flats, Bygolorie, Gorman's Hill West and Dundoo Hills South; and Boorabil and Lake Cudgellico, via Gainbill Station.	Two ... One ...	2-horse vehicle.	100 0 0	31 Dec., 1890.
268	David H. Tasker ..	Condobolin	Ungarie and Condobolin	One.....	Horseback ..	59 16 0	31 Dec., 1890.
269	Alfred H. Clifton ..	Darlington Point	Darlington Railway Station and Darlington Point Post Office, near the river.	Seven.....	4-wheeled coach, 2 horses.	48 0 0	31 Dec., 1890.
270	Robert Donohoe ..	Hay	Darlington Point and Hay, travelling on the south side of the river.	Three	2-horse coach.	349 0 0	31 Dec., 1892.
271	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.
272	Patrick Townsell†	Hay	Railway Station and Post Office, Hay.	Once or oftener daily.	4-wheeled vehicle or cart, 1 or more horses.	80 0 0	31 Dec., 1892.
273	Stephen Byrnes..... (Transferred to Robertson, Wagner & Co., from 1st July, 1890.)	Condobolin	Hay and Booligal	Three.....	2 or 4 horse coach.	400 0 0	31 Dec., 1892.
274	Robertson, Wagner, & Co.	Hay	Hay, Booroorban, Wanganella, and Deniliquin.	Six	4-wheeled American coach.	1,680 0 0	31 Dec., 1892.
275	Z. and S. Burton ..	Wentworth	Hay, Mande, Oxley, and Balranald, by direct route. (Contractors to travel once a week when practicable, via Gilam and Nap Nap mail-box, which is on the north side of the river.)	Three.....	Coach, 3 horses.	1,150 0 0	31 Dec., 1891.
276	Michael Charters ..	Euriowie	Booligal, Mossiel, Ivanhoe, and Wilcannia.	Two	2 or 4 horse coach.	1,600 0 0	31 Dec., 1892.
277	John Clancy, jun ..	Booligal	Booligal, Culparlin, and Oxley, via Nicholson's, Turner's, Bent's, Honen's, and Moffat's Homestead Leases, Culpataro Station, and Smith's, M'Shelland's, Ingram's, and Holmes' Homestead Leases.	One	4-wheeled vehicle, 2 horses.	160 0 0	31 Dec., 1890.
278	Wilham H. Keast ..	Ivanhoe.....	Adelaide Camp (on the Booligal-Moss- iel Mail Line) and Willandra Hut, via Merungle Station, Walker's Hutchinson, and Vagg's selections, Yandembah Station, Haylock's selec- tion, Moolbong Station, and Corbett's selection.	One	2-horse vehicle.	50 0 0	30 April, 1890. Contract to terminate at three months' notice on either side.
279	Joseph Denison	Hay	Mossiel and <i>Paddington</i>	One	1 or more horse vehicle or horseback.	200 0 0	31 Dec., 1890.

* Communication increased to twice a week from 16th April, 1890, but no alteration in subsidy.

† Contractor died on 20th July, 1890. Mr. William Reed allowed 2s. 6d. per week for performing service, from that date to 31st October, 1890, when contract was cancelled.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names	Addresses.					
280	Deniliquin and Moama Railway Company.	Deniliquin, Mathoura, Moira, Moama, and Echuca.	Six or more	Railway	£ 900 0 0	Contract to terminate at three months' notice on either side.
281	Andw. B. Mathewson.	Deniliquin, Cochran Creek, and Noorong, via Cobran and North Wakool.	One	2-horse waggonette	110 10 0	31 Dec., 1891.
282	Z. & S. Burton	Balranald, Euston, <i>Gol Gol</i> , and Wentworth.	Three	4-wheeled coach, 2 or more horses	642 0 0	31 Dec., 1892.
283	Michael Charters	Wentworth, Pooncarie, Menindie, and Wilcannia.	Two	Coach, 2 or 4 horses.	2,200 0 0	31 Dec., 1891.
284	Patrick O'Neil and James Nicholas. (Transferred to James Nicholas, from 1st July, 1890.)	Wentworth and Broken Hill, via the Ana-branch and Mr. Cadmore's Popiltah Station.	One	Coach, 2 horses.	900 0 0	31 Dec., 1891.
285	Cobb & Co	Wilcannia, "Victoria Hotel," <i>Tarella</i> , <i>Yandarlo</i> , Cobham, Milperinka, <i>The Albert</i> , and Tibooburra, via Mena Murtie, Kayrunnera, Morden, and Yanderberry.	Two	Coach, 2 or more horses.	994 10 0	31 Dec., 1891.
286	Michael Charters	Wilcannia, Mount Gipps, Round Hill, and Broken Hill.	Two	Coach, 2 or 4 horses.	200 0 0	31 Dec., 1891.
287	Maurice Tangney*	Broken Hill and Round Hill; and Round Hill, Mount Gipps, and Albion Town	Four } Two }		114 10 0	31 Dec., 1890.
288	Edward A. Miller. (Transferred to John Smith, from 1st April, 1890.)	Broken Hill, Pinnacles, Thackaringa Mines, and Cockburn (South Australia.)	Three	2-horse coach.	189 0 0	31 Dec., 1891.
289	Henry Field	Broken Hill and South Broken Hill	Six	Horseback	52 0 0	31 Dec., 1892.
290	Petai M. Morrison.	Broken Hill and Menindie, via Rockwell and Mulcalca Station. (Contractor to convey mails once a week for a sum at the rate of £50 per annum, if required by the Postmaster-General to do so.)	Two	2 or 3-horse coach.	75 0 0	31 Dec., 1890.
291	Cobb & Co	Silverton, Day Dream, Purnamoota, <i>Lady Don</i> , and Euriowie.	Two	Coach, 2 or more horses.	80 0 0	31 Dec., 1890.
292	James Nicholas. (Transferred to Cobb & Co., from 1st April, 1890.)	Euriowie, <i>Poolamacca</i> , <i>Gnalta</i> , and "Victoria Hotel."	One	Coach, 2 horses.	289 0 0	31 Dec., 1892.
293	Cobb & Co	Euriowie and Cobham Lake, via Fowler's Gap, Bancannia Lake, and Packsaddle.	One	2 or more horse coach.	70 0 0	31 Dec., 1890.
294	Ernest C. Chambers	Milperinka and Mount Browne	One	Vehicle, 2 horses.	44 0 0	31 Dec., 1892.
295	Joseph Clarke†	Tibooburra and Whompah	One	4-wheeled carriage or buggy.	95 0 0	31 Dec., 1891.
NORTHERN ROADS.						
1	Edward Potter	St. Leonards, Gore Hill, Chatswood, Gordon, and Hornsby.	Six	1, 2, or 3 horse buggy or coach.	156 0 0	31 Mar., 1890.
2	Joseph E. Black	Manly, Brookvale, Narrabeen, Newport, and Bayview; and Newport and Barranjoey. (Contractor to convey mails six times a week between Newport and Barranjoey, if required by the Postmaster-General to do so.)	Six } Two }	Horseback	100 0 0	31 Dec., 1892.
3	Alfred Webster	Gosford, Erina, and Wamberal	Three		28 0 0	31 Dec., 1892.
4	Allan Waters	Wyong Creek and Yarramalong	Three	Horseback	37 0 0	31 Dec., 1892.
5	Harold Healy	Railway Station, Morisset, and Post Office, Cooranbong.	Twice a day.	Coach, 2 horses.	55 0 0	31 Dec., 1892.
6	Philip Robert Cook	143, York-street, Sydney, Fassfern and Toronto	Six	Horseback	11 0 0	Contract to terminate at three months' notice on either side.
7	Daniel Hooley	Newcastle, Post Office, and Railway Terminus; and Steamers' Wharf and Post Office, Newcastle.	Seven times or oftener daily.	Spring-van, 1 or more horses.	100 0 0	31 Dec., 1891.
8	William H. Wells, jun.	Newcastle and Stockton	Once a day. Twice or oftener daily.		34 0 0	31 Dec., 1891.
9	William H. Wells, jun.	Newcastle and Carrington	Six or more.		25 0 0	31 Dec., 1890.
10	Thos. Williams. (Transferred to W. Hetherington, from 1st April, 1890, and to J. Thomas, from 1st July, 1890.)	Pacific-street, Newcastle, Newcastle, The Junction, Merewether, and Charlestown.	Six	Horseback	75 0 0	31 Dec., 1890.

* Subsidy reduced to £61 18s 1d. on account of closing of Ablon Town Receiving Office from 31st August, 1890, and consequent discontinuance of Mount Gipps and Ablon Town portion of service.

† Contractor allowed £15 a year extra in consequence of extra travelling occasioned by removal of the Post Office, Whompah, from 25th April.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
11 Henry Sutton	Limeburners' Bay, Stockton.	Stockton and William Town	Three	.....	£ s. d. 53 0 0	31 Dec., 1891.
12 Thos. Williams	Wickham	Charlestown, Belmont, and Swansea	Six	Horseback	104 0 0	28 Feb., 1890.
13 Charles Charlwood	Catherine Hill Bay.	Swansea and Catherine Hill Bay	Three	Horseback	44 0 0	28 Feb., 1890.
14 Charles Broadhead	Lambton	Railway Station, Waratah, and Post Office, Waratah; and	Four times or oftener daily.	Coach, 2 horses.	160 0 0	31 Dec., 1892.
15 David Mitchell	Wallsend	Waratah, Lambton, and Wallsend	Six	Coach, 2 horses.	44 0 0	31 Dec., 1890.
16 David Mitchell	Wallsend	Wallsend and Minmi	Six	2-horse bus	30 0 0	31 Dec., 1890.
17 Chas. M'Intyre	Raymond Terrace.	Hexham Railway Station and Raymond Terrace; and Raymond Terrace, Limeburners' Creek, Booral, Stroud, Telegraphy, Clareval, Langworthy's, Ward's River, and Gloucester.	Seven... Six	Coach, 4 horses.	600 0 0	31 Dec., 1890.
18 Edward Garner	Nelson's Plains	Raymond Terrace and Nelson's Plains	Six	.....	26 0 0	31 Dec., 1892.
19 William Lynch	Raymond Terrace	Raymond Terrace and Miller's Forest	Six	Horseback	40 0 0	31 Dec., 1890.
20 Wm. Hough	Tea Gardens	Limeburners' Creek, Aliceton, Tea Gardens, and Hawke's Nest, via Covey Creek.	Two	Horseback	79 10 6	31 Dec., 1891.
21 George Carnell	Booral	Booral and Bulahdelah	Three	Coach	79 0 0	31 Dec., 1890.
22 Daniel Dorney	Bulahdelah	Bulahdelah and Upper Myall River	Two	Horseback	24 0 0	31 Dec., 1891.
23 Samuel Redman	Bulahdelah	Bulahdelah, Boolambayte, and Bung-wall Flat.	Three	Horseback	79 12 6	31 Dec., 1892.
24 Henry Mew	Bulahdelah	Bulahdelah, Nerong, Tea Gardens, and Hawke's Nest.	One	Horseback	39 0 0	31 Dec., 1890.
25 Boyle White	Bulahdelah	Bulahdelah and Cooiloongook	Two	Horseback	65 0 0	31 Dec., 1892.
26 George Pritchard	Copeland North.	Gloucester, Barrington, and Copeland North.	Six	4-wheeled coach, 2 horses.	72 0 0	31 Dec., 1890.
27 Edward J. Whitbread.	Taree	Gloucester, Krumbach, Kundibakh, Tinonee, and Taree.	Six	Coach and 4 horses.	616 0 0	31 Dec., 1890.
28 Thos. Britton	Gloucester	Gloucester and Nowendoc	One	Horseback	68 0 0	31 Dec., 1890.
29 William Wall	Orundumbi	Nowendoc, Orundumbi, and Walcha	One	.....	36 0 0	31 Dec., 1891.
30 Farquhar Chisholm	Barrington	Barrington and Rawden Vale	Two	Horseback	40 0 0	31 Dec., 1890.
31 John J. Gallagher	Krumbach	Krumbach, Firefly Creek, Clarkson's Crossing, Failand, North Foster, and Forster.	Three	Horseback	99 0 0	31 Dec., 1891.
32 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.
33 George Scrivner	Dingo Creek	Taree and Wingham, via Woolla Woolla.	Six	2-horse coach.	110 0 0	31 Dec., 1891.
34 Patrick Keogh	Taree	Taree, Cundletown, Ghinni Ghinni, Croki, Cooperbrook, Moorland, John's River, Camden Haven Punt, and Port Macquarie.	Six	Coach, 4 horses.	495 0 0	31 Dec., 1892.
35 John Northam	Oxley Island	Taree, Glenthorne and Redbank	Three	Horseback	35 0 0	31 Dec., 1892.
36 Stephen Whitbread	Taree	Taree and Forster	One	Horseback	40 0 0	31 Dec., 1890.
37 Robert Moore	Killawarra	Wingham, Killawarra, and Woodside	Three	Horseback	50 0 0	31 Dec., 1890.
38 William Garlick	Wingham	Wingham and Cedar Party Creek	Three	Horseback	22 0 0	31 Dec., 1891.
39 William Garlick	Wingham	Wingham, Dingo Creek, and Marlee	Three	.....	49 19 0	31 Dec., 1890.
40 Thomas Bradley	Knorrit Flat	Woodside, Cooperbrook, Knorrit Flat, and Nowendoc. (Contractor to call for roadside correspondence on his way to Woodside, to start with mails thence.)	One	Horseback	48 19 0	31 Dec., 1891.
41 Wm. M'Pherson	Dingo Creek	Dingo Creek and Wherrol Flat. (Contractor to travel via Dingo Creek Bridge in times of flood.)	Three	.....	50 0 0	31 Dec., 1892.
42 George Hoad	Eulong, via Knorrit Flat.	Knorrit Flat and Cundle Flat	One	Horseback	15 0 0	31 Dec., 1890.
43 William Convery	Cundletown	Cundletown, Landsdown, and Upper Lansdown.	Two	Horseback	46 0 0	31 Dec., 1891.
44 John Robson, sen.	Cundletown	Cundletown, Oxley Island, and Mitchell's Island.	Two	1-horse vehicle.	55 0 0	31 Dec., 1892.
45 John Harris	Cooperbrook	Cooperbrook and Harrington, via Cattia Creek.	Two	Horseback	20 0 0	31 Dec., 1890.
46 James M'Kay	Camden Haven	Camden Haven Punt, Camden Haven, and Laurleton.	Four	2-wheeled vehicle 1 horse.	77 0 0	31 Dec., 1891.
47 Edward Morcom	Yarras	Port Macquarie, Wauchope, Huntingdon, and the junction of the Ellenborough and Hastings Rivers.	Three	Horseback	104 0 0	31 Dec., 1891.
48 Patrick Keogh	Taree	Port Macquarie, Blackman's Point, Telegraph Point, East Kempsey, and Kempsey.	Six	Coach, 2 or 4 horses.	240 0 0	31 Dec., 1892.
49 John M'Farney	Blackman's Point	Port Macquarie, Blackman's Point, Rawdon Island, Ennis, and Beechwood (Morton's Creek), via G. Harriott's Punt.	Three	Horseback	75 0 0	31 Dec., 1892.
50 Edward Morcom	Yarras	Ellenborough and Yarras	Three	.....	29 0 0	31 Dec., 1891.

* Contractor allowed £52 per annum extra for conveying an additional mail six times a week from Hexham to Raymond Terrace from 20th October, 1890, to 31st December, 1890.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.	
Names.	Addresses.						
51 William Rowsell ...	Telegraph Point	Telegraph Point, <i>Ballengara</i> , and Rolland's Plains.	No. of times per week. Three.....	Horseback, or vehicle when required.	£ s. d. 30 18 0	31 Dec., 1892.	
52 Charles Bowen* ...	Warneton.....	Kempsey, West Kempsey, Greenhill, Warneton, and Sherwood.	Three.....	Horseback...	52 0 0	31 Dec., 1891.	
53 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, Spencer's Creek, and Arakoon. (Mails to be conveyed between Kempsey, Frederickton, and Gladstone by boat in times of flood.) (Contractor to convey mails six times a week for a sum at the rate of £156 per annum, if required by the Postmaster-General to do so.)	Three..	Horseback or 2-wheeled vehicle.	110 0 0	31 Dec., 1892.	
			Three...				
54 John Convery†	Bellinger River, via Macksville.	Kempsey, Frederickton, Clybucca, Macksville, Deep Creek, Bellinger Heads, Fernmount, and Boat Harbour; with a branch mail to and from Macksville and Nambucca Heads, via Thomas Davis' Saw Mills and the Lower Nambucca.	Three	Coach, 4 horses.	310 0 0	31 Dec., 1890.	
			Three	Horseback ..			
55 Hugh M'Maugh ...	Bellbrook	West Kempsey, Greenhill, Skillion Flat, Hickey's Creek, and Bellbrook.	One .....	.....	47 10 0	31 Dec., 1892.
56 Bernard M'Nally ...	Rainbow Reach..	Pelican Island and Rainbow Reach ..	Two	Horseback ..	18 0 0	31 Dec., 1890.	
57 Wm. Gaddes, jun...	Bowraville	Macksville and Bowraville	One	Coach.....	60 0 0	31 Dec., 1890.	
				Two.....			Horseback ..
58 Edmond Brandrick	Warrell Creek, Macksville.	Macksville and Taylor's Arm	One .....	.....	28 0 0	31 Dec., 1890.
59 Wm. Gaddes, jun...	Bowraville	Bowraville and Argent's Hill	Two	Horseback ..	30 0 0	31 Dec., 1890.	
60 Walter Harvie	East Raleigh.....	Fernmount, Central Raleigh, and East Raleigh.	Two	Horseback ..	32 0 0	31 Dec., 1890.	
61 James Watson	East Maitland ..	Railway Station and Post Office, East Maitland.	Five times or oftener daily.	2-horse coach.	55 0 0	31 Dec., 1891.	
62 Henry Fry‡	West Maitland ..	East Maitland, Largs, Woodville, and Paterson. (In times of flood contractor to travel via Belmore Bridge, and convey a branch mail from and to Largs and Woodville.)	Seven.....	2 or more horse coach.	115 0 0	31 Dec., 1890.	
63 Allan Simmons	East Maitland ..	East Maitland, Mulbring, Buchanan, and Mount Vincent.	Three	Horseback or light spring cart, when required, or buggy.	65 0 0	31 Dec., 1890.	
64 John J. Hancock ...	Gresford	Paterson, Vacy, Trevallyn, and Gresford.	Six	2 or 4 horse coach.	111 0 0	31 Dec., 1890.	
65 Henry Fry.....	West Maitland ..	Paterson, Wallarobba, and Dungog ...	Three	2 or more horse coach.	188 0 0	31 Dec., 1890.	
66 William Turner.....	Lostock	Gresford and Lostock	Three .....	.....	27 10 0	31 Dec., 1891.
67 Richard B. Boydell	Allynbrook ...	Gresford and Allynbrook; and	Three	Double buggy and 2 horses.	103 0 0	31 Dec., 1890.	
			Three				
68 Joseph Stollery.....	Morpeth	Allynbrook, Halton, and Eccleston ... From Morpeth to Hinton; and from Hinton to Morpeth. Hinton, Seaham, Glenoak, and Clarence Town; and 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; and should the Postmaster-General see fit to so alter the time tables as to necessitate night travelling, contractor to be paid at the rate of £398 per annum.)	Fourteen..	Horseback ..	52 0 0	31 Dec., 1890.	
			Seven.....				1-horse buggy.
			Six .....					Coach, 2 or more horses.
			Three...		298 0 0	31 Dec., 1892.	
69 Henry Fry.....	West Maitland ..						
70 Wm. Callaghan	Seaham	Seaham and Eskdale.....	Three	Horseback ..	20 0 0	31 Dec., 1890.	
71 John Laurie	Glen William ...	Clarence Town and Glen William	Three	Horseback ..	16 0 0	31 Dec., 1892.	
72 James Levey	Bendolba	Dungog, Bendolba, and Bandon Grove	Three§ ..	.....	33 0 0	31 Dec., 1890.
73 William Moore ...	Monkerai	Dungog and Monkerai	One	Horseback ..	14 0 0	31 Dec., 1891.	
74 Robert C. Leslie ...	Bendolba	Bendolba and Underbank	Three|| ...	Horseback ..	29 10 0	31 Dec., 1890.	
75 James Levey	Bendolba	Bandon Grove and Wangat (Little River.)	One.....	Horseback ..	24 0 0	Contract to terminate at three months' notice on either side.	
76 John Monaghan ...	Monkerai	Monkerai and Langworthy's	Two .....	.....	14 10 0	31 Dec., 1891.
77 William Dimmock..	West Maitland..	Railway Station, High-street, and Post Office, West Maitland.	Six or more times a day as required	Horse and van.	79 0 0	31 Dec., 1891.	

* Contractor allowed £28 a year extra to extend contract to Glen Rock once a week from 10 November, 1890.

† Contract cancelled from 15th June, 1890.

‡ Contractor allowed £10 a year extra for travelling to and from West Maitland instead of East Maitland, from 1st May, 1890. Contractor allowed £20 a year in addition for travelling to and from East Maitland, via West Maitland, from 21st June, 1890.

§ Contractor allowed the additional sum of £15 per annum for conveying an extra mail per week from 1st March, 1890.

|| Contractor allowed the additional sum of £10 10s. per annum for conveying an extra mail per week from 1st March, 1890.

Contractors		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
78 John A. Gouldsbury	Cessnock	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.
79 Edward Murphy	Rutherford, West Maitland.	West Maitland, Aberglasslyn, Rosebrook, Lamb's Creek, and Elderslie, calling at Hillsborough, Irishtown, and Stanhope.	Two	Coach.....	47 0 0	31 Dec., 1891.
80 George Sternbeck, jun.	Laguna	Wollombi and Laguna	Three	.....	18 15 0	31 Dec., 1892.
81 Henry Crebert	Lochinvar	Railway Station and Post Office, Lochinvar.	Twice or oftener daily.	.....	50 0 0	31 Dec., 1891.
82 Wm. E. Hughes	Branxton	Railway Station and Post Office, Branxton.	Twice or oftener daily.	4-wheeled coach, 1 horse.	35 0 0	31 Dec., 1892.
83 Thomas Woodorth	Branxton	Branxton, Rothbury, and Pokolbin ..	Three	1-horse buggy.	45 10 0	31 Dec., 1891.
84 James Thrift*	Elderslie	Branxton and Elderslie	Two	Horseback...	18 0 0	31 Dec., 1891.
85 Thos. Keenan	Vere	Whittingham, Vere, and Broke.....	Six	Horseback and buggy.	64 0 0	31 Dec., 1890.
86 Richard Snelson	Singleton	Railway Station and Post Office, Singleton (including conveyance of extra mails as required).	Twice or oftener daily.	4-wheeled vehicle, 2 horses.	50 0 0	31 Dec., 1891.
87 Edward Hornery† (Transferred to G. Honery from 1st April, 1890.)	Warkworth ..	Singleton, Boggy Flat, Warkworth, and Jerry's Plains, via Thorley's.	Three	Coach, 2 horses.	65 10 0	31 Dec., 1892.
83 Ronald Burns	Sedgefield.....	Singleton, Scott's Flat, Sedgefield, Westbrook, and Glendon Brook.	Two	.....	35 0 0	31 Dec., 1892.
89 George Crittenden	St. Clair	Singleton, Bridgeman, and St. Clair...	Two	.....	50 0 0	31 Dec., 1891.
90 Wm. Hayes	The Bulga	Boggy Flat and The Bulga	Three	.....	30 0 0	31 Dec., 1892.
91 Wm. M'Taggart	Howe's Valley ..	The Bulga and Howe's Valley	One	Horseback...	32 0 0	31 Dec., 1890.
92 Thomas O'Hara	Doyle's Creek ..	Jerry's Plains and Doyle's Creek	One	Horseback...	13 0 0	31 Dec., 1891.
93 Job Grainger	Rix's Creek	Railway Platform and Post Office, Rix's Creek.	Three	.....	15 0 0	31 Dec., 1890.
94 Charles F. Noble	Glennie's Creek..	Glennie's Creek and Goorangoola (including the clearance of the letter-box at Kermod's.)	Two	.....	30 0 0	31 Dec., 1891.
95 James Cafe.....	Muswellbrook ..	Railway Station and Post Office, Muswellbrook.	Twice or oftener daily.	2-wheeled cart, 1 horse	52 0 0	31 Dec., 1892.
96 James Cafe.....	Muswellbrook ..	Muswellbrook and Denman.....	Six	4-wheeled coach, 2 or more horses.	100 0 0	31 Dec., 1892.
97 Wm. Nowland	Wybong	Muswellbrook and Wybong	Two	.....	25 0 0	31 Dec., 1890.
98 Geo. F. Hain	Kayuga	Muswellbrook and Kayuga	Three	Horseback...	23 0 0	31 Dec., 1891.
99 Wm. Buddon, sen.	Limestone Creek, via Muswellbrook.	Muswellbrook and Dunbar's Creek ..	Two	.....	28 0 0	31 Dec., 1891.
100 James Cafe.....	Muswellbrook ..	Denman, Giant's Creek, Gungal, and Merriwa.	Six	4-wheeled coach, 2 or more horses.	270 0 0	31 Dec., 1892.
101 Thomas Elliott	Denman.....	Denman, Baerami, and Kerrabee, via Roscmount, Richmond Grove, and Belmont.	Three	Horseback...	78 10 0	31 Dec., 1890.
102 John Meaney	Wollar	Kerrabee, Bylong, and Wollar	Two	Horseback...	60 0 0	31 Dec., 1892.
103 Thomas J. Purvis	Baerami.....	Kerrabee and Widden	Two	Horseback...	33 0 0	31 Dec., 1890.
104 John Vigers	Muswellbrook ..	Merriwa, Bow, Willy Wally, Borambil, and Cassilis.	Three	Coach, 2 or more horses.	149 0 0	31 Dec., 1892.
105 John Meaney	Wollar	Merriwa and Wollar, via Kellick and Bow Creek.	One	Horseback...	35 0 0	31 Dec., 1890.
106 Richard Lee	Merriwa	Merriwa and Idaville, via Terragong...	One	Horseback...	35 0 0	31 Dec., 1890.
107 Charles Bolton	Cassilis	Cassilis and Turee Creek, via the surveyed line near Rotherwood.	One	Horseback...	27 0 0	31 Dec., 1890.
108 Thomas Braggett (Transferred to John Randell, from 1st April, 1890.)	Coolah	Cassilis, Old Turee, Coolah, and Binna-way.	Two	Horseback...	134 10 0	31 Dec., 1890.
103 Wm. J. Bolton	Cassilis	Cassilis, Uarbry, and Denison Town, via Lamb's, O'Malley's, and "Piper's Hotel."	Two	Horseback...	85 0 0	31 Dec., 1890.
110 James Lennox	Summer Hill, Cassilis.	Cassilis and Munnurra	One	Horseback...	15 0 0	31 Dec., 1890.
111 Charles Nott	Bolaro	Denison Town, Bolaro, and Cobbora...	Two	Horseback...	48 0 0	31 Dec., 1891.
112 Duncan Cumming	Davies Creek ..	Aberdeen, Rouchell Brook, and Davies Creek.	Two	.....	43 0 0	31 Dec., 1891.
113 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.
114 James Hardcastle	Scone	Scone, Gundy, Belltrees, and Moonan Brook.	Two	2 or more horse coach.	69 0 0	31 Dec., 1892.
115 Thomas C. Moody	Scone	Scone and Bunnan	Two	.....	46 10 0	31 Dec., 1890.
116 Thomas C. Moody	Scone	Scone, Woodlands, and Kar's Springs, via Margin's and Thornthwaite.	Two	Horseback...	49 10 0	31 Dec., 1891.

* Contractor deceased. Sureties (Thrift and Broadbent) paid for performance of service from 25th March, 1890.

† Contractor allowed £10 per annum extra to call at Gouldsville from 1st March, 1890.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
117 William Rose*	Stewart's Brook	Belltrees (on the road between Scene and Moonan Brook) and Stewart's Brook. (Contractor to convey mails once a week for a sum at the rate of £25 per annum, if required by the Postmaster-General to do so.)	Two	Horseback	£ 40 0 0	Contract to terminate at three months' notice on either side.
118 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.
119 Isaac Edmonds	Timor	Blandford and Timor	Two		34 0 0	31 Dec., 1890.
120 Henry Dean	Murrurundi	Railway Station, Murrurundi, and Post Offices, Haydonton and Murrurundi.	Twice or oftener daily.		33 0 0	31 Dec., 1891.
121 George Grace, jun.	Blackville	Willow-tree, Glasston, Blackville, Yarraman, Bundella, and Tambar Springs.	Three	Horseback	300 0 0	31 Dec., 1891.
122 Wm. Cropper	Wallabadah	Railway Station and Post Office, Quirindi.	Twelve or more.	Horseback	12 0 0	31 Dec., 1890.
123 Wm. Cropper	Wallabadah	Quirindi, Castle Mountain, and Wallabadah, via Quirindi Station and Main Road; and	Six	Horseback	60 0 0	31 Dec., 1890.
124 James Carpenter	Quirindi	Wallabadah and Fairview	Two			
125 Patrick Mugiven	Quirindi	Quirindi, Warrah Ridge, Pine Ridge, and Colly Blue, via Kickerbil and Webland.	Two		90 0 0	31 Dec., 1892.
126 James Burden	Quipolly	Quirindi, Spring Ridge, and Goran Lake, via Abbotsley.	Two	Horseback	78 10 0	31 Dec., 1892.
127 Edward Browne	Curlewis	Railway Station and Post Office, Quipolly.	Two	Horseback	19 10 0	31 Dec., 1892.
128 Daniel Leary	Gunnedah	From Curlewis to Wondoba, via Digby and Elsley's; returning from Wondoba to Curlewis, via Ellicott's	Three	Horseback	66 0 0	31 Dec., 1890.
129 John Walker	Coolah	Railway Station and Post Office, Gunnedah.	Twice or oftener daily.	Buggy	30 0 0	31 Dec., 1891.
130 John Barry	Mudgee	Gunnedah and Meermaul (Black Jack)	Two		16 0 0	31 Dec., 1891.
(Transferred to R. J. Nowland, from 1st July, 1890.)		Gunnedah, Mullaley, Rocky Glen, and Coonabarabran, via the New Government Road.	Three	2 or 4 horse coach.	280 0 0	31 Dec., 1890.
131 Louisa Engstrom	Sugarloaf Flat, Gunnedah.	Gunnedah and Mullaley, via Stevens', Morris', Little's, M'Kenzie's, Case's, Ingram's, Baker's, Beltington's, Clonan's, Westerveller's, Wightman's, Nixon's, Jackson's, Clemesha's Goolhi, Willmott's, and Cunningham's.†	Two	Pack-horse	95 0 0	31 Dec., 1892.
132 John Walker	Coolah	Mullaley, Tambar Springs, and Coolah, via Bando.	Two	2-horse coach.	163 15 0	31 Dec., 1891.
133 John Walker	Coolah	Mullaley, Tambar Springs, and Coolah, via Bando.	One	4-wheeled conveyance, 2 horses.	86 5 0	31 Dec., 1891.
134 James Bridge	Rocky Glen	Rocky Glen and Baradine, via Yamambah, Redbank, Old Yamambah, Sandy Holes, Dandy North, and Whittenbie.	One	Horseback	55 0 0	31 Dec., 1891.
135 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.
136 James Doyle	Coonabarabran	Coonabarabran and Tambar Springs, via Bradley's, at Baby Creek, Clay Holes, and Saltwater Creek.	One	Horseback	49 0 0	31 Dec., 1890.
137 William Conway	Boggabri	Railway Station and Post Office, Boggabri.	Twice or oftener daily.	Horseback, or double-seated buggy when necessary.	24 9 0	31 Dec., 1892.
138 Thomas O'Brian	Boggabri	Boggabri and Lindsay Station. (Contractor to travel via Grover's (The Rock) as well as via all places on route hitherto followed.)	Two	Horseback	100 0 0	31 Dec., 1892.
139 John Porter‡	Boggabri	Boggabri and Shaw's, Wean, 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, and Dubois'; and	Two	Horseback	84 0 0	31 Dec., 1890.
140 Robert H. Hill	Rocky Glen	Shaw's, Wean, and Manilla, via Penryn and Barney Springs.	One			
		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.

* Contract terminated on 31st December, 1890.

† Arrangements made with Contractor to travel via Sugarloaf instead of via Stevens', Morris Little's, and M'Kenzie's, from 11th January, 1890.

‡ Contract deceased. A. P. M'Gregor (surety) paid for performance of service from 1st January, 1890.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
141 Wm. Billingsley ...	Bulawa Creek, Narrabri.	Railway Station and Post Office, Narrabri.	No. of times per week. Once or oftener daily.	Horse and cart.	£ s. d. 65 0 0	31 Dec., 1892.
142 Michael Charters ...	Euriowie	Narrabri, Wee Waa, Pilliga, and Walgett.	Three.....	2 or 4 horse coach.	1,100 0 0	31 Dec., 1891.
143 Michael Charters ...	Euriowie	Narrabri, Millie, Bumble, and Moree	Six	2 or 4 horse coach.	760 0 0	31 Dec., 1890.
144 John Blayne	Narrabri	From Narrabri to Dunmore's, Marshall's, &c., returning to Narrabri by R. Robinson's, F. Orman's, Billingsley's, &c., as under previous contract.	Two .....	.....	45 0 0	31 Dec., 1892.
145 Robert Walker.....	Narrabri	Narrabri, Cryan, and New Cryan, via Clay's, Gundemaine, Lehane's, Cobcroft's, Barker's, Hardy's, Hollaud'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 (Capel's).	Two	2-horse coach (or on horseback in wet weather).	180 0 0	31 Dec., 1891.
146 Eli Davis	Terri-hi-hi, via Narrabri.	Narrabri, Eulourie, and Bingera, via Killarney, Edgeroi, Single's, Berrigal (Terri-hi-hi Out Station), Rocky Creek, Pallal, and Derra Derra.	One .....	.....	60 0 0	31 Dec., 1892.
147 James Woods	Wee Waa	Wee Waa and Baradine, via Cuttabri, Cubble, Yuligle, Cumble, Upper Cumble, and Gibbean.	One	Horseback...	99 19 0	31 Dec., 1891.
148 James J. Burrell ...	Pilliga	Wee Waa and Bugilbone, via Nowland's, Holcombe's, Thompson's, Fenwick's, St. Clair's, Boo Boo, Pine Grove, Knight's, Russell's, Bennett's, Powell's, Dempsey's, Murphy's, and Capp's, Millie.	Two	Horseback...	115 0 0	31 Dec., 1891.
149 John C. E. Collins..	Wee Waa	Wee Waa and H. Capel's, via Kellagher's, M'Phee's, Long Point, Belson's, Hutchinson's, Moore's, M'Farlane's, Thompson's, Baldwin's, G. Francis', Hollier's, Bolston's, and G. Capel's (Gorian).	One	Horseback..	65 0 0	31 Dec., 1890.
150 Thomas F. B. M'Kellar. (Transferred to D. Kelly, from 1st September, 1890.)	Yarraldool, via Pilliga.	Pilliga, Bugilbone, and Yarraldool, via Deenderrah and Edeumore.	Two	1-horse conveyance.	85 0 0	31 Dec., 1892.
151 Walter C. Colless..	Brewarrina	Walgett and Brewarrina	Two	Horseback..	250 0 0	31 Dec., 1891.
152 George T. Henry ...	Walgett.....	Walgett, Collarenebri, and Mogil Mogil, via Eurie Eurie, Manill. (Mercadool Homestead), and Bundabareena.	Two	Horseback, or 2-horse coach.	190 0 0	31 Dec., 1891.
153 James C. Matthews (Transferred to R. E. Boyle, from 1st July, 1890.)	Angledool	Walgett, Angledool, Currawillinghi, Goodooga, and Brenda.	One	4-wheeled conveyance, 2 or more horses.	396 0 0	31 Dec., 1891.
154 W. H. Smith.....	Euriowie	Walgett and Goodooga	One	Coach, 2 horses.	190 0 0	31 Dec., 1890.
155 John A. M'Namara	Walgett.....	Walgett and Goodooga, via Springs, Grawin, Wilby Wilby, and Muckerawa.	One	2 or more horse coach or pack-horse, as required.	165 0 0	31 Dec., 1892.
156 John A. M'Namara	Walgett	Walgett and Carinda, via Kidgear, Polly Brawan, Bogewong, and Warren Downs.	One	Coach, 2 or more horses.	135 0 0	31 Dec., 1892.
157 Walter C. Colless..	Brewarrina	Brewarrina, <i>Beemery</i> , and Bourke. (Contractor to convey mails once a week on horseback, for a sum at the rate of £100 per annum, if required by the Postmaster-General to do so.)	Two	2-horse coach	160 0 0	31 Dec., 1891.
158 George T. Henry ...	Walgett.....	Collarenebri and Angledool, via Gamblealley, Moongulla, Doyle's, Dunumbral, Moongulla, M'Kellar's, Piangobla, and Yarrambah; and	One ...	.....	149 0 0	31 Dec., 1891.
		Collarenebri and Piangobla, via Gamblealley, Doyle's, Dunumbral, and Moongulla.	One ...			
159 Hugh John M'Pherson.	Mogil Mogil.....	Mogil Mogil and Mungindi, via Gundabline, Pieton's, Caidmurra and Wirrah.	One	Horseback..	100 0 0	31 Dec., 1891.
160 James C. Matthews (Transferred to R. E. Boyle, from 1st July, 1890.)	Angledool.....	Angledool and <i>Bangate</i>	Two	Horseback, or conveyance.	30 0 0	31 Dec., 1891.

Contractors'		Postal Lines	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination or Contracts.
Names.	Addresses.					
			No. of times per week.		£ s. d.	
161 Richard Brennan ..	Moularah, Millie.	Millie, <i>Bulyeroi, 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, <i>Bulyeroi, 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 and packhorse.	300 0 0	31 Dec., 1891.
162 James Duff.....	Millie.....	Millie, Meroe, Currigundi, Harden's, and M'Donald's.	One .....				Horseback...	123 0 0	31 Dec., 1892.
163 Alfred A. Everingham. (Transferred to Farlow and Bedford, from 1st July, 1890.)	Moree	Moree, Pallamallawa, and Warialda, via Boolooroo, and up the north bank of the Big River, past Tareclari, crossing it at Boolooroo.	Two	2-horse coach or wagonette	165 0 0	31 Dec., 1891.
164 Arthur Farlow and David H. Bedford.	Moree	Moree, Ashley, Wallon, <i>Garah</i> , and Mungindi, via Midkin, Welbon, Cow Vale, Benarba, and Yarrowa.	Two	Coach, 2 or more horses	400 0 0	31 Dec., 1891.
165 Wm. Hexman	Moree	Moree, Meroe, and <i>Burrendoon</i> , via Combadello and M'Garry's.	Two	Horseback...	110 0 0	31 Dec., 1890.
166 Wm. Delander	Milburndale, via Moree.	Moree and Goonal, via Milburndale, Luckall, Barlow's, Prairie Dale, Keytah, Fishmoye, Boonaldoon, and Frank Wilnott's.	Two .....	.....	74 10 0	31 Dec., 1890.
167 Walter F. Cross ...	Talmoi, Moree...	Moree and Talmoi, via Williams', J. Cross', W. Cross', R. Jurd's, Lomax's, John Jurd's, Walmsley's, and G. James'.	One	Horseback ..	52 0 0	31 Dec., 1890.
168 Henry Holt	Wallon Creek, Moree.	Wallon (on the Moree and Mungindi mail line) and Gil Gil (Mr. M. Keniff's).	One	Horseback...	35 0 0	31 Dec., 1890.
169 A. A. E. Adams ... (Transferred to E. Murphy, from 1st April, 1890.)	Welbon, Moree..	<i>Welbon</i> , Boggabilla, and Goondiwindi	One .....	.....	100 0 0	31 Dec., 1890.
170 Robert Dodd	<i>Garah</i> , Moree ...	<i>Garah</i> and Kunopia, via M'Laughlin's, Christy's, Moore's, and Whalan New Station.	Two	Horseback...	105 0 0	31 Dec., 1892.
171 Daniel Reynolds ...	Oak Park, Moree	Kunopia and Mungindi, via Graman, Colunah, Champain's, and Myall Plain.	One	Horseback...	90 0 0	31 Dec., 1891.
172 Mary T. Bushell ...	Goondiwindi (Queensland).	Kunopia and Goondiwindi (Queensland).	One .....	.....	73 10 0	31 Dec., 1892.
173 Thomas Ingall	Goonoo Goonoo..	Railway Platform, Duri, Receiving Office, Duri, and Post Office, Goonoo Goonoo.	Six .....	.....	60 0 0	31 Dec., 1892.
174 Andrew A. Thibault	Tamworth.....	Railway Station and Post Office, Tamworth.	Three or four times or oftener daily.	Horse and cart.	43 0 0	31 Dec., 1892.
175 Alex. Robson.....	Nundle	Tamworth, Nemingha, Dungowan, Wooloomin, Bowling Alley Point, and Nundle; and Nundle, Mount Pleasant, and Hanging Rock.	Four	4-horse coach.	130 0 0	31 Dec., 1890.
176 Wm. J. Johnston...	Tamworth.....	Tamworth, Somerton, Carroll, and Gunnedah.	Three.....	2-horse coach.		
177 Thomas J. Bridges..	Moor Creek	Tamworth and Moor Creek	Two	Horseback...	24 0 0	31 Dec., 1890.
178 G. Wilkinson*	Tamworth.....	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 £1,150 per annum.)	Six	Coach, 2 or more horses.	1,775 0 0	31 Dec., 1891.
179 John Ryant†	Wambramorrow, near Nundle.	Nundle and Timor	One	Horseback...	44 10 0	Contract to terminate at three months' notice on either side, 31 Dec., 1891.
180 Matthew Hall	Highland Dale, 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	Horseback...	65 0 0	31 Dec., 1891.
181 Geo. T. Woolaston	Somerton	Somerton and Keepit	Two	Horseback...	43 0 0	31 Dec., 1890.

* Contractor agreed to call at Moorfield.

† Contract terminated on 31st December, 1890.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
182 John T. Clayton*...	Barraba	Barraba, Eulourie, and Moree, via Burindi, Campo Santo, Maryvale, Tareela, Little Creek, Carrangandi, Ullembarella, Pallal, Dera, Banghet, Ginerol, Gravesend, Binnigi, and Baldwin's.	One .....	.....	£ s. d. 95 0 0	31 Dec., 1892.
183 Walter A. Wood ...	Cobbadah	Cobbadah, Eulourie, and Moree, via Crawley's Station, H. M'Govern's, Carrangandi, Ullembarella, Rocky Creek, Terry-hi-hi, Bundoowithiddi, Thos. Pitman's, T. Jones', and C. Donaldson's.	One	Horseback...	115 0 0	31 Dec., 1891.
184 Robert Griffiths.....	Bingera	Bingera, Little Plain, Gum Flat, and Inverell. (Contractor to convey mails three times a week for a sum at the rate of £209 per annum, if required by the Postmaster-General to do so.)	Two	3-horse coach.	164 0 0	31 Dec., 1891.
185 James Melville	Bingera	Bingera and Bundarra, via Cooran-goora, Keira, Beverley, and Long Reach.	One	Horseback..	63 10 0	31 Dec., 1892.
186 Patrick Ryan.....	Warialda	Warialda and Wallangra, via Gournama, Croppa, and Claremont. ‡	Two .....	.....	105 0 0	31 Dec., 1890.
187 Philip Callachor ...	Yetman.....	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.	Two	Horseback..	229 0 0	31 Dec., 1891.
188 Charles M'Gee	Warialda	Warialda and Yagobie, via Highland Plain, East Lynne, Glendon, and Gravesend.	One	Horseback ..	30 0 0	31 Dec., 1892.
189 Philip Callachor ...	Yetman.....	Wallangra, Yetman, Boggabilla, and Goondiwindi (Queensland).	Two .....	.....	208 0 0	18 Feb., 1890.
190 Lloyd Barlow.....	Bendemeeer	Railway Station, Moonbi, and Post Offices, Moonbi and Bendemeer.	Three.....	Buggy, 2 horses.	55 0 0	31 Dec., 1890.
191 John Smith.....	Green Valley	Bendemeeer, Green Valley, and Kingstown.	One	Horseback..	39 0 0	31 Dec., 1890.
192 George M. Bowden..	Walcha	Walcha Road and Walcha	Twelve ..	.....	45 10 0	31 Dec., 1890.
193 Hugh Donohoe	Walcha Road	Walcha Road and Glen Morrison, via Surveyor's Creek Station, Aberbaldie, and Ingleba.	Two .....	.....	79 10 0	31 Dec., 1890.
194 Samuel Brazel.....	St. Leonards, Walcha.	Walcha and Yarrowitch, via Ohio, Europambola, Waterloo, Tiara, and Tia.	Two	Horseback...	80 0 0	31 Dec., 1892.
195 Edward Morcom ...	Port Macquarie..	Yarrowitch and Yarras, via Cell's Creek Diggings.	One	Horseback...	67 0 0	31 Dec., 1891.
196 Thomas J. Everett..	Uralla	Railway Station and Post Office, Uralla.	Twice or oftener daily.	2-horse coach	10 0 0	31 Dec., 1892.
197 James M'Hugh	Stanborough.....	Uralla, Balala, and Bundarra, via Toryburn, Stony Batter, and King John Swamp.	Three.....	2-horse coach	300 0 0	31 Dec., 1892.
198 James Green	Salisbury Court, Uralla.	Uralla, Salisbury Plains Station, and Salisbury Plains Receiving Office.	Two .....	.....	20 0 0	31 Dec., 1890.
199 Samuel Watson.....	Rocky River, Uralla.	Uralla and Rocky River	Three.....	.....	28 0 0	31 Dec., 1890.
200 John Tobin, jun.....	Dwyer's Range, Uralla	Uralla and Enmore, via Gostwyck and Mihi Creek.	One .....	.....	69 15 0	31 Dec., 1892.
201 John Carroll|| .....	Uralla	Uralla and Melrose, Postman's Creek	Two	4 horse coach	40 0 0	(Contract to terminate at three months' notice on either side.)
202 George Carter, jun..	Balala.....	Balala and Kingstown	One	Horseback...	31 0 0	31 Dec., 1892
203 James M'Hugh	Stanborough.....	Bundarra, Stanborough, Tingha, Gilgai, and Inverell.	Three.....	2-horse coach	178 0 0	31 Dec., 1890.
204 James Ford	Ironbark Station, Barraba	Bundarra, Woods' Reef, and Barraba...	One .....	.....	43 0 0	31 Dec., 1890.
205 Herbert King.....	Kingstown	Kingstown and Orabah	One	Horseback...	23 0 0	31 Dec., 1892.
206 James M'Hugh§.....	Stanborough	Tingha and Stannifer	Three.....	Horseback..	48 0 0	(Contract to terminate at three months' notice on either side.)
207 John Egan	Walcha	Railway Station and Post Office, Armidale.	Twice or oftener daily.	Buggy	80 0 0	31 Dec., 1891.
208 Thomas Egan.....	Armidale	Armidale, Yarrowyck, and Bundarra, via Invergowrie, Laura Station, and Abington.	Two	Horseback...	115 0 0	31 Dec., 1892.

* Sureties (J. Booth and R. Thame) paid for performance of service from 1st October, 1891.

† Contractor commenced to carry out tri-weekly service at £209 per annum from 1st February, 1890.

‡ Arrangements made with Contractor to travel via Giesler's, Sugarloaf Farm, Stevenson's Allandale, Stamm's West Holme, Mott's East View, Hussey's Agincourt, and Cooloolai, instead of via Claremont, for an additional sum of £10 a year from 1st February, 1890.

§ Contract terminated on 10th July, 1890, by notice from Contractor.

¶ Contract terminated on 31st December, 1890.

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.	
209 John B. Fitzgerald..	Armidale	Armidale, <i>Donald</i> , Armidale Gully, and Oban, via Guyrah, Rock Vale, Aberfoil, and Ward's Mistake Head Station; and Armidale and Oban, via Guyrah, Green Vale, Coningdale, Kilkoy, on the Chandler, Fairview, Camperdown, Lyndhurst, Aberfoil, Carndhu, and Ward's Mistake Head Station.	One	Horseback...	169 0 0	31 Dec., 1892.
210 Richard Hiddins ..	Armidale	Armidale, <i>Everleigh</i> , and Booroolong.	Three	Horseback...	63 0 0	31 Dec., 1892.
211 John B. Fitzgerald..	Armidale	Armidale, Wollomombi, Bellbrook, Hickey's Creek, Skillion Flat, Greenhill, West Kempsey, and Kempsey, via Hillgrove, Giogla, Long Flat Station, thence by main road to Five-day Creek, Towel Creek Station, Peedre Creek, and Toorookoo.	One	Horseback...	130 0 0	31 Dec., 1892.
212 Chas. J. Egan	Walcha	Armidale, <i>Hillgrove Station</i> , Wollomombi, Coutts' Crossing, South Grafton, and Grafton, via Gara, Major Parke's Stations, Hernani, and Rushford. (Contractor to travel alternately via Skinner's Creek, Blaxland's Flat, and Deadman's Creek.)	Two	Horseback..	248 0 0	31 Dec., 1891.
213 Richard Hiddins...	Armidale	Armidale and Puddledock, via J. Ryan's Pinch Flat.	One	Horseback...	19 0 0	31 Dec., 1891.
214 Andrew Cochrane..	Castle Doyle.....	Armidale and Castle Doyle.....	One .....	.....	20 0 0	31 Dec., 1890.
215 Thomas Smith	Armidale	Armidale and Hillgrove	Six	4-wheeled coach, 4 horses.	95 0 0	31 Dec., 1890.
216 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.
217 Joseph Connor	Guyra	Guyra and Tingha, via Sandy Creek, Brushy Creek, Tenterden Station, Waverley, Pioneer Sawmills, and New Valley.	One .....	.....	43 10 0	31 Dec., 1891.
218 Joseph Connor	Guyra	Guyra, Brockley, and Aberfoil School	One	Horseback...	24 10 0	31 Dec., 1890.
219 George Pitkin	Kangaroo Camp, via Tingha.	Wandsworth, Elsmore, Brodie's Plains, and Inverell, via Moredon, Paradise Creek, Shadewell Hill (Munro Brothers), Newstead South, and Newstead.	Three	Horseback...	130 0 0	31 Dec., 1892.
220 Thomas Lynn.....	Graham's Valley	Glencoe and Graham's Valley, via Simpson's, Stonehenge.	One	Horseback...	9 10 0	31 Dec., 1890.
221 William Sargeant*..	Mount Mitchell	Glencoe, Mount Mitchell, and Lode Hill.	One	Horseback...	30 0 0	Contract to terminate at three months' notice on either side.
222 Alfred Newman.....	Glen Innes	Railway Station and Post Office, Glen Innes.	Twice or oftener daily.	.....	30 0 0	31 Dec., 1891.
223 George Medhurst ..	Inverell.....	Glen Innes, Beaufort, Clarevaux, Wellingrove, Nullamanna, and Inverell, via Wellingrove Station, King's Plains, Apple-tree Gully, Vever's Sheep Station, A. McLeod's, and Brown's; with a branch mail to and from Nullamanna and Pindari via Nullamanna Head Station.	Two	Horseback...	178 0 0	31 Dec., 1891.
224 Richard Alcock.....	Glen Innes	Glen Innes, Beaufort, Matheson, Swan Vale, and Inverell.	Six	Coach, 2 or 4 horses.	160 0 0	31 Dec., 1892.
225 Daniel Lynch.....	St. Leonards, via Walcha.	Glen Innes, <i>Shannon Vale</i> , Bald Nob, Dalmorton, South Grafton, and Grafton, via Shambigne, Buccarumbi, Broad Meadows, Newton Boyd, and Big Hill. (The journey from Glen Innes to Grafton to be performed in twenty-four hours, and that from Grafton to Glen Innes in twenty-six hours; contractor to convey mails twice a week for the sum of £675 per annum, if required by the Postmaster-General.)	Three.....	2-horse coach	925 0 0	31 Dec., 1891.
226 John T. Cowan† ..	Cunglebung, via Dalmorton.	Dalmorton and Little Dora, via Cunglebung.	One .....	.....	70 0 0	Contract to terminate at three months' notice on either side.
227 George Young	Dundee Railway Station.	Railway Station and Post Office, Dundee.	Six .....	.....	60 0 0	31 Dec., 1891.
228 Geo. Fraser	Emmaville ...	Railway Station and Post Office, Deepwater; and Deepwater, Tent Hill, and Emmaville.	Twice or oftener daily. Six	2-horse coach	75 0 0	31 Dec., 1891.

* Contractor allowed £5 a year extra in consideration of extra distances travelled through removal of Lode Hill camp, from 23rd August, 1889 and for conveying an extra mail from Glencoe to Mount Mitchell

† Contract terminated on 15th October, 1890

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.	
Names.	Addresses.						
229	John Pollard*	Torington	Deepwater and Torington, via Nine-mile.	Two .....	.....	0 0	31 Dec., 1890.
230	Thos. Herbert	Tenterfield	Emmavilla, Argenton, and The Gulf, via Webb's Silver-mine and Kangaroo Flat.	One	Horseback...	95 0 0	31 Dec., 1890.
231	William Judge	Wellingrove	Wellingrove and Emmavilla, via Wellingrove Station, Strathbogie, and Webb's Consols Silver-mine.	One	Horseback, or packhorse if required.	46 0 0	31 Dec., 1890.
232	John T. Carson†	Inverell	Inverell, Rob Roy, Reedy Creek, and Warialda, via Gragin and Myalla.	Two	2-horse coach	135 0 0	31 Dec., 1892.
233	Philip Callachor ... (Transferred to J. Fitzpatrick, from 1st April, 1890.)	Yetman	Inverell, Goomoorah, Bukkulla, Ashford, and Bonshaw, via Byron, Arrawatta, Mepham's, Rye Green, Dinton Vale, Edgerton, and Monkstadt, Fraser's Creek.	Two	Horseback...	139 0 0	31 Dec., 1892.
234	Philip Donohue.....	Glen Innes	Inverell, Oakwood, Graman, and Wallangra, via Bannockburn and Kulki.	Two .....	.....	120 0 0	18 Feb., 1890.
235	James Gallagher ..	Tenterfield	Bonshaw, Sunnyside, and Tenterfield, via Clifton, Mole, and Mingoola Stations, and the south side of the Severn River.	Two	Horseback...	90 0 0	31 Dec., 1891.
236	Philip Callachor ...	Yetman	Bonshaw, Texas (Queensland), Glen Dhu, and Yetman, via Hinchbrook Park and Glen Dod.	One .....	.....	60 0 0	31 Dec., 1890.
237	John Quigley..... (Transferred to P. Hawkins from 26th July, 1890.)	Tenterfield	Railway Station and Post Office, Tenterfield.	Twelve or oftener.	Spring-van..	59 0 0	31 Dec., 1890.
238	Archibald M. Fletcher.	Villiers-street, Grafton.	Tenterfield, Steinbrook, Timbarra, Lionsville, Copmanhurst, Whiteman Creek, and Grafton, via Poverty Point, Melara, and Yulgilbar.	Two	Horseback...	287 0 0	31 Dec., 1891.
239	Henry Donnelly ...	Bryan's Gap, Tenterfield.	Tenterfield and Bryan's Gap	Two	Horseback...	18 0 0	31 Dec., 1891.
240	Michael Hawthorne (Transferred to J. Gallagher, from 23rd April, 1890.)	Tenterfield	Tenterfield, Boonoo Boonoo, and Willson's Downfall.	Two	Horseback..	60 0 0	31 Dec., 1892.
241	Henry F. Lumley ‡ (Transferred to Lallicrap & Brown, from 1st July, 1890.)	Tenterfield	Tenterfield, Sandy Hill, <i>Rossiterville</i> , and Drake.	Six	Coach, 2 or more horses	237 0 0	31 Dec., 1892.
242	David G. Smith.....	Willson's Downfall.	Willson's Downfall and Acacia Creek, via the surveyed road and Cullendore. (Contractor to convey mails once a fortnight for a sum at the rate of £26 per annum, if required by the Postmaster-General to do so.)	One	Horseback...	48 0 0	31 Dec., 1891.
243	Charles Piletts.....	Tenterfield	Drake, Tabulam, and Casino. (Contractor to convey mails six times a week for a sum at the rate of £396 per annum, if required by the Postmaster-General to do so.)	Three.....	Coach, 2 or 4 horses.	214 0 0	31 Dec., 1892.
244	Wm. Hooton	Lunatic Reefs, Drake.	Drake, <i>Lunatic Reefs</i> , and Pretty Gully	One	Horseback...	39 0 0	31 Dec., 1891.
245	James Hackett||.....	Snakes' Creek, Tenterfield.	Drake and Red Rock	Two .....	.....	84 0 0	31 Dec., 1890.
246	James Bezanson ...	Tenterfield	Tabulam, Murrangang, and Lawrence...	Two	Horseback...	87 0 0	31 Dec., 1891.
247	James Bezanson ¶.....	Tenterfield	Tabulam, Tooloom, <i>Woodenbong</i> , White Swamp, Acacia Creek, and Killarney (Queensland), via Bunalbo, Kangaroo Creek, Tooloom Station, New Koreelah, Old Koreelah, Lamb's Selection, Robertson's Saw-mills, and Spring Creek. (Contractor to convey mails thrice a week for a sum at the rate of £200 per annum, if required by the Postmaster-General to do so.)	Two	Horseback...	140 0 0	31 Dec., 1891.
248	George Olive	Myrtle Creek, Lawrence.	Casino and Lismore. (Contractor to convey mails four times a week for a sum at the rate of £50 per annum, if required by the Postmaster-General to do so.)	One .....	.....	20 0 0	31 Dec., 1890.
249	George Olive	Myrtle Creek, Lawrence.	Lawrence, Myrtle Creek, Casino, and Lismore.	Two	4-horse coach	240 0 0	31 Dec., 1890.

* Contractor allowed £25 per annum extra to convey a third mail a week from 1st April, 1890, between Deepwater and Nine-mile.

† Contractor's offer accepted to convey a third mail a week on horseback for £20 a year extra from 1st April, 1890.

‡ Subsidy increased by £52 per annum, in consequence of the increased quantity of mail matter forwarded, from 18th August, 1890.

§ Contract cancelled on 26th April, 1890.

¶ Contractor allowed £25 to surrender contract from 27th July, 1890.

|| Contractor allowed £5 per annum extra to call at Spring Creek School (Queensland), from 6th October, 1890.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual amount payable to Contractors.	Date of Termination of Contracts.	
Names.	Addresses.						
250	Kenneth M'Lean ..	Toooloom	Toooloom, <i>Woodenbong</i> , White Swamp, and Killarney (Queensland), via Mungarragan.	One	Horseback...	£ s. d. 62 0 0	31 Dec., 1892.
251	George J. Cook	Moleville, near Grafton.	Whiteman Creek and Stockyard Creek.	Two	Horseback...	20 0 0	31 Dec., 1891.
252	Edmund Burgess ..	Maclean.....	Ocean steamers as they pass up and down the Clarence River and Post Office, Maclean; and to convey the overland mails from the river steamers to the Post Office, Maclean.	Two or three, or more.	Wheelbarrow.	22 0 0	31 Dec., 1890.
253	John Wallace	Iluka	Clarence River Steamers and Post Offices, Iluka and Yamba, as required to meet steamers that arrive and depart, or that pass up and down the river; and Post Offices, Iluka and Yamba .....	..... Two... }	.....	40 0 0	31 Dec., 1891.
254	William Neale* ..	Harwood Island	The Wharf, Harwood Island, and Post Offices, Harwood Island, Chatsworth Island, New Italy, South Woodburn, and Woodburn.	Two	Coach, 5 horses.	180 0 0	31 Dec., 1891.
255	Augustus Neale ..	South Woodburn	Chatsworth Island, New Italy, South Woodburn, and Woodburn.	Four	Coach, 4 horses.	0 5 0	31 Dec., 1890.
256	John Davidson	Coldstream	Brush Grove and Coldstream.....	Two .....	.....	30 0 0	31 Dec., 1890.
257	John A. Taylor.....	Ulmarra	Ulmarra and Upper Coldstream	Two .....	.....	20 19 0	31 Dec., 1890.
258	C. G. Walsham.....	Grafton	Steamers' Wharf, Grafton, and Post Office, Grafton, on arrival and departure of steamers.	.....	.....	28 0 0	31 Dec., 1892.
259	James Walker	South Grafton ...	Grafton, South Grafton, Corindi, Clarence, Woolgoolga, Moonce Creek, Coff's Harbour, Fernmount, and Boat Harbour, via Small's, Pine Creek.	Two	Coach once a week, and horseback once a week.	208 0 0	31 Dec., 1890.
260	George Summers ...	South Grafton ...	Grafton and Southgate.....	Two .....	.....	26 0 0	31 Dec., 1892.
261	W. T. Kinnear	South Grafton ...	From South Grafton to Big Flat, Kangaroo Creek, Upper Kangaroo Creek, Glenreagh, Coramba, and Upper Orara, returning from Upper Orara to South Grafton, via Coramba, Bucca Bucca, Glenreagh, Upper Kangaroo Creek, Kangaroo Creek, and Big Flat; with a branch mail to and from Orara River crossing, near Kangaroo Creek and Glenreagh.	Two ... Two ... }	Horseback...	179 0 0	31 Dec., 1890.
262	Daniel Dixon.....	South Grafton ...	South Grafton, Gerymberry, Eatonsville, and Ramornie.	Two	Horseback...	25 0 0	31 Dec., 1892.
263	Frederick Davis ...	South Woodburn	South Woodburn, Woodburn, Swan Bay, Bungawalbin, Coraki, Tuckurimba, Wyrallah, Gundarimba, Steve King's Plain, and Lismore, 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	Steamer.....	319 0 0	31 Dec., 1891.
264	Alex. W. Munsie ... (Transferred to F. Davis, from 1st October, 1890).	South Woodburn	South Woodburn, Woodburn, Kilgin, Broadwater, East Wardell, Wardell, German Creek, North Pimlico 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	Steamer.....	300 0 0	31 Dec., 1891.
265	Wm. Ross, jun. ...	Woodburn	Coraki, Codrington, Tatham, Greenridge, and Casino.	Two	Coach, 2 horses.	80 0 0	31 Dec., 1890.
266	John J. M'Grade...	Deep Creek, via Casino.	Casino and Unungar	One .....	.....	50 0 0	31 Dec., 1891
267	Samuel Beardon	Dunoon.....	Lismore and Dunoon; and Dunoon, Byangum, and Murwillumbah	Two ... One ... }	Horseback...	89 0 0	31 Dec., 1890.
268	George Jarvis	Clunes	Lismore, Bexhill, Clunes, Eureka, and Brunswick, via Benny's Creek and Togarah Grass Main Road. (Contractor to travel via Byron Bay once a week, and to convey Bexhill mails by a branch line, if necessary).	Two	Coach, 2 or 4 horses, as required.	180 0 0	31 Dec., 1892.
269	Christian Balzer† ...	Lismore	Lismore, Wollongbar, and Alstonville; and Alstonville, Westbridge, and Ballina.	Two ... One ... }	Coach or buggy.	80 0 0	31 Dec., 1890.

* Contractor conveyed third mail a week from 6th December, 1890.

† Contractor allowed a sum at the rate of £50 per annum for any additional weekly mails required.

‡ Contractor allowed the sum of £10 for the period from 1st April, 1890, to 31st December, 1890, for conveying to Lismore the mails that arrive at Ballina from Sydney by steamer.

Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
Names.	Addresses.					
270 Alex. Brown	Lismore	Lismore, Blakebrook, Goolmangar, and Nimbin.	One	Horseback.	£ 39 0 0	31 Dec., 1891.
271 William Maher*	Woodlawn, Lismore.	Bexhill, Cooper's Creek, and Rosebank (Peter Williams').	One	.....	15 0 0	31 Dec., 1891
272 Joseph Dowling	Wollongbar	Wollongbar, Cowlong, and Pearce's Creek.	One	Horseback..	20 0 0	31 Dec., 1892.
273 Nathaniel Gordon†	Jiggi	Goolmangar and Jiggi	One	Horseback...	20 0 0	31 Dec., 1890.
274 Edward Bruce	Murwillumbah	Murwillumbah, Tumbulgum, and North Tumbulgum.	Six	Vehicle, 2 horses.	90 0 0	31 Dec., 1890.
275 James Jarvis	Clunes	Murwillumbah and Brunswick	Two	.....	80 0 0	31 Dec., 1891.
276 Robert W. Reddcliffe.	Mullumbimby, via Brunswick.	Brunswick and Mullumbimby	One	Horseback..	23 10 0	31 Dec., 1890.
277 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.
278 John O. Forster‡	Wardell	Wardell, Rous, and Alstonville.	Two	Spring-cart, 1 horse.	56 0 0	31 Dec., 1892.
279 Donald Wells	Newrybar, via Tintenbar.	Ballua, 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 Eight Settlers, on the road to Brunswick.	One	Horseback ..		
280 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, Sydney, and Redfern Railway Station.	On arrival and departure of English Mails.	Vans	150 0 0	31 Dec., 1892.
2 Wilson Quin'	Blenheim-street, Waverley.	General Post Office, Sydney, and Post Office, Waverley.	Threetimes or oftener daily.	Light spring-cart.	110 0 0	31 Dec., 1891.
3 Fredk. Auton	Arncliffe	General Post Office, Sydney, and the Post Offices, Newtown, Macdonaldtown, St. Peters, and Tempe.	Twelve	Village cart, 1 horse.	107 0 0	31 Dec., 1891.
4 John E. Face	Ryde	General Post Office, Sydney, and Post Offices, Abattoirs, West Balmain, and Gladesville. (Contractor to convey mails thrice a day for the sum of £175 per annum, and to extend service to Ryde for £20 per annum extra, if required by the Postmaster-General to do so.)	Twice a day.	4-horse coach.	150 0 0	31 Dec., 1891.
5 George Bridge	Ryde	Railway Station and Post Office, Ryde.	Thrice or oftener daily.	Horseback	58 0 0	31 Dec., 1890.
6 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.
7 E. Stidworthy	Wagga Wagga.	Railway Station, Kogarah, and Post Offices, Kogarah, Blakehurst, Sylvia, and Port Hacking, via Womora.	Six	Waggonette, 2 horses.	100 0 0	31 Dec., 1891.
8 James Slocombe	Canterbury	From Ashfield to Canterbury; and from Canterbury to Ashfield.	Thrice a day	Horseback	85 0 0	31 Dec., 1892.
			Twice or thrice a day as required			
9 Ann Milner	Belmore	Canterbury and Belmore	Six	.....	42 0 0	31 Dec., 1892.
10 George Vallins	Upper Bankstown.	Burwood, Enfield, Druitt Town, Bankstown, and Upper Bankstown.	Twelve	Waggonette, 2 or 3 horses.	120 0 0	31 Dec., 1890.
11 Wright Hampson	Grosvenor-street Woollahra.	From Botany to Lower Botany and La Perouse, via Coast Hospital; and from La Perouse to Lower Botany and Botany.	Six	Horseback, or 2-horse vehicle.	62 0 0	31 Dec., 1892.
			Six			

* Contractor's offer accepted to substitute a service between Lismore, Woodlawn, Cooper's Creek, and Rosebank, for £10 per annum extra, from 8th July, 1890.

† Contractor's offer accepted to convey mails to and from Lismore and Jiggi, at same subsidy, from 1st December, 1890.

‡ Contractor allowed £14 a year extra for calling at Rous Mill, from 8th September, 1890.

§ Contractor allowed £65 per annum extra to convey a second mail a week by 2-horse coach between Tintenbar and Brunswick, from 1st February, 1890.

¶ Contractor allowed £30 per annum extra to extend service to Bendi twice a day, from 10th May, 1890; contractor to call at Post Office, Woollahra, from 16th December, 1890.

PARTICULARS of Contracts entered into for the Conveyance of Post Office Mails, subsequent to 1st January, 1890.

Dates of commencement of Contracts.	Nos.	Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
		Names.	Addresses.					
1890.					No. of times per week.		£ s. d.	
20 Jan. ...	*281	George Fraser	Emnaville	NORTHERN ROAD. Deepwater and Castlerag. (Contractor to convey mails six times a week, for a sum at the rate of £59 per annum, if required by the Postmaster-General.)	Three	Coach 2 or more horses.	38 0 0	1890. 31 Dec.
20 Jan. ...	*296	Michael Charters ...	Euriowie	SOUTHERN ROAD. Boohgal, Mossiel, and Ivanhoe.	One	Coach ...	350 0 0	1892. 31 Dec.
1 Feb. ...	*282	James Buscombe	Gosford	NORTHERN ROADS. Railway Station and Post Office, Gosford (including the clearance of letter-boxes at East Gosford and Victoria and George Streets, once a day, and the railway station box three times a day).	Three times or oftener daily.	.....	55 0 0	31 Dec.
1 Feb. ...	*283	George Matthewson..	Salt Ash	William Town and Salt Ash...	Two	Horseback	25 0 0	1890. 31 Dec.
19 Feb. ...	*234	John Brodie	Wallangra	Inverell, Oakwood, Graman, and Wallangra, via Bannockburn and Kulki.*	Two	2-horse coach (pack-horse when coach impracticable).	149 0 0	1892. 31 Dec.
19 Feb. ...	*189	Philip Callachor	Yetman	Wallangra, Yetman, Bogga-billa, and Goondiwindi (Queensland).	Two	Horseback	140 0 0	31 Dec.
1 Mar. ...	*202	John E. Gilchrist ...	Dubbo	WESTERN ROADS. Forbes, Bogan Gato, Trundle Lagoon, and Dandalo, via West's, Todd's, Hertzog's, Christie's, Sawmill, Blow-clear, Gunning Bland, Troff's Homestead, Cobondry, Burra Burra, Mumble Plains, Block H, Woodlands Homestead, and Albert Waterholes.	One	Two-horse coach.	97 0 0	31 Dec.
1 Mar. ...	*297	Henry Filtness, jun.	Moonbah	SOUTHERN ROADS. Jindabyne and Moonbah	Two	Horseback	26 0 0	1890. 31 Dec.
1 Mar. ...	*298	John Lynch	Barmedman	Barmedman and Wallandry, via Kildary and Buddigower.	One	Horseback or conveyance if necessary	43 0 0	31 Dec.
1 Mar. ...	*299	James W. P. Shields	Bobundarah	Timbery Range and Bombala, via Gunnigrah and Buckalong.	One	Coach, buggy, or horseback	85 0 0	1891. 31 Dec.
1 Mar. ...	*300	Thomas M'Guire	Hay	From Linnett's "Junction Hotel" (on the Balranald and Ivanhoe mail line) to Block D, Magenta House, Woolpagerie Out-station, Gol Gol, Garn Pang, and Pan Ban, returning to Linnett's "Junction Hotel" via Mulurulu, Gol Gol, Woolpagerie out-station, Magenta House, and Block D.	One	Pack-horses.	99 0 0	1892. 31 Dec.
1 Mar. ...	*284	Wm. Hetherington (Transferred to Jonah Thomas from 1 July, 1890.)	Lambton	NORTHERN ROADS. Charlestown, Belmont, Swansea, and Catherine Hill Bay.	Six .....	.....	120 0 0	31 Dec.
1 Mar. ...	*285	Charles F. Noble	Glennie's Creek..	Glennie's Creek and Goorangoola (including the clearance of the letter-box at Kermode's).	One .....	.....	21 0 0	1891. 31 Dec.
1 Mar. ...	*286	Thomas M'Bride	Forster	Bungwall Flat and Forster (Contractor to convey mails twice a week for a sum at the rate of £52 per annum, if required by the Postmaster-General to do so.)	One	Horseback	25 0 0	1890. 31 Dec.
1 April ...	*203	David Phillips	Richmond	WESTERN ROADS. Richmond and Agnes Banks..	Six .....	.....	46 16 0	31 Dec.
1 April ...	*205	Jeremiah Murphy ...	Cargo	Cargo and Canangles	One	Horseback	12 0 0	Contract to terminate at three months' notice on either side. 1892.
1 April ...	*206	John Buckley	Eauabalong	Eauabalong and Lake Cudgellico.	One	Two-horse coach.	55 0 0	31 Dec.

* Contractor allowed £10 per annum extra for calling at Cherry Tree Hill from 11 May, 1890.

† Contract cancelled, 31 August, 1890.

Date of commencement of Contracts.	Nos.	Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination or Contracts.
		Names.	Addresses.					
1890.				NORTHERN ROADS.				
1 April ...	*287	Patrick Fitzgerald ...	Dungog	Dungog and Alison	Three.....	.....	14 0 0	1891.
1 April ...	*288	David Carruthers ...	Willson's Downfall.	Willson's Downfall and River-tree. (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 .....	.....	25 0 0	31 Dec. Contract to terminate at three months' notice on either side.
1 April ...	*204	James Small.....	Orange	WESTERN ROAD. Molong, Camnock, and Peak Hill.	Three.....	2 or 4-horse coach.	180 0 0	1891. 31 Dec.
21 April ...	*12	Charles Waterhouse	Milson's Point...	SUBURBAN ROAD. { General Post Office, Sydney, and Post Office, St. Leonards; and Post Office and Railway Station, St. Leonards.	Twice daily. Once or oftener daily as required.	Horse & Vehicle.	96 0 0	31 Dec.
1 May ...	*207	William Hawkins ...	Wilberforce	WESTERN ROAD. Wilberforce, Ebenezer, and Sackville Reach.	Three.....	Horseback	25 0 0	1892. 31 Dec.
1 May ...	*301	George S. Johnson ...	Rose Valley	SOUTHERN ROAD. A point on the Kiama-Gerrin-gong mail line and Rose Valley.	Six .....	.....	26 0 0	1891. 31 Dec.
1 May ...	*289	J. J. McGrade	Casino	NORTHERN ROAD. Casino, Roseberry, and The Risk.	One.....	.....	38 0 0	1890. 31 Dec.
1 May ...	*243	John Donoghue	Tenterfield	Drake, Tabulam, and Casino	Three.....	2 or 4 horse coach.	719 0 0	31 Dec.
1 June ...	*302	William H. Read ...	Yancannia, via Yandario.	SOUTHERN ROAD. Yandarlo and <i>Bootra</i> , via Yancannia and Salisbury.	One .....	.....	100 0 0	891. 31 May
1 June ...	*208	Stephen Myers	Comleroy Road..	WESTERN ROAD. Kurrajong and Comleroy Road	Two .....	.....	20 0 0	31 Dec.
1 June ...	*290	Thomas M. Drinan...	Gosforth	NORTHERN ROAD. West Maitland and Gosforth. (Contractor to convey mails twice a week for a sum at the rate of £27 10s. per annum, if required by the Postmaster-General to do so.)	Three.....	Horseback	37 0 0	31 Dec.
16 June ...	*54	Patrick Keogh.....	Taree	Kempsey, Frederickton, Clybucca, Macksville, Deep Creek, Bellinger Heads, Fernmount, and Boat Harbour; with a branch mail to and from Macksville and Nambucca Heads, via Thomas Davis' Saw-mills, and the Lower Numbucca.	Three... Three...)	Coach, 2 or 4 horses, as required	200 0 0	1890. 31 Dec.
25 June ...	*152	Henry Rowley.....	Dubbo	WESTERN ROAD. Dubbo, Brocklehurst, <i>Burslem's</i> , Gilgandra, Curban, Gulargambone, and Coonamble, via Coalbogge Creek, Talbragar Bridge, and Terramungamine.	Three.....	3 or more horse coach	890 0 0	1892. 31 Dec.
1 July ...	*209	John Fyvie	Llandilo	Penrith and Llandilo.....	Two	Horseback	20 0 0	31 Dec.
1 July ...	*303	Arthur J. Powning...	Nimitybelle	SOUTHERN ROAD. Nimitybelle and Bobundara..	One	Horseback	35 0 0	1891. 31 Dec.
11 July ...	*201	John Carroll.....	Uralla	NORTHERN ROAD. Uralla and Melrose	Two .....	.....	70 0 0	1892. 31 Dec.
1 Aug. ...	*210	Arthur S. Wood	Limestone, via Cudgong.	WESTERN ROAD. Cudgong and Gulgamree ...	Two	Horseback	16 0 0	31 Dec.
1 Aug. ...	*304	William Main	Temora	SOUTHERN ROADS. Temora and Morangarell, via Campbell's, Duck Creek, Ellis's, Eason's, Doubleday's, and Narraburra Station.	One	Horseback	50 0 0	1891. 31 Dec.
1 Aug. ...	*305	Patrick Flood	Bournda, Merimbula.	Bega and Merimbula, via Jellet Jellet, Wallagoot, and Bournda.	One	Horseback or buggy.	23 19 0	31 Dec.
1 Aug. ...	*306	James Makay	Bungendore ...	Bungendore and Inglewood Forest.	Three.....	Horseback or 2-wheeled vehicle, 1 horse, if required.	25 0 0	31 Dec.

Date of commencement of Contracts.	Nos.	Contractors'		Postal Lines.	Frequency of Communication.	Mode of Conveyance.	Annual Amount payable to Contractors.	Date of Termination of Contracts.
		Names.	Addresses.					
1890.				NORTHERN ROADS.	No of times per week.		£ s. d.	1892.
1 Aug. ...	b291	Ronald Burns	Sedgefield	Singleton, Scott's Flat, Sedgefield, Westbrook, and Glendon Brook.	One .....	.....	17 10 0	31 Dec.
1 Aug. ...	c293	Duncan M'Intyre ...	Glen Innes	Glen Innes, Red Range, Kookabookra, and Bear Hill.	Two	2-horse coach.	120 0 0	Contract to terminate at three months' notice on either side. 1892.
1 Sept. ...	a307	Edwin J. Cummings	Woodlands, via Darlington Point.	SOUTHERN ROADS. From Darlington Point Post Office to Warrenesda Mission Station; thence to the homesteads of Cummings (Woodlands), E. Lander, D. Fraser, Kook & Sons, L. Lander, and thence to Darlington Point Post Office.	Two	Horseback	29 10 0	31 Dec.
1 Sept. ...	f300	Henry Linnett	Balranald	From Linnett's "Junction Hotel" (on the Balranald and Ivanhoe Mail Line), to Block D, Magenta House, Woolpagerie Out Station, Gol Gol, Garn Pang, and Pan Ban; returning to Linnett's "Junction Hotel," via Mulurulu, Gol Gol, Woolpagerie Out Station, Magenta House, and Block D.	One .....	.....	175 0 0	31 Dec.
1 Sept. ...	a292	William M. Stevenson.	Guyra	NORTHERN ROAD. Guyra, Oban, Kookabookra, and Bear Hill, via Ward's Mistake Station.	One	Horseback	60 0 0	1891. 31 Aug.
1 Sept. ...	m183	Alfred Francisco ...	Cobar	WESTERN ROAD. Cobar and Bulla Bulla, via No. 1 Government Tank, Wilcannia Road, Tambua Letter-box, "Dominick's Hotel," No. 2 Government Tank, Barnato Station, Mulga Downs, Gidgee Gap, Tiltagoona, Innesowen, and Jacob's Well.	One	2-horse coach to Barnato, and thence to Bulla Bulla, on horseback.	60 0 0	31 Dec.
1 Oct. ...	a308	James Doyle	Hoxton Park ..	SOUTHERN ROADS. Liverpool and Hoxton Park...	Two	Horseback	11 19 0	1892. 31 Dec.
1 Oct. ...	a309	Patrick M'Mahon ...	Corowa	Corowa and Lower Corowa ..	Six	Horseback	16 0 0	1891. 31 Dec.
1 Oct. ...	a294	James Goodwin	Shannon Vale ...	NORTHERN ROADS. Glen Innes and Shannon Vale	Two	Horseback	20 0 0	31 Dec.
1 Oct. ...	a295	Harriet White.....	Arding	Uralla and Arding, via Methven.	Two	Horseback	25 0 0	31 Dec.
6 Oct. ...	a13	Wright Hampson ...	Botany	SUBURBAN ROAD. General Post Office, Sydney, and Post Offices, Redfern and Alexandria.	Three or four times a day, as required	Horseback or vehicle.	88 0 0	1892. 31 Dec.
1 Nov. ...	n272	William Reed	Hay	SOUTHERN ROAD. Railway Station and Post Office, Hay.	Once or oftener daily.	Cart	60 0 0	1891. 31 Dec.
1 Nov. ...	c14	George T. Atkinson	Ermington	SUBURBAN ROADS. Railway Station, Ryde, and Post Offices, Ermington and Dundas.	Twice a day.	Horseback & vehicle.	50 0 0	31 Dec.
1 Nov. ...	c15	Frederick Randall ..	Rydalmere	Parramatta and Rydalmere...	Twice a day.	Horseback	41 10 0	1892. 31 Dec.
1 Nov. ...	c16	Charles O. Lamb ...	Parramatta	Parramatta and Carlingford .	Twice a day.	2-horse coach.	25 0 0	31 Dec.

* New line. † Additional communication. ‡ New arrangement. § In lieu of No. 234, Northern Roads, in general list. ¶ In lieu of No. 199, Northern Roads, in general list. †† In lieu of Nos 12 and 13, Northern Roads, in general list. ‡‡ In lieu of No. 243, Northern Roads, in general list. §§ In lieu of No. 54, Northern Roads, in general list. ¶¶ In lieu of No. 152, Western Roads, in general list. ††† In lieu of No. 201, Northern Roads, in general list. ‡‡‡ In lieu of No. 300, Southern Roads, in list of contracts commencing 1st March. §§§ In lieu of No. 183, Western Roads, in general list. ¶¶¶ In lieu of No. 272, Southern Roads, in general list.

APPENDIX F.

COMPARATIVE Return showing the Number and Amount of Money Order Transactions in New South Wales with various countries for the year 1890, compared with the year 1889 :—

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.
1890	30,916	£ 107,125	7,606	£ 27,608	4,518	£ 16,314	12,336	£ 26,938	6,872	£ 23,702	21,592	£ 60,594	9,865	£ 31,082	9,735	£ 21,694	1,866	£ 6,683	4,231	£ 10,748	31,812	£ 96,325	33,422	£ 85,000
1889	32,654	114,003	7,079	26,331	4,503	16,703	10,098	23,698	6,329	23,344	18,255	59,359	8,252	26,848	7,877	17,495	1,954	5,023	2,812	8,237	29,004	92,553	26,733	76,005
Increase..	.....	.....	527	1,277	15	.....	2,238	3,240	543	358	3,337	1,235	1,613	4,234	1,858	4,199	512	1,660	1,419	2,511	2,808	3,772	6,689	8,995
Decrease..	1,738	6,878	.....	.....	.....	389	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
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.
1890	236	£ 1,027	1,081	£ 2,607	448	£ 2,178	47	£ 166	816	£ 6,089	144	£ 694	1,447	£ 5,092	485	£ 2,179	167	£ 780	133	£ 697	47	£ 188	89	£ 402
1889	182	887	828	1,971	640	3,576	50	217	895	7,177	101	436	1,579	6,085	498	2,623	166	818	187	739	41	159	67	300
Increase..	54	140	253	636	.....	.....	.....	.....	.....	.....	43	258	.....	.....	.....	.....	1	.....	.....	.....	6	29	22	102
Decrease..	.....	.....	.....	.....	192	1,397	3	51	79	1,089	.....	.....	132	993	13	444	.....	38	4	42	.....	.....	.....	.....
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.				
1890	88	£ 374	24	£ 45	14	£ 49	6	£ 12	19	£ 53	3	£ 8	89,131	£ 297,061	90,934	£ 239,392	353,294	£ 955,244	442,425	£ 1,252,305				
1889	98	421	98	144	13	82	9	15	8	43	4	15	85,718	297,726	74,646	217,586	314,769	890,501	400,487	1,188,227				
Increase..	.....	.....	.....	.....	1	.....	.....	.....	11	6	.....	.....	3,413	.....	16,288	21,806	33,525	64,743	41,938	64,078				
Decrease..	10	47	74	99	.....	33	3	3	.....	.....	1	7	.....	665	.....	.....	.....	.....	.....	.....	.....	.....	.....

APPENDIX G.

ACCOUNT of all Deposits received and paid from 1st January to 31st December, 1890, together with a statement of the total amount due to all Depositors at the close of 1890.

	£	s.	d.		£	s.	d.	
Balance brought forward from 1889	1,729,890	15	4	By amount of Repayments during 1890 ...	1,115,505	6	0	
To Cash received from Depositors during 1890.....	1,108,293	17	6	Balance as per Savings Bank Ledgers	£1,871,490	8	3	
Interest added to Depositors' Accounts for 1890	63,225	7	9	Unpaid warrants.....	4,414	6	4	
	£	2,991,410	0	7		1,875,904	14	7
					£	2,991,410	0	7

LIABILITIES AND ASSETS.

	£	s.	d.		£	s.	d.		
To Balance due to all Depositors at the close of 1890.....	1,875,904	14	7	By amount of Security in the Treasury Chest, viz. :—					
				New South Wales "Four per Cents."...	296,466	13	11		
				Debentures	89,200	0	0		
				Treasury Bills	1,270,000	0	0		
				Cash in hands of Superintendent	15,703	12	2		
				Ditto in Treasury, not invested	195,185	19	10		
				Interest due on balance remaining uninvested to 31st December, 1890, computed at 4%	3,617	7	7		
Balance (excess of Assets)	24,417	12	3	Interest due on investments.....	30,148	13	4		
	£	1,900,322	6	10		£	1,900,322	6	10

PROFIT AND LOSS ACCOUNT.

	£	s.	d.		£	s.	d.		
To Departmental Expenses for 1890	5,000	0	0	Balance from preceding Account.....	23,193	19	1		
Interest added to Depositors' Accounts	63,225	7	9	By amount of Interest on Investments in "Four per Cents" and Treasury Bills	65,826	13	4		
				Interest due on balance in the Treasury, not invested on 31st December, 1890, at 4%	3,617	7	7		
Balance	24,417	12	3						
	£	92,643	0	0		£	92,643	0	0

A. J. DOAK, Superintendent.
Government Savings Bank, Sydney, 27th February, 1891.

DANIEL O'CONNOR,
Postmaster-General.

I certify that the foregoing statement of all deposits received and paid from 1st January to 31st December, 1890, has been examined and found to correspond with the Books and Accounts of the Government Savings Bank.

E. A. RENNIE,
Auditor-General.

APPENDIX H.

INTERNATIONAL TELEGRAPH CONVENTION, 1890.

ART. 1.

The High Contracting Parties recognise the right of all persons to correspond by means of the international telegraphs

ART. 2.

They undertake to adopt all necessary measures to insure the secrecy of messages and their prompt despatch.

ART. 3.

They, however, declare that they accept no responsibility on account of the service of the international telegraphs.

ART. 4.

Each Government undertakes to devote to the international telegraph service special wires, in sufficient number to insure a rapid transmission of telegrams.
These wires shall be established and worked in the best manner that experience in the service has made known.

ART. 5.

Telegrams are classed in three categories :—

- 1st. Government telegrams : those which emanate from the Chief of the State, Ministers, Commanders-in-Chief of Land or Sea Forces, and diplomatic or consular Agents of the Contracting Governments; also the replies to such telegrams.
- 2nd. Service telegrams : those which emanate from the Telegraph Administrations of the Contracting States, and which relate either to the services of international telegraphy, or to objects of public interest agreed upon between the said Administrations.
- 3rd. Private telegrams.

In transmission, Government telegrams take precedence of other telegrams.

ART.

ART. 6.

Government and service telegrams may be forwarded on all occasions in secret language. Private telegrams in secret language may be exchanged between two States which admit that mode of correspondence. States which do not admit private telegrams in secret language to emanate from, or terminate at, their offices, will allow them to pass in transit, unless the service be suspended, as defined in Art. 8.

ART. 7.

The High Contracting Parties reserve to themselves the power to stop the transmission of any private telegram which may appear dangerous to the security of the State, or which may be contrary to the laws of the country, to public order, or decency.

ART. 8.

Each Government also reserves to itself the power to suspend the service of the international telegraphs for an indefinite period, if it judges it necessary; either generally, or only upon certain lines and for certain kinds of messages, upon condition that it immediately advises each of the other Contracting Governments.

ART. 9.

The High Contracting Parties engage to enable every sender to profit by the different arrangements agreed upon between the Telegraph Administrations of the Contracting States, for the purpose of giving additional guarantees and facilities for the transmission and delivery of messages.

They also undertake to enable him to profit by the arrangements made and notified by any one of the other States, for the employment of special means of transmission or delivery.

ART. 10.

The High Contracting Parties declare their adoption of the following bases for the formation of International Tariffs:—

The charge for all messages exchanged, by the same route, between the offices of any two of the Contracting States, shall be uniform. In applying this principle, however, a State may be subdivided in Europe into two large territorial divisions, but not more.

The rate of charge is laid down from State to State, under agreements between the terminal Governments and the intermediate Governments.

The charges composing the tariffs applicable to the messages exchanged between the Contracting States may, at any time, be modified by a common agreement.

The franc is the monetary unit employed in the composition of international tariffs.

ART. 11.

Telegrams relating to the international telegraph service of the Contracting States are transmitted free over all the lines of the said States.

ART. 12.

The High Contracting Parties reciprocally owe each other account of the charges which they respectively collect.

ART. 13.

The stipulations of the present Convention are completed by Service Regulations, the provisions of which may be, at any time, modified by common accord by the Administrations of the Contracting States.

ART. 14.

A central office, placed under the superior authority of the chief Administration of one of the Contracting Governments, designated for that purpose in the Service Regulations, is appointed to collect, arrange, and publish information of all kinds relating to international telegraphy, to circulate requests for modifications of tariffs and Service Regulations, to give notice of the changes adopted, and generally to study all subjects, and execute all work entrusted to it in the interest of international telegraphy.

The expenses incurred in working this office are supported by all the Administrations of the Contracting States.

ART. 15.

The Tariffs and Service Regulations provided for by Articles 10 and 13 are annexed to the present Convention. They possess the same value, and come into operation at the same time, as the Convention.

They will be subjected to revisions, at which all the States which have taken part in them will have the right to be represented.

With this object, Administrative Conferences will take place periodically, each Conference fixing the time and place of the next meeting.

ART. 16.

These Conferences are composed of delegates representing the Administrations of the Contracting States.

In the deliberations, each Administration has a right to one vote, provided always that when there are different Administrations of the same Government, a request to this effect shall have been made through the diplomatic channel to the Government of the country in which the Conference is to take place, before the date fixed for its opening, and also that each of the different Administrations has a special and distinct representation.

The revisions resulting from the deliberations of the Conferences can only come into operation after they have been approved by all the Governments of the Contracting States.

ART. 17.

The High Contracting Parties reserve to themselves respectively the right to make separately, among themselves, particular arrangements of every kind in matters of service which do not interest the generality of the States.

ART. 18.

States which have not taken part in the present Convention will be admitted to adhere to it on their request.

This adhesion will be notified through the diplomatic channel to the Contracting State in which the last Conference was held, and by that State to all the others.

It will convey, with full right, accession to all the clauses and admission to all the advantages stipulated by the present Convention.

ART. 19.

Telegraphic relations with non-adhering States or private Companies are regulated, in the general interest of the progressive development of communication, by the Service Regulations provided for by Article 13 of the present Convention.

ART. 20.

The present Convention will be put into execution from 1st January, 1876, new style, and will remain in force for an indefinite period, or until the lapse of one year from the date of its renunciation.

A renunciation made by any State only affects that State. The Convention remains in force for the other Contracting Parties.

ART. 21, and last.

The present Convention will be ratified and the ratifications exchanged at St. Petersburg with as little delay as possible.

Done at St. Petersburg, the 1st/₂ July, 1875.

INTERNATIONAL SERVICE REGULATIONS ANNEXED TO THE INTERNATIONAL TELEGRAPH CONVENTION OF ST. PETERSBURG.—
PARIS REVISION, 1890.

Article 13 of the Convention.

The stipulations of the present Convention are completed by Service Regulations, the provisions of which may be, at any time, modified by common accord by the Administrations of the Contracting States.

1. *International System.*

Article 4 of the Convention.

Each Government undertakes to devote to the international telegraph service special wires, in sufficient number to insure a rapid transmission of telegrams.

These wires shall be established and worked in the best manner that experience in the service has made known.

J.

1. Offices between which the exchange of telegrams is continuous and very active, are, as far as possible, connected by direct wires. These wires have a maximum electrical resistance of $12\frac{1}{2}$ ohms per statute mile, and offer sufficient guarantees in respect of mechanical resistance and insulation. The service of these wires, relieved from the work of intermediate offices, is as a rule devoted to traffic between the two offices designated as their terminal points.

3. These wires are established in sufficient number to satisfy all requirements of the traffic exchanged between two terminal offices. When this traffic is above 500 telegrams (about 7,000 words) per day per wire, the two Administrations concerned provide either for the establishment of a new conductor direct, or for working the line by a system of instruments more rapid than the Hughes instrument.

3. These wires may be taken from their special service in case of derangement of the lines; but they should be returned to it as soon as the derangement ceases.

4. The Telegraph Administrations indicate one or more intermediate offices, on each wire, which are obliged to receive messages in transit, when direct transmission between the two terminal offices is impossible.

II.

1. The Administrations co-operate within the limits of their respective spheres of action, for the protection of the international wires and submarine cables; they combine their arrangements so that the best results may be obtained from each wire.

2. Experiments are made on Sunday mornings to ascertain the insulation and resistance of the international wires on main lines, by arrangement of the terminal offices. The results are recorded in registers kept for that purpose.

3. The Departmental heads of the sections worked by international wires communicate with each other direct in order to regulate and carry out the experiments and insure the application of the arrangements agreed upon in the interest of the common service.

III.

The service of the international wires is provided for by the Morse instrument between offices where the work is moderate and by instruments of greater rapidity upon lines where the traffic is more particularly active.

IV.

1. Between important towns of the Contracting States, the service is, as far as possible, permanent, day and night without interruption.

2. Ordinary offices, performing full day duty, are open to the public at least from 8 a.m. to 9 p.m.

3. The hours during which offices of limited duty are kept open are fixed by the respective Administrations of the Contracting States. Each State is at liberty to arrange that offices of full day duty shall perform only limited duty on Sundays. It communicates this arrangement to the International Office, which notifies it to the other Administrations.

4. Offices at which the duty is not permanent cannot be closed before transmitting all their international telegrams to an office at which the duty is permanent.

5. Between two offices of different States, communicating by a direct wire, the signal for closing is given by the office belonging to the State whose capital is situated the most to the west.

6. This rule applies to the division of watches and closing of diaries in offices performing permanent duty.

7. The same time is kept by all the offices of each State; this is generally the mean time of the capital of the State.

V.

In documents used in the international service the following notations are adopted to designate the telegraph offices —

N. Office performing permanent duty (day and night).

N. } Office performing day duty prolonged to midnight.

2. } Office performing full day duty.

L. Office performing limited day duty (*i.e.*, open during a number of hours less than the offices performing full day duty).

F. Railway telegraph office open for private messages.

P. Office of a private Company.

S. Semaphore station.

K. Office which forwards telegrams of all kinds, but which only receives for delivery those addressed "telegraph waiting" or to be remitted within the precincts of a railway station. } These notations can be combined with those preceding.

E. Office open during the stay of the Court only.

B. Office open during the bathing season only.

H. Office open during the winter season only.

L. } Office performing full duty during the bathing season, and limited duty during the rest of the year.

B.C. } Office performing full duty during the winter, and limited the rest of the year.

L. } Office performing full duty during the winter, and limited the rest of the year.

H.C. } Office performing full duty during the winter, and limited the rest of the year.

* Office closed.

2. *General Traffic Arrangements.*

Article 1 of the Convention.

The High Contracting Parties recognise the right of all persons to correspond by means of the international telegraphs.

Article 2 of the Convention.

They undertake to adopt all necessary measures to insure the secrecy of messages and their prompt despatch.

Article 3 of the Convention.

They, however, declare that they accept no responsibility on account of the service of the international telegraphs.

Article 5 of the Convention.

Telegrams are classed in three categories:—

1st. Government telegrams: those which emanate from the Chief of the State, Ministers, Commanders-in-Chief of Land or Sea Forces, and Diplomatic or Consular Agents of the Contracting Governments; also the replies to such telegrams.

2nd.

2nd. Service telegrams : those which emanate from the Telegraph Administrations of the Contracting States, and which relate either to the service of international telegraphy, or to objects of public interest agreed upon between the said Administrations.

3rd. Private telegrams.

In transmission, Government telegrams take precedence of other telegrams.

Article 7 of the Convention.

The High Contracting Parties reserve to themselves the power to stop the transmission of any private telegram which may appear dangerous to the security of the State, or which may be contrary to the laws of the country, to public order or decency.

Article 8 of the Convention.

Each Government also reserves to itself the power to suspend the service of the international telegraphs for an indefinite period, if it judges it necessary, either generally, or only upon certain lines and for certain kinds of messages, upon condition of its immediately advising each of the other Contracting Governments.

3. Manner of writing and acceptance of Telegrams.

Article 5 of the Convention.

Telegrams are classed in three categories :—

1st. Government telegrams : those which, &c.

2nd. Service telegrams : those which emanate from the Telegraph Administrations of the Contracting States, &c.

3rd. Private telegrams.

In transmission, Government telegrams take precedence of other telegrams.

Article 6 of the Convention.

Government and service telegrams may be forwarded on all occasions in secret language.

Private telegrams in secret language may be exchanged between two States which admit that mode of correspondence.

States which do not admit private telegrams in secret language to emanate from, or terminate at, their offices, will allow them to pass in transit, unless the service be suspended, as defined in Article 8.

Article 11 of the Convention.

Telegrams relating to the international telegraph service of the Contracting States are transmitted free over all the lines of the said States.

VI.

1. Telegrams may be written in *plain* language or in *secret* language, the latter being distinguished as *preconcerted* language, *cipher* language, and language composed of *letters having a secret meaning*.

2. All administrations accept, on all occasions, private telegrams in *plain* language. They do not accept private telegrams, the contents of which are composed, either totally or partly, of *letters having a secret meaning*. States may decline to forward or receive *private* telegrams in *preconcerted* language or in *cipher* language; but they are bound to let these telegrams pass in transit, unless the service be suspended as defined in Article 8 of the St. Petersburg Convention.

3. All Administrations accept, on all occasions, Government and service telegrams composed of *letters having a secret meaning*.

VII.

1. By "telegrams in *plain* language" is understood those which offer an intelligible sense in any one of the languages authorised for international telegraphic correspondence.

2. Each Administration designates, amongst the languages used in the territories of the State to which it belongs, those which it authorises for employment in international telegraphic correspondence in *plain* language. The use of Latin is equally authorised.

VIII.

1. By "telegrams in *preconcerted* language" is understood those in which words are used, which, while presenting in the case of each an intrinsic sense, do not form intelligible phrases to the Administrations engaged in their transmission.

2. These words are extracted from vocabularies admitted for international correspondence, or from an official vocabulary prepared by the international office of the telegraph administrations. The employment of the official vocabulary will become obligatory after the expiration of a delay of three years following the date of its publication. For correspondence under the extra-European system, its employment will be optional.

3. Words in *preconcerted* language cannot contain more than a maximum of ten characters, and they must be taken from one or more of the following languages : English, French, German, Italian, Spanish, Dutch, Portuguese, and Latin.

4. Proper names cannot be employed in the composition of the vocabularies, except in the one prepared by the international office of the telegraph administrations. In telegrams in *preconcerted* language formed of words taken from other vocabularies proper names are only admitted with their meaning in plain language.

5. The original sending office can demand the production of the vocabulary, for the purpose of controlling the execution of the preceding regulations, and verifying the authenticity of the words employed.

IX.

1. By "telegrams in *cipher* language" is understood those the body of which is formed wholly or partly of groups of series of figures having a secret meaning.

2. The cypher part of private telegrams must be composed exclusively of Arabic figures.

X.

1. The telegram to be transmitted should be legibly written in characters which have their equivalents in the official table of telegraph signals, and which are in use in the country where the telegram is presented.

2. These characters or official signals are as follows :

Letters.

A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z.

Figures.

1, 2, 3, 4, 5, 6, 7, 8, 9, 0.

Signs of Punctuation, &c.

Full stop (.), comma (,), semicolon (;), colon (:), note of interrogation (?), note of exclamation (!), apostrophe ('), hyphen (-), parenthesis (), inverted commas ("), bar of division (/), underline.

Official Codes.

Urgent private telegram, D; paid service, ST; telegram with reply paid, RP; telegram with urgent reply paid, RPD; telegram to be collated, TC; telegram with acknowledgment of receipt, OR; acknowledgment of receipt, CR; telegram to follow, ES; post paid, PP; post registered, PR; express paid, XP; estafette paid, EP; telegram to be delivered open, RO; telegram to be delivered to receiver only, MP.

By the Morse Instrument only.

The letters Ä, Å, or Æ, Ñ, Ö, Ü.

By the Hughes Instrument only.

The signs : cross (), double hyphen (=)

3. Every interlineation, reference, erasure, or altered word must be approved by the sender or his representative.

XI.

1. The different parts forming a telegram must be written in the following order:—
1. Any contingent instructions;
 2. Address;
 3. The body or contents of telegram;
 4. Signature.

XII.

1. The sender must write on the form, immediately before the address, any contingent instructions relative to delivery at destination, prepayment of reply, acknowledgment of receipt, to its being an urgent or collated telegram, a telegram to follow, to be delivered open, to be delivered to receiver only, &c.
2. The sender of a multiple telegram must, according to the case, insert these instructions before the address of each receiver of whom they apply; but in the case of an urgent multiple telegram or a multiple telegram to be collated, it will be sufficient if the instructions precede the first address.
3. These instructions may be written in the abbreviated form admitted by the Regulations (Reg. X). In this case they must be placed between parentheses, and thus written each instruction is counted as one word only. When they are expressed in ordinary language, they should be written in French, unless the Administrations concerned have arranged for the use of another language.

XIII.

1. Every address must, in order to be admitted, contain at least two words: the first representing the address of the receiver, the second indicating the name of the terminal telegraph office.
2. The address should contain all the particulars necessary to insure the delivery of the telegram at its destination. With the exception of personal names, these particulars should be written in French, or in the language of the country to which the telegram is addressed.
3. The address of private telegrams should be such that delivery to the receiver can be effected without difficulty or making inquiries.
4. For large towns, it should give the name of the street and the number; or, in default of this information, specify the profession of the receiver, or other particulars calculated to be of use.
5. For small towns even, the name of the receiver ought, if possible, to be accompanied by information sufficient to guide the delivering office, in case of any alteration of the proper name.
6. The name of the terminal country or its territorial subdivision is essential whenever doubt is possible as to the direction to be given to the telegram, especially in cases where there are two offices of the same name.
7. Telegrams containing addresses which are not in accordance with the conditions of the preceding paragraphs, must be accepted and transmitted at the risk and peril of the senders.
8. The address may be written in a preconcerted or abbreviated form. But the faculty accorded to a receiver to have a telegram thus addressed delivered to him, must depend upon an arrangement made between such receiver and the telegraph office which has to deliver the telegram.
9. In all cases, the sender supports the consequences of insufficiency of address.

XIV.

1. Each of the contracting Administrations has the power to accept or refuse an originating telegram without ^{text} _{body} but the transit and delivery at destination of such telegrams are obligatory upon all Administrations.
2. The contents of a private telegram can only be expressed in secret language when the country of destination admits the later mode of correspondence.
3. The contents of a private telegram directed to a country which admits secret correspondence may comprise passages in plain language and in secret language.

XV.

1. The signature may be abbreviated, or omitted. When it is omitted, the telegram may be referred to in service communications by the name of the receiver.
2. The sender of a private telegram is bound to prove his identity, when requested to do so by the sending office.
3. He has, on his side, the power of including in his telegram the legalisation of his signature, in conformity with the laws of the sending country. He may have the legalisation transmitted either as written, or by the formula:
Signature legalised by
4. The office satisfies itself that the legalisation is genuine. Except when the signature is known to it, the office cannot regard it as authentic unless it is accompanied by the seal or stamp of the legalising authority. In all other cases, it must refuse to accept or transmit the legalisation.
5. The legalisation, as transmitted, enters in the number of words charged for. It is placed after the signature of the telegram.

4. Government Telegrams. Service Telegrams.

a. Government Telegrams.

XVI.

1. Government telegrams should bear the seal or stamp of the authority that sends them. This formality is not exacted when the authenticity of the telegram can give rise to no doubt.
2. The right to return a reply as a Government telegram is recognised on production of the original Government telegram.
3. Telegrams from Consular Agents who are engaged in commerce, are not considered as Government telegrams, except when they are addressed to an official personage, and when they relate to official affairs. Telegrams which do not fulfil the last-named conditions are not, however, refused by the sending office, but the latter immediately reports them to the central Administration.
4. The contents of Government telegrams in cipher language may be composed of figures or of letters having a secret meaning, but a mixture of figures and letters is not admitted.
5. Government telegrams expressed in plain language have the right of partial obligatory repetition (Reg. XL, par 1).
6. Government telegrams expressed in secret language must be officially repeated from beginning to end by the receiving office, the same as is done in the case of collated telegrams (Reg. LIII).

b. Service Telegrams.

Article 5 of the Convention.

Telegrams are classed in three categories:—

- 1st. Government telegrams: those which, &c.
- 2nd. Service telegrams: those which emanate from the Telegraph Administrations of the Contracting States, and which relate either to the service of international telegraphy, or to objects of public interest agreed upon between the said Administrations.

Article 11 of the Convention.

Telegrams relating to the international telegraph service of the Contracting States are transmitted free all over the lines of the said States.

XVII.

1. Service telegrams are divided into service telegrams properly so called, and service advices.
 2. They are transmitted free on all occasions, except in the cases specified in Reg. XVIII hereafter.
 3. They are expressed in French, unless the Administrations concerned have arranged for the use of another language.
- This rule applies also to service notices accompanying the transmission of telegrams.

4. They must be limited to cases of an emergent character, and be expressed in the most concise manner. Telegraph Administrations and offices adopt the necessary measures to diminish their number and length as much as possible.
5. Information not of an emergent nature is asked for or given through the post by prepaid letters.
6. Service telegrams, properly so called, are exchanged between the Administrations and the functionaries who are authorised to employ this means of correspondence; they require no signature. The address of these telegrams is in the following form:—

Director General to Director General, Paris.
Director to Inspector, Turin, &c.

The place of origin being entered in the preamble only.

7. Service advices are exchanged between the telegraph offices. They relate to the service of the lines or contingencies of transmission, and contain neither address nor signature.

8. They are exchanged whenever the contingencies of service necessitate it, especially when the service instructions of a telegram already transmitted are irregular (Reg. XXXVI, § 4), when rectifications or instructions are necessary relating to telegrams of a series already transmitted (Reg. XLI, §§ 1 and 2), when telegrams have been forwarded by post to a telegraph office in consequence of interruption of the telegraph communication (Reg. XLIV), when a telegram cannot be delivered to the receiver (Reg. XLVIII), when a ship to which a semaphoric telegram is addressed has not arrived within the limit of 28 days (Reg. LXIII, § 4).

9. A service advice relating to a telegram previously transmitted should contain all the information necessary to facilitate the search for the original telegram. This advice must be transmitted as far as practicable through the offices by which the original telegram was transmitted.

10. If any transit office has all the necessary means to act upon a service advice, it does so, in order to avoid needless retransmission.

XVIII.

1. The sender or receiver of any telegram may, within an interval of seventy-two hours following deposit or arrival of such telegram, as the case may be, cause inquiry to be made, or instructions to be given, by telegraph, respecting a telegram in course of transmission, or already transmitted. He may also, with the object of rectification, have a telegram which he has sent or received repeated wholly or in part, either by the delivery or sending office or by a transit office. He must deposit the following amounts:—

1. The price of a telegram formulating the request.
2. The price of a telegram for the reply, if a reply by telegraph be required.
2. Every rectifying, completing, or annulling telegram, and every communication respecting a telegram already transmitted, or in course of transmission, when forwarded from office to office at the request of a sender or receiver, is a paid service advice charged for according to the ordinary tariff.
3. These advices rank with service advices and carry the prefix ST.

4. They are written in the following form:

ST Paris from Vienna 26 (*number of the paid service advice*) 8 (*number of words*) 235 thirteenth Kriechbaum (*number, date, and name of receiver of telegram to be partly corrected*) replace third (*word of body*) 20 by 2,000.

ST Calcutta from London 86 (*number of the paid service advice*) 9 (*number of words*) (RP4) (*the figure 4 comprises the number of words to be repeated, say 3, plus one word for the name of the receiver of the telegram to be corrected*) = 439 twenty-six BROWN (*number, date, and receiver's name of a telegram to be partly repeated*). Repeat first, fourth, ninth (*words of the body of the original telegram to be repeated*) or repeat word (or . . . words) after . . .

Words to be repeated or corrected in a telegram are designated according to their position in that telegram, without regarding the rules for charging.

The reply to communications of this class takes the following form:—

ST London from Calcutta, 4) (*number of the reply service advice*) 4 (*number of words*) BROWN (*receiver's name*) albatross, scrutiny, commune (*the three words in the original telegram the repetition of which was applied for*).

When the original telegram has no number, the latter indication is, if necessary, replaced by the date and time of deposit.

5. Charges collected for rectifying telegrams are refunded if the original telegram was a telegram with $\frac{\text{collation}}{\text{repetition}}$ and the repetition shows that the word or words repeated were incorrectly rendered in the original. In a case in which some of the words were correctly rendered in the original telegram and some incorrectly, the charge for the words which, in the *application* service advice and *reply* service advice, designate the words correctly rendered in the original telegram is not refunded.

The refund of the charges for rectifying telegrams relating to non-collated telegrams is optional with the Administration which sends the applications for rectification.

7. No refund is due on account of the original telegram which caused the request for rectification.

8. When the words which have to be repeated are written in a doubtful manner, the office which has to repeat adds to the repetition a notice thus expressed: "Writing doubtful; postpone refund."

9. Charges for rectifying telegrams and for replies to them remain entirely in the hands of the Administration which collected them, and are not entered in the international accounts.

5. Counting Words.

XIX.

1. All that the sender writes in his telegram, to be transmitted, is included in reckoning the cost, except the indication of route, signs of punctuation, apostrophes, fresh paragraphs, and hyphens.

2. Words, numbers, or signs forming the preamble, and inserted in the copy by the office in the interest of the service, are not charged for.

3. The number of the telegram and the name of the sending office, the date, hour, and minute of deposit, which form this preamble, are officially written on the copy delivered to the receiver.

4. The sender can insert these particulars, wholly or in part, in the body of his telegram; in which case they enter in the number of words charged for.

5. The counting of the original sending office is decisive as regards the number of words, both in transmission and in the international accounts. Nevertheless, when the telegram is expressed in the language of the delivery office and contains combinations of words contrary to the usage of such language, the latter office has the power of recovering from the receiver the amount of insufficient charge, which remains in the hands of the final Administration. If this power is exercised, the telegram is only delivered to the receiver on payment of the supplementary rate. In case of non-payment, the original office, duly advised by service, informs the sender that the refusal of payment has prevented the delivery of the telegram.

XX.

1. In plain language, the maximum length of a word is fixed at fifteen characters, according to the Morse alphabet; any excess, up to fifteen additional characters, is counted as a word. For traffic under the extra-European system, the maximum is fixed at ten characters; any excess, up to ten additional characters, is counted as a word.

2. In preconcerted language under both systems, the maximum length of a word is fixed at ten characters.

Words in plain language inserted in the body of a mixed telegram composed of words in plain language and words in preconcerted language, are counted as a word up to ten characters, any excess being counted as a word by indivisible series of ten characters. If the mixed telegram contains in addition a part in cipher, the parts in cipher are counted according to the stipulations of paragraph 7 hereafter.

If the mixed telegram is composed partly of plain language and partly of cipher language, the parts in plain language are counted according to the stipulations of paragraph 1 of the present Regulation, and the parts in cipher language according to the stipulations of paragraph 7 hereafter.

101

3. In all languages, and under both systems, must be counted respectively as one single word :—
- a. The name of the telegraph office of delivery, the name of the country, and the name of the territorial sub-division of destination, but in the address only, whatever number of words or characters be employed to express them, provided always that these names be written as they appear in the official nomenclature of the International office of the Telegraph Administrations.
- b. Each separate character, each separate letter, each separate figure.
- c. An underline.
- d. Parenthesis (*the two signs which serve to form it*).
- e. Inverted commas (*distinctive signs placed at the commencement and end of a single word or phrase*).
4. Expressions joined by a hyphen are counted for the number of words employed in their formation. Words separated by an apostrophe are counted as so many separate words.
5. Nevertheless, compound words, properly so-called, admitted as such in the English language and in the French language, the authority for which can be proved if necessary by the production of a dictionary, may be written as one word only, and are counted respectively, up to the fifteen and ten character limit, for the number of words employed by the sender to express them.
6. Combinations or alterations of words contrary to the usage of the language are not admitted. Nevertheless, proper names of towns and countries, family names, names of places, squares, boulevards, streets, &c., names of ships, and also numbers written at length, are counted for the number of words employed by the sender to express them.
7. For correspondence under the European system, numbers expressed in figures are counted at the rate of five figures to a word, plus one word for any excess. The same rule applies in counting groups of letters, in Government telegrams, as also in counting groups of letters or figures employed either as trade marks or in semaphoric telegrams (Reg. LXII, § 2). For correspondence under the extra-European system, the number of words to which a group of figures or letters corresponds is obtained by dividing the figures or letters by three, and adding if necessary a word for the remainder.
8. Decimal points and commas, used in the formation of numbers, and bars of division, are each counted as a figure.
9. Letters added to figures to form ordinal numbers are each counted as a figure.
10. If, contrary to the prescriptions of Regulation IX, a private telegram accidentally contains an unauthorized group of letters, or a word not belonging to any of the languages admitted for international correspondence, such group of letters or such word is counted according to the stipulations of paragraph 7 of the present Regulation.

XXI.

The following examples determine the interpretation of the rules to be followed in counting words :—

[Equivalents.]	In the Body.		[Equivalents.]	In the Body.	
	In the address under both systems.	Under the		In the address under both systems.	Under the
	European system.	Extra-European system.		European system.	Extra-European system.
Responsibility (14 characters) ...	1 word	1 word	444,5 (5 figures and signs)	1 word	2 words
Kriegsgeschichten (15 characters) ...	1 "	2 "	444,56 (6 figures and signs)	2 "	2 "
Inconstitutionality (19 characters) ...	2 "	2 "	10 pounds 10 shillings (or) 10s. 10d.....	4 "	4 "
A-t-il	3 "	3 "	10s. 10	3 "	3 "
To-day	2 "	2 "	Rs. 793,8	2 "	3 "
Today (without hyphen)	1 "	1 "	11 R. 10	3 "	3 "
That's to say.....	4 "	4 "	11, 10	1 "	2 "
Weston Super-Mare ...	1 word	3 "	The 17th	2 "	3 "
Westonsupermare (15 characters) 1 "	1 "	2 "	The 1529th	3 "	3 "
New-York	1 "	1 "	44/2	1 "	2 "
New-York	1 "	2 "	44/	1 "	1 "
Frankfurt am Main	1 "	3 "	2%	1 "	2 "
Frankfurt a/M	1 "	2 "	2 p%	3 "	3 "
Frankfurtmain (13 characters) ... 1 "	1 "	2 "	Right/10.....	2 "	2 "
Rio de Janeiro	1 "	3 "	5/ twelfth	2 "	2 "
Riodejaneiro (12 characters)	1 "	2 "	5 bis.....	2 "	2 "
New South Wales	1 "	3 "	5 ter	2 "	2 "
Newsouthwales (13 characters)... 1 "	1 "	2 "	54-58	2 "	2 "
Sanet Poelten	1 "	2 "	30th power of 2	3 "	4 "
Sanetpoelten (12 characters)	1 "	2 "	15 multiplied by 6 ²	4 "	4 "
Van de Brande	3 "	3 "	Deux cent trente quatre	4 "	4 "
Vandebrande (11 characters)	1 "	2 "	Deuxcenttrentequatre (20 characters)	2 "	2 "
Du Bois	2 "	2 "	Two hundred and thirty four. . .	5 "	5 "
Dubois	1 "	1 "	Twohundredandthirtyfour (23 characters).....	2 "	3 "
Belgrave Square	2 "	2 "	E	1 "	1 "
Belgravesquare (contrary to the usage of the language).....	2 "	2 "	E. M.	2 "	2 "
Hyde Park	2 "	2 "	Emvthf (6 letters)	2 "	2 "
Hydepark (contrary to the usage of the language)	2 "	2 "	Tmriz (5 letters)	1 "	2 "
Hydepark Square (1)	2 "	2 "	CH23 (trade mark)	2 "	2 "
Hydeparksquare (contrary to the usage of the language).....	2 "	2 "	ADVGMY (trade mark)	2 "	2 "
St. James Street	3 "	3 "	AP		
Saintjames Street	2 "	2 "	M (")	1 "	2 "
Portland Place	2 "	2 "	3		
New Oxford Street	3 "	3 "	M (")	2 "	2 "
Newoxford Street.....	2 "	2 "	C.H.F.45 (")	4 "	4 "
Grand'mère	2 "	2 "	The matter is <u>urgent</u> ; leave at once (7 words and 2 underlines ⁴)	9 "	9 "
Grandmère.....	1 "	1 "	Have heard of you indirectly (bad accounts) telegraph direct	10 "	10 "
Porte-monnaie	2 "	2 "	(Example of employment of parentheses ⁵)		
Portomonnaie (12 characters) ...	1 "	2 "	Have letter from Pera in which we read " Attempted conversion prevented by syndicate bankers"	15 "	15 "
Serre-frein	2 "	2 "	(Example of employment of inverted commas ⁶)		
Serrefrein (10 characters)	1 "	1 "			
Emmingen, Hanover ²	1 word	2 "			
Emmingen, Wurttemberg ³	1 "	2 "			
Rue de la Paix	4 "	4 "			
Rue delapaix	2 "	2 "			
Princeofwales (ship)	1 "	2 "			
44½ (5 figures and signs)	1 "	2 "			
444½ (6 figures and signs)	2 "	2 "			

(1) In this case, the expression "Hydepark" in a single word is only counted as one word, because the word "park" forms an integral portion of the name of the square. (2) Hanover and Wurttemberg following Emmingen serve to complete the designation of two offices of the same name belonging to the same State, and they thus appear in the first column of the official nomenclature of the telegraph offices. (3) Telegraph instruments cannot reproduce such expressions as 30x, 15 x 6, &c. Senders should be requested to substitute the meaning at length, as "15 multiplied by 6," &c. (4) The signal for an underline is transmitted before and after each word or passage to be underlined. (5) The signal for parentheses is transmitted before and after each sentence or word placed between parentheses. (6) The signal for inverted commas is transmitted before and after each sentence placed between inverted commas.

6. *Tariffs.*

Article 10 of the Convention.

The High Contracting Parties declare their adoption of the following bases for the formation of international tariffs:—
 The charge for all messages exchanged by the same route, between the offices of any two of the Contracting States, shall be uniform. In applying this principle, however, a State may be subdivided in Europe into two large territorial divisions, but not more.
 The rate of charge is laid down from State to State, under agreement between the terminal Governments and the intermediate Governments.
 The charges composing the tariffs applicable to the messages exchanged between the Contracting States may, at any time, be modified by a common agreement.
 The franc is the monetary unit employed in the composition of international tariffs.

XXII.

The tariff for the telegraphic transmission of international traffic is composed of:—

- (a) The terminal rates of the original and final Administrations.
- (b) The transit rates of intermediate countries, if any.

XXIII.

The rate is fixed per word, pure and simple; nevertheless, for traffic under the European system, each Administration duly observing the stipulations of Regulations XXVIII, may collect the rate in the form most convenient to it, or impose a minimum rate, which must not exceed one franc per telegram.

XXIV.

1. For traffic under the European system, one and the same elementary terminal rate only, and one and the same elementary transit rate only, are adopted for all the States.
2. The elementary terminal rate is fixed at ten centimes.
3. The elementary transit rate is fixed at eight centimes.
4. These two elementary rates are reduced respectively to six centimes and a half and to four centimes for the following States: Belgium, Bosnia-Herzegovina, Bulgaria, Denmark, Greece, Luxemburg, Montenegro, The Netherlands, Portugal, Roumania, Servia, and Switzerland.
5. Other States of the European system possess equally the power to reduce their terminal rates for all or a portion of their traffic, within the conditions fixed by Regulation XXVII.
6. Russia and Turkey, owing to the exceptional conditions which affect the establishment and maintenance of their lines, have the power to apply higher terminal and transit rates than the elementary rates above-mentioned.
7. A special transit rate may be fixed, in each particular case, for transmission by submarine cables.

XXV.

1. The tariff to be collected for traffic between two countries is, on all occasions and by all routes, the tariff of the existing route which, by the normal application of the elementary rates, produces the lowest figure, subject to the exceptions which may arise from the application of clause 7 of the preceding Regulation.
2. Table A, annexed to the present Regulations, sets forth the tariff from country to country, in accordance with the above stipulations and the declarations accepted by the Conference.

XXVI.

For traffic under the extra-European System, the tariff is fixed in conformity with Table B, also annexed to the present Regulations.

XXVII.

1. Alterations of the rate or bases of application of the tariffs which may be agreed upon between interested States, by virtue of paragraph 4 of Article 10, and of Article 17 of the Convention, should have for object and effect, not the creation of competition in charges between existing routes, but, on the contrary, the opening of as many routes as possible to the public at equal charges; and the necessary combinations should be so made that the terminal rates of the first and final Administrations remain equal, no matter what route is followed.
2. No new charge, no modification of either a general or partial character affecting the tariffs, shall come into operation before the lapse of, at least, fifteen days after its notification by the International Office, the date of notification not included.
3. The Administrations of the Contracting States undertake to avoid, as far as possible, changes of rates arising from interruption of submarine cables.

XXVIII.

1. The charges collected under Regulations XXII to XXVI may be rounded, by an increase or decrease, either after application of the normal rates per word fixed in accordance with the tables annexed to the present Regulations, or by an increase or decrease of those normal rates, to suit the monetary or other convenience of the original country.
2. Alterations made in execution of the preceding paragraph apply only to the charges collected by the original office, and in no way affect the division of the rates due to the other Administrations concerned. They must be so regulated that the difference between the rate collected for a telegram of fifteen words and the exact rate, calculated in conformity with the tables, by means of the equivalents in the following paragraph, shall not exceed one-fifteenth of the latter rate—that is to say, of the regulation rate per word.

3. The following are the maximum amounts collected for a franc:—

In Germany, 0·85 of a mark.
 In the Argentine Republic, 20 centavos.
 In Austria, in Hungary, and in Bosnia-Herzegovina, 50 kreuzers (Austrian value).
 In Bulgaria, 1 lèr.
 In Cochin-China, 26 centièmes of a piaster.
 In the Spanish Colonies (Cuba, the Philippines, and Porto Rico), 20 centavos of a peso.
 In Denmark, 0·80 of a krone.
 In Egypt, 38,575 millièmes (3 piasters 34 paras, tariff money).
 In Spain, 1 peseta.
 In Great Britain, 10d.
 In Greece, 1·20 drachma, or 1·25 new drachma.
 In British India, 0·60 of a rupee.
 In Italy, 1 lira.
 In Japan, 0·28 silver yen.
 In Montenegro, 50 kreuzers (Austrian value).
 In Norway, 0·80 of a krone.
 In the Netherlands and Dutch East Indies, 0·50 of a florin.
 In Persia, 30 schahis.
 In Portugal, 200 reis.
 In Roumania, 1 leu.
 In Russia, 0·25 of a metallic rouble.
 In Servia, 1 diner.
 In Siam, 26 atts.
 In Sweden, 0·80 of a krone.
 In Turkey, 4 piasters, 1/3.

4. Payment may be demanded at metallic value.

103

XXIX.

1. When a sender, availing himself of the power accorded to him by Regulation XLIII, indicates a circuitous route, he must pay the sum of the normal transit rates, calculated in accordance with Reg. XXIV, and the tables specified in Regs. XXV and XXVI above.

2. The indication of the route written by the sender is transmitted in the preamble, as an official instruction, and is not charged for.

7. Payment of Charges.

XXX.

1. Charges for messages are prepaid, except as provided for in the following cases, *i.e.*, the supplementary charge for messages to follow (Reg. LVI, § 7), the charge for express (Reg. LX, § 1), and the charge for semaphoric telegrams (Reg. LXII, § 6), which are collected by the delivery office.

2. The sender of an international telegram has the right to request a receipt for it, showing the amount paid.

3. The sending office is entitled to charge and retain a booking fee for this service, within the limits of a quarter of a franc.

4. In every case where charges have to be collected on arrival, the telegram is only given over to the addressee upon payment of the amount due.

5. If the charges to be collected by the delivering office are not recovered, the loss is borne by that office, except where special agreements have been concluded in conformity with Art. 17 of the Convention, and except also in the cases provided for by Regulations LVI and LXII hereafter, for the retransmission of telegrams to follow and for semaphoric telegrams.

6. Telegraph Administrations take, however, as far as possible, the necessary measures in order that charges due on delivery, which are not paid by the addressee, be recovered from the sender. When such recovery is effected, the department which effects it credits the department interested with the amount.

XXXI.

1. Insufficient charges collected in error, and charges or expenses not recovered from the addressee in consequence of his refusing to pay them, or of its being impossible to find him, should be completed by the sender.

2. On the other hand, charges erroneously collected in excess are returned. No return, however, is made on account of an excess of stamps used by the sender unless he applies for it.

8. Transmission of Telegrams.

a. Signals.

XXXII.

The following tables show the signals employed in working the Morse and Hughes instruments:—

A. Morse Signals.

Length of signals and spacing—

1. A bar is equal to 3 dots.
2. The space between the signals which form the same letter is equal to 1 dot.
3. The space between two letters is equal to 3 dots.
4. The space between two words is equal to 5 dots.

Letters.

a	· —
ä	· — · —
à or á	· — · — · —
b	— · · ·
c	— · — ·
ch	— · — · —
d	— · · ·
e	·
é	· · · ·
f	· — · · ·
g	— · — ·
h	· · · ·
i	· ·
j	· — · — · —
k	— · · ·
l	· — · · ·
m	— —

n	— ·
ñ	— — · — —
o	— — —
ö	— — — ·
p	· — — ·
q	— — — —
r	· — · ·
s	· · ·
t	—
u	· · —
ü	· · — —
v	· · · —
w	· — — —
x	— · · —
y	— — · — —
z	— — — ·

Figures.

1	· — — — —
2	· · — — —
3	· · · — —
4	· · · · —
5	· · · · ·
6	— · · · ·

7	— — — · · ·
8	— — — · ·
9	— — — ·
0	— — — —
Bar of division.	— — — — —

The following signals may also be employed to express figures, but only in official repetitions:—

1	· —
2	· · —
3	· · · —
4	· · · · —
5	· · · · ·
6	— · · · ·

7	— · · · ·
8	— · · ·
9	— · ·
0	—
Bar of division.	— — —

Punctuation and other Signs.

Full stop	[.] · · · · ·
Semicolon	[;] — · — · — ·
Comma	[,] — · — · — ·
Colon	[:] — — — · · ·
Note of interrogation or request for the repetition of anything transmitted which is not understood	[?] · · — — —
Note of exclamation	[!] — — — · — — —

Apostrophe	['] · — — — — ·
Fresh paragraph	[¶] · — — — — ·
Hyphen	[-] — · · · · —
Parentheses (to precede and follow the words placed between)	() — — · — — · — —
Inverted commas	['] · — · · — ·
Underline (to precede and follow the word or sentence)	· · — — — · — — —

Official instructions.

Government telegram	• • •	Estafetto paid	• • — — — •
Service	• — —	Telegram delivered open	• — — • — — — —
Urgent private telegram	— • •	Telegram to be delivered to receiver only	— — — • — — — •
Non-urgent private telegram	• — — •	Call signal (preliminary of every transmission)	— — • — — —
Paid service	• • • — —	Signal separating the preamble from the address, the address from the body, and the body from the signature	— • • • — —
Telegram with reply paid	• — — • • — — — •	Understood	• • • — — •
Telegram with urgent reply paid	• — — • • — — — • — • •	Error	• • • • • • • •
Telegram to be collated	— — — • — — •	End of transmission	— — — — — •
Telegram with acknowledgment of receipt	— • — — • • — — •	Request to transmit	— — • — —
Acknowledgment of receipt	— — • — — • — — •	Wait	• — — • • •
Telegram to follow	• • — — • • •	Receipt finished	• — — • • — — • — — •
Post paid	• — — — • • — — — •		
Post registered	• — — — • • — — — •		
Express paid	— • • — — • — — •		

B.—Hughes Signals.

Letters.

A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z.

Figures.

1, 2, 3, 4, 5, 6, 7, 8, 9, 0.

Punctuation and other signs.

Full stop, comma, semicolon; colon; note of interrogation? note of exclamation! apostrophe' cross +, hyphen- accented 6 bar of division /, double hyphen =, parenthesis left (, parenthesis right), and &, inverted commas "...".

The space between two numbers is marked by two blanks. In transmitting and collating a fractional number which is not a decimal, the whole number must be separated by a blank from the numerator of the vulgar fraction which follows. (Example: 1 3/4, and not 13/4.)

Words and sentences underlined are preceded and followed by two hyphens. (Example: — — *without delay* — —), and are underlined by hand by the receiving clerk.

Official Instructions :

Government telegram	S.
Service	A.
Urgent private "	D.
Non-urgent private telegram	P.
Paid service advice	ST.
Telegram with reply paid	RP.
Telegram with urgent reply paid	RPD.
Telegram to be collated (repeated)	TC.
Telegram with acknowledgment of receipt	CR.
Acknowledgment of receipt	OR.
Telegram to follow	FS.
Post paid	PP.
Post registered	PR.
Express paid	XP.
Estafette paid	EP.
Telegram to be delivered open	RO.
Telegram to be delivered to receiver only	MP.

To call or answer a station: give blank and N alternately.

To adjust the synochronism and to ask with that object for a continued repetition of the same signal: give blank, I, and T, as many times as may be necessary.

To request or facilitate the adjustment of the electro-magnet: give blank, I, N, and T, repeated as many times as necessary.

To give wait: give ATT, followed by the probable duration of the wait.

To indicate an error: give two or three N's without any sign of punctuation.

To interrupt transmission: give two or three letters of any kind with sufficient space between them.

Accents upon the letter E are made by hand with a pen or pencil at the end of the words (with or without s) when they are essential to the sense (Ex. *Achète, achetés*). In the latter case, the sending clerk repeats the word after the signature, and shows the accented E in it between two blanks, in order to impress it upon the attention of the receiving office. For ä, ö, and ü,—ae, oe, and ue are signalled.

b. Order of Transmission.

XXXIII.

1. The transmission of telegrams takes place in the following order: —

- a. Government telegrams.
- b. Service "
- c. Urgent private "
- d. Non-urgent private telegrams.

2. Every office which receives by an international wire a telegram presented as a Government or service telegram, retransmits it as such.

XXXIV.

1. A telegram commenced cannot be interrupted to give place to a communication of superior rank, except in case of absolute emergency.

2. Telegrams of the same rank are transmitted by the original sending offices in the order of their deposit by the senders, and by the intermediate offices in the order of their reception.

3. At intermediate offices, local telegrams and transit telegrams which have to be sent by the same wires are placed together, and transmitted without distinction, according to the time received at the office.

4. Between two offices in direct communication, telegrams of the same rank are transmitted in alternate order.

5. This rule, and that in paragraph 1 of Regulation XXXIII., may, however, be departed from in the interest of quickness of transmission, on lines where the traffic is continuous, or which are worked by special instruments.

XXXV.

1. On the Morse instrument, Government telegrams, service telegrams, and urgent private telegrams are not counted in the alternate order of transmission.

2. The transmission of telegrams by the Hughes instrument is effected by alternate series. The heads of the two offices in communication fix the number of telegrams, of whatsoever class they may be, constituting each series. In doing this they take account of the length of the telegrams and exigencies of service. No series may, however, comprise more than ten telegrams. Telegrams of the same series are considered as forming a single transmission, which must not be interrupted unless in case of exceptional emergency. But a telegram with *collation* puts a stop to the series, and the receiving clerk commences his series with the repetition of such telegram. Any telegram of 200 words or upwards is considered as forming an entire series.

105

3. In the case provided for in paragraph 5 of the preceding regulation, the mode of transmission by alternate series may be applied in signalling by the Morse instrument, but in this case a series must not comprise more than five telegrams, and any telegram containing 100 words or upwards is considered as forming a series.

4. The office which has transmitted a series has a right to continue if [on finishing the series] it comes upon a Government or service telegram, or an urgent private telegram, unless the office which has just received has already commenced the transmission of a series, or has to give the repetition of a telegram with collation.

5. By either instrument, when the transmission of a telegram or of a series is finished, the office which has received transmits in its turn; if it has nothing to transmit, the other continues. If there is nothing further to transmit on either side, the two offices give each other reciprocally the signal *Zero*.

c. Mode of Proceeding.

XXXVI.

1. All correspondence between two offices commences by the call signal, or the code of the office called.

2. The office called must reply immediately, giving its code [name], and if it is prevented from receiving, adding the signal for wait, followed by a figure indicating, in minutes, the probable duration of the wait. If the probable duration exceeds ten minutes, a reason should be given.

3. No office called has the power of refusing to receive any telegrams offered, no matter what their destination may be. In case, however, of obvious error, the sending office is bound to rectify it, immediately it is pointed out by a service advice from the receiving office.

4. Nor must any telegram be refused or delayed on account of the official instructions, the contingent instructions, or portions of the address or contents not being regular. It must be received, and then, if necessary, a service advice be forwarded to the original sending office requesting the rectification, in conformity with Regulation XVII.

XXXVII.

1. When the office which has just called receives, without further signal, the code of the office which replies, it transmits in the following order, the official instructions constituting the preamble of the telegram:—

a. Description of telegram, by means of one of the letters S, A, J, ST, CR, when it is a Government telegram, a service telegram, an urgent private telegram, a paid service advice, or an acknowledgment of receipt.

b. Initial of the name of the delivery office.

(This initial must only be signalled when the transmitting office is in direct communication with the delivery office.)

c. Name of the original sending office, preceded by the word *from* (Example: *from Brussels*.)

(The country or geographical situation of the original sending office should be added :

1st. When there is another office of the same name.

2nd. When its opening has not yet been published by the International Office.)

d. Number of the telegram.

e. Number of words.

(In cipher telegrams this is done as follows:—1st, the total number of words chargeable; 2nd, the number of words in plain language; 3rd, if requisite, the number of groups of figures or of letters.)

f. Time of deposit of telegram (by three numbers, date, hour, and minute, with *m* or *s* added [A.M. or P.M.]

In signalling, the particulars *m* or *s*, as well as the date, may be omitted, when there can be no doubt respecting them.

g. Route to be followed (when the sender has specified it in writing in his telegram) (Regulation XXIX, § 2, and XLII, § 2) ;

h. Any official instructions which the sender is not bound to include in the paid portion of his telegram, such as : duplicate, &c. (Reg. XLIV, § 6) ; charges to be collected (Reg. LVI, § 8) ... addresses (Reg. LVIII, § 4) ; semaphore telegram (Reg. LXII, §§ 5 and 6)

Examples of preambles :

1st case. The transmitting office (Brussels) is in direct communication with the delivery office (Lille) ; L from Ghent 43 17 12 3, 18, s [p.m.] Crédionais Lille.

2nd case. The transmitting office (Brussels) is not in direct communication with the delivery office (Bordeaux) ; from Brussels 115 29 6 4, 15 m [a.m.] Crédionais Bordeaux.

2. After the preamble above specified, follow in succession the sender's contingent instructions, the address, the body of the telegram, and the signature.

3. In telegrams transmitted by the Morse instrument, the sign for separation — . . . — is placed between the preamble and the address, between the address and the body, and between the body and the signature—The whole terminating by the signal of "end of transmission" (• — • — •).

4. In telegrams transmitted by the Hughes instrument, a double hyphen (==) is employed to separate the preamble from the address, the address from the body, and the body from the signature—And each telegram is terminated by a cross (+).

5. Contingent instructions expressed in the official codes are also preceded and followed by the signal (— . . . —) on the Morse instrument, and by the signal (==) on the Hughes instrument, but the parentheses are not signalled.

6. If the sending clerk perceives that he has made an error, he should stop, give the signal for error, repeat the last word sent correctly, and continue from there the corrected transmission.

7. In the same manner, if the receiving clerk receives a word he cannot make out, he should interrupt the sending clerk by the same signal, and repeat the last word understood, followed by a note of interrogation. The sending clerk then continues the transmission from that word, doing his utmost to render his signals as plain as possible.

8. With the exception of the cases determined upon by the different Administrations in concert, it is forbidden to employ any abbreviation whatsoever in transmitting the contents of a telegram, or to modify the contents in any way whatsoever. Every telegram should be transmitted as the sender has written it, following his copy. The transmitting office must, therefore, reproduce the signs of punctuation, apostrophes, fresh paragraphes and hyphens, which the sender has written on his copy. Nevertheless, on extra-European lines the transmission of these signs is not obligatory.

d. Receipt and Official Repetitions.

XXXVIII.

1. Immediately after transmission, the clerk who has received compares, in the case of each telegram, the number of words it contains with the number announced, and acknowledges the receipt of the telegram, or of the telegrams constituting a series.

2. This acknowledgment of receipt is given : For one telegram, by R followed by the number of the telegram received : R 436. For a series of telegrams, R is given followed by the number of telegrams received and by the numbers of the first and last of the series : R. 5 157 980.

XXXIX.

1. In case of a difference in the number of words, the receiving clerk informs the sending clerk of it. If the latter finds he simply made an error in the number announced, he replies *right*, and at the same time gives the correct number. (Example : 18 *right*.) If not, he confirms the number announced and repeats the first letter of each word and the first figure of each number until he reaches the incorrect passage, which is then rectified. (Example : 17 *j e r 2 b*, . . . *etc.*)

2. When the difference does not arise from an error in transmission, the rectification of the number announced can only be effected by an agreement between the original sending office and the office in correspondence with it. In the absence of such agreement, the number of words announced by the original sending office is admitted.

XL.

1. For the protection of their responsibility, signal clerks may give or demand the repetition in part or in full of telegrams which they have forwarded or received. This repetition is obligatory for Government telegrams and telegram-money-orders ; it comprises all numbers, as well as proper names, and doubtful words, if any. On the Morse instrument the official repetition is made by the clerk who has received, and on the Hughes instrument by the clerk who has forwarded, at the end

end of the telegram or of the series. On the Morso instrument, the clerk who gives the repetition must, if there is any correction, reproduce the words or numbers corrected. In case of omission, this second repetition is exacted by the clerk who transmitted.

2. When repetition is made of numbers followed by fractions, or of fractions whose numerator consists of two or more figures, the numerator must, in order to avoid confusion, be sent back at length in the form of a word. Thus $1\frac{1}{6}$ must in English be repeated *one 16* to distinguish it from $\frac{11}{6}$; and $1\frac{1}{3}$ must be repeated *thirteen 4* to distinguish it from $1\frac{2}{3}$.

3. Under no pretext can this repetition be delayed or interrupted. When the verification is completed, the office which has received gives to the sending office the signal of *receipt finished*, followed by the acknowledgment of receipt transmitted in the form specified in Regulation XXXVIII, § 2.

XL I.

1. Rectifications relative to telegrams of a series previously transmitted are effected by service advices addressed to the delivering offices.

2. Requests for information relating to a previous series are also made by service advices.

3. Should it happen, in consequence of an interruption, or from any other cause whatsoever, that the repetition cannot be received, this circumstance does not prevent the delivery of the telegram to the receiver, subject to notifying to him the subsequent rectification, if necessary.

e. Routes to be followed.

XLII.

1. The different routes by which telegrams may be transmitted are indicated by concise directions, agreed upon in concert by the Administrations interested.

2. The sender who wishes to prescribe the route to be followed must himself write the corresponding direction in the margin of his copy. This direction is transmitted in the preamble (Regulation XXIX, § 2, and XXXVII, § 1 g), but not beyond the point where it ceases to be of use.

3. When the sender has prescribed the route to be followed, the respective offices are bound to conform to his instructions, unless the route indicated be interrupted, or transmission by it would seem to involve serious delay, in which cases no complaint can be entertained.

4. If on the contrary the sender does not prescribe the route to be followed, each of the offices from which the routes diverge remains judge of the direction by which to forward the telegram.

5. If a sender requests that his telegram be forwarded by telegraph to a particular office which he specifies, and thence by post to destination, the offices are required to carry out his instructions.

f. Interruption of Telegraphic Communication. Transmission in duplicate.

XLIII.

1. When an interruption to the regular means of telegraphic communication occurs during the transmission of a telegram, the office beyond which the interruption exists immediately sends the telegram by post (official registered letter or by express), or by any more rapid means of transport available, as, for example, by an indirect telegraph route (Regulation LXXV, §§ 4, 5, and 6). The expense of re-expedition other than that of telegraphic transmission is supported by the office which incurs the re-expedition. The cover containing it should have inscribed on the outside the word: *Telegram*.

2. An office which has recourse to any means of despatch other than the telegraph addresses the telegram, according to circumstance, either to the nearest telegraph office able to continue its transmission, to the delivery office, or to the receiver direct, if the address is within the limits of the State which thus sends on the telegram. As soon as communication is re-established, the telegram is transmitted afresh by telegraph, unless its receipt had been previously acknowledged, or unless, in consequence of exceptional pressure, its re-transmission would be manifestly injurious to the general traffic.

3. Telegrams for countries working under the extra-European system are not sent on by a more expensive route unless the sender has deposited the corresponding charge.

XLIV.

1. Telegrams which, for any reason whatever, are sent to a telegraph office by post, are accompanied by a numbered abstract. At the same time, the office which sends them gives notice of their despatch to the office addressed by means of a service advice stating the number of telegrams sent and the time of their departure, provided the state of the lines permits of its doing so.

2. Upon the arrival of the packet, the office addressed ascertains that the number of telegrams received corresponds with the number announced. In which case, it acknowledges their receipt upon the abstract, and immediately returns it to the sending office. It repeats this acknowledgment, as soon as communication by telegraph is re-established, by a service advice in the following form:—

Received 63 telegrams, as advised in abstract No. . . . of 30th March.

3. The rules in the preceding paragraph must be equally observed by an office which receives a number of telegrams by post without any notice relating to them.

4. When a packet of telegrams announced does not arrive by the post indicated, the sending office must be immediately advised of it. The latter can, according to circumstances, send afresh by any means available, or transmit the telegrams by telegraph, provided later telegrams are not made to suffer.

5. An office which transmits by telegraph telegrams already forwarded by post, informs the office to which they were directed, by a service advice expressed in the following form:—

Berlin from Gœrlitz. Telegrams Nos. . . . re-transmitted in duplicate.

6. This re-expedition in duplicate should be made clear by an official instruction in the preamble, for instance: *Duplicate already forwarded to. . . (name of delivery office) the . . . (date) by post, (or) vid. . . . (or) by wire No. . . .*

7. When, in the case provided for in Regulation XLIII, § 2, a telegram is sent direct to the receiver, it is accompanied by a notice of the interruption of the lines.

g. Stoppage of transmission.—Control.

XLV.

1. Any sender can, by proving his identity, stop, if in time, the transmission of a telegram deposited by him.

2. When a sender withdraws or stops his telegram before transmission has been commenced, the charges are returned to him, less a fixed sum of 5d., the fee of the sending office.

3. If the telegram is already transmitted by the office of despatch, the sender's only means of requesting it to be cancelled is by a paid service advice forwarded in accordance with the provisions of Regulation XVIII. So far as practicable, this service advice is transmitted in succession to the different offices to which the original telegram was transmitted, until it overtakes the latter. If the sender has also paid for a reply by telegraph, the office which cancels the telegram advises the sending office of it. If no reply has been paid for, it communicates the information to the sending office by an unpaid letter. The sending office returns to the sender the charges for his first telegram and the cancelling service advice, belonging to the distance not traversed, after deducting the postal charges, if any.

XLVI.

1. The power reserved under Article 7 of the Convention of stopping the transmission of any private telegram which may appear dangerous to the security of the State, or contrary to the laws of the country, to public order or decency, should only be made use of on condition of immediately advising the Administration to which the original sending office belongs.

2. This control is exercised by the terminal or intermediate offices, subject to recourse to the Central Administration, which decides without appeal.

3. The transmission of Government telegrams takes place by right. Telegraph offices have no control to exercise over them.

9. *Delivery at Destination.*

XLVII.

1. Telegrams are delivered, according to their address, either at the place of residence of the receiver, or poste restante, or telegraph restant. They may be despatched to the place of residence by telephone, under conditions fixed by Administrations which admit this mode of despatch.

2. They are in all cases delivered or sent to their destination in the order of their reception and of their priority.

3. Telegrams addressed to the place of residence, within the delivery limits of the telegraph office, are at once taken to their address.

4. Telegrams which have to be deposited poste restante are immediately remitted to the post office by the terminal telegraph office. If telegrams bear the instruction *Post*, they are posted as prepaid letters, without charge to sender or receiver. If they bear the instruction *Post registered*, or (*PR*), they are posted as registered letters, and they have in this case to pay a maximum fee of 50 centimes, belonging to the original Administration.

5. Telegrams addressed to passengers of a vessel touching at a port are delivered, if possible, before their disembarkation.

XLVIII.

1. A telegram taken to the place of residence may be delivered either to the receiver, the adult members of his family, to his employees, lodgers, or landlord, or to the porter of the hotel or house, unless the receiver has designated in writing a special person, or the sender has directed, by inscribing before the address the instruction *To be delivered to receiver only* or (*MP*), that delivery should only take place into the receiver's own hands. The sender may also request that the telegram be delivered open, by inscribing before the address the instruction *To be delivered open* or (*RO*). The two latter modes of delivery are not obligatory upon Administrations which declare their non-acceptance of them.

2. The two latter requests are reproduced in the direction by the delivery office, which gives its messenger the necessary orders for their observance.

3. When a telegram cannot be delivered, the delivery office, after a brief delay, forwards to the sending office a service advice stating the cause of non-delivery, expressed in the following form:

No. . . . of the (date and address exactly as received) receiver unknown, refused, not arrived, left, &c.

4. The sending office verifies the correctness of the address, and if the latter has been erroneously transmitted, rectifies it immediately by a service advice in the following form:

No. . . . of (date) for (corrected address), first transmission incorrect. If requisite, this service advice contains instructions necessary to set right any errors committed, as: to follow to destination, cancel telegram, &c.

5. If the address has not been mutilated, the sending office communicates, if practicable, the advice to the sender. The latter can only complete, rectify, or confirm the address by a paid telegram taking the form of a paid service advice.

6. If it becomes possible to deliver a telegram after transmitting advice of non-delivery, the terminal office is bound to issue a second service advice in the following form:

No. . . . of . . . (date) for . . . (address exactly as received), delivered. Cancel advice to contrary.

7. If, in consequence of inexactitude or insufficiency of address, of absence, or refusal of the addressee, any express charges are not recovered at destination, the amount of them is specified in the advice, in order that the sender may be requested to pay them. If not defrayed by the sender, the delivery office supports the loss arising from their non-payment.

8. If the door is not opened at the address given, or if the messenger finds no one who will consent to take in the telegram for the receiver, notice is left at the address given, and the telegram is brought back to the office, to be delivered to the receiver upon his application.

9. When a telegram is addressed post restante or telegraph restant, it is only delivered to the receiver, or to a person duly appointed by him.

10. In the cases provided for by paragraphs 8 and 9 of the present Regulation, any telegram which is not claimed by the end of six weeks is destroyed.

10. *Special Telegrams.*

Article 9 of the Convention.

The High Contracting Parties engage to enable every sender to profit by the different arrangements agreed upon between the Telegraph Administrations of the Contracting States, for the purpose of giving additional guarantees and facilities for the transmission and delivery of messages.

They also undertake to enable him to profit by the arrangements made and notified by any one of the other States, for the employment of special means of transmission or delivery.

a. *Urgent Private Telegrams.*

XLIX.

1. The sender of a private telegram may obtain priority of transmission and delivery at destination by writing the word *Urgent* or (*D*) before the address, and by paying three times the charge for an ordinary telegram of the same length for the same journey.

2. Urgent private telegrams have precedence of other private telegrams, and their priority amongst themselves is regulated according to the conditions stated in paragraph 2, Regulation XXXIV.

3. The rules in the preceding paragraphs are not obligatory upon Administrations which declare their inability to apply them, either to a portion or to the whole of the telegrams passing by their lines.

4. Administrations which only accept urgent telegrams in transit should admit them either on wires where transmission is direct across their territory, or in their transmitting offices, between telegrams from the same country and for the same destination. The transit rates due to them are tripled as for the other portions of the journey.

b. *Prepaid Replies.*

L.

1. Any sender can prepay the reply which he requests his correspondent to return; but the prepayment cannot exceed the tariff of a telegram, of whatever kind it may be, of thirty words for the same journey, unless it be to obtain the repetition of a telegram previously transmitted, in conformity with the terms of Regulation XVIII.

2. When a sender prepays a reply, he must write on the copy, before the address, the contingent instruction *Reply paid* or (*RP*), adding the number of words prepaid for the reply, and pay the corresponding amount, within the limits authorised by paragraph 1 of the present Regulation. If the sender does not specify the number of words, the rate collected is for an ordinary telegram of ten words, transmitted by the same route.

3. If a sender wishes to prepay an urgent reply, he must write before the address the instruction *Reply paid urgent* or (*RPD*), and the charge made is for an urgent telegram of ten words by the same route. The sender may, if he wishes, complete his instruction by specifying the number of words prepaid for the reply, and pay the corresponding amount within the limit laid down in paragraph 1.

LI.

1. At the place of destination, the delivery office remits to the receiver a draft which entitles him to send free of charge, within the limits of the amount prepaid, a telegram to any destination whatever.

2. When the charge for a telegram, franked by a draft, exceeds the value of the draft, the difference must be paid in cash. When the contrary case occurs, under the European system only, the difference between the value of the draft and the amount of charge due is retained by the delivery office (Regulation LXXV., § 2. Under the extra-European system, the difference is refunded to the sender, if he applies for it.

3. The draft remains in force for six weeks only, counting from its date; after which it is considered to have lapsed, and the amount prepaid remains to the credit of the delivery office.

4. When the receiver does not make use of the draft, the money deposited for the reply is never refunded under the European system, whilst it is refunded under the extra-European system. In the latter case, the receiver must, before the expiration of the limit of three months from date of issue, return the draft to the office which delivered it, accompanied by a request for the amount to be refunded to the sender. The same course is then followed as in ordinary refunds.

5. If the receiver refuses the draft for the reply, the delivery office immediately informs the sender of it by a service advice, which takes the place of the reply.

6. This service advice is forwarded, as a private telegram, in the following form :—

Reply to No. of The receiver refuses.

When the telegram cannot be delivered as soon as it arrives, from circumstances provided for in paragraph 3, Regulation XLVIII, a service advice is transmitted in the form prescribed by that paragraph.

8. If there is no rectification, and if the endeavours made to find the receiver have proved unavailing, the official reply is forwarded, at the end of eight days or before the lapse of that time, as a private telegram, in the following form :—

Reply to No. of signed Receiver unknown, not arrived, left &c.

LII.

1. The provisions of the two preceding Regulations are not compulsory upon Extra-European Administrations which declare their inability to apply them.

2. In dealing with these Administrations, the money deposited for the reply is placed to the credit of the delivery office, which adopts such means as it considers suitable to enable the receiver to avail himself of it.

c. Telegrams to be $\frac{\text{Repeated.}}{\text{Collated.}}$

LIII.

1. The sender of any telegram may request that it be $\frac{\text{repeated}}{\text{collated}}$, in which case he writes before the address the notice *Repetition or (TC)*.

2. Government telegrams expressed in secret language, figures or letters, are repeated officially and gratuitously. (Reg. xvi. § 6).

3. The repetition, which consists of the entire repetition of the telegram, is given on all instruments by the receiving office immediately after the transmission of the telegram to be repeated.

4. The charge for repeating is equal to a quarter of the charge for an ordinary telegram of the same length for the same journey.

d. Acknowledgments of Receipt.

LIV.

1. The sender of any telegram may request that a notice of the date and time at which his telegram is handed to the receiver be transmitted to him by telegraph immediately after its delivery. He inserts before the address the notice *Acknowledgment of receipt or (CR)*.

2. The charge for an acknowledgment of receipt is equal to that of an ordinary telegram of ten words by the same route.

LV.

1. An acknowledgment of receipt is announced by the abbreviation *(CR)*, and transmitted in the following form :
CR. Paris from Berne. No. . . . (address of receiver) delivered the . . . (date, hour, and minute.)

2. Acknowledgments of receipt have an official No. from the office which sends them. They take precedence of private telegrams.

3. In the case provided for in paragraph 3, Regulation XLVIII, the acknowledgment of receipt is preceded by the service advice required by that paragraph. The acknowledgment of receipt is then despatched, either after the delivery of the telegram, if that has become possible, or after a lapse of twenty-four hours, if delivery has not been effected, and it mentions in that case the cause of non-delivery.

e. Telegrams to Follow.

LVI.

1. Any sender may request, by inserting the notice *To follow* or *(FS)* before the address, that the terminal office shall cause his telegram to follow the receiver within the limits of the countries working under the European system.

2. The sender of a telegram *To follow* cannot, in any case, prepay a reply to such telegram.

3. When a telegram bears the notice $\frac{\text{faire suivre}}{\text{to follow}}$ or *(FS)* without further instructions, the terminal office, after presenting it at the address given, retransmits it immediately, if requisite, to the new address supplied at the residence of the receiver. This new address is inserted in the telegram after the first one.

4. If no new address be supplied, it keeps the telegram in the office, observing the provisions of paragraphs 3 and 7 of Reg. XLVIII. If the telegram is retransmitted, and the second office cannot find the receiver at the new address, the telegram is retained by that office.

5. If the notice $\frac{\text{faire suivre}}{\text{to follow}}$ or *(FS)* is accompanied by successive addresses, the telegram is successively transmitted to each, until the last, if necessary; and the last office treats it in accordance with the regulations of the preceding paragraph.

6. The original contents of the telegram to follow should be transmitted in full to the successive delivery offices and reproduced in the copy addressed to the receiver; but, in the preamble, each office transmits, up to the final destination, the name of the original sending station, and reproduces, as place of destination (Reg. XXXVII. § 1, letter *b*), only that of the first address to which the telegram has still to be sent.

7. The international charge, to be prepaid by the sender, for telegrams to follow, is simply the charge calculated to the first terminal office, all the addresses entering in the number of words charged for. The supplementary charges are obtained from the receiver. In the case provided for in paragraph 3 the charge for the new transmission is arrived at by adding the total number of words forming the original contents of the telegram to the number contained in the new address.

8. The charges to be obtained from the receiver for additional transmissions, calculated from the first terminal office indicated in the address, should, at each retransmission, be officially notified in the preamble.

9. This notification is given in the following form :— *Charges to be collected . . . s. . . . d.* If the extra transmissions take place within the limits of the State to which the terminal office belongs, the supplementary charges to be collected from the receiver are calculated, for each retransmission, according to the internal tariff of the State. If the retransmissions take place beyond these limits, the supplementary charges are ascertained by treating each international retransmission as a separate telegram. The tariff for each retransmission is the tariff applicable to traffic exchange between the State which retransmits and that to which the telegram is retransmitted.

10. If the charges for retransmission are not recovered by the delivery office, the Administration to which the latter belongs is reimbursed the amount of the charges due to the Administrations, by a reimbursement draft.

LVII.

1. In the European system, any person, on furnishing proof of identity, can request that telegrams which may arrive at a telegraph office, to be delivered to him within the delivery radius of that office, be retransmitted to him within the limits of the European system to the address which he supplies. The request is acted upon in accordance with the conditions of the preceding regulation.

2. Requests for retransmission should be made in writing.

3. Each Administration reserves to itself the power of causing to follow, in accordance with the information given at the residence of the receiver, telegrams respecting which no special instructions have been otherwise furnished.

4. If a telegram retransmitted at the request of the receiver cannot be delivered, the sending office is informed by a service advice in the following form: *No. . . of . . . (date and address) retransmitted at receiver's request to . . . (new address) undelivered, refused, receiver unknown, not arrived, left, &c.*

5. When a delivery office complies with the request, given by a receiver or at the latter's residence, to retransmit the original telegram beyond the limits of the State to which such delivery office belongs, and the telegram in question is a telegram with reply paid, the office which retransmits cancels the instruction *R.P.* in the telegram which he causes to follow, issues a draft, and applies the amount of it to a paid service advice, by which he gives to the sending office notice of the retransmission of the telegram.

f. Multiple Telegrams.

LVIII.

1. A multiple telegram may be addressed either to several receivers in the same locality or in different localities, but served by the same telegraph office, or to the same receiver at several places of residence in the same locality, with or without re-expedition by post, by express or by estafette.

2. If the address of a multiple telegram contains any contingent instructions, it is written in accordance with the prescriptions of Regulation XII. § 2.

3. A multiple telegram is charged for as a single telegram; but a copying fee of 5d. per telegram, not exceeding 100 words, is charged for each address after the first. Beyond 100 words, the copying fee is increased by 5d. for every additional, or fractional part of, 100 words. In calculating this fee, all the words in the body of the message, the signature, and the address are counted, each copy being treated separately.

4. In transmitting a multiple telegram, the number of addressees must be specified in the preamble.

5. In the first case provided for by paragraph 1 of the present Regulation, each copy of the telegram should bear only its own address, unless the sender has requested the contrary. The latter request should be included in the number of words charged for, be inscribed before the addresses and formulated as follows:—*Communicate all addresses.*

g. Telegrams to places beyond the International System.

LIX.

1. Telegrams addressed to places beyond the international telegraph lines may, according to the sender's request, be despatched to destination by post, express, or estafette. Their despatch by express or estafette can, however, only be requested when they are for States which, in conformity with Article 9 of the Convention, have organised a mode of transport for the delivery of telegrams more rapid than the post, and have notified to the other States the arrangements made to that effect.

2. The address of telegrams to be conveyed beyond the telegraph lines is written in the following form:—*Post (or Express or Estafette), M. Müller, Johannisthal, Berlin*; the name of the terminal telegraph office being written last.

LX.

1. The expense of transport beyond the telegraph offices, by quicker means than the post, in States where such service is organised, is obtained from the receiver.

2. The sender, however, of a telegram requesting an acknowledgment of receipt, can prepay this transport by depositing a sum for the purpose, to be fixed by the sending office, subject to after adjustment. The acknowledgment of receipt states the amount expended.

3. The only exception to this rule is for transport beyond terminal offices on extra-European lines, the cost of which has been fixed and notified by the terminal Administration. In this case, the cost is collected by the sending office, and no acknowledgment of receipt or subsequent adjustment is required.

4. In every case provided for by the preceding paragraphs 2 and 3, the words *Express paid* or (*X P*), *Estafette paid* or (*E P*), are written before the address and charged for. Subject to the exception provided for in paragraph 3, these notices include an acknowledgment of receipt, without the necessity of adding the instruction (*C R*).

LXI.

1. The terminal office has a right to employ the post:

- a. In the absence of directions in the telegram as to the means of transport to be employed;
- b. When the means indicated differ from the mode adopted and notified by the terminal State, in conformity with Article 9 of the Convention;
- c. When there is a claim to be made for portorage against a receiver who has previously refused to pay such charges. In the latter case the telegram may be deposited in the box, as an unpaid letter.

2. The employment of the post is obligatory upon the terminal office:

- a. When a request to this effect has been expressly made either by the sender (Reg. LIX. § 1) or by the receiver (Reg. LVII.);
- b. When the terminal office has no more rapid means at its disposal.

3. Telegrams of all kinds, which have to be sent to their destination by post, are handed to the post-office by the terminal office, without any charge being made to the sender, or to the receiver, except in the cases provided for in paragraphs 1 c, 4, 5, and 6 of the present Regulation.

4. Telegrams which have to be posted as registered letters are subjected to a charge of 5d. as a maximum, which charge remains to the credit of the original Administration.

5. Telegrams which have to be despatched by sea are subjected to a varying charge, collected by the sending office. The amount of this charge is fixed by the Administration which undertakes the despatch, and is notified to all the other Administrations.

6. Telegrams transmitted to a telegraph office situated near a frontier, in order to be forwarded by post over the neighbouring territory, are deposited in the box as unpaid letters and the postage is charged to the receiver.

7. If, however, there is a serious interruption to the telegraphic communication crossing the frontier, Regulation XLIII. is to be acted upon.

8. When a telegram, to be forwarded as a registered letter, cannot immediately be registered, it is, in order to take advantage of a postal departure, first posted as an ordinary letter; and a duplicate is addressed as a registered letter as soon as possible.

h. Semaphoric Telegrams.

LXII.

1. Semaphoric telegrams are telegrams exchanged with ships at sea, by the medium of semaphores established or to be established on the coasts of any of the contracting States.

2. They should be written either in the language of the country in which is situated the semaphore station which has to signal them, or in signals of the universal commercial Code. In the latter case they are considered as cipher telegrams.

3. When they are for ships at sea, the address should contain, in addition to the ordinary direction, the name or official number of the vessel and its nationality.

4. In the case of Government semaphoric telegrams signalled from a ship at sea, the seal is replaced by the distinctive sign of command. The name of the vessel should be given.

5. Every semaphoric telegram must contain in the preamble the official instruction *Semaphoric*.

6. The charge for telegrams exchanged with ships at sea, by the medium of semaphores, is fixed at ten pence per telegram. This charge is added to the cost of its transmission by the electric telegraph, calculated according to the ordinary rules. The total is collected from the sender for telegrams addressed to ships at sea, and from the receiver for telegrams signalled from ships at sea (Regulation XXX. § 1.) In the latter case, the instruction: . . . *s . . . d. to be collected*, should be inserted in the preamble. If it cannot be collected, the delivering Administration is paid the amount of charges due, by means of a reimbursement draft.

LXIII.

LXIII.

1. Telegrams from a ship at sea are transmitted to their destination in signals of the commercial Code, when the ship requests it.
2. When the ship does not request it, they are translated into ordinary language by the chief of the semaphore station and transmitted to destination.
3. Telegrams which it has been impossible to signal from semaphore stations to the ships to which they are addressed, within thirty days of the date of their original deposit (date of deposit not included), are considered as dead letters.
4. In case the ship to which a semaphoric telegram is addressed does not arrive within the term of twenty-eight days, the semaphore station advises the sender of it on the morning of the twenty-ninth day. The sender has the power, on paying for an ordinary aerial telegram of ten words, to request the retention of his telegram for another period of thirty days, and so on. If this request is not made, the telegram is treated as a dead letter on the thirtieth day.

i. General Provisions.

LXIV.

In applying the preceding Regulations, the facilities given to the public for urgent telegrams, prepaid replies, repeated telegrams, acknowledgments of receipt, telegrams to follow, multiple telegrams, and telegrams to be forwarded beyond the lines may be combined, the prescriptions of Regulation XII being duly observed.

11. Telegram Money Orders.

LXV.

The issue, form of expressing, delivery and payment of telegram money orders are regulated by special International Conventions.

LXVI.

The transmission of telegram money orders, between Administrations which admit such transmission, is subject to the same rules as other descriptions of telegrams, under reservation of the prescriptions constituting the object of Regulation XL, paragraph 1.

12. Telephonic Service.

LXVII.

1. The Administrations of the contracting States may, as the requirements arise, provide international telephonic communication, either by establishing special wires, or appropriating already existing wires to that service.
2. In the absence of special arrangements between the said Administrations, the wires are led into a central office of each Administration, and may, by that means, be connected either with the telephone offices open to the public, or with private houses, counting-houses, workshops, &c.
3. The Administrations agree as to the choice of instruments and details of working; they fix, by common accord, the rate to be deducted on each of the telephonic lines.
4. The unit adopted, both for the collection of the charges and the duration of the communication, is a conversation of three minutes.
5. The use of the telephone follows the order of the applications. Not more than two consecutive conversations of three minutes each can be accorded to the same speakers, except when no other application is made either before or during such two conversations.

13. Records.

LXVIII.

The originals of telegrams and documents relating to them, retained by the Administrations, are preserved during at least six months, counting from their date, with all necessary precautions to secure their secrecy.

2. This period is extended to twelve months in the case of telegrams under the extra-European system.

LXIX.

1. The originals or copies of telegrams can only be communicated to the sender or to the receiver, after proof of his identity, or to the authorised representative of either of them.
2. The sender and receiver of a telegram, or their authorised representatives, have a right to be furnished with certified true copies of that telegram or of the copy delivered at destination, if the latter has been preserved by the terminal Administration. This right lapses after the expiration of the time fixed for preserving the records.
3. A fixed charge of 5d. is made for every copy delivered in conformity with the present Regulation, if the telegram does not exceed 100 words. Beyond 100 words, the charge is 5d. for each hundred, or fraction of a hundred words.
4. Telegraph Administrations are not obliged to produce or give copies of the telegrams above mentioned, unless the senders, the receivers, or their authorised representatives, furnish the necessary information to enable the telegrams to be found to which their requests refer.

14. Refunds.

LXX.

1. The Administration which received the charges makes the following refunds to the sender, after reclaiming, when necessary, from the other Administrations:—
 - a. The full cost of every telegram which has experienced serious delay, or failed to reach its destination, through the fault of the telegraph service;
 - b. The full cost of every collated telegram which has manifestly been unable to fulfil its object, in consequence of errors made in its transmission;
 - c. In traffic under the extra-European system, the cost of every word omitted in the transmission of an ordinary telegram, through the fault of the telegraph service. This rule, however, is not applicable when the receiver has discovered the omission and had it rectified under Regulation XVIII.
2. In case of interruption of a sub-marine line, the sender of every telegram has a right to the refund of the portion of the charge belonging to the distance not traversed, deduction being made, if necessary, of the expense incurred in sending the telegram by any other mode of transport.
3. These rules do not apply to telegrams transmitted by the lines of a non-adhering Administration which would not, on its side, make similar refunds.
4. In the cases provided for in the preceding paragraphs, the refund rules only apply to the tariff of the actual telegrams lost, delayed, or mutilated, including any supplementary charges collected, and to the charges for telegrams specified in Reg. XVIII. They do not apply to the cost of other telegrams necessitated or rendered useless by the loss, delay, or mutilation.

LXXI.

1. Every claim for refund should be made, under penalty of rejection, within two months of the date of the telegram. This period is extended to six months for telegrams under the extra-European system.
2. Every claim should be made to the original sending Administration and be accompanied by documentary evidence—i.e., in case of non-delivery, by a written statement from the terminal office or addressee; and in case of mutilation or delay, by the copy of the telegram actually delivered. The claim may however be presented by the addressee to the terminal Administration, which decides whether it can deal with it, or whether it should be forwarded to the sending Administration.
3. When a claim is admitted to be well founded by the Administrations interested, the refund is made by the original sending Administration.
4. If the sender does not reside in the country where he deposited his telegram for transmission, he can have his claim forwarded to the original sending Administration through the medium of another Administration. In this case the latter is, if requisite, deputed to make the refund.

111

5. Claims transferred from Administration to Administration are accompanied by the originals, copies, or extracts, of all letters or papers which relate to them. A précis of these papers should be given in French, when they are not written in that language, or in a language understood by all the Administrations interested.

6. Except in cases of serious delay, a complaint is not transferred from Administration to Administration :—

- a. When the matter complained of does not constitute a claim for refund ;
- b. When it refers to a telegram which, not being in accordance with the reglementary conditions prescribed for observance by the public, with regard to composition, language, legible writing, address, instructions for transport beyond the lines &c., has been accepted for transmission at the risk and peril of those concerned.

LXXII.

1. In the case of every telegram not delivered at its destination, the re-imbursment is supported by the Administrations on the lines of which the irregularities were made that prevented the telegram from reaching the receiver.

2. If a complaint of non-delivery is rejected, the delivery of the telegram should be proved by a receipt, or by a declaration from the terminal Administration.

3. In case of delay, the claim for reimbursement is absolute if the telegram did not reach its destination sooner than it would have done by post, or when the delay exceeds forty-eight hours for a European telegram, or 144 hours for a telegram proceeding beyond the limits of Europe.

4. The integral return of the charge is effected at the expense of the Administrations which caused the delay, and is supported in proportion to the delay on the lines of each of them.

5. In case of mutilation of a collated telegram, the first Administration specifies the errors which prevented the telegram from fulfilling its object, and the contributive shares of the different Administrations are regulated according to the number of errors thus specified, a word omitted or added counting for an error.

6. The contributive share for the alteration of a word mutilated successively on the lines of several Administrations, is supported by the first of the Administrations in fault.

7. Errors or omissions are chargeable :—

a. Against the two offices : when words, numbers, or characters, having been omitted or added the receiving office

fails to verify the number of words ; when paid $\frac{\text{collation}}{\text{repetition}}$ is omitted or incompletely performed ; when, by the Hughes instrument, defective working takes place and is not remedied ;

b. Against the receiving office : when it omits to act upon a rectification made to its repetition by the sending office ; when, in case an official repetition is sent, it fails to correct the first transmission in accordance with such repetition ;

c. Against the sending office, in all other cases.

8. In case of a partial refund on account of a telegram with one or more copies, the total charge received is divided by the number of copies, and the quotient represents the amount of refund for each copy, the telegram itself entering in the calculation as one copy.

9. When the office which is responsible for an error or omission cannot be ascertained, in consequence of the absence or insufficiency of documentary proof, the Administration which fails to furnish the proof is chargeable with the refund.

10. When a claim has been presented and put in circulation within the limits of time fixed by paragraph 1, Reg. LXXI., and the result has not been notified within the period fixed by Reg. LXVIII. for the preservation of the records, the Administration which originally received the claim refunds the charge applied for, and the reimbursement is debited against the Administration which delayed the investigation of the claim.

11. For traffic under the extra-European system, the reimbursement is supported by the different Government Administrations or private Companies over the lines of which the telegram was transmitted, each Administration giving up its share of the charge.

LXXIII.

1. When a telegram is stopped, under Articles 7 and 8 of the Convention, the charge made for its transmission is returned to the sender, if he claims it, and the refund is supported by the Administration which stopped the telegram.

2. If, however, that Administration has, in conformity with Article 8, given notice of its non-acceptance of a particular description of telegrams, the refund of the charges of any telegrams of such description which may be subsequently stopped, should be supported by the original sending Administration, from the date the notice reached it.

15. Accounts.

Article 12 of the Convention.

The High Contracting Parties reciprocally owe each other account of the charges which they respectively collect.

LXXIV.

1. The franc is the monetary unit employed in the preparation of international accounts.

2. Each State credits the next State with the full tariff of all the telegrams it transmits to it, calculated from the frontier of the two States to destination.

3. The same rule applies to telegrams to follow, and also to semaphoric telegrams coming from the sea. The charge specified in the preamble as recoverable from the receiver (Reg. LVI §§ 7 to 9, and LXII § 6) is at the same time deducted from the total of the daily or monthly account.

4. Terminal charges may be settled direct between terminal States, after an understanding has been effected between such States and the intermediate States.

5. Charges may, by common agreement, be settled according to the number of telegrams which cross the frontier, without taking into account the number of words and accessory dues. In this case, the proportions of the next State, and of each of the following States, if any, are determined by means of averages agreed to by those concerned. (Regulation LXXXVI, § 3).

6. When Regulation LXXXVII is applied, the contracting Administration in direct relation with a non-adhering line is deputed to regulate the accounts between such line and the Contracting Administrations to which it serves as an inter-medium for transmission.

LXXV.

1. Charges for copies or transport beyond the lines belong to the State which delivered the copies or effected the transport.

2. The normal charges for prepaid replies and acknowledgments of receipt are placed to the credit of the delivering Administration, either in the accounts or in the calculation of the averages referred to in paragraph 5 of the preceding Regulation. Nevertheless, when the charge deposited for a reply is refunded, in accordance with paragraphs 2 and 4 of Reg. LI, the normal charge is deducted from the next monthly account of the sending Administration which made the refund.

3. Replies and acknowledgments of receipt are treated in transmission and in the accounts as ordinary telegrams.

4. In traffic under the European system, when a telegram in course of transmission quits the route for which its tariff was calculated, the charge collected for its transit is divided, from the point where the normal route was left, among the Administrations employed in its transmission, including the Administration which occasioned the diversion, and any submarine lines concerned. The division is effected in the proportion of their normal transit rates.

5. In the case of telegrams between adjoining countries following a circuitous route, the original Administration pays the normal transit rates, in the absence of special arrangements. On the other hand, the terminal rates for these same telegrams are settled between the Administrations of the two adjoining countries, unless they are to be retained by the original Administrations by virtue of special arrangements.

6. Under the extra-European system, when a telegram, of whatever kind, is transmitted by a different route from that which regulated its cost, the difference of rate is borne by the Administration which directed the telegram, subject to recourse to any other Administration which may have caused the change of route.

LXXVI.

LXXVI.

1. The charge which serves as the basis for division between the States and, when necessary, for the calculation of the averages mentioned in paragraph 5 of Regulation LXXIV is that which results from the proper application of the tariffs fixed between the interested States, without taking account of errors in charging which may have occurred.

2. But the number of words announced by the sending office serves as the basis for the application of the charge, except in the case where, owing to an error in transmission, it may have been rectified by common accord between the original sending office and the receiving office.

3. To determine the average rates, a complete monthly account is prepared, exhibiting each telegram separately, with its extra charges of whatsoever nature (Reg. LXXV). The total of the charges, calculated for each State for the entire month, is divided by the number of telegrams; the quotient represents the mean rate applicable to each telegram in subsequent accounts until a revision is made. This revision, unless under exceptional circumstances, should not be made before the lapse of a year.

LXXVII.

1. The reciprocal adjustment of accounts takes place at the end of each month.

2. The deductions and establishment of the balance take place at the end of each quarter.

3. The balance thus established is paid in actual francs of gold to the State which is creditor, unless the two Administrations concerned have arranged for the use of another money.

4. The cost of making the remittance is defrayed by the Administration which has to receive it.

LXXVIII.

1. The exchange of the monthly accounts takes place within a quarter of a year of the month to which they relate.

2. The revision of the accounts takes place within six months from the date on which they are sent. This is the maximum delay. The Administration which does not receive any correction within that time, has full right to consider the accounts admitted. This regulation is also applicable to the observations made by one Administration on the accounts sent in by another.

3. The monthly accounts are admitted without revision, when the difference between the totals arrived at by the two Administrations interested does not exceed 1 per cent. of the debit of the Administration whose accounts are questioned. Should a revision have been commenced, it should be stopped, if an exchange of observations between the Administrations interested shows that the difference which led to the revision is within the limits of 1 per cent.

4. The quarterly account should be verified and paid within a period of six weeks following the exchange of the accounts relating to the last month of the quarter. This settlement is made independently of the revision of the monthly accounts.

5. No claim is admitted in the accounts respecting telegrams under the European system which are more than six months old, or respecting telegrams under the extra-European system which are more than twelve months old.

16. *Reservations.*

Article 17 of the Convention.

The High Contracting Parties reserve to themselves respectively the right to make separately, among themselves, particular arrangements of every kind in matters of service which do not interest the generality of the States.

LXXIX.

The details of service to which the reservation provided for in Article 17 of the Convention applies are especially:—

The establishment of tariffs from State to State;

The adjustment of accounts;

The adoption of special instruments or vocabularies between certain points and in certain defined cases;

The application of the system of telegraph stamps;

The transmission of postal money orders by telegraph;

The collection of charges on telegrams at destination;

The delivery of telegrams at destination;

The power of transmitting, at reduced rates, messages for the Press, at fixed hours and on specified conditions, without injury to the general service, or of letting for such purpose special wires on payment of rent;

The extension of the right of franking to service telegrams which relate to meteorology or any other objects of public interest.

17. *International Office. Reciprocal Communications.*

Article 14 of the Convention.

A central office, placed under the superior authority of the chief Administration of one of the Contracting Governments, designated for that purpose in the Service Regulations, is appointed to collect, arrange, and publish information of all kinds, relating to international telegraphy, to circulate requests for modifications of tariffs and service regulations, to give notice of the changes adopted, and generally to study all subjects and execute all work entrusted to it in the interest of international telegraphy.

The expenses incurred in working this office are supported by all the Administrations of the Contracting States.

LXXX.

1. The central office, provided for by Article 14 of the Convention, receives the title of International Office of the Telegraph Administrations.

2. The chief Administration of the Swiss Confederation is appointed to organise the International Office according to the conditions defined in the following Regulations LXXXI. to LXXXIII.

LXXXI.

1. The joint expenses of the International Office of the Telegraph Administrations must not exceed the sum of £4,000 per annum, not including special expenses caused by an International Conference. This sum may be subsequently increased by the consent of all the contracting Parties.

2. The Administration appointed, under Article 14 of the Convention, for the direction of the International Office, supervises the expenses, makes the necessary advances, and prepares the annual accounts, which are communicated to all the other Administrations interested.

3. For the division of the expenses, the contracting or adhering States are divided into six classes, each contributing in the proportion of a certain number of parts, i.e.:—

1st Class.....	25 parts.
2nd „	20 „
3rd „	15 „
4th „	10 „
5th „	5 „
6th „	3 „

4. These co-efficients are multiplied by the number of States of each class, and the sum of the products thus obtained shows the number of parts by which the total expense is to be divided. The quotient represents the value of a part.

5. For the contribution of expenses the Administrations of the contracting States are divided into the six classes mentioned in the preceding paragraph.

1st class: Germany, Argentine Republic, Brazil, France, Great Britain, British India, Italy, Russia, Turkey;

2nd class: Austria, Spain, Hungary;

3rd class: Belgium, Dutch East Indies, Norway, Netherlands, Roumania, Sweden;

4th class: South Australia, Cape of Good Hope, the Spanish Colonies [*Cuba, Philippines (Islands) and Porto-Rico*], Denmark, Egypt, Japan, New South Wales, New Zealand, Switzerland, Tasmania, Victoria;

5th class: Bosnia-Herzegovina, Bulgaria, Cochin-China, Greece, Portugal, Senegal, Servia, Siam, Tunisia;

6th class: Luxemburg, Montenegro, Natal, Persia. †

LXXXII.

113

LXXXII.

1. The Administrations of the contracting States forward to each other reciprocally all documents relating to their internal administration, and communicate to each other every improvement which they may introduce.
2. As a general rule, the International Office serves as the medium for these communications.
3. The said Administrations send by post, by prepaid letter, to the International Office, notice of all measures relative to the composition and alterations of tariffs, both internal and international; to the opening of new lines and the closing of existing lines, so far as they affect the international service; also, to the opening and closing of offices, and to alterations in the hours of duty. The printed or written documents on the subject issued by the Administrations are forwarded to the International Office, either at the date of their issue, or on the first of the ensuing month at latest.
4. In addition to this, the said Administrations send to that Office, by telegraph, notices of all interruptions and restorations of communication affecting international traffic.
5. They prepare, as completely as possible, and send to the International Office, at the commencement of each year, statistical tables, showing the movement of traffic, the situation of the lines, the number of offices, instruments, &c. These statistics are made up in the manner indicated by the International Office, which distributes forms fully prepared for the purpose.
6. They send also to that Office two copies of the different publications which they issue.
7. The International Office, moreover, receives information respecting all experiments instituted by each Administration in the different branches of the service.

LXXXIII.

1. The International Office arranges and publishes the tariffs. It duly communicates to the Administrations all particulars relating to them, particularly those mentioned in paragraph 3 of the preceding Regulation. When the communications are of an urgent nature, the International Office transmits them by telegraph, especially in the cases provided for by paragraph 4 of the same Regulation. In notifications relating to changes of tariffs, it forwards its communications in such a form as will admit of the changes being at once inserted in the columns of the tables of rates annexed to the Convention.
2. The International Office prepares tables of general statistics.
3. It edits, by the aid of the documents placed at its disposal, a telegraph journal in the French language.
4. It prepares, publishes, and periodically revises an official telegraph map.
5. It should, moreover, keep itself at all times at the disposal of the Administrations of the contracting States, in order to furnish them with every kind of special information affecting international telegraphy which they may require.
6. The documents printed by the International Office are distributed to the Administrations of the contracting States in the proportion of the number of their contributive shares, as defined in Regulation LXXXI. Any additional documents required by the Administrations are charged for separately at cost price. This also applies to documents applied for by private Companies.
7. The number of copies to be thus supplied should be decided upon once for all, until further notice; and sufficient time should be given to the International Office to arrange for printing the number of copies required.
8. The International Office circulates, when so instructed by one or more Administrations interested, requests for modifications in the Tariffs and Service Regulations provided for by Articles 10 and 13 of the Convention. After obtaining the unanimous consent of the Administrations concerned, and when necessary the concurrence of any other Administrations interested, it duly notifies the changes adopted. It is required, moreover, to notify all changes of Tariffs and Service Regulations, whatever form may be followed for their adoption. Such notification will not be acted upon until after a lapse of at least two months in the case of modifications in the Regulations, and of at least fifteen days in the case of changes of Tariffs, and in case of any dispute, not until the point in question be settled.
9. In questions to be resolved by the assent of the contracting Administrations, those which fail to cause their replies to arrive within the maximum delay of four months are considered as assenting.
10. The International Office prepares the materials for the Telegraph Conferences. It attends to the editing, printing and distribution of the amendments, minutes, copies, and other papers.
11. The Director of that Office assists at the sittings of the Conference, and takes part in the discussions, without a vote.
12. The International Office makes an annual report upon its management, which is communicated to all the Administrations of the contracting States.
13. The management of the said Office is also submitted to the examination and approval of the Conferences provided for by Article 15 of the Convention.

18. *Conferences.*

Article 15 of the Convention.

The Tariffs and Service Regulations provided for by Articles 10 and 13 are annexed to the present Convention. They possess the same value, and come into operation at the same time as the Convention.

They will be subjected to revisions, at which all the States which have taken part in them will have the right to be represented.

With this object, Administrative Conferences will take place periodically; each Conference fixing the time and place of the next meeting.

Article 16 of the Convention.

These Conferences are composed of delegates representing the Administrations of the contracting States.

In the deliberations, each Administration has a right to one vote, provided always that when there are different Administrations of the same Government, a request to this effect shall have been made through the diplomatic channel to the Government of the country in which the Conference is to take place, before the date fixed for its opening, and also that each of the different Administrations has a special and distinct representation.

The revisions resulting from the deliberations of the Conferences can only come into operation after they have been approved by all the Governments of the contracting States.

LXXXIV.

The period fixed for the meeting of the Conferences provided for by paragraph 3, Article 15 of the Convention is made earlier, should ten at least of the contracting States request it.

19. *Adhesions. Relations with non-adhering Lines.*

Article 18 of the Convention.

States which have not taken part in the present Convention will be admitted to adhere to it on their request.

This adhesion will be notified through the diplomatic channel to the contracting State in which the last Conference was held, and by that State to all the others.

It will convey, with full right, accession to all the clauses and admission to all the advantages stipulated by the present Convention.

Article 19 of the Convention.

Telegraphic relations with non-adhering States or private Companies are regulated, in the general interest of the progressive development of communication, by the Service Regulations provided for by Article 13 of the present Convention.

LXXXV.

1. In the case of adhesions provided for by Article 18 of the Convention, the Administrations of the contracting States may refuse the benefit of their conventional tariffs to Administrations which may request to adhere, without on their own part conforming their tariffs to those of the States interested.

2. Administrations which possess, out of Europe, lines for which they have adhered to the Convention, declare which of the two systems, European or extra-European, is the one they intend to apply to them. This declaration is implied by the inscription in the tariff tables, or is notified subsequently through the medium of the International Office.

LXXXVI.

LXXXVI.

1. Private Telegraph Companies, which work within the limits of one or more of the contracting States, and participate in the international service, are considered in relation to that service as forming an integral portion of the telegraph system of those States.

2. Other private Telegraph Companies are admitted to the advantages stipulated in the Convention and present Service Regulations, on their acceding to all their obligatory clauses, and on the notification of the State which granted them the concession or authority to work. This notification takes place in conformity with the second paragraph of Article 18 of the Convention.

3. This accession should be imposed upon Companies whose lines link two or more of the contracting States together to the extent that they may be bound by their Articles of concession to submit themselves, in this respect, to the obligations prescribed by the State which granted the concession.

4. Private Telegraph Companies which may apply to any one of the contracting States for authorisation to connect their cable with the system of such State, can only obtain it upon a formal engagement to submit the amount of their tariffs for the approval of the State according to the concession, and not to apply any change either in the tariffs or Service Regulations except on a notification from the International Office, which is only operative after the expiration of time specified in paragraph 8, Reg. LXXXIII. This stipulation may be departed from in favour of Companies which may find themselves in competition with others not subjected to the same formalities.

5. The reservation which forms the object of paragraph 1 of the preceding Regulation is also applicable to the above-mentioned private Companies.

LXXXVII.

1. When telegraphic relations are opened with non-adhering States, or with private enterprises which have not acceded to the obligatory provisions of the present Regulations, these provisions are invariably applied to their traffic in that portion of its transit which takes place in the territory of the contracting or adhering States.

2. The Administrations interested fix the rate to be applied to that portion of its transit. This rate, determined within the limits of Regulations XXV and XXVI, is added to that of the non-participating Lines.

Thus agreed to at Paris, the 21st June, 1890, by the undersigned Delegates, in conformity with Articles 15 and 16 of the Convention of St. Petersburg, to come into force the 1st July, 1891.

For Great Britain :

J. C. LAMB, H. C. FISCHER, P. BENTON.

For Germany :

HAKE, SCHEFFLER, LE SAGE.

For the Argentine Republic :

SANTIAGO ALCORTA, A. GONZALEZ.

For South Australia :

FRANCIS DILLON BELL.

For Austria and Hungary :

For the Administration of the Telegraphs of Austria :

OBENTRAUT, R. NEUBAUER, DR. BENESCH.

For the Administration of the Telegraphs of Hungary :

KOLLER.

For the Administration of the Telegraphs of Bosnia-Herzegovina :

PEYERLE.

For Belgium :

F. DELARGE.

For Brazil :

ITAJUBA.

For Bulgaria :

MATTHEEFF, J. P. IVANOFF.

For the Cape of Good Hope :

J. C. LAMB, H. C. FISCHER, P. BENTON.

For Cochinchina :

G. GABRIE.

For the Spanish Colonies :

PRIMITIVO VIGIL.

For Denmark :

HÖNCKE.

For Egypt :

YACOB ARTIN PASHA.

For Spain :

ANGEL MANSI, V. COROMINA, T. CORDERO

For France :

J. DE SELVES, H. BARON, R. UNGERER,
BERTHOT, G. SELIGMAN-LUL.

For Greece :

N. P. DELYANNI, S. ANTONOPOULOS.

For the Dutch East Indies :

JOH J. PERK.

For Italy :

ERNEST PONZIO VAGLIA.

For British India :

H. A. MALLOCK, A. BRASHER.

For Japan :

S. KURINO, N. IVASAKI.

For Luxemburg :

MONGENAST.

For Montenegro :

OBENTRAUT, R. NEUBAUER, DR. BENESCH.

For Natal :

J. C. LAMB, H. C. FISCHER, P. BENTON.

For Norway :

C. NEILSEN, F. BUGGE.

For New South Wales :

FRANCIS DILLON BELL.

For New Zealand :

FRANCIS DILLON BELL.

For Holland :

HOFSTEDE.

For Persia :

NAZARE AGA.

For Portugal :

GUILHERMINO AUGUSTO DE BARROS PAUL
BENJAMIN CABRAL.

For Roumania :

MICHEL, C. SOUTZO, S. DIMITRESCO.

For Russia :

GENERAL DE BESACK, E. OUSSOW.

For Senegal :

REBUFFEL.

For Servia :

S. J. GVOZDITCH.

For the Kingdom of Siam :

For Sweden :

SAGER, HERMAN UDDENBERG.

For Switzerland :

ROTHEN.

For Tasmania :

FRANCIS DILLON BELL.

For Tunisia :

E. LORIN.

For Turkey :

MEJCON YUZBACHIAN.

For Victoria :

FRANCIS DILLON BELL.

TABLE A.—EUROPEAN SYSTEM.

Rate per word from Country to Country. Drawn up in execution of Paragraph 2 Article XXV of Service Regulations. (Rates in centimes.)

From—	To—	Germany.	Austria and Hungary.	Belgium.	Bosnia-Herzegovina.	Bulgaria.	Denmark.	Spain.	Canary Islands.	France.	Algeria.	Senegal.	Great Britain and Channel Islands.	Gibraltar.	Greece and Islands of Paro and Euboea.	Greek Islands.	Italy.	Luxemburg.	Malta.	Montenegro.	Norway.	Netherlands.	Portugal.	Roumania.	Russia.	Servia.	Sweden.	Switzerland.	Tunisia.	Turkey.	Tripolitana.
Germany.....	...	20	16 _s	24 _s	25	16 _s	25	88	20	25	171	30	32 _s	36	39 _s	20	16 _s	44 _s	24 _s	28	16 _s	25	24 _s	40	24 _s	20	16 _s	25	52	128 _s	
Austria and Hungary	24 _s	16 _s	20 _s	24 _s	32	92	20	30	175	30	36 _s	44 _s	48	20	24 _s	40 _s	16 _s	36	24 _s	36 _s	16 _s	40	16 _s	28	16 _s	30	44	125 _s	
Belgium	29	33	21	24 _s	84 _s	16 _s	26 _s	167 _s	22 _s	29	57	60 _s	24 _s	13	45	29	32 _s	13	29	29	44 _s	29	24 _s	21	26 _s	56 _s	125	
Bosnia-Herzegovina	17	29	36 _s	96 _s	28 _s	38 _s	179 _s	42 _s	41	37	40 _s	24 _s	29	45	21	40 _s	29	41	17	44 _s	13	32 _s	21	38 _s	36 _s	130	
Bulgaria	33	40 _s	100 _s	32 _s	42 _s	183 _s	46 _s	45	37	40 _s	28 _s	33	49	25	44 _s	33	45	13	40 _s	13	36 _s	25	42 _s	36 _s	134	
Denmark	36 _s	96 _s	28 _s	38 _s	179 _s	35	41	57	60 _s	28 _s	21	49	29	23	21	41	29	43 _s	29	16 _s	21	38 _s	56 _s	133	
Spain	29	30	155	40	16 _s	61 _s	65	28	24 _s	48 _s	36 _s	48	28 _s	16 _s	36 _s	56	36 _s	40	24 _s	30	61	128 _s	
Canary Islands ⁽¹⁾	80	90	95	100	78 _s	121 _s	125	88	84 _s	108 _s	96 _s	108	88 _s	76 _s	96 _s	116	96 _s	100	84 _s	90	121	188 _s	
France	150	26	24 _s	53 _s	57	20	16 _s	40 _s	28 _s	40	16	20	28 _s	40	28 _s	32	16 _s	...	53	120 _s	
Algeria	160	36	34 _s	63 _s	67	30	26 _s	32 _s	38 _s	50	26	30	38 _s	50	38 _s	42	26 _s	...	63	112 _s	
Senegal	177	159 _s	204 _s	208	171	167 _s	191 _s	179 _s	191	171 _s	159 _s	179 _s	199	179 _s	183	167 _s	160	204	271 _s	
Great Britain and Channel Islands...	45	67 _s	71	32	26 _s	59 _s	42 _s	35	26 _s	45	42 _s	58	42 _s	40	30 _s	36	67	134 _s
Gibraltar	66	69 _s	32 _s	29	34 _s	41	52 _s	33	21	41	60 _s	41	44 _s	20	34 _s	65 _s	133
Greece and Islands of Paro and Euboea	10	40	57	66	37	68 _s	57	66	41	68 _s	37	60 _s	49	63 _s	36 _s	151
Greek Islands	43 _s	60 _s	69 _s	40 _s	72	60 _s	69 _s	44 _s	72	40 _s	64	52 _s	67	40	154 _s
Italy	24 _s	80	24 _s	40	28 _s	32 _s	24 _s	48	24 _s	32	16 _s	30	45	92 _s
Luxemburg	45	29	32 _s	17	29	29	44 _s	29	24 _s	21	26 _s	56 _s	125
Malta	45	60 _s	49	41	46	68 _s	45	52 _s	37	40 _s	65 _s	80
Montenegro	40 _s	29	41	21	44 _s	21	32 _s	21	38 _s	36 _s	130
Norway	32 _s	52 _s	40 _s	48	40 _s	20	32 _s	50	68	144 _s
Netherlands	33	29	44 _s	29	24 _s	21	26	56 _s	129
Portugal	41	60 _s	41	44 _s	29	30	65 _s	121
Roumania	36 _s	13	32 _s	21	38 _s	(2)40 _s	130
Russia	40 _s	45	44 _s	50	68	153 _s	
Servia	32 _s	21	38 _s	36 _s	130	
Sweden	24 _s	42	65	136 _s	
Switzerland	26 _s	48 _s	122	
Tunisia	63	120 _s	
Turkey	90 _s	
Tripolitana

REMARKS.

This table will not affect private arrangements concluded or to be concluded between the States.

1. Subject to the approval of the Spanish Government.

2. Rate reduced to 25 centimes for messages between Roumania and Turkey in Europe.

TABLE B—EXTRA EUROPEAN SYSTEM.

Rates fixed for the formation of extra-European tariffs, in execution of Art. XXVI of Service Regulations.

Terminal and Transit Rates per word.

Names of States.	Description of Traffic.	Terminal Rates in francs.		Transit Rates in francs.		Remarks.	
		Frs.	Cts.	Frs.	Cts.		
GERMANY	1st. For messages exchanged by the Trieste cable between Great Britain, Belgium, and Luxembourg, on the one side, and Aden, South Africa, and Egypt on the other.			0	15		
	2nd. For all other messages.	0	20	0	20		
	3rd. <i>Transit rate for the direct German-Norwegian cable:</i> For all messages.			0	15		
AUSTRIA AND HUNGARY.	<i>Terminal rate:</i> For all messages.	0	20				
	<i>Transit rates:</i> 1st. Between the landing-place of the Trieste-Corfu cable and all frontiers of Austria for messages exchanged between Aden, South Africa, and Egypt, on the one side, and on the other: a. Algeria and Tunisia, Germany, Belgium, Bulgaria, Denmark, Spain, France, Gibraltar, Great Britain, Luxembourg, Norway, Holland, Portugal, Sweden, and Switzerland. b. Bosnia, Herzegovina, Montenegro, and Servia. c. Roumania. 2nd. For all other messages.			0	75		
BELGIUM	For all messages.	0	10	0	10	This rate is reduced to 0 075 for messages exchanged by the Trieste cable, between Great Britain on the one side, and India and countries beyond on the other. The reduction does not, however, affect the uniform tariff per word for India.	
	BOSNIA - HERZEGOVINA. For all messages.	0	10	0	10		
BRAZIL	<i>Terminal rates:</i> 1st. From Recife (Pernambuco): a. For the North or Centre region. b. For the South region. 2nd. From Belem (Para): a. For the North region. b. For the Centre Region. c. For the South Region.	1	00				
	<i>Transit rates:</i> Between Jaguarao or Uruguayana and a. Any frontier point in the South region. b. Any frontier point in the Centre region. c. Any frontier point in the North region.			1	00		
	BELGARIA	For all messages.	0	10	0	10	The terminal rate is shared with Natal for messages exchanged by the Durban cable.
	CAPE OF GOOD HOPE. For all messages.	0	20	0	20		
	SPANISH COLONIES.	<i>CUBA:</i> For all messages.	0	20	0	20	
		<i>PORTO-RICO:</i> For all messages.	0	20	0	20	
<i>PHILIPPINE ISLES:</i> For all messages.		0	25				
DENMARK	1st. For messages which pass by the State lines only.	0	10	0	10		
	2nd. For messages transmitted by the cables of the Great Northern Telegraph Company, except the cables with England (<i>vide</i> Great Britain here under), but including the State lines.	0	25	0	25		
EGYPT	<i>Terminal Rates:</i> For all messages exchanged with— 1st. The first region. 2nd. The second region. 3rd. The third region.	0	25				
	<i>Transit Rates:</i> 1st. Within the limits of the first region. 2nd. Between Suakin and other frontiers.			0	25		
	SPAIN	For all messages.	0	20	0	20	The transit rate is reduced by the Bilbao or Vigo route to 0 145 for messages to and from Great Britain or transiting by Great Britain to or from the Brazilian cable.
FRANCE (including Algeria and Tunisia).	<i>Transit Rate for the cable between Cadiz and the Canaries:</i> For all messages.			0	00	This transit rate is reduced to 0 20 for messages to and from South America. These rates are subject to the approval of the Spanish Government.	
	For all messages.	0	20	0	20		
FRANCE (including Algeria and Tunisia).	Between the landing-place at Brest of the two direct transatlantic cables (Anglo and P.Q.) and at Havre of the Commercial Company's cable, on one side, and all the French frontiers on the other, for transatlantic messages of all categories.	0	15	0	15		
	<i>Transit of the Marseilles-Algiers Cable:</i> For all messages.			0	20		
FRANCE (COCHIN-CHINA.)	<i>Terminal Rates:</i> 1st. For messages exchanged with British India and countries beyond, <i>via</i> Moulmein. 2nd. For messages exchanged with the Kingdom of Siam. 3rd. For messages exchanged <i>via</i> the cables. 4th. For messages exchanged with China and countries beyond, <i>via</i> the Tonquin frontier.	0	50				
	<i>Transit Rates:</i> 1st. For messages exchanged with British India and countries beyond, <i>via</i> Moulmein and the cables. 2nd. For messages with the Kingdom of Siam, <i>via</i> the cables. 3rd. For messages exchanged <i>via</i> the frontier of China and Tonquin. 4th. For all other messages.			0	50		
				0	35		
				0	15		

Names of States.	Description of Traffic.	Terminal Rates in francs.	Transit Rates in francs.	Remarks.
FRANCE (ANNAM AND TONQUIN)	For all messages exchanged with Annam--			
	By the cable landing at Hué	0 15	.....
	By the Chinese frontier	0 30	.....
	For all messages exchanged with Tonquin--			
	By the Chinese frontier	0 15	.....
	By the cable landing at Haiphong	0 15	.....
	For all messages exchanged--			
	By land-line between the Chinese frontier and the Cochin-China frontier .....	.....	0 30	In case of interruption of the land-lines telegrams are transmitted by the French cable without alteration of rate.
	By the cables landing at Haiphong .....	.....	0 20	
	By the cables landing at Hué .....	.....	0 20	
For all messages exchanged <i>via</i> the cables between--				
Cape St. Jacques and Hué .....	.....	0 75	In case of interruption of the French cables, telegrams are transmitted by the Extension Company's cables from Cape St. Jacques to Hongkong, and from Hongkong to Haiphong, without change of rate, and reciprocally.	
Cape St. Jacques and Haiphong .....	.....	1 26		
Hué and Haiphong .....	.....	0 50		
FRANCE (SENEGAL).	Rate for the cable between the Canaries and Senegal .....	.....	0 75*	*This rate is reduced to f. 0 30, including the terminal rate for Senegal, for messages with South America.
	Rate for Senegal	0 20	0 10	
GREAT BRITAIN AND IRELAND.	For all messages	0 20	0 15	
	<i>Transit rates for the cables :</i>			
	Anglo-French .....	.....	0 075	
	Anglo-Belgian .....	.....	0 075	
	Anglo-Dutch .....	.....	0 175	
	Anglo-German .....	.....	0 175	
	<i>RATE FOR GIBRALTAR.</i>			
	For all messages passing over the Spanish lines	0 10	0 10	
	<i>THE GREAT NORTHERN TELEGRAPH COMPANY'S RATES :</i>			
	Between England and Denmark .....	.....	0 25	
Between England and Norway .....	.....	0 20		
Between England and Sweden .....	.....	0 35		
		Terminal Rates.	Transit Rates for messages with countries beyond British India.	
		Frs. cts.	Frs. cts.	
GREAT BRITAIN (BRITISH INDIA)	<i>A. THE PERSIAN GULF CABLE RATES.</i>			
	1st. From Fao to Bushire	0 45	0 30	The rate of 0 45 is also the Fao-Bushire transit rate for all other messages.
	2nd. From Fao to the other offices of the Persian Gulf or Baluchistan	1 005	1 39	
	3rd. Between Bushire and the other offices of the Ionian Gulf or Baluchistan	1 455	1 00	
	<i>B. RATES FOR BRITISH INDIA.</i>			
	<i>Terminal rates :</i>			
	1st. From the Bombay, Karachi, or Madras frontier to all offices in British India	0 575	.....
	2nd. From the Rangoon or Moulemein frontier to all offices in British India	0 325	.....
	3rd. From the Bombay, Karachi, or Madras frontier to all offices in Burmah	0 325	.....
	4th. From the Rangoon or Moulemein frontier to all offices in Burmah	0 575	.....
	5th. From the Bombay, Karachi, or Madras frontier to Ceylon	0 690	.....	Rate shared with Ceylon.
	6th. From the Rangoon or Moulemein frontier to Ceylon	0 840	.....
	7th. From the Bombay or Karachi frontier to Burmah, via Madras, Penang, and Rangoon	0 825	.....	This rate is added to the Company's rate for the transit of the Madras, Penang, Rangoon cables.
	<i>Transit rates :</i>			
	a. Between the frontiers of Bombay, Madras, or Karachi .....	.....	0 35	
b. Between the frontiers of Bombay, Karachi, or Madras, on one side, and Rangoon, or Moulemein on the other .....	.....	1 50		
c. Between Rangoon and the frontier of Siam .....	.....	0 35		
		Terminal Rates in francs.	Transit Rates in francs.	
		Frs. cts.	Frs. cts.	
GREECE	For all messages	0 10	0 10	
ITALY	1st. Between Valona on one side, and the landing-places of Otranto-Corfu and Otranto-Zante on the other, and between the landing-places of those two cables .....	.....	0 75	
	2nd. For all other messages	0 20	0 20	
<i>Terminal Rates :</i>				
JAPAN	1st. For messages to or from Europe or countries west of Egypt	0 85	.....	This rate extends to the Office of Fusan in the Corea.
	2nd. For messages to or from Asia, except Russia and Turkey in Asia	1 00	.....
<i>Transit Rates :</i>				
	Rate for the cable from Japan to the Corea or to the Island of Tsu-shiu .....	.....	2 00	
LUXEMBURG	For all messages	0 10	0 10	
MONTENEGRO	For all messages	0 10	0 10	
NATAL	For all messages	0 20*	0 20	The transit rate is shared with the Cape of Good Hope for traffic exchanged with the latter colony.
NORWAY	For all messages	0 15	0 15	*No terminal rate is collected for traffic exchanged with Durban via the cables of the Eastern and South African Company.
HOLLAND :	For all messages	0 10	0 10	
(DUTCH EAST INDIA).	1st. For messages exchanged with the island of Java	0 15	0 15	
	2nd. For other islands of the Dutch-Indian Archipelago (i.e., the islands of Madura, Sumatra, Bali, and Celebes)	0 80	.....

Names of States.	Description of Traffic.	Terminal Rates in francs.	Transit Rates in francs.	Remarks.	
		Fr. Cts.	Fr. Cts.		
	<i>Terminal Rates:</i>				
PERSIA	1st. For messages exchanged with India and countries beyond	1 55	.....	
	2nd. For all others	0 60	.....	
	<i>Transit Rates:</i>				
	1st. Between the frontiers of Turkey and Russia .....	.....	1 00	} This rate applies also to messages exchanged Fao-Bushire-Julfa or via Fao-Bushire Astrabad, but in those cases the transit of the cable Fao-Bushire, 0.45 must be added.
	2nd. Between other frontiers for messages :				
	c. To or from India, Burmah, or Ceylon .....	.....	0 94	
	d. To or from countries beyond India .....	.....	0 705	
PORTUGAL	1st. From all messages exchanged with Portugal by the Brazilian cable, which do not originate or terminate at Portuguese possessions	0 15	0 1125	} The transit rate, via Bilbao or Vigo, is reduced to 0.09 for messages to or from Great Britain or transiting, via Great Britain, to or from the Brazilian cable.	
	2nd. For all messages passing from one of the cables of the Eastern Company to the Brazilian cable, and vice versa .....	.....	0 075	
	3rd. For all other messages	0 10	0 15		
	Special rates for the islands of :				
	a. Madeira	0 075	.....	} These rates are added to those of the Brazilian Submarine Company.
	b. St. Vincent	0 075	0 125		
ROUMANIA	For all messages	0 10	0 10		
	<i>Terminal Rates:</i>				
RUSSIA	1st. For messages exchanged from the European frontiers with :				
	a. Russia in Europe	0 375	.....	
	b. Russia in the Caucasus	0 075	.....	
	c. Russia in Asia, West of the meridian of Werkne-Oudinsk	1 50	.....	
	d. Russia in Asia, East of the meridian of Werkne-Oudinsk	2 025	.....	
	2nd. From the frontiers of Persia or Turkey in Asia for messages exchanged between India or countries beyond on one side, and on the other :				
	a. Russia in Europe, including the Caucasus	1 53	.....	
	b. Russia in Asia (1st and 2nd regions)	2 53	.....	
	3rd. From the same frontiers for all other messages exchanged with :				
	a. Russia in the Caucasus	0 30	.....	
	b. Russia in Europe	0 075	.....	
	c. Russia in Asia (1st region)	1 80	.....	
	d. Russia in Asia (2nd region)	3 00	.....	
	4th. From Wladivostock :				
a. For Russia in Asia (1st and 2nd regions)	1 73	.....		
b. For Russia in Europe and Russia in the Caucasus	2 73	.....		
	<i>Transit rates:</i>				
	1st. Between the European frontiers for all messages .....	.....	0 375	
	2nd. Between the European frontiers, on one side, and the frontiers of Persia or Asiatic Turkey on the other, for messages exchanged with :				
	a. India, Burmah, or Ceylon .....	.....	1 105	
	b. Countries beyond India .....	.....	1 18	
	3rd. Between the same frontier for all other messages .....	.....	0 70	
	4th. Between the frontier of Turkey in Asia and the frontier of Persia for messages exchanged with India or countries beyond .....	.....	1 00	
	5th. Between the same frontiers for other messages .....	.....	0 30	
	6th. Between Wladivostock and all other frontiers .....	.....	3 00	
	7th. Between the frontier of Bokhara and all others .....	.....	1 50	
SERVIA	For all messages	0 10	0 10		
	<i>Terminal rate:</i>				
SIAM	a. From the Indian frontier (Moulmein)	0 575	.....	
	b. From the Cochin-China frontier (Cambodia)	0 40	.....	
	<i>Transit rate:</i>				
	For all messages .....	.....	0 675	
SWEDEN	For all messages	0 20	0 20		
SWITZERLAND	For all messages	0 10	0 10		
	<i>Terminal rates:</i>				
TURKEY	1st. From the European frontiers :			} Includes the rate belonging to the Eastern Company, fixed at 0.17 for Scio, Lemnos, and Tenedos, and 0.35 for the Island of Candia.	
	a. For Turkey in Europe	0 25	.....	
	b. For Turkey in Asia, and Archipelago of Turkey in Asia	0 75	.....	} Includes the rate belonging to the Eastern Company, which in this case is fixed at 0.23 for Scio, Lemnos, and Tenedos, and 0.45 for the Island of Candia. This rate is reduced to 0.25 for all messages under the extra-European System exchanged with European Turkey by the Scio-Tenedos frontier, and for messages exchanged with the Island of Rhodes via Rhodes.
	b. For Turkey in Europe and the Archipelago of Turkey in Asia	1 00	.....	
	2nd. From the Asiatic Turkish frontiers :				
	a. For Turkey in Asia	0 75	.....	
	<i>Tripolitan rates:</i>				
		From the coast of Tripoli :			} This rate is not charged for Ottoman messages.
		a. For the Tripoli office	0 15	.....
		b. For the other offices	0 30	.....
<i>Hedjaz rates:</i>					
	From the Suakin coast (including the rate belonging to the cable from Suakin to Jedda) :			} This rate is reduced to 0.50 for Ottoman messages, including Tripoli, Africa, sent by cable route from Suez to Suakin.	
	a. For Ottoman messages including Tripoli, Africa	1 00	.....	
	b. For messages from Hedjaz with Yemen via Suakin-Perim	0 50	.....	
	c. For other messages	1 50	.....	
	Rate for the Island of Candia	0 15	.....	
	<i>Transit rates:</i>				
	1st. Between the European frontiers .....	.....	0 25	
	2nd. Between the frontiers of Turkey in Asia .....	.....	0 75	

Names of States.	Description of Traffic.	Terminal Rates in francs.	Transit Rates in francs.	Remarks.	
TURKEY (contd).	3rd. Between the frontiers of Turkey in Europe, and those of Turkey in Asia, except the cases provided for under 4:	Frs. Cts.	Frs. Cts.	The transit rate from Constantinople (Odessa cable) to Chesmeh is reduced to 0.125 fr. for Russo-Egyptian messages exchanged via Candia-Alexandria, or for messages by the above-mentioned route between Russia and Aden, or South Africa.	
	a. For messages to or from India, Burmah, and Ceylon.....	.....	1 195		
	b. For messages to or from countries beyond India.....	.....	1 035		
	c. For messages exchanged with Persia, via Khan-ikin or Baghkalch.....	.....	0 70		
	d. For all others.....	.....	1 00		
	4. Between the frontier of El Arich and—				
	a. That of Bosnia:				
	For messages exchanged between Alexandria, in Egypt, and Great Britain.....	.....	0 825		
	For messages exchanged between Alexandria, in Egypt, and Germany.....	.....	0 975		
	b. That of Valona:				
	For messages exchanged between Alexandria, in Egypt, on one side, and Germany or Great Britain on the other.....	.....	0 975		
	Yemen Rates:				
	From Perim (including the rate belonging to the cable from Perim to Sheikh-Said):				
	a. For Ottoman messages.....	0 50	.....	
	b. For other messages.....	0 75	.....	
Rate for the isle of Candia.....	.....	0 075			

THE EASTERN TELEGRAPH COMPANY'S RATES.

The following rates include the terminal rates, belonging to the Company, from Gibraltar, Tangiers, Malta, Suakim, Aden, Perim, and the Island of Scio.

The Greek, Turkish (for Crete), and Egyptian transit rates are also included in the following rates:—

The rates between the coast of Egypt at Alexandria, for messages arriving by the Mediterranean cables (except Cyprus) of the Eastern Company, include the Egyptian terminal rate which belongs to the Company. For the other towns of Egypt, including Port Said, the conventional terminal rates must be added.

For Cairo and Suez the terminal rates belong to the Company.

Description of Traffic.	Terminal Rates.	Transit Rates.	Remarks.
BETWEEN THE COAST OF GREAT BRITAIN AND—	Frs. Cts.	Frs. Cts.	* These rates include the terminal rate of Great Britain, but the transit rate of that country is not included.
The coast of Spain (Vigo or Cadiz):			
1. For messages exchanged with the Brazilian Company's cables ..	.....	0 44*	
2. For all other messages.....	.....	0 55*	
The coast of Portugal (Caminha, Carcavellos, or Villa Real):			
1. For messages with Spain.....	.....	0 475*	
2. For messages exchanged with Africa, via St. Vincent.....	.....	0 55*	
3. For all other messages.....	.....	0 60*	
The coast of Gibraltar.....	0 90	0 90*	
The coast of Morocco (Tangiers).....	.....	1 05*	
The coast of France (Marseilles).....	.....	1 35*	
The coast of Algeria (Bona).....	.....	1 125*	
The island of Malta.....	0 90	.....
The coast of Italy (Modica or Otranto):			
1. For messages with Italy.....	0 90	0 90*	
2. For all other messages.....	.....	1 125*	
The coast of Tripoli.....	.....	1 50*	
The coast of Austria (Trieste).....	.....	1 175*	
The coasts of Greece.....	.....	0 875*	
The coasts of Turkey.....	0 675	0 675*	
The coast of Egypt (Alexandria or Port Said), or the island of Cyprus, via Alexandria.....	1 00	1 90*	
The coast of Egypt (Suakim).....	3 00	3 00*	
The coast of Arabia (Aden), the island of Perim, or the coast of Obock.....	4 50	4 50*	
BETWEEN THE COAST OF SPAIN (VIGO) AND—			† Includes the terminal rates of the islands of Scio, Lemnos, and Tenedos.
The coast of Spain (Cadiz).....	.....	0 30	
BETWEEN THE COAST OF SPAIN (VIGO OR CADIZ) AND—			
The coast of Portugal (Caminha, Carcavellos, or Villa Real).....	.....	0 30	
The coast of Gibraltar:			
1. For messages via Vigo.....	0 50	0 50	
2. For other messages via Cadiz.....	0 10	0 10	
The coast of Morocco (Tangiers):			
1. For messages via Vigo.....	0 65	.....
2. For messages via Cadiz.....	0 25	.....
The coast of France (Marseilles).....	.....	0 775	
The coast of Algeria (Bona).....	.....	0 925	
The island of Malta.....	0 70	.....
The coast of Tripoli.....	.....	1 30	
The coast of Italy (Modica or Otranto):			
1. For messages with Italy.....	.....	0 70	
2. For all other messages.....	.....	0 925	
The coast of Austria (Trieste).....	.....	0 975	
The coasts of Greece.....	.....	0 875	
The coasts of Turkey.....	0 675	0 675	
The coast of Egypt (Alexandria or Port Said) or the island of Cyprus, via Alexandria.....	1 625	1 625	
The coast of Egypt (Suakim).....	2 725	2 725	
The coast of Arabia (Aden), the island of Perim, or the coast of Obock.....	4 225	4 225	

Description or Traffic.	Terminal Rates	Transit Rates	Remarks.
	Frs. Cts.	Frs. Cts.	
BETWEEN THE COAST OF PORTUGAL (CARCAVELLOS, CAMINHA, OR VILLA REAL) AND—			
The coast of Gibraltar:			
1. For messages exchanged with Africa, via St. Vincent	0 075	.....
2. For all other messages	0 225	0 225	
The coast of Morocco (Tangiers):			
1. For messages exchanged with Africa, via St. Vincent	0 225	.....
2. For all other messages	0 375	.....
The coast of France (Marseilles):			
1. For messages with Spain or transiting, via Spain	.....	0 70	
2. For messages with the West Coast of Africa	.....	0 775	
3. For all other messages	.....	0 825	
The coast of Algeria (Bona):			
1. For messages with Spain or transiting, via Spain	.....	0 85	
2. For all other messages	.....	0 925	
The island of Malta:			
1. For messages with Spain	.....	0 625	
2. For all other messages	.....	0 70	
The coast of Tripoli:			
1. For messages with Spain	.....	1 225	
2. For all other messages	.....	1 30	
The coast of Austria (Trieste):			
1. For messages with Spain	.....	0 90	
2. For all other messages	.....	0 975	
The coasts of Greece:			
1. For messages with Spain	.....	0 805	
2. For all other messages	.....	0 875	
The coast of Italy (Modica or Otranto):			
1. For messages exchanged between Italy and Spain, or transiting by Spain	.....	0 625	
2. For all other messages with Italy	.....	0 70	
3. For other messages with Spain	.....	0 85	
4. For all other messages	.....	0 925	
The coasts of Turkey:			
1. For messages with Spain or transiting by Spain	0 00*	0 60	* Includes the terminal rates for the islands of Scio, Lemnos, and Tenedos.
2. For all other messages	0 675	0 675	
The coast of Egypt (Alexandria or Port Said), or the island of Cyprus:			
1. For messages with Spain, or transiting by Spain	1 55	1 55	
2. For all other messages	1 625	1 625	
The coast of Egypt (Suakim):			
1. For messages with Spain, or transiting by Spain	2 65	2 65	
2. For all other messages	2 725	2 725	
The coast of Arabia (Aden), the island of Perim, or the coast of Obock:			
1. For messages with Spain, or transiting by Spain	4 15	4 15	
2. For all other messages	4 225	4 225	
BETWEEN THE COAST OF GIBRALTAR AND—			
The coast of Morocco (Tangiers)	0 15	.....
The coast of France (Marseilles)	1 075	1 075	
The coast of Algeria (Bona)	0 85	0 85	
The island of Malta	0 625	0 625	
The coast of Tripoli	1 225	1 225	
The coast of Italy (Modica or Otranto):			
1. For messages with Italy	0 625	0 625	
2. For all other messages	0 85	0 85	
The coast of Austria (Trieste):			
.....	0 90	0 90	
The coasts of Greece:			
.....	0 825	0 825	
The coasts of Turkey:			
.....	0 60*	0 60	
The coast of Egypt (Alexandria or Port Said), or the island of Cyprus, via Alexandria			
.....	1 625	1 625	
The coast of Egypt (Suakim)			
.....	2 725	2 725	
The coast of Arabia (Aden), the island of Perim, or the coast of Obock			
.....	4 225	4 225	
BETWEEN THE COAST OF MOROCCO (TANGIER) AND—			
The coast of France (Marseilles)	1 225	.....
The coast of Algeria (Bona)	1 00	.....
The island of Malta	0 775	.....
The coast of Tripoli	1 275	.....
The coast of Italy (Modica or Otranto)	1 00	.....
The coast of Austria (Trieste)	1 05	.....
The coasts of Greece	0 875	.....
The coasts of Turkey	0 76*	.....
The coast of Egypt (Alexandria or Port Said), or the island of Cyprus, via Alexandria			
.....	1 775	.....
The coast of Egypt (Suakim)			
.....	2 575	.....
The coast of Arabia (Aden), the island of Perim, or the coast of Obock			
.....	4 375	4 375	
BETWEEN THE COAST OF FRANCE (MARSEILLES) AND—			
The coast of Algeria (Bona) for all messages	.....	0 20	
The island of Malta	0 425	.....
The coast of Tripoli	.....	1 025	
The coast of Italy (Modica or Otranto):			
1. For messages with Italy	.....	0 45	
2. For all other messages	.....	0 675	
The coast of Austria (Trieste)			
.....	.....	0 725	
The coasts of Greece			
.....	.....	0 40	
The coasts of Turkey			
.....	0 20*	0 20	
The coast of Egypt (Alexandria or Port Said), or the island of Cyprus:			
1. For messages with Great Britain, Spain, Portugal, Gibraltar, Tangiers, and Holland	1 425	1 425	
2. For all other messages	1 45	1 45	
The coast of Egypt (Suakim)			
1. For messages with Great Britain, Spain, Portugal, Gibraltar, Tangiers, and Holland	2 525	2 525	
2. For all other messages	2 55	2 55	
The coast of Arabia (Aden), the island of Perim, or the coast of Obock:			
1. For messages with Great Britain, Spain, Portugal, Gibraltar, Tangiers, and Holland	4 025	4 025	
2. For all other messages	4 05	4 05	
BETWEEN THE COAST OF ALGERIA (BONA) AND—			
The island of Malta	0 225	.....
The coast of Tripoli	.....	0 825	
The coast of Italy (Modica or Otranto)	.....	0 45	
The coast of Austria (Trieste)	.....	0 60	
The coasts of Greece	.....	0 40	
The coasts of Turkey	0 20*	0 20	
The coast of Egypt (Alexandria or Port Said), or the island of Cyprus, via Alexandria			
.....	1 225	1 225	
The coast of Egypt (Suakim)			
.....	2 325	2 325	
The coast of Arabia (Aden), the island of Perim, or the coast of Obock			
.....	3 825	3 825	

Description of Traffic.	Terminal Rates.		Transit Rates.		Remarks.
	Frs.	Cts.	Frs.	Cts.	
BETWEEN THE ISLAND OF MALTA AND—					
The coast of Tripoli	0	60	.....	.....
The coast of Italy (Otranto or Modica)	0	225	.....	.....
The coast of Austria (Trieste)	0	275	.....	.....
The coasts of Greece :					
Via the Malta-Zante cable	0	20	.....	.....
Via Alexandria :					
1. For messages with Malta	1	55	.....	.....
2. For all other messages .....			.....	1 25	
The coasts of Turkey :					
Via the Malta-Zante cable	0	275*	.....	.....	* Includes the terminal rates for the islands of Scio, Lemnos, and Tenedos.
Via Alexandria :					
1. For messages with Malta	1	55†	.....	.....	† Includes the terminal rates for the islands of Crete, Scio, Tenedos, and Lemnos.
2. For all other messages .....			.....	1 25†	
The coast of Egypt (Alexandria or Port Said) or the island of Cyprus via Alexandria	1	30	.....	.....
The coast of Egypt (Suakim)	2	40	.....	.....
The coast of Arabia (Aden), the island of Perim, or the coast of Obock	3	90	.....	3 90	
BETWEEN THE COAST OF TRIPOLI AND—					
The coast of Italy (Modica or Otranto) .....			.....	0 825	
The coast of Austria (Trieste) .....			.....	0 75	
The coasts of Greece .....			.....	0 80	
The coasts of Turkey	0	875*	.....	0 875	
The coast of Egypt (Alexandria or Port Said) or the island of Cyprus via Alexandria	1	60	.....	1 00	
The coast of Egypt (Suakim)	2	70	.....	2 70	
The coast of Arabia (Aden), the island of Perim, or the coast of Obock	4	20	.....	4 20	
The coast of Arabia (Yemen) .....			.....	3 85	(This rate is reduced to 2 fr. 05 for official messages of the Ottoman Government.
BETWEEN THE COAST OF ITALY (MODICA) AND—					
The coast of Italy (Otranto) .....			.....	0 175	
BETWEEN THE COAST OF ITALY (MODICA OR OTRANTO) AND—					
The coast of Austria (Trieste) .....			.....	0 275	
The coasts of Greece .....			.....	0 20	
The coasts of Turkey	0	275*	.....	0 275	
The coast of Egypt (Alexandria or Port Said) and the island of Cyprus via Alexandria :					
1. For messages with France, Austria-Hungary, Belgium, Russia, North America, and Luxemburg	1	25	.....	1 25	
2. For all other messages	1	225	.....	1 225	
The coast of Egypt (Suakim) :					
1. For messages with France, Austria-Hungary, Belgium, Russia, North America, and Luxemburg	2	35	.....	2 35	
2. For all other messages	2	325	.....	2 325	
The coast of Arabia (Aden), the island of Perim, or the coast of Obock :					
1. For messages with France, Austria-Hungary, Belgium, Russia, North America, and Luxemburg	3	85	.....	3 85	
2. For all other messages	3	825	.....	3 825	1. This rate is reduced to 1 fr. 90 cts. for messages exchanged between Italy on one side and Massowah or Assab on the other.
BETWEEN THE COAST OF AUSTRIA (TRIESTE) AND—					
The coasts of Greece .....			.....	20	
The coasts of Turkey		275*	.....	0 275	* Includes the terminal rates for the islands of Scio, Lemnos, and Tenedos.
The coast of Egypt (Alexandria or Port Said) or the Island of Cyprus via Alexandria :					
1. For messages with Algeria, Tunisia, Spain, Tangiers, Gibraltar, Portugal, the Canaries, and Senegal	1	25	.....	1 25	
2. For messages with France	1	275	.....	1 275	
3. For messages with Great Britain, Bulgaria, and Servia	1	30	.....	1 30	
4. For messages with Switzerland	1	25	.....	1 35	
5. For messages with Bosnia, Herzegovina, and Montenegro	1	375	.....	1 375	
6. For messages with Luxemburg and Belgium	1	425	.....	1 425	
7. For messages with Roumania	1	40	.....	1 40	
8. For all other messages	1	45	.....	1 45	
The coast of Egypt (Suakim) :-					
1. For messages with Algeria, Tunisia, Spain, Tangiers, Gibraltar, Portugal, the Canaries, and Senegal	2	35	.....	2 35	
2. For messages with France	2	375	.....	2 375	
3. For messages with Great Britain, Bulgaria, and Servia	2	40	.....	2 40	
4. For messages with Switzerland	2	45	.....	2 45	
5. For messages with Bosnia, Herzegovina, and Montenegro	2	475	.....	2 475	
6. For messages with Luxemburg and Belgium	2	525	.....	2 525	
7. For messages with Roumania	2	50	.....	2 50	
8. For all other messages	2	55	.....	2 55	
The coast of Arabia (Aden), the island of Perim, or the coast of Obock :					
1. For messages with Algeria, Tunisia, Spain, Tangiers, Gibraltar, Portugal, the Canaries, and Senegal	3	85	.....	3 85	
2. For messages with France	3	875	.....	3 875	
3. For messages with Great Britain, Bulgaria, and Servia	3	90	.....	3 90	
4. For messages with Switzerland	3	95	.....	3 95	
5. For messages with Bosnia, Herzegovina, and Montenegro	3	975	.....	3 975	
6. For messages with Belgium and Luxemburg	4	025	.....	4 025	
7. For messages with Roumania	4	00	.....	4 00	
8. For all other messages	4	05	.....	4 05	
BETWEEN THE COASTS OF GREECE AND—					
The coasts of Turkey :					
1. For messages exchanged via Larissa-Katerina .....			.....	0 275	
2. For all other messages .....			.....	0 20	
The Greek islands (except Paro and Euboea) :					
For messages exchanged via Larissa-Katerina .....			.....	0 20	
The coast of Egypt (Alexandria or Port Said), or the Island of Cyprus, via Alexandria	1	25†	.....	1 225	† Includes Greek terminal rate.
The coast of Egypt (Suakim) :					
1. For messages between Turkey or Tripoli in Barbary and Arabia .....			.....	2 00	
2. For all other messages	2	35†	.....	2 325	
The coast of Arabia (Aden), the island of Perim, or the coast of Obock	3	85†	.....	3 825	
BETWEEN THE COAST OF TURKEY (CONSTANTINOPLE) AND—					
The coast of Turkey at Salonica, Dardanelles, or Chesmeh .....			.....	0 20	
BETWEEN THE COAST OF TURKEY (SALONICA) AND—					
The coast of Turkey (Dardanelles or Chesmeh) .....			.....	0 20	
BETWEEN THE COAST OF TURKEY (DARDANELLES) AND—					
The coast of Turkey at Chesmeh .....			.....	0 20	

Description of Traffic.	Terminal Rates.	Transit Rates.	Remarks.
BETWEEN THE COASTS OF TURKEY (CONSTANTINOPLE, DARDANELLES, SALONICA, LEMNOS, TENEDOS, SCIO, OR CHERMEL), AND—			
The coast of Egypt (Alexandria or Port Said), or the island of Cyprus, <i>via</i> Alexandria.....	1 15	1 15	
The coast of Egypt (Suakin).....	2 00	2 00	
1. For messages exchanged between Turkey and Arabia.....	2 25	2 25	
2. For all other messages.....	3 75	3 75	
The coast of Arabia (Aden), the island of Perim, or the coast of Obock			
The coast of Arabia (Yemen).....	3 00 ²	3 25 ²	2. These rates are reduced by 1 fr. for the official messages of the Ottoman Government
1. For messages with Turkey in Europe.....			
2. For messages with Scio and Tenedos.....			
BETWEEN THE COAST OF TURKEY (RHODES) AND—			
The coast of Egypt (Alexandria or Port Said), or the island of Cyprus, <i>via</i> Alexandria.....	1 05	1 05	
The coast of Egypt (Suakin).....	2 15	2 15	
The coast of Arabia (Aden), the island of Perim, or the coast of Obock	3 75	3 75	
The coast of Arabia (Yemen).....			
1. For messages with the island of Rhodes.....		3 00 ²	
2. For messages with Turkey in Asia.....		2 25 ²	
3. For messages with Samos and Mitylene.....		2 50 ²	
BETWEEN THE ISLAND OF CRETE AND—			
The coast of Egypt (Alexandria or Port Said), or the island of Cyprus, <i>via</i> Alexandria.....	0 80	0 80	
The coast of Egypt (Suakin).....	1 90	1 90	
The coast of Arabia (Aden), the island of Perim, or the coast of Obock	3 50	3 50	
The coast of Arabia (Yemen).....		3 10 ²	
BETWEEN THE ISLAND OF CYPRUS AND—			
The coast of Egypt (Alexandria or Port Said).....	0 90 ²	0 90	* Includes the terminal rate for Egypt for all places.
The coast of Egypt (Suakin).....	1 35	1 35	
The coast of Arabia (Aden), the island of Perim, or the coast of Obock	3 25	3 25	
The coast of Arabia (Yemen).....	2 25 ²		
The coast of British India.....	3 75	3 75	
BETWEEN THE COAST OF EGYPT (ALEXANDRIA) AND—			
The coast of Egypt (Port Said).....	0 25	0 25	
BETWEEN THE COAST OF EGYPT, VIA SUEZ, AND—			
The coast of Egypt (Suakin):			
1. For messages between Turkey and Arabia, exchanged, <i>via</i> El Arish.....	1 00 ³	1 00 ³	
2. For all other messages exchanged, <i>via</i> El Arish.....	1 60	1 60	
3. For all other messages.....	1 35 ³	1 35 ³	
The coast of Arabia (Aden), the island of Perim, or the coast of Obock:			
1. For messages exchanged with Turkey in Europe and the island of Rhodes, <i>via</i> El Arish.....	2 75	2 75	
2. For all other messages exchanged <i>via</i> El Arish.....	3 50	3 50	
3. For all other messages.....	3 25 ³	3 25 ³	
The coast of Arabia (Yemen):			
1. For messages exchanged with Turkey or Tripolitana, <i>via</i> El Arish.....		2 00 ³	3. Rate reduced by one-half for official messages of the Ottoman Government
2. For other messages exchanged <i>via</i> El Arish.....		3 50	
3. For all other messages.....	2 25	2 25 ³	
The coast of British India:			
1. For messages exchanged <i>via</i> El Arish.....		4 00	
2. For all other messages.....	3 75 ³	3 75	
BETWEEN THE COAST OF EGYPT (SUAKIM) AND—			
The coast of Arabia (Aden), the island of Perim, or the coast of Obock	1 90	1 90	
The coast of Arabia (Yemen).....		1 60 ³	
The coast of British India (Bombay).....	3 00	3 00	
BETWEEN THE ISLAND OF PERIM AND—			
The coast of Arabia (Aden).....	0 60	0 60	
The coast of Obock.....	0 20	0 20	
BETWEEN THE COAST OF ARABIA (ADEN) AND—			
The coast of Obock.....	0 60		
BETWEEN THE COAST OF ARABIA (ADEN), THE ISLAND OF PERIM, OR THE COAST OF OBOCK, AND—			
The coast of British India (Bombay).....	2 85	2 85	

The Black Sea Telegraph Company's Rates.

Description of Traffic.	Terminal Rates.	Transit Rates.	Remarks.
BETWEEN THE COAST OF RUSSIA (ODESSA) AND—			
The coast of Turkey (Constantinople):			
1. For messages between Egypt, Aden, Perim, South Africa, on one side, and Russia on the other.....		0 375	
2. For all other messages.....		0 45	

The Direct Spanish Telegraph Company's Rates.

Description of Traffic.	Terminal Rates.	Transit Rates.	Remarks.
BETWEEN THE COAST OF GREAT BRITAIN AND—			
The coast of Spain (Bilbao):			
1. For messages exchanged with the Brazilian cables.....		0 44*	* These rates include the terminal rate for Great Britain, but the transit rate for that country is not included.
2. For all other messages.....		0 55*	
BETWEEN THE COAST OF FRANCE (MARBILLES) AND—			
The coast of Spain (Barcelona).....		0 80	

Uniform Rate for Messages between Europe and British India.

The rates for messages between Europe (except Turkey and Russia) and British India are fixed uniformly at the following figures:—

	British India.		Burmah.		Ceylon.	
a. Via Turkey	Frs.	Cts.	Frs.	Cts.	Frs.	Cts.
b. Via Russia	4	50	4	75	4	615
c. Via the Eastern Telegraph Company's route (including Russia and Turkey in Europe) ..	5	00	5	25	5	115
	5	00	5	25	5	115

These rates are divided as follows:—

	For messages to or from—					
	British India.		Countries beyond British India, and Burmah.		Countries beyond British India, by cable.	
VIA TURKEY.						
Europe	Frs.	Cts.	Frs.	Cts.	Frs.	Cts.
Turkey	0	825	0	825	0	825
Persian Gulf	1	195	1	635	1	635
British India	1	305	1	39	1	39
	0	575	1	50	0	35
	4	50	4	75	3	60
VIA RUSSIA.						
Europe	Frs.	Cts.	Frs.	Cts.	Frs.	Cts.
Russia	0	625	0	625	0	525
Persia	1	505	1	180	1	180
Persian Gulf	0	940	0	705	0	705
British India	1	455	1	090	1	090
	0	575	1	500	0	350
	5	00	5	00	3	85
VIA THE EASTERN TELEGRAPH COMPANY.						
Europe and the Eastern Company	Frs.	Cts.	Frs.	Cts.	Frs.	Cts.
British India	4	425	3	50	8	50
	0	575	1	50	0	35
	5	00	5	00	3	35

In settling with adjoining Administrations, the European States deduct or receive the exact rates apportioned to them in Table B, extra-European System. The difference more or less which may exist between the sum thus apportioned and the figure entered above as constituting the general rate for Europe is placed to the account of the extra-European Administrations. Thus agreed to, in Paris, 21st June, 1890, by the undersigned delegates, in conformity with Articles 15 and 16 of the St. Petersburg Convention, to come into force the 1st of July, 1891.

(Here follow the signatures entered on page 114.)

1891.

NEW SOUTH WALES.

POSTAL AND TELEGRAPHIC CONFERENCE
1891.

REPORT OF PROCEEDINGS

OF THE

CONFERENCE HELD IN SYDNEY,
FEBRUARY AND MARCH, 1891.

REPORT OF THE PROCEEDINGS, MINUTES OF PROCEEDINGS,
REPORTS OF PERMANENT HEADS OF DEPARTMENTS, WITH DRAFT OF AUSTRALIAN
POSTAL CONVENTION AND UNIFORM TELEGRAPH REGULATIONS,
PAPERS LAID BEFORE THE CONFERENCE, AND REPORTS OF THE DEBATES.

Presented to Parliament by Command.



SYDNEY: GEORGE STEPHEN CHAPMAN, ACTING GOVERNMENT PRINTER.

1891.

POSTAL AND TELEGRAPHIC CONFERENCE, 1891.

Report of the Delegates to the Intercolonial Postal and Telegraphic Conference, held in Sydney during February and March, 1891.

- I. The Colonies were all represented at the Conference.
- II. The Conference sat on the 26th and 27th February, and on the 2nd, 4th, 6th, 7th, 9th, and 10th March.

The following were the principal resolutions carried, viz. :—

RELATING TO POSTAL SERVICE.

1. That the Colonies of Australasia should accept the invitation to be present at the Postal Congress at Vienna.
2. That the Governments of the various Australasian Colonies take steps to have their respective Colonies adequately represented at the Postal Congress to be held at Vienna in May next.
3. That the Representatives of Australasia be instructed to advocate the admission of Australasia into the Postal Union, on condition that Australasia receives adequate representation, and that the maritime transit rates be not lowered without the consent of the countries maintaining the sea services.
4. That, seeing the advantages to be derived by the United States from a mail service to Australasia, the United States Government be urged to substantially subsidise any main line between San Francisco, New Zealand, and Australia.
5. That the system of dealing with letters relating to racing sweeps and betting transactions should be uniform throughout Australasia. The President objecting.
6. The draft of an Australasian Postal Convention, as submitted by heads of departments, was considered in detail, and after some alterations was adopted.

TELEGRAPH SERVICE.

1. That Intercolonial Press Telegrams relating to the proceedings of the Australian National Convention now sitting be reduced by one half.
2. That the report of heads of Departments as to Telegraph Rates and Regulations be received, and that the Conference recommends to the various Governments the adoption, as far as practicable, of the Rates and Regulations recommended therein. Queensland objecting.

DRAFT AGREEMENT WITH THE EASTERN EXTENSION TELEGRAPH COMPANY.

3. The Conference, after fully considering the amendments made in the said draft agreement and the telegram from Sir John Pender, the Chairman of the Company, approve of the draft agreement, subject to certain alterations and with the condition that the said Company will not, during the continuance of the agreement, directly or indirectly, in any manner howsoever, alter the rates set forth in the third schedule to such agreement without the consent in writing of the contracting Colonies.

4. That an agreement be entered into between the Colonies of New South Wales, Victoria, South Australia, Western Australia, and Tasmania.

1. In regard to their joint contribution to the Eastern Extension Company for the reduction of cable rates to Europe on the terms approved between the Colonies and the Company.
2. In regard to the joint contribution of the said Colonies to the payment of the Cable Subsidies to the Eastern Extension Company, including the Tasmanian Cable Subsidy; and
3. In regard to the joint contributions of the said Colonies to the guarantee against loss by South Australia by reduction of rates through that territory, and that the Government of South Australia be requested to act for the other contracting Colonies in concluding the agreement with the Eastern Extension Company, and in collecting and paying the joint subsidies and contributions to the said Company.

Other matters were considered and withdrawn; and for such see Minutes of Proceedings.

Appended to this Report will be found—

- I. Minutes of Proceedings.
- II. Report of Heads of Departments.
- III. Draft of Australasian Postal Convention as adopted, and Uniform Telegraph Regulations.
- IV. Papers laid before the Conference.
- v. Press Reports of the principal proceedings.

Signed on behalf of New South Wales,
DANIEL O'CONNOR.

Signed on behalf of Victoria,
JOHN GAVAN DUFFY.

Signed on behalf of South Australia,
J. C. BRAY.

Signed on behalf of Queensland,
TH. UNMACK.

Signed on behalf of Tasmania,
B. STAFFORD BIRD.

Signed on behalf of New Zealand,
J. G. WARD.

Signed on behalf of Western Australia,
JOHN FORREST.

10th March, 1891.

POSTAL AND TELEGRAPHIC CONFERENCE, 1891.

MINUTES OF THE PROCEEDINGS.

Executive Council Chamber, Sydney.

26 FEBRUARY, 1891.

THE Conference met at 10:30 a.m., when the undermentioned gentlemen, representing the Colonies herenamed, were present, viz. :—

- New South Wales* : The Hon. DANIEL O'CONNOR, M.P., Postmaster-General.
S. H. LAMBTON, Esq., Secretary to the Post Office Department.
E. C. CRACKNELL, Esq., Superintendent of Telegraphs.
- Victoria* : The Hon. JOHN GAVAN DUFFY, M.P., Postmaster-General.
JAMES SMIBERT, Esq., Deputy Postmaster-General.
- Queensland* : The Hon. THEODORE UNMACK, M.P., Postmaster-General.
JOHN M'DONNELL, Esq., Under Secretary to the Post and Telegraph Department.
- Tasmania* : The Hon. B. STAFFORD BIRD, M.P., Treasurer and Postmaster-General.
ROBERT HENRY, Esq., Superintendent of Telegraphs.

The Honorable JOHN GAVAN DUFFY proposed, and the Honorable B. STAFFORD BIRD seconded, the appointment of the Honorable Daniel O'Connor as President, which was unanimously agreed to.

Mr. Alex. Campbell Budge was appointed Secretary upon the nomination of the Honorable JOHN GAVAN DUFFY, seconded by the Honorable THEODORE UNMACK.

The Conference then proceeded to consider the question of admitting the Press to the sittings, when it was unanimously resolved that such permission should be granted.

The Honorable JOHN GAVAN DUFFY, the Honorable B. STAFFORD BIRD, and the Honorable THEODORE UNMACK, laid their Commissions on the Table.

The Honorable B. STAFFORD BIRD then drew the attention of the Conference to the decease of the Honorable David Bews, Minister of Education, South Australia, who was appointed to represent that Colony at the Conference, and after expressing his deepest sympathy, proposed the following resolution, which was seconded by the Hon. JOHN GAVAN DUFFY, and adopted :—

“That this Conference has heard with deep regret of the sudden and untimely death of the Hon. D. Bews, and expresses its deep sympathy with Mrs. Bews, and with the Government and people of South Australia, in their bereavement; and that the President of the Conference be requested to convey a message of sympathy to Mrs. Bews and to the Premier of South Australia.”

The Conference having in view the fact that several of the representatives had not yet arrived, adjourned until to-morrow at 2:30 o'clock.

ALEX. C. BUDGE,
Secretary.

DANIEL O'CONNOR,
Chairman.

Executive

Executive Council Chamber, Sydney.

27 FEBRUARY, 1891.

PRESENT :—

- New South Wales* : The Hon. DANIEL O'CONNOR, M.P., Postmaster-General, President.
S. H. LAMBTON, Esq., Secretary to the Post Office Department.
E. C. CRACKNELL, Esq., Superintendent of Telegraphs.
- Victoria* : The Hon. JOHN GAVAN DUFFY, M.P., Postmaster-General.
JAMES SMIBERT, Esq., Deputy Postmaster-General.
- South Australia* : The Hon. Sir JOHN BRAY, K.C.M.G., Chief Secretary.
CHARLES TODD, Esq., C.M.G., M.A., F.R.S., Postmaster-General.
- Queensland* : The Hon. THEODORE UNMACK, M.P., Postmaster-General.
JOHN M'DONNELL, Esq., Under Secretary to the Post and Telegraph Department.
- Tasmania* : The Hon. B. STAFFORD BIRD, M.P., Treasurer and Postmaster-General.
ROBERT HENRY, Esq., Superintendent of Telegraphs.
- New Zealand* : The Hon. J. G. WARD, M.P., Postmaster-General.
WILLIAM GRAY, Esq., Secretary to the Post Office and Telegraphs.
- Western Australia* : The Hon. Sir JOHN BRAY, K.C.M.G., Acting Representative.

The Conference having assembled at 2:30 p.m., the minutes of the proceedings of yesterday were read and confirmed.

The Hon. Sir JOHN BRAY explained the cause of his absence from the first meeting, and expressed on behalf of the Government of South Australia his high appreciation of the resolution passed by the Conference respecting the decease of his colleague, the Hon. D. Bews. He also congratulated the President upon his appointment, and intimated that he had received a telegram from the Hon. John Forrest, Premier of Western Australia, asking him to represent that Colony at the Conference until his arrival.

The Hon. J. G. WARD also congratulated the President, and, on behalf of New Zealand, expressed sympathy with South Australia in the loss of Mr. Bews.

The Hon. the PRESIDENT then laid upon the table a commission authorizing him to represent the Colony of New South Wales at the Conference, also a telegram from the Premier of New Zealand authorizing the Hon. J. G. Ward to represent that Colony.

The PRESIDENT proceeded to address the Conference, generally on the business to be brought forward, especially with reference to the proceedings at the Adelaide Conference in May, 1890, and submitted a list of subjects for consideration, which was ordered to be printed.

The Hon. J. GAVAN DUFFY also submitted a list of subjects which he considered worthy of consideration, which was ordered to be printed.

The Hon. J. G. DUFFY then moved the following resolutions, which, after debate, were unanimously adopted, viz. :—

- (1.) That in the opinion of this Conference the Colonies of Australasia should accept the invitation to be present at the Postal Congress at Vienna.
- (2.) That the Representatives of Australasia be instructed to advocate the admission of Australasia into the Postal Union, on condition that Australasia receives adequate representation, and that the maritime transit rates be not lowered without the consent of the countries maintaining the sea services.

The Hon. Sir JOHN BRAY laid upon the Table certain papers and schedules, which were ordered to be printed.

The Hon. THEODORE UNMACK also laid upon the Table a paper bearing upon the subject of entering the Postal Union, which was ordered to be printed.

The Hon. J. GAVAN DUFFY gave notices of motion as follows :—

- (1.) That this Conference take into consideration the question of appointing Representatives to the Postal Congress at Vienna.
- (2.) That in the opinion of this Conference the time has arrived when a uniform rate of postage for letters of 1d. for a ½-ounce should be adopted through the whole of Australasia.

The Hon. B. STAFFORD BIRD then moved, and the Hon. THEODORE UNMACK seconded, the following Resolution, which was unanimously agreed to, viz. :—

“That the Permanent Heads of the Post and Telegraph Departments be requested to draw up reports and make recommendations in regard to items Nos. 5, 6, 7, 8, 9, and 10 of Mr. O'Connor's programme, and 4, 7, and 9 of Mr. Duffy's.”

The Hon. Sir JOHN BRAY proposed the following motion,—

“That it is desirable to enter into an agreement with the Eastern Extension Telegraph Company on the basis of the draft agreement laid on the Table”

when after discussion, the Hon. J. GAVAN DUFFY moved the adjournment of the debate.—Carried.

On the motion of the Hon. B. STAFFORD BIRD, seconded by the Hon. Sir JOHN BRAY, the Conference adjourned at 5 o'clock p.m. until to-morrow, at 10 o'clock.

ALEX. C. BUDGE,
Secretary.

DANIEL O'CONNOR,
President.

Executive

Executive Council Chamber, Sydney.

28 FEBRUARY, 1891.

PRESENT :—

- New South Wales* : The Hon. DANIEL O'CONNOR, M.P., Postmaster-General, President.
S. H. LAMBTON, Esq., Secretary to the Post Office Department.
E. C. CRACKNELL, Esq., Superintendent of Telegraphs.
- Victoria* : The Hon. JOHN GAVAN DUFFY, M.P., Postmaster-General.
JAMES SMIBERT, Esq., Deputy Postmaster-General.
- South Australia* : The Hon. Sir JOHN BRAY, K.C.M.G., Chief Secretary.
CHARLES TODD, Esq., C.M.G., M.A., F.R.S., Postmaster-General.
- Queensland* : The Hon. THEODORE UNMACK, M.P., Postmaster-General.
JOHN M'DONNELL, Esq., Under Secretary to the Post and Telegraph Department.
- Tasmania* : The Hon. B. STAFFORD BIRD, M.P., Colonial Treasurer and Postmaster-General.
ROBERT HENRY, Esq., Superintendent of Telegraphs.
- New Zealand* : The Hon. J. G. WARD, M.P., Postmaster-General.
WILLIAM GRAY, Esq., Secretary to the Post Office and Telegraphs.
- Western Australia* : The Hon. Sir JOHN BRAY, K.C.M.G., Acting Representative.

The Conference having assembled at 10 o'clock, the debate upon Sir John Bray's motion, on the subject of the desirability of entering into an agreement with the Eastern Extension Company on the basis of the draft agreement, laid upon the Table, was resumed, and, after discussion, in which the Honorable Sir John Bray, the Honorable John Gavan Duffy, the Honorable B. Stafford Bird, and the Honorable Theodore Unmack took part, the further consideration of the subject was, upon the motion of Mr. Unmack, adjourned until the next meeting.

The Honorable THEODORE UNMACK laid before the Conference a paper prepared by the Postmaster-General of Queensland in reference to that Colony joining in the subsidy to the Eastern Extension and China Telegraph Company, which was ordered to be printed.

On the motion of the Honorable Sir JOHN BRAY, seconded by the Honorable JOHN GAVAN DUFFY, the Conference adjourned until Monday next, the 2nd proximo, at 2 30 o'clock.

ALEX. C. BUDGE,
Secretary.

DANIEL O'CONNOR,
President.

Executive Council Chamber, Sydney.

2 MARCH, 1891.

PRESENT :—

- New South Wales* : The Hon. DANIEL O'CONNOR, M.P., Postmaster-General, President.
S. H. LAMBTON, Esq., Secretary to the Post Office Department.
E. C. CRACKNELL, Esq., Superintendent of Telegraphs.
- Victoria* : The Hon. JOHN GAVAN DUFFY, M.P., Postmaster-General.
JAMES SMIBERT, Esq., Deputy Postmaster-General.
- South Australia* : The Hon. Sir JOHN BRAY, K.C.M.G., Chief Secretary.
CHARLES TODD, Esq., C.M.G., M.A., F.R.S., Postmaster-General.
- Queensland* : The Hon. THEODORE UNMACK, M.P., Postmaster-General.
JOHN M'DONNELL, Esq., Under Secretary to the Post and Telegraph Department.
- Tasmania* : The Hon. B. STAFFORD BIRD, M.P., Treasurer and Postmaster-General.
ROBERT HENRY, Esq., Superintendent of Telegraphs.
- New Zealand* : The Hon. J. G. WARD, M.P., Postmaster-General.
WILLIAM GRAY, Esq., Secretary to the Post Office and Telegraphs.
- West Australia* : The Hon. Sir JOHN BRAY, K.C.M.G., Acting Representative.

The Conference having assembled at 2:30 o'clock, the Minutes of the Proceedings on the 27th and 28th ultimo were read and confirmed.

The Hon. Sir JOHN BRAY, with the permission of the Hon. THEODORE UNMACK (who had moved the adjournment of the debate on Saturday last), moved,—

“That the rates for Press Telegrams relating to the proceedings of the Australian National Convention be reduced to all of the Colonies by one half.”

The Hon. Sir JOHN GAVAN DUFFY seconded the motion, which was unanimously agreed to.

The Hon. THEODORE UNMACK resumed the debate upon Sir John Bray's motion, on the subject of entering into an agreement with the Eastern Extension Company.

The Hon. J. G. WARD and the Hon. the PRESIDENT also addressed the Conference, when, upon the motion of the Hon. B. STAFFORD BIRD, the debate was adjourned until Wednesday next.

The Hon. JOHN GAVAN DUFFY then moved, and the Hon. J. G. WARD seconded the motion, that the Conference adjourn until Wednesday, at 11 o'clock.

Carried.

ALEX. C. BUDGE,
Secretary.

DANIEL O'CONNOR,
President.
Executive

Executive Council Chamber, Sydney.

4 MARCH, 1891.

PRESENT:—

- New South Wales* : The Hon. DANIEL O'CONNOR, M.P., Postmaster-General, President.
S. H. LAMBTON, Esq., Secretary to the Post Office Department.
E. C. CRACKNELL, Esq., Superintendent of Telegraphs.
- Victoria* : The Hon. JOHN GAVAN DUFFY, M.P., Postmaster-General.
JAMES SMIBERT, Esq., Deputy Postmaster-General.
- South Australia* : The Hon. Sir JOHN BRAY, K.C.M.G., Chief Secretary.
CHARLES TODD, Esq., C.M.G., M.A., F.R.S., Postmaster-General.
- Queensland* : The Hon. THEODORE UNMACK, M.P., Postmaster-General.
JOHN M'DONNELL, Esq., Under Secretary to the Post and Telegraph Department.
- Tasmania* : The Hon. B. STAFFORD BIRD, M.P., Treasurer and Postmaster-General.
ROBERT HENRY, Esq., Superintendent of Telegraphs.
- New Zealand* : The Hon. J. G. WARD, M.P., Postmaster-General.
WILLIAM GRAY, Esq., Secretary to the Post Office and Telegraphs.
- Western Australia* : The Hon. Sir JOHN BRAY, K.C.M.G., Acting Representative.

The Conference having assembled at 11 o'clock, the minutes of the proceedings of the 2nd instant were read and confirmed.

The Honorable JOHN GAVAN DUFFY gave the following notice of motion for next meeting:—

“That it is advisable that the system of dealing with letters relating to racing sweeps and betting transactions should be uniform throughout Australasia.”

The Honorable J. G. WARD then proposed the adjournment of the Conference until Friday, at 10 o'clock, in order that the Heads of Departments might bring up reports on several matters affecting postal and telegraphic business referred to them on the 27th ultimo.

Carried unanimously.

ALEX. C. BUDGE,
Secretary.

DANIEL O'CONNOR,
President.

Executive Council Chamber, Sydney.

6 MARCH, 1891.

PRESENT:—

- New South Wales* : The Hon. DANIEL O'CONNOR, M.P., Postmaster-General, President.
S. H. LAMBTON, Esq., Secretary to the Post Office Department.
E. C. CRACKNELL, Esq., Superintendent of Telegraphs.
- Victoria* : The Hon. JOHN GAVAN DUFFY, M.P., Postmaster-General.
JAMES SMIBERT, Esq., Deputy Postmaster-General.
- South Australia* : The Hon. Sir JOHN BRAY, K.C.M.G., Chief Secretary.
CHARLES TODD, Esq., C.M.G., M.A., F.R.S., Postmaster-General.
- Queensland* : The Hon. THEODORE UNMACK, M.P., Postmaster-General.
JOHN M'DONNELL, Esq., Under Secretary to the Post and Telegraph Department.
- Tasmania* : The Hon. B. STAFFORD BIRD, M.P., Treasurer and Postmaster-General.
ROBERT HENRY, Esq., Superintendent of Telegraphs.
- New Zealand* : The Hon. J. G. WARD, M.P., Postmaster-General.
WILLIAM GRAY, Esq., Secretary to the Post Office and Telegraphs.
- Western Australia* : The Hon. Sir JOHN BRAY, K.C.M.G., Acting Representative.

The Conference having assembled at 10 o'clock, the minutes of the proceedings on the 4th instant were read and confirmed.

The debate upon the subject of entering into an agreement with the Eastern Extension Telegraph Company was resumed, and after full discussion, in which all the Representatives took part, the Hon. Sir JOHN BRAY, with the permission of the Conference, withdrew his motion, in favour of a motion proposed by the Honorable John Gavan Duffy, to refer the Draft Agreement to a Committee consisting of the Representatives of New South Wales, Victoria, South Australia, and Tasmania, who agree to become parties to the contract.

The Hon. B. STAFFORD BIRD then read a telegram from the Premier of Tasmania, on the subject of a representation made by Mr. Audley Coote, relating to the Telegraph cables, which was ordered to be printed.

Mr. LAMBTON laid before the Conference Progress Reports of Heads of Departments on various subjects referred to them, which was ordered to be printed.

The Hon. JOHN GAVAN DUFFY moved,—

“That the Reports be taken into consideration at the next meeting.”

With the permission of the Conference the Hon. JOHN GAVAN DUFFY postponed the consideration of the motion, of which he had given notice, on the subject of appointing representatives to the Vienna Congress.

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The Hon. JOHN GAVAN DUFFY then moved,—

“That, in the opinion of the Conference, the time has arrived when a uniform rate of postage for letters of 1d. per $\frac{1}{2}$ oz. should be adopted through the whole of Australasia.”

And after discussion, in which all the representatives took part, he withdrew the motion.

The Hon. JOHN GAVAN DUFFY laid before the Conference a Report upon the probable result to the Australasian Colonies of the adoption of a universal rate of 1d. per $\frac{1}{2}$ oz. for inland and inter-colonial postage, which was ordered to be printed.

The Hon. JOHN GAVAN DUFFY then proposed the motion of which he had given notice, as follows:—

“That it is advisable that the system of dealing with letters relating to racing sweeps and betting transactions should be uniform throughout Australasia,”—

which was carried, the President dissenting.

The Conference then went into Committee on the subject of the Draft Agreement with the Eastern Extension Co., when the same having been considered and altered in certain particulars was adopted.

The Conference having resumed,—

The Honorable JOHN GAVAN DUFFY laid before the Conference a Memorandum of Agreement between the Colonies contributing to the guarantee to the Eastern Extension Telegraph Company, which was ordered to be printed.

The Report and recommendations of the Heads of Departments was then brought up, and the further consideration thereof postponed until the next meeting.

The Conference adjourned until to-morrow at 10 o'clock.

ALEX. C. BUDGE,
Secretary.

DANIEL O'CONNOR,
President.

Executive Council Chamber, Sydney.

7 MARCH, 1891.

PRESENT:—

- New South Wales*: The Hon. DANIEL O'CONNOR, M.P., Postmaster-General, President.
S. H. LAMBTON, Esq., Secretary to the Post Office Department.
E. C. CRACKNELL, Esq., Superintendent of Telegraphs.
- Victoria*: The Hon. JOHN GAVAN DUFFY, M.P., Postmaster-General.
JAMES SMIBERT, Esq., Deputy Postmaster-General.
- South Australia*: The Hon. Sir JOHN BRAY, K.C.M.G., Chief Secretary.
CHARLES TODD, Esq., C.M.G., M.A., F.R.S., Postmaster-General.
- Queensland*: The Hon. THEODORE UNMACK, M.P., Postmaster-General.
JOHN M'DONNELL, Esq., Under Secretary to the Post and Telegraph Department.
- Tasmania*: The Hon. B. STAFFORD BIRD, M.P., Treasurer and Postmaster-General.
ROBERT HENRY, Esq., Superintendent of Telegraphs.
- New Zealand*: The Hon. J. G. WARD, M.P., Postmaster-General.
WILLIAM GRAY, Esq., Secretary to the Post Office.
- Western Australia*: The Hon. Sir JOHN BRAY, K.C.M.G., Acting Representative.

The Conference having assembled at 10 o'clock, proceeded to further consider the Report furnished by the Heads of Departments on the subject of Uniform Telegraph Regulations, and the clauses having been taken *seriatim* were amended in certain particulars and adopted.

The Conference then took into consideration the subject of Intercolonial Telegraph Rates, as recommended by the Heads of Departments, when the Honorable B. STAFFORD BIRD proposed the following resolution, which was carried (the Honorable Theodore Unmack dissenting):—

“That the Report of the Heads of Departments as to Telegraph Rates and Regulations be received, and that this Conference recommends to the various Governments the adoption, as far as practicable, of the rates and regulations recommended therein.”

The Reports of Heads of Departments on various subjects [*see Appendix*] was further considered, and concurred in.

The Hon. J. G. WARD then moved the following resolution, which was agreed to, viz.:—

“That, in the opinion of this Conference, seeing the advantages to be derived by the United States for a mail service to Australasia, the United States Government be urged to substantially subsidise any mail line between San Francisco, New Zealand, and Australia.”

The Conference then considered the Draft of the Australasian Postal Convention, which was amended, and adopted.

The Conference adjourned at 11:30 o'clock until Monday at 10 o'clock.

ALEX. C. BUDGE,
Secretary.

DANIEL O'CONNOR,
President.

Executive

Executive Council Chamber, Sydney.

9 MARCH, 1891.

PRESENT :—

- New South Wales* : The Hon. DANIEL O'CONNOR, M.P., Postmaster-General, President.
S. H. LAMBTON, Esq., Secretary to the Post Office Department.
E. C. CRACKNELL, Esq., Superintendent of Telegraphs.
- Victoria* : The Hon. JOHN GAVAN DUFFY, M.P., Postmaster-General.
JAMES SMIBERT, Esq., Deputy Postmaster-General.
- South Australia* : The Hon. Sir JOHN BRAY, K.C.M.G., Chief Secretary.
CHARLES TODD, Esq., C.M.G., M.A., F.R.S., Postmaster-General.
- Queensland* : The Hon. THEODORE UNMACK, M.P., Postmaster-General.
JOHN M'DONNELL, Esq., Under Secretary to the Post and Telegraph Department.
- Tasmania* : The Hon. B. STAFFORD BIRD, M.P., Treasurer and Postmaster-General.
ROBERT HENRY, Esq., Superintendent of Telegraphs.
- New Zealand* : The Hon. J. G. WARD, M.P., Postmaster-General.
WILLIAM GRAY, Esq., Secretary to the Post Office and Telegraphs.
- Western Australia* : The Hon. JOHN FORREST, C.M.G., M.L.A., Premier and Treasurer.

The Conference having assembled at 10:30 o'clock, the minutes of the proceedings on the 6th and 7th instant were read and confirmed.

A communication was then read from Mr. W. Warren, Manager in Australasia of the Eastern Extension Australasia and China Telegraph Company, forwarding a telegram from the Chairman of the Company (Sir John Pender) on the subject of certain alterations in the draft agreement proposed to be entered into with the said Company.

Upon the motion of the Hon. JOHN GAVAN DUFFY, the Conference resolved itself into a Committee to consider the said telegram, and after conferring with Mr. Warren, the Conference resumed, and accepted the proposals of the Company with amendments.

The Hon. JOHN GAVAN DUFFY then moved, and the Hon. B. STAFFORD BIRD seconded the motion,—

“That the Conference insert a new clause 10, but are willing to meet the Company in any practicable modification thereof, that will effect the object of preventing the rates to dissenting Colonies being altered, without consent of contributing Colonies.”

Carried.

The Hon. JOHN GAVAN DUFFY then moved the motion of which notice was given on the 27th instant, viz.:—

“That the Conference take into consideration the question of appointing representatives to the Postal Congress, Vienna,”—

And after explaining his intention, asked leave to withdraw the motion, and substitute the following motion, which was seconded by the Hon. B. STAFFORD BIRD, and unanimously carried, viz.:—

“That this Conference recommends that the Governments of the various Australasian Colonies take steps to have their respective Colonies adequately represented at the Postal Congress, to be held at Vienna in May next.”

The Hon. JOHN GAVAN DUFFY laid before the Conference a communication from Mr. S. V. Winter, of the *Herald* office, Melbourne, on the subject of the reduction of Press Telegraphic Rates from New South Wales to Victoria,—Ordered to be printed.

The Hon. JOHN GAVAN DUFFY also referred to the necessity for accelerated speed in the mail service between South Australia and Victoria.

The PRESIDENT promised to inquire into the matter.

The PRESIDENT also laid before the Conference a letter from Mr. Warren, *re* press rates on the New Zealand and Tasmanian Cables in reference to the “Federal Convention,”—Ordered to be printed.

PACIFIC AND CANADIAN MAIL SERVICE.

The Honorable J. G. WARD moved, and the Honorable THEODORE UNMACK seconded, the following motion,—

“That this Conference approves of the negotiations that are now understood to be under consideration of the Pacific Railway Company for undertaking a ‘Canadian-Australasian Mail Service.’”

and after debate

Mr. WARD withdrew the motion.

The PRESIDENT read a telegram from the Agent-General on the subject of the proposed Canadian Mail Service, which was ordered to be printed.

The Hon. JOHN GAVAN DUFFY then submitted a proposed agreement by the contracting parties with the Eastern Extension Telegraph Co., with a view to future correspondence as to the time, place, and mode of payment of subsidy; whereupon

The

The Hon. B. STAFFORD BIRD moved, and the Hon. JOHN GAVAN DUFFY seconded, the following resolutions, which were unanimously carried:—

That an agreement be entered into between the Colonies of New South Wales, Victoria, South Australia, Western Australia, and Tasmania.

- (1.) In regard to their joint contribution to the Eastern Extension Company for the reduction of cable rates to Europe, on the terms approved between the Colonies and the Company.
- (2.) In regard to the joint contribution of the said Colonies to the payment of the cable subsidies to the Eastern Extension Company, including the Tasmanian cable subsidy; and
- (3.) In regard to the joint contribution of the said Colonies to the guarantee against loss by South Australia by reduction of rates through that territory; and
- (4.) That the Government of South Australia be requested to act for the other contracting Colonies in concluding the agreement with the Eastern Extension Company, and in collecting and paying the joint subsidies and contributions to the same Company.

ALEX. C. BUDGE,
Secretary.

DANIEL O'CONNOR,
President.

Executive Council Chamber, Sydney.

10 MARCH, 1891.

PRESENT:—

New South Wales: The Hon. DANIEL O'CONNOR, M.P., Postmaster-General, President.
S. H. LAMPTON, Esq., Secretary to the Post Office Department.
E. C. CRACKNELL, Esq., Superintendent of Telegraphs.

Victoria: The Hon. JOHN GAVAN DUFFY, M.P., Postmaster-General.
JAMES SMIBERT, Esq., Deputy Postmaster-General.

South Australia: The Hon. Sir JOHN BRAY, K.C.M.G., Chief Secretary.
CHARLES TODD, Esq., C.M.G., M.A., F.R.S., Postmaster-General.

Tasmania: The Hon. B. STAFFORD BIRD, M.P., Treasurer and Postmaster-General.
ROBERT HENRY, Esq., Superintendent of Telegraphs.

New Zealand: The Hon. J. G. WARD, M.P., Postmaster-General.
WILLIAM GRAY, Esq., Secretary to the Post Office and Telegraphs.

Western Australia: The Hon. JOHN FORREST, C.M.G., M.L.A., Premier and Treasurer.

The Conference having assembled at 10 o'clock, the minutes of the proceedings on the 9th instant were read and confirmed.

A communication was read from Mr. W. Warren, Manager of the Eastern Extension Telegraph Company, forwarding a telegram from the Chairman of the said Company (Sir John Pender) on the subject of finding a better route for the Darwin Cable, which was ordered to be printed.

Sir JOHN BRAY informed the Conference that the Indian Post Office had intimated, in a letter to the Postmaster-General of South Australia, that they were unable at present to begin to exchange post-cards with the Australasian Colonies, as desired by the Adelaide Conference, nor were they able to reduce the rates of postage on letters to 2½d., on account of the high sea transit rates, at present charged by the British Post Office.

The Hon. Sir JOHN GAVAN DUFFY then laid before the Conference a memorandum on the subject, Reduction of Press Telegrams, which was ordered to be printed.

The Secretary laid before the Conference the report of the proceedings, which, upon the motion of the Hon. JOHN GAVAN DUFFY, seconded by the Hon. B. STAFFORD BIRD, was adopted.

The business being concluded, the Hon. Sir JOHN BRAY moved

“A cordial vote of thanks to the President, for the ability with which he discharged the duties of his position, and for the kindness and hospitality he had shown to the Delegates.”

The Hon. B. STAFFORD BIRD seconded the motion, and joined in hoping that in future Conferences they would again have the pleasure of the presence of Mr. O'Connor, who had proved so able a President.

The motion was carried unanimously. (See Press reports.)

The Hon. J. G. WARD then moved,—

“That the thanks of the Conference were due to the Secretary (Mr. A. C. Budge), and to the heads of the Departments, for the zeal and ability they had displayed in the performance of their functions.”

Seconded by the Hon. JOHN GAVAN DUFFY, and carried unanimously.

The Conference then adjourned *sine die*.

ALEX. C. BUDGE,
Secretary.

DANIEL O'CONNOR,
President.

POSTAL AND TELEGRAPHIC CONFERENCE, 1891.

REPORT AND RECOMMENDATIONS BY PERMANENT HEADS OF DEPARTMENTS.

IN pursuance of the instructions of the Honorable the Delegates assembled in Conference, we have carefully considered the questions remitted to us. Finding that several of the matters, as well as Question No. 7 of the Honorable Mr. Duffy's programme, referring to intercolonial postal regulations, were embraced in the Australasian Convention, our draft of which was recommended at the Adelaide Conference for adoption by the various Governments, we have taken the opportunity of very carefully revising such Draft.

We have now the honor to submit the following report and recommendations :—

Advertising on the Back of Telegraph Envelopes.

Having considered this proposal carefully, we are unable to recommend that it be entertained.

Insurance of Parcels.

The London Post Office has invited attention to a system of insurance introduced between the United Kingdom and India in 1889, and stated that the system has worked well—that the amount of insurance fees received in London on parcels despatched was estimated at upwards of £58 during the first six months, whilst no compensation had up to that time been paid.

We recommend that the proposal of the London Post Office to give compensation for parcels which are lost in transit on payment of an insurance fee of 6d. for the first £5, and 6d. for every additional £5, be agreed to; and that the London rates be charged; but that the limit inland and intercolonially be £20; £50 to be the limit as regards parcels exchanged with Great Britain and foreign countries. A clause providing for this has been inserted in the revised Draft Convention.

Question of allowing senders of books, &c., to write their names and addresses on same.

We recommend that this be allowed, and submit in the Draft Convention a regulation providing for the same.

Proposal for steps to be taken to prevent the repeated delivery of English mails in Sydney on Saturday afternoons.

We have given this question very attentive consideration. The delivery of the English mails in Sydney not later than Saturday morning—which appears to be what is desired—could only be effected by employing special trains from Melbourne, where they arrive at 8.55 am., to Sydney, at a cost of about £200. But we consider that the advantage of the few hours earlier delivery in Sydney would not warrant the large expenditure involved—although this is a matter which more particularly concerns the Sydney office, and we can suggest no other way by which the overland transit of these mails between Adelaide and Sydney could be expedited.

The mails are not due in Sydney until Monday morning, but they do arrive in nine cases out of ten before that day; sometimes as early as Tuesday; in other cases, on Wednesday; in others, on Thursday or Friday. It sometimes happens that they arrive in Sydney on Saturday by the express train, which is no doubt an inconvenience to the Sydney public, as in such cases the delivery can only be effected after the close of business hours. But, as before stated, we are of opinion that this cannot be obviated in any other way than by the employment of special trains, at the cost already mentioned, which, it is estimated, would be required about twelve times a year.

Proposed Reduction of Rate of Commission on Intercolonial Money Orders.

We consider that the system under which a fee of one shilling is charged for intercolonial money orders for any amount up to £5 is not only inequitable, but to some extent prohibitory in regard to the use of the money order system, and we therefore recommend that the initial intercolonial rate be 6d., and that the following be the scale :—

For a money order not exceeding £2	...	...	...	...	...	6d.
do do £5	...	...	...	...	...	1s.
do do £7	...	...	...	...	...	1s. 6d.
do do £10	...	...	...	...	...	2s.
do do £12	...	...	...	...	...	2s. 6d.
do do £15	...	...	...	...	...	3s.
do do £17	...	...	...	...	...	3s. 6d.
do do £20	...	...	...	...	...	4s.

Provision has been made for this reduction in the revised Draft Convention.

German Proposals.

The German proposals, considered at the Departmental Conferences, held in Melbourne in January, 1889, and in Sydney in March, 1890, have, with some modifications made at the instance of Great Britain and Germany, been agreed to by the Postal Departments of all the Australasian Colonies, except Fiji (which has not yet replied), and we therefore recommend their early adoption.

Intercolonial

Intercolonial Postal regulations, including late letter fees, newspaper regulations and postage, parcels post, weight of packets.

We submit as Appendix A the draft of the Australasian Postal Convention, recommended for adoption by the Adelaide Conference, which, as already stated, we have carefully and thoroughly revised, and which deals with the various matters referred to under this heading.

Intercolonial Telegraph regulations, including Money Order Telegrams, and Reply-paid Messages.

We submit as Appendix B a code of uniform telegraph regulations, being those drafted at the Adelaide Conference in May last, and now carefully revised and modified.

As regards telegraphic money orders, our experience is that the system is attended with very great risk, owing to the facilities it offers for fraud. In view, however, of the convenience afforded, we are unwilling to recommend its discontinuance, but strongly advise that it be made an instruction to paying officers in all cases to obtain the receipt of the payee on the telegram—of course, retaining the document—and, where possible, procure identification of the payee, as is done in the case of Bank drafts.

Intercolonial Telegraph Rates.

It is recommended (1) that, with the exception of Western Australia and New Zealand, the rates between any two contiguous Colonies shall be 1s. for fifteen words, and 1½d. for each additional word, names and addresses to be paid for. Between any three Colonies the minimum charge to be 1s. 6d. for fifteen words, and 2d. for each additional word. Similar rates to apply to telegrams to and from Tasmania, plus cable rates—Tasmania being treated as a Colony contiguous to Victoria. Telegrams to and from Western Australia to be dealt with as follows:—

Between South Australia and Western Australia—1s. 6d. for the first fifteen words, including names and addresses, and 2d. for every additional word.

Between New South Wales, Victoria, and Western Australia—2s. for the first fifteen words, including names and addresses, and 3d. for every additional word.

Between Queensland and Western Australia—2s. 6d. for the first fifteen words, including names and addresses, and 4d. for every additional word.

(2) That with regard to local rates in each Colony (with the exception of New Zealand), the system of including names and addresses in the charge should be adopted simultaneously with the adoption of the intercolonial rates as recommended.

(3) That the system of weekly payments for telegrams by the public is undesirable, and should be refused.

Proposed comparison of amending Post Office Bills.

On comparing the Postal Acts of the several Colonies, so far as the limited time at our disposal would permit, we find that the existing legislation of all the Colonies would allow of the adoption of the Australasian Convention, except in regard to the following subjects:—

Parcel post.

Transmission of unpaid correspondence.

Definition of newspapers, as proposed in Article 10.

Extension of money order limit.

Postal note system.

Insurance of parcels.

In the cases of several of the Colonies the existing laws would permit of some of the above measures being adopted under what is termed "the mutual agreement clause of the Postal Acts"—that is, by reciprocal arrangements with other Colonies, but preclude their adoption within their own territory. It is however considered that it would be impolitic and inexpedient to extend measures of reform to persons corresponding with other Colonies, which would be denied to the same persons if corresponding with people in their own Colony. For instance, it would not be proper to permit of a letter being sent wholly unpaid from Sydney to Wodonga, whilst one to Albury would require prepayment.

Articles of value passing through the post—consideration of London Letter.

As it appears from the London letter of 22nd May, 1889 (Appendix C), that there is no objection to certain exceptional arrangements under which gold and silver bullion, precious stones, jewellery, and other precious articles may be sent to certain foreign countries and British Colonies comprised in the Postal Union being extended to the Australasian Colonies, we recommend that such extension be arranged for in all cases where practicable. Provision has been made accordingly in the Draft Convention.

Discontinuance of special train through France and Italy.

Having carefully considered the London letter of the 13th June last (Appendix D) in reply to resolution No. 1, Part A, of the Adelaide Conference, that the accelerated train service by which the homeward Australian mails are carried from Brindisi to Calais be discontinued, we recommend that this proposal be withdrawn for the present. We consider, however, that when arrangements are being made for a fresh contract it would be most desirable that the Australian mail service be made a separate and distinct one, as was originally intended.

Charges to non-contracting Colonies for use of the San Francisco Mail Service.

We suggest that a recommendation be made to the Government of New Zealand that, in connection with any future mail contracts *via* San Francisco, the charges be reduced to 12s. per lb. for letters and post-cards sent by such route, on the understanding that New Zealand be charged the same rates for the conveyance of her mails by the Federal Mail Service *via* Suez.

Universal Hour Zone Time.

Mr. Todd having explained the nature of Mr. Sandford Fleming's system, as set forth in the memorandum enclosed in the circular despatch from the Colonial Office, dated 21st November, 1890 (Appendix B), we suggest the desirableness of adopting one uniform standard time throughout South Australia, Victoria, New South Wales, and Queensland (those Colonies being connected by railway), and also through Tasmania, and with that view we advise that the question be remitted to the Heads of the Railway and Telegraph Departments and the Astronomers of those Colonies for consideration.

In submitting this Report we venture very respectfully to suggest that in those Colonies where fresh legislation is needed in order to enable the Australasian Convention to be adopted such legislation be procured as early as practicable. Our experience enables us to state that the adoption of the Convention will be of very great public advantage, providing as it does for uniformity of action in all the Colonies with regard to the rates of postage, general regulations, and treatment of correspondence exchanged between the Colonies—the establishment of parcel post, the postal-note system, more liberal packet regulations, transmission of wholly unpaid letters, and other reforms. It is true that the Convention provides for a halfpenny postage on newspapers exchanged between the Colonies, but it has for long been a matter of serious complaint by those Colonies in which a postage is charged on their own newspapers that they have to deliver those received from other Colonies on which no postage has been paid; and it will be borne in mind that it is quite open to the Administrations of those Colonies to decline to exchange mail matter except on equal terms of reciprocity—this being the rule which operates in the Universal Postal Union, into which it is proposed that the Australasian Colonies shall at length enter.

In conclusion, we take the liberty of suggesting, with reference to the resolution passed at Adelaide providing for an annual Departmental Conference, that, the Permanent Heads having on the present occasion had the opportunity of conferring, a further Conference this year will be unnecessary, and that the next might take place at Hobart during 1892, to be convened by the Tasmanian Office. During the interim, probably, the needful legislation will have been obtained to admit of the Australasian Convention being carried into effect.

In connection with this report it may be desirable to mention that, although a general decision has been arrived at in the matters discussed, there are a few points on which some of the individual Heads are at variance, and which therefore require further consideration.

S. H. LAMBTON, Secretary, Post Office, }
 E. C. CRACKNELL, Superintendent, Telegraphs, } New South Wales.
 JAMES SMIBERT, Deputy Postmaster-General, Victoria.
 CHARLES TODD, Postmaster-General, South Australia.
 *JOHN M'DONNELL, Under Secretary, Post and Telegraph
 Department, Queensland.
 †W. GRAY, Secretary, Post Office and Telegraphs, New Zealand.
 ROBERT HENRY, Superintendent, Telegraphs, Tasmania
 (Also Acting for Secretary of Post Office).

Sydney, 7th March, 1891.

A.

DRAFT OF AUSTRALASIAN POSTAL CONVENTION SUBMITTED TO THE CONFERENCE BY HEADS OF DEPARTMENTS.

AGREEMENT regulating the Exchange of Correspondence between the Australasian Colonies.

Article 1.

THERE shall be an exchange of correspondence between the Australasian Colonies, one with the other, comprising letters, letter-cards, post-cards, newspapers, printed matter of every kind, packets, as per definition appended to Article 11, parcels and such other postal articles as may be mutually agreed upon, originating in any one Colony and addressed to and deliverable in another.

Article 2.

The rates of postage to be collected in each Colony on intercolonial correspondence shall be as follow, viz.:-

Letters	...	...	...	...	...	...	...	2d. per $\frac{1}{2}$ oz.
Letter-cards	...	...	...	...	...	...	...	1s. 3d. per doz., face value 1d.
Post-cards	...	...	...	...	...	...	...	1d. each.
Books not exceeding 4 oz.	...	...	...	...	...	...	...	1d.
And for every additional 4 oz. or portion of 4 oz. (up to 3 lb.)	...	...	...	...	...	...	...	1d.
Packets not exceeding 2 oz.	...	...	...	...	...	...	...	1d.
And for every additional 2 oz. or fraction of 2 oz. (up to 1 lb.)	...	...	...	...	...	...	...	1d.
Newspapers, as hereinafter defined, not exceeding 10oz. in weight,	...	...	...	...	...	...	...	$\frac{1}{2}$ d. each, and if over 10oz., $\frac{1}{2}$ d. for each additional 10 oz., or fraction thereof.
Newspapers—Bulk parcels of newspapers of the same issue, posted by the publisher or news-vendor, and which have been registered or accepted by the Postmaster-General, 1d. per lb.; no parcel containing less than four newspapers to pass at bulk rates.	...	...	...	...	...	...	...	1d. per lb.
Registration fee, 3d. in addition to ordinary postage.	...	...	...	...	...	...	...	3d.
Parcel Post—For each parcel not exceeding 1lb.	...	...	...	...	...	...	...	8d.
Each additional lb., or fraction thereof	...	...	...	...	...	...	...	6d.

But any two or more Colonies may make special arrangements amongst themselves. *Article*

* Excepting the paragraphs relating to the alteration of Intercolonial Telegraph rates, and the proposal to charge for names and addresses.

† Signed subject to the objections made by the Hon. the Postmaster-General of New Zealand at the Conference Meeting of to-day.

Article 3.

Wholly unpaid and insufficiently prepaid letters may be forwarded from one Colony to another; but packets prepaid less than one rate, or unpaid or insufficiently prepaid newspapers, shall not be sent.

Article 4.

Correspondence forwarded as fully prepaid from one Colony to another shall be delivered free of all charge whatsoever, but wholly unpaid and insufficiently prepaid correspondence so forwarded shall be charged on delivery with double the deficient postage due thereon.

Article 5.

No accounts shall be kept between the postal departments of the several Colonies enumerated, on the intercolonial letters, post-cards, &c., &c., exchanged between them, but each shall retain to its own use the whole of the postage and fees which it may collect.

Article 6.

On correspondence despatched to places beyond Australasia the despatching Colony shall pay to each Colony through which such correspondence shall be conveyed by rail the sum of 4d. per pound of letters, and 4s. per cwt. of other articles.

Article 7.

Prepayment of postage on every description of correspondence shall be effected only by means of postage stamps valid in the country of origin, or (in cases where the despatching postmaster is out of stamps) by money, except where the laws or regulations of any Colony permit the payment in money of the postage on large numbers of circulars or newspapers forwarded by one person.

Article 8.

Letters which from any cause cannot be delivered shall be mutually returned, tied in a separate bundle labelled "Dead letters," to the respective Colonies of origin, without charge, monthly, or as frequently as the regulations of the respective Colonies will permit. But newspapers and all other articles of printed matter, which from any cause cannot be delivered, shall be retained at the disposition of the receiving Colony.

Article 9.

Wholly unpaid and insufficiently prepaid correspondence shall be stamped in black ink on the address side with the letter T, and the amount of postage chargeable under Article 4 shall also be expressed in plain figures in black ink on the face thereof.

Article 10.

The following shall be considered as a newspaper, and be allowed to pass as such, viz.:—

- (a) A publication consisting wholly or in great part of political or other news, or of articles relating thereto, or to other current topics, with or without advertisements.
- (b) It must be printed and published in numbers at intervals not exceeding one month.
- (c) The full title and date of publication must be printed at the top of the first page, and the whole or part of the title and the date at the top of every subsequent page. This regulation applies also to "Tables of Contents" and "Indices."
- (d) A supplement must consist wholly or in great part of matter like that of a newspaper, or of advertisements, printed on paper stitched or unstitched; or wholly or in part of engravings, prints, or lithographs illustrative of articles in the paper. It must in every case be published with the paper, and have its title and date printed at the top of every page: or, if it consists of engravings, prints, or lithographs, at the top of every sheet or side. Handbills or advertisement sheets are not supplements.
- (e) Collected numbers of any publication registered as a newspaper shall not be transmitted through the post as a single newspaper, but postage will be charged on each number of issue comprised therein.
- (f) Every newspaper may be sent with or without a cover, and must be open at both ends; and there shall not be in or upon any such newspaper or the cover thereof any communication, character, figure, letter, or number (other than the words "newspaper only," or a mark to indicate any report, article, or paragraph therein, the printed title of such newspaper, the printed names, occupations, and places of business of the printer, publisher, and vendor thereof, the name, occupation, and address of the person to whom it is sent, and the name of the person who sends the same); nor shall anything be enclosed in or with or accompany such newspaper or cover, otherwise such newspaper shall not be transmitted or delivered.

Any publication fulfilling the above conditions can, upon payment of a fee of 5s., be registered at the General Post Office of the several administrative parties to this Convention for circulation as a newspaper, and also for transmission to places abroad, and unless so registered it cannot be transmitted as a newspaper: Provided, however, that any newspaper printed, published, and registered in any colony party to this Convention, may be posted as a newspaper in any of the other Colonies parties to the Convention.

When, owing to a great influx of newspapers the transmission or delivery of letters would be delayed, if the whole mail were dealt with without distinction, newspapers may be kept back till the next despatch or delivery.

Article 11.

The following shall be considered as books, and be allowed to pass as such, viz.:—

Printed books, pamphlets, magazines and reviews, and all other periodical publications that do not come within the definition of newspapers. Printed music (bound or loose), photographs, &c., bound and published in book form.

The following shall be considered as packets, and allowed to pass as such, viz.:—

Acceptances.

Accounts receipted or unreceipted (remarks such as "With thanks," "A cheque will oblige," or printed or written communications in the nature of a letter render them chargeable as letters).

Affidavits.

Balance-sheets and reports (printed) of public societies and companies.

Bankers' packets, containing bank-notes, cheques, cheque-books, drafts, or orders sent by or to any bank.

Bank passbooks may be sent from or to any bank at packet rates, provided they are enclosed in covers with the ends sufficiently open to admit of postal officials seeing that "passbooks" only are being transmitted. The packet must be indorsed "Passbook only."

Bills of exchange.

Bills of lading and ships' manifests.

Bottles containing fluid, &c., very securely corked so that their contents cannot escape, and packed in boxes sufficiently strong so as to prevent breakage of the bottles and damage to the mails.

Briefs.

Cards (other than Birthday, Christmas, Easter or New Year Cards), either plain or bearing printed matter, or pictures, or both (the name only of the addressee may be written on the face of such cards).

Cards.—Birthday, Christmas, Easter, or New Year Cards may have written on them complimentary, or such like, remarks, together with the names and addresses of the senders, and of the person for whom the cards are intended, also the date of sending. (For example: "To John Smith, with best wishes, from Mary Smith, Christmas, 1891.") But cards having messages or other communications written on them, such as "Hoping to see you shortly," "Be sure to write soon," will be liable to letter rate of postage.

Catalogues, printed (prices in figures may be written).

Circulars, *i.e.*, letters wholly printed, engraved, lithographed, chromographed, or produced by other mechanical process, bearing internal evidence that they are intended for transmission in identical terms to several persons (the name of the addressee may, however, be added in writing).

Deeds, or copies thereof. Depositions. Drafts. Drawings.

Engravings.

Insurance documents, not being in the nature of a letter.

Invoices (an invoice may be receipted and may advise when or how goods are forwarded, but may contain no other written matter).

Legal documents, not being in the nature of a letter.

Manuscript for printing.

Maps.

Merchandise.

Mineral specimens.

Music (written).

Notices of meetings, of subscriptions or premiums due, printed, engraved, lithographed, or produced by other mechanical process (names, dates, and amounts only to be inserted in writing).

Paintings.

Paper.

Parchments or vellum.

Passbooks or cards connected with any society.

Patterns (manufacturers' or trade mark and prices may accompany them).

Pay-sheets.

Photographs (not on glass, except in cases of leather or other strong material).

Pictures.

Placards.

Plans.

Policies of insurance.

Powers of attorney.

Prices current, printed (prices of articles included therein may be filled in in writing).

Printed matter.

Printers' proofs.

Prints.

Prospectuses, printed.

Receipts (see Accounts).

Recognizances.

Reports (printed) of societies or public companies.

Returns or periodical statements on Government Service, if so indorsed on the cover.

Samples (manufacturers' or trade mark and price may accompany them).

Scrap.

Seeds.

Specifications.

Stock-sheets.

Valentines (printed).

Way-bills.

Wedding-cake.

Other articles similar to above can also be forwarded as packets.

Book

Book and Packet Regulations.

All packets containing bank-notes, coin, jewelry, or articles of high value, must be registered, or they will be officially registered, and charged double registration fee on delivery.

None of the articles mentioned in above list will be forwarded as packets beyond the limits of the Colony, if the law or postal regulations of the Colony or Country to which they may be addressed prohibit their reception into such Colony or Country as packets.

If any articles, which can only be sent if paid as letters, are posted bearing the packet rate of postage they will be treated as insufficiently-paid letters, and no packet must contain anything of an epistolary character, except as herein provided for.

Officers of the post office may examine the contents of any package for the purposes of ascertaining whether they are in accordance with these regulations, but such officers must securely refasten any packet so opened.

Books and packets may be sent through the post without a cover (but not fastened with anything adhesive such as gum, sealing-wax, &c.), or in a cover entirely open at one end or side, or with the flap left unsealed, or fastened with a binder; if the cover be slit the opening must be to the full extent of the end or side, and the contents must be easy of withdrawal. For the greater security of contents the packets may be tied with string, but in such cases postal officials are authorised to cut or untie the string, but if they do so they must securely tie up the packets. Officers will however, if possible, satisfy themselves as to contents without withdrawing them.

Samples of seeds, drugs, &c., which cannot be sent as open packets, may be enclosed in bags or boxes (fastened so as to be easily undone and refastened) except where disallowed by the regulations of the foreign countries.

[Note.—If the above conditions be not complied with the packets will be regarded as insufficiently paid letters and charged accordingly.]

Postal officials may refuse to receive any *packet* exceeding 16 oz. in weight.

No packet to exceed 2 feet in length, 1 foot in depth or breadth, or to be of inconvenient form.

Rules regarding dimensions of packets not to apply to packets "On Her Majesty's Service."

Books may have on the title page complimentary or such like remarks, as per regulation in the case of Christmas, Easter, and New Year cards, and passages in a book to which it is desired to call attention may be marked with a single stroke.

When owing to a great influx of books and packets the transmission or delivery of letters would be delayed if the whole mail were dealt with without distinction, books and packets may be kept back till the next despatch or delivery.

Prints, maps, &c., may be either printed, *written*, engraved, lithographed, or plain, or a *mixture of them*.

All legitimate binding, mounting, or covering of a book, &c., or of a portion thereof is allowed, whether such binding, &c., be loose or attached, as also rollers in case of prints or maps. Markers, whether of paper or otherwise, in the case of books, or whatever is necessary for the safe transmission of such articles, or usually appertains thereto.

Articles liable to injury by stamping or being pressed in mail-bags, should not be sent through the post, unless securely packed.

Articles not allowed to be sent as Packets.

Gold or silver money, jewels, or precious articles, or anything liable to Customs duty, addressed to any country in the Postal Union, except the United Kingdom, unless specially permitted by the regulations of such country, in which cases they may be forwarded if paid letter rate and registered.

Glass, and perishable substances such as game, fish, flesh, fruit, vegetables, &c.

Anything liable to injure the person of any officer of the post office or the contents of a mail.

Photographs on glass, when not in strong cases.

Anything sealed or fastened against inspection.

Type-written letters or anything in the nature of a letter, unless wholly printed or lithographed, &c.

Packets bearing on the outside or containing any profane, obscene, or libellous address, signature, picture, or thing.

Packets posted in fraud or violation of the Postal or Customs laws.

Unpaid Packets.

Packets wholly unpaid to be forwarded to the Dead Letter Office, to be returned to the senders.

Insufficiently-paid Packets.

Insufficiently-paid packets, except as mentioned below, to be returned to the senders through the Dead Letter Office.

If addressed to United Kingdom.—Forwarded to destination, charged with double the deficient postage.

If to Australasian Colonies (if one rate be paid).—Forwarded to destination, charged with double the deficient postage.

Transmission of Queen Bees, &c., by Post.

Queen bees and live but harmless entomological specimens will be transmitted by post (in bags sufficiently perforated to allow of ventilation) to any place in the Colony to which mails are conveyed by railway or coach, or both.

Conditions.—All live specimens must be secured in strong, safe, and properly ventilated boxes, or cages of wood or metal. Specimens enclosed in cardboard or other fragile material will not be forwarded.

Size of box or cage not to exceed 12in. x 6in. x 4in. Each box or cage to bear a label, securely attached, giving name and address of sender and particulars of contents.

Boxes, &c., posted in violation of these conditions, or *addressed beyond the Colonies*, or containing poisonous or dangerous live specimens, or improperly or insecurely packed, will not be transmitted.

Rate

17

Rate of postage.—Every 2oz. or under, 1d.

Notice to postmasters.—Supplies of bags referred to above will, when required, be sent upon application being made for "Bee bags."

Bee bags having contents must not be enclosed in other bags, but *must be sent separately*, and care must be exercised in handling them, also to keep them from being covered by any other mail-bags.

Article 12.

The dispatching Colony shall pay to the forwarding Colony whatever sums may be payable to masters of vessels under the regulations of the forwarding Colony on any correspondence to be sent on to another Colony or country by sea; it being understood that these rates shall not apply to correspondence conveyed by mail vessels under contract with any Australasian Colony or Colonies.

Article 13.

Each mail dispatched from one Colony to another shall be accompanied by a letter-bill, on which shall be stated the contents of the mail, and if registered correspondence be enclosed the same shall be plainly stated. If correspondence to be forwarded on to destination by sea be sent in closed transit mails, the total number of letters and packets for each office of destination shall be stated in black ink on the labels of the bags.

Article 14.

The receipt of a mail at the office of exchange in one Colony from that of another shall be acknowledged by return mail on the prescribed form, in which shall be pointed out any discrepancies which may occur.

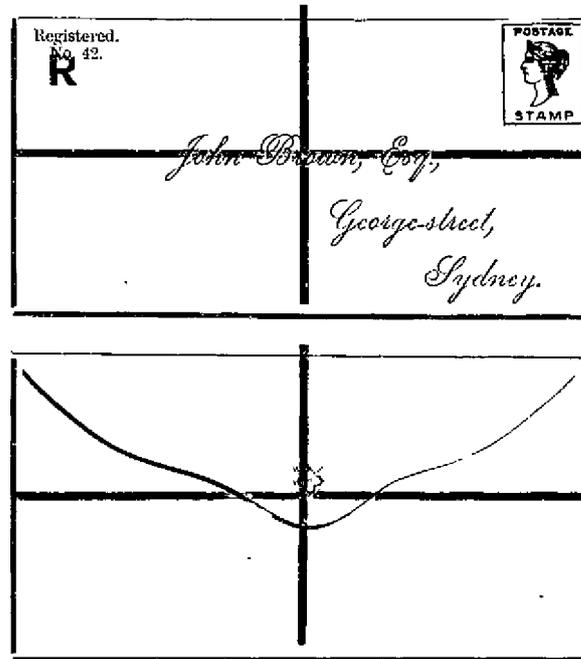
Article 15.

The cost of special trains employed to convey mails through any Colony shall be borne by the Colonies for which such mails are intended, according to and on the basis of the respective estimated populations each year of those Colonies; and the Colony furnishing the special train shall credit such Colonies with the transit rates due by the respective offices of origin for the conveyance of such correspondence through its territory in the same proportion as the cost of employing the special trains is borne by the respective Colonies of destination.

Article 16.

Registered articles must bear the impression of a stamp reproducing conspicuously the capital letter R in Roman type, such impression to be placed on the address side of the letter or packet. By each mail containing registered correspondence shall be forwarded a registered letter-list, on which shall be entered the following particulars respecting every such articles, viz.:—The name of the office of origin, the name of the addressee, and number given to the article by office of origin.

In order that registered letters, packets, &c., may be readily distinguished from those unregistered, each registered letter or packet shall be marked with *red or blue pencil* (in imitation of tape) in the following manner:—



Article 17.

Registered articles shall be made up in a separate packet from ordinary correspondence, and shall be suitably enclosed and sealed so as to preserve the contents. The post departments of the respective Colonies undertake no liability with respect to any correspondence, registered or otherwise, which may be lost in transmission.

Article 18.

Articles containing money or other valuable enclosures must be registered, except those containing money orders, postal-notes, crossed cheques, or non-negotiable enclosures; and where articles supposed to contain money, &c., are observed passing through the post unregistered the same shall be officially registered, and the addressee shall be subjected to a charge equal to double the ordinary registration fee upon delivery of such article.

Article

Article 19.

On every letter or packet redirected and again forwarded from one Colony to another (except on letters and packets addressed to commissioned officers or warrant officers whether in the Army or Navy, or midshipmen or mates of the Navy, or other parties actually in Her Majesty's service) there shall be charged for the postage thereof from the place at which the same shall be redirected to the place of ultimate delivery the same amount of postage in addition to the ordinary postage as would be payable if such letter or packet were originally posted at the place of redirection.

*Article 20.**Intercolonial Parcel Post.*

The following are the Regulations under which parcels will be accepted from the public:—

1. Limit of weight—11lb., except where otherwise stated in Table B of Postal Guides of the several Colonies.

2. Limit of size—3 ft. 6 in. in length, or 6 ft. in length and girth combined, unless otherwise specified in Table B.

3. The postage must be fully prepaid by stamps affixed to the parcels.

4. Parcels to be received at and delivered from parcel post-offices only.

5. The sender of any parcel to be required to sign a declaration, on a form provided for the purpose (to be obtained free of charge at any parcel post-office), furnishing an accurate statement of its contents and the value thereof, address of the addressee, as well as the sender's signature and place of abode.

6. Parcels with regard to which a false declaration shall have been made may be confiscated.

7. A certificate of posting may be obtained, if desired and applied for at the time, by the person posting a parcel, on payment of a fee of 3d.

8. No parcels will be received or delivered which contain articles of an explosive, combustible, dangerous, or offensive character, or articles likely to injure other parcels, or live animals, or articles, the admission of which is not authorised by the Customs or other Laws and Regulations of the countries to which such parcels may be addressed. All prohibited articles may be forthwith confiscated.

9. No parcel may contain any letter or communication of the nature of a letter; and should any letter or communication be enclosed, such letter or communication will be treated as an unpaid letter, and charged for accordingly.

10. No parcel may consist of or contain two or more parcels addressed to different persons at different addresses. If such parcel be discovered each of its contents will be treated as a separate parcel and be charged for accordingly.

11. In the case of parcels from the United Kingdom, or any other country or Colony, their contents will be examined by the Customs officers employed in the post-office; and where duties are payable, the same must be paid or remitted before the parcels are delivered.

12. The necessary Customs entries will be passed free of cost to the addressees of parcels received.

13. **MODE OF DELIVERY.**—Parcels will be delivered, in accordance with the Inland Parcel Post Regulations of the several Colonies, as addressed, in the suburbs, and certain of the larger towns in the Colony where letter carriers are employed. In special cases, when the ordinary duties of the letter-carriers will prevent the prompt delivery of a parcel, notice will be given to addressee, who will have the option of taking immediate delivery from the office, or of allowing the parcel to remain until business will admit of its delivery. Where there are no letter carriers employed, delivery must be taken at the post-office. In all cases senders should advise addressee by post of despatch of parcels, so as to ensure prompt delivery.

14. In the event of any parcel being addressed to a place beyond the limits for the transmission of parcels, the addressee, on being advised of the arrival of the parcel at the General Post Office, must state to what parcel post-office he wishes the parcel to be forwarded.

15. Parcels will be retained at the post-office to which they are sent for delivery for a period of three months, when, if unclaimed, they may be returned to the sender through the Colony or country from which they were received, subject to surcharge specified in clause 16. Should any parcel be refused by the addressee, it may be forthwith returned to the sender, subject, however, to fresh postage and any other charges to which it may become liable.

16. Parcels addressed to a post-office "to be called for," after they have remained in the office seven clear days (excluding Sundays and holidays) shall be charged demurrage at the rate of 1d. a day. No demurrage, however, shall be charged on parcels addressed to persons on vessels to arrive.

17. If a parcel cannot be delivered from any cause, the sender will, if possible, be consulted as to its disposal.

18. Parcels returned to another country at the request of the sender will be surcharged with the ordinary parcel postage. Such surcharge, together with any other charges to which the parcel has become liable, will be collected on delivery, unless remitted by the sender or the addressee of the parcel.

19. At the written request of either the sender or addressee, or the authorised agent of either, a parcel can be redirected to another country with which arrangements have been made for the exchange of postal parcels, but will be subject to fresh postage, and any other charges to which it may have become liable, which must be either prepaid or collected on delivery.

20. Parcels which cannot be delivered, or redirected, or returned to the sender, will be sent back to the country from whence they came.

21. The contents of parcels returned to the Colony being unclaimed or undeliverable, which cannot be returned to the sender, will be sold or destroyed by the order of the Postmaster-General.

22. The contents of parcels should be securely packed and closed in such a manner as to preserve them from injury.

23. Parcels will only be received and forwarded at the risk of the owners. In no case will the Postmaster-General be responsible for the delay, non-delivery, injury, or loss of any parcel.

24. Parcels may be insured against loss at the following rates:—6d. for the first £5, and 6d. for every additional £5. The limit intercolonially to be £20, and the limit for Great Britain and Foreign Countries to be £50.

25. No current coin or bullion shall be allowed to be sent by parcel post.

Article 21.

The commission chargeable on Money Orders exchanged intercolonially to be as follows:—

							s.	d.
Not exceeding	£2	...	...	...	...	...	0	6
"	"	5	...	...	...	...	1	0
"	"	7	...	...	...	...	1	6
"	"	10	...	...	...	...	2	0
"	"	12	...	...	...	...	2	6
"	"	15	...	...	...	...	3	0
"	"	17	...	...	...	...	3	6
"	"	20	...	...	...	...	4	0

Article 22.

Where one person has occasion to send more than one telegraphic Money Order to the same person he shall only be charged for one message of advice.

B.

REPORT BY HEADS OF DEPARTMENTS ON UNIFORM TELEGRAPH REGULATIONS.

The Heads of Departments submit the following revised Telegraph Regulations for adoption by each of the Colonies:—

1. All telegrams should be written distinctly with ink, on forms provided for that purpose, the signature of the sender in each case being required in authentication of his message; but all telegrams whether written on the proper form or on plain paper, will be considered as presented for transmission under the conditions contained in the following regulations, and any infringement of this rule will be at the sender's risk.

2. In order to prevent errors in the transmission of telegrams, all words should be written in full and no abbreviations will be allowed that are not in general use, and in accordance with the usage of the language. All numbers and marks should be written in words in full. On messages bearing multiple addresses to the same city or town, half-rates will be chargeable for the text of the messages, and full-word rates for the additional names and addresses after the first address.

3. As a general rule, all messages must be prepaid, except in the case of replies to messages on which the words "reply paid" have been written, or where special arrangements have been made for payment by receiver; but in all cases the sender will be held responsible for the cost of the message should payment be refused by addressee.

4. Names and addresses will be counted as forming part of the message *

5. Messages will be delivered free within 1 mile of the office. For greater distances, portorage, or, where necessary, cab or boat hire, will be charged, and must be prepaid or guaranteed. Where a special messenger has to be employed the Department will make the best arrangements it can; but the telegram will only be so forwarded at the sender's risk and cost, and should no messenger be procurable the telegram will be posted, at the option of the sender.

6. 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.

7. To facilitate delivery, care should be taken to give full name and address of person to whom the telegram is addressed.

8. The sender of any telegram can have the telegram repeated back to him by the office to which the message is addressed on payment of an additional half-rate.

9. The Government will not be responsible for mistakes in the transmission of messages, from whatever cause they may arise, nor for any delay in the transmission and delivery, nor for non-transmission or non-delivery of any message whatsoever.

10. Messages on the service of the State, or relating to death or illness, or urgent messages on which double rates have been paid, are to have priority of transmission. All other messages will be transmitted in the order in which they are received. No person shall be entitled to the use of any telegraph line for the transmission of any telegram or telegrams, not being Press messages, for more than half an hour. In the case of Press telegrams the limit during the day (from 9 a.m. until 8 p.m.) will be five hundred (500) words.

11. In the event of any interruption or accident to the lines which may prevent the transmission of any telegram within a reasonable time, or may destroy the value of such telegram, the sender of the telegram will have the option of withdrawing his telegram and receiving back the amount paid thereon on application through the officer in charge of the station at which such telegram was presented.

12. Applications for refund, except in cases specified in the preceding regulation, must be made in writing, addressed to the Superintendent of Telegraphs, stating reasons why the application is made.

13. Any telegram may be cancelled at the request of the sender, provided transmission or delivery has not been effected. In the event of the telegram not having been transmitted the fee shall be returned, but if it has been transmitted no refund shall be made; a service telegram will, however, be sent to the office

* This depends on the intercolonial telegraph rates being altered.

office of address, if desired, at the cost of the sender, to stop delivery. Should such service telegram arrive too late the fact will, if practicable, be communicated to the sender of the original message, but the cost of the service telegram will not be repaid.

14. At the request of the sender or receiver a telegram may be redirected and transmitted to another station, but if it has already been transmitted to the original address it will be subject to an additional rate.

15. No application for copies of messages after delivery will be entertained unless at the request of the sender or the addressee; and in all cases the Superintendent will require satisfactory reasons for the application. A search fee of two shillings and sixpence (2s. 6d.) for each telegram must accompany the application, and should the telegram have to be transmitted to another station one-half the usual rates will be charged for such transmission in addition to the above fee, but in no case must the charge be less than the minimum rate.

16. The strictest secrecy as to the contents or purport of any message is enjoined; no person not employed in the service of the Telegraph Department is allowed access to the operating-rooms without a special order from the Superintendent; and any officer of the department allowing any person to enter the operating-rooms, or affording any information as to the contents or purport of any message, except under the preceding regulation, will render himself liable to the penalties specified in the Telegraph Acts of the several Colonies.

17. Telegrams will be kept in the custody of the Superintendent of Telegraphs for the space of one year, after which they will be burned or destroyed, by direction of the Superintendent, in the presence of some duly authorised officer.

18. Messages upon which all fees have been paid may be transmitted by post at office of address as letters for delivery in any of the Australasian Colonies, without any extra payment for postage; the sender must, however, write the words "To be posted from _____" under the address.

19. Code addresses will not be registered or accepted except in the case of international telegrams.

20. Where the sender of a message requires, the letters, R.P. may be inserted at the end of the message, and these letters will be charged as one word only.

C.

Sir,

General Post Office, London, 22 May, 1889.

With reference to your letter of the 27th of March last, No. B. 89-3,348, I beg leave to acquaint you that, so far as this Department is concerned, there is no objection to the extension to letters and packets posted in New South Wales, and, indeed, in the Australasian Colonies generally, of the exceptional arrangements set forth at page 232 of the Post Office Guide for the present quarter, in regard to the transmission of gold and silver bullion, precious stones, jewellery, and other precious articles to certain foreign countries and British Colonies comprised in the Postal Union.

A communication to this effect will be sent to the Post Offices of the other Australasian Colonies, and also to the Post Offices of the British Union Colonies interested in the question.

A note has been taken of the information given in the last paragraph of your letter under reply as to the delivery in New South Wales of registered letters or packets containing coin, jewellery, or articles liable to Customs duty.

I am, &c.,
EDW. H. REA.

The Postmaster-General, Sydney.

D.

Sir,

General Post Office, London, 13 June, 1890.

The Postmaster-General has had before him your letter of the 9th instant, from which it appears that the Adelaide Postal Conference, while agreeing to a 2½d. postage rate for letters, has decided to recommend that the mails from Australia should no longer be sent by the accelerated train service from Brindisi to Calais.

Mr. Raikes thinks that, in making this suggestion, the members of the Postal Conference probably had not the means of realizing all the consequences which would result from the adoption of such a plan; and I am therefore to point out to you the prejudicial effects that would follow the exclusion of the Australian mails from the special train service.

You are aware that, owing to the postponement of the despatch of the homeward mail steamers from Adelaide from Monday till Wednesday in every week, at the urgent instance of the Colonies, the arrival of all the Eastern mails in this country takes place two days later than heretofore.

Instead of the mails being due in London on Sunday or Monday, as was formerly the case, they are now due on Tuesday or Wednesday, according to the season of the year, and even this is achieved only by the use of the special train service from Brindisi. If the Australian mails were left for conveyance by the ordinary train service they would occupy at least ten hours' longer in transit, and, unless they happened to reach Brindisi in time for the 5 p.m. train (the only through train in the day), they would be subject to a delay of perhaps as much as twenty-four hours before starting, so that, in an extreme case, the mails might not reach London until Thursday evening, and many parts of the country would be cut off from reply by the Friday night's outgoing mail.

It is not unlikely that these results might be still further aggravated by irregularities of service in Italy and France arising from the transfer of the heavy Australian mails to the ordinary services of those countries. The ordinary service from Naples, by which the mails brought to that port by Orient steamers are at present, as a rule, carried forward to Calais, is by no means as uniform in regard to duration of transit as the special service from Brindisi, and it is thought that the conditions of traffic on the Adriatic system are somewhat less favourable than those on the Mediterranean system to the punctual transmission of these abnormally heavy mails.

If

If the proposed change should in practice result, as it well might, in so late an arrival as to preclude reply by the outgoing mail of Friday, the Colonial public would be at the serious disadvantage of having one week added to the time which would be occupied in sending a letter to England and getting a reply in the Colony.

But there are other difficulties. The French and Italian Governments are under no positive obligation to carry mails from Australia by the ordinary train services of those countries.

There is an understanding with the French and Italian Post Offices that if this Department sees fit to disconnect the homeward Australian packet service from the Indian, it shall have the right to use the ordinary train services for the Australian mails, at Postal Union transit rates, always provided that their use is possible under the general traffic regulations of the continental railways.

The present situation is not strictly covered by the understanding referred to above, because the mails are still to arrive in one steamer, and, although France and Italy might not eventually refuse to separate the Australian mails in the circumstances now under consideration, the point would, at the best, be one for negotiation.

Moreover, the public in this country, and probably in the Colonies also, would criticise severely postal arrangements under which the mails from Australia were left behind at Brindisi for conveyance by ordinary train to Calais, while those from India and China brought to Brindisi by the same packet were sent on by special train; and such a course would be extremely difficult to defend.

The Delegates at the Adelaide Conference have doubtless inferred that, because the mails brought by the Orient packets to Naples usually come on by ordinary train to Calais, the mails landed at Brindisi can, without difficulty, be treated in the same way. But the cases are quite dissimilar; the Orient steamers bring Australian mails only, so that no question arises of bringing on one portion of the mail and leaving another behind. Moreover there are no connections to be arranged at Colombo or Aden, as in the case of the Peninsular and Orient steamers from India, China, and Australia; consequently the Orient steamers generally arrive at Naples well in advance of their contract time; and the slower railway journey is not so material, although, as a matter of fact, the transit is really longer by nearly a day than by special train from Brindisi, and it remains to be seen what the effect will be under the arrangements for a later arrival, which have hardly yet come into practical operation.

It is estimated that if the mails were sent from Brindisi by ordinary train at Union rates instead of as at present, the whole of the Australian Colonies would save in the aggregate some £3,800 a year, a sum which when divided between the several Government would doubtless seem far too small to justify a measure which could not but put those Colonies at a grave postal disadvantage when compared with other parts of Her Majesty's Dominions in the East.

I am therefore to request that you will be so kind as to bring the circumstances to the notice of your Government, and to support with your influence the Postmaster-General's earnest desire that the proposal as to the train service should be withdrawn, as opposed alike to the best interests of the Colonies and of this country.

The Agent-General.

I am, &c.,
S. A. BLACKWOOD.

E.

Sir,

Downing-street, 21 November, 1890.

I have the honor to transmit to you a copy of a letter from the Science and Art Department forwarding a copy of Mr. Sandford Fleming's memorandum on time reckoning, together with the map which accompanies it.

I have, &c.,
KNUTSFORD.

The Officer Administering the Government of

Department of Science and Art to Colonial Office.

Department of Science and Art,

Sir,

London S.W., 26 July, 1890.

MEMBERS OF COMMITTEE:

The Astronomer Royal,
Professor J. C. Adams,
M.A., F.R.S.
Lt.-Gen. H. Strachey,
F.R.S., C.S.I., F.R.S.
Dr. Hind, F.R.S.
The Hydrographer of
the Navy,
Maj.-Genl. Donnelly,
C.B.

Referring to the letter from the Colonial Office of the 15th February last, transmitting a copy of a despatch from the Governor-General of Canada, enclosing certain papers relating to the reform in time-reckoning which the Canadian Institute was desirous should be communicated to this department, I am directed by the Lords of the Committee of Council on Education to inform you that these papers were submitted to the Committee appointed to advise My Lords with reference to this question.

The Committee consider "that it is desirable that Mr. Sandford Fleming's memorandum be forwarded to the Governments of all the Colonies for their consideration with a view to the adoption of the Hour Zone system in reckoning time generally and of the 24-hour notation for railway time-tables."

"The Committee desire to express their concurrence in Mr. Sandford Fleming's views as to the advantages which would result from this reform and the ease with which it could be carried out."

I am also to request you to inform the Secretary of State for the Colonies that the Astronomer Royal calls attention to a paper by Dr. Schram, published in the April number of the "Observatory," showing that "Standard time" is likely to be adopted shortly on the railways of Germany and Hungary, whilst other European countries are favourably disposed towards it.

I am directed to request that you will be good enough to move Lord Knutsford, should his Lordship consider the action expedient, to cause copies of the memorandum and of the map which have been printed for the purpose to be sent to the Governors of Her Majesty's Colonies.

The Under Secretary of State for the
Colonies, Colonial Office, S.W.

I am, &c.,
W. D. DONNELLY.

Committee

Committee on the Prime Meridian Conference.

Meeting of 25th April, 1890.

Present:—The Astronomer Royal (in the Chair); the Hydrographer of the Navy; General Donnelly, C.B.
Resolved—

1. That it is desirable that Mr. Sandford Fleming's memorandum be forwarded to the Governments of all the Colonies for their consideration, with a view to the adoption of the Hour Zone system in reckoning time generally, and of the 24-hour notation for railway time-tables. The Committee desire to express their concurrence in Mr. Sandford Fleming's views as to the advantages which would result from this reform, and the ease with which it could be carried out.

2. That it would be advisable that a similar recommendation should be forwarded to the Indian Government, and that the adoption of the 24-hour notation for railway time-tables (which they understand has been adopted on several lines in India) should be recommended to the Railway Companies of the United Kingdom.

MEMORANDUM on the movement for reckoning time on a scientific basis, by which the greatest possible degree of simplicity, accuracy, and uniformity will be obtainable in all countries throughout the world.

1. Notwithstanding the great advance which has been made during the present century in all the arts and sciences and their application to the affairs of human life, the reckoning of time is still in a primitive condition in many countries and in an imperfect condition in every country. Difficulties have been developed since the introduction of rapid means of communication through the twin agencies, steam and electricity, which, when examined, prove that time is computed generally on principles which are untenable. The world's time-reckoning is in fact an exceedingly complicated combination. It is productive of confusion, and the confusion is apt to be increased and intensified as population increases and lines of rapid communication are multiplied.

2. During the last ten years efforts have been made to overcome the evils referred to by establishing a remedial system on a sound scientific basis which would be acceptable to all nations, and by which perfect accuracy, uniformity, and simplicity would everywhere be obtainable.

3. The subject has been carefully considered by many individuals and by scientific societies in Europe and America. It has been discussed at Geographical and Geodetic Congresses at Venice and Rome, and at Conventions of scientists and practical business men in America. On all these occasions the solution of the problem has been promoted. As an outcome of these various meetings and efforts, the President of the United States, under the authority of an Act of Congress, invited the Governments of all civilized nations to appoint delegates to meet in conference at Washington to consider the whole question, and take decisive action in respect thereto.

4. The Washington Conference embraced delegates from twenty-five nations. They had eight sessions; the first was held on 1st October, 1884, the last on 1st November following. After patient deliberation and discussion the object of this International Conference was accomplished by the passage, with substantial unanimity, of a series of resolutions determining the principles upon which all the nations of the world may unite in the adoption of a universal system of reckoning time.

5. The important results of the Conference are the establishment of (1) a prime meridian for reckoning longitude, (2) a zero for time reckoning, and (3) a unit-measure of time to be common to the whole world.

6. The prime-meridian corresponds with the Greenwich meridian.

7. The zero of time may be defined as the moment of mean solar passage on the anti-prime meridian.

8. The unit-measure of time, designated the universal day, may be defined as the interval between two successive mean solar passages on the anti-prime meridian.

9. The Conference further determined that the hours of the universal day shall be counted in a single series from zero to 24.

10. The Universal day, as defined by the Washington Conference, begins and ends at the same moment as the civil day at Greenwich, but it differs from the Greenwich civil day in respect to the numbering of the hours. While the Universal day has a single set of hours numbered from 0 to 24, the Greenwich civil day is divided at noon into halves, the half days before and after noon being subdivided into separate sets of hours, each numbered from 0 to 12, and distinguished as ante-meridian and post-meridian. Greenwich time is the local time so-called of the meridian of Greenwich. Universal time, on the other hand, is understood to be common to all localities, and the universal day is held to be the date of the world.

11. Considerable progress has been made in the adoption of the principles of universal time, and the practical success which has attended the application of these principles goes to show that the unification of reckoning by the several civilized nations can best be effected step by step.

RECKONING BY HOUR MERIDIANS.

12. The first important step is the adoption of the "Hour Zone System," commonly designated in America "Standard Time." It may be stated, that in the theory of universal time the fundamental principle is unity, it is held that there is not more than one time in the whole universe, and that the idea of separate and distinct times in each separate locality is incorrect. While the essential principle of universal time is indisputable it cannot be denied that a perfectly uniform notation of time throughout the entire globe comes into direct conflict with our preconceived notions and habits of thought. The hour zone system is introduced as an easy means of transition from old to new ideas, and it is found that, by adopting hour meridians as local standards for reckoning, grave difficulties are in a large measure overcome without any violent departure from our inherited usages and prevailing customs. The hour zone system also furnishes the means of applying the correct principles of universal time in ordinary affairs.

13. In the hour zone system the circumference of the globe is divided into twenty-four sections or zones. The central line of each zone is an hour meridian, and the hour meridians are 15 degrees of longitudes apart. The accompanying chart of the world on Mercator's projection shows the geographical position of the twenty-four hour meridians. They are numbered in consecutive order towards the west from zero, the ante-prime meridian.

14. The hour zones theoretically extend 7½ degrees of longitude on each side of the hour meridians, but in practice that is by no means an essential rule. The boundary-line of contiguous zones may be governed by national, geographical, or commercial circumstances.

15. As the earth rotates on its axis in twenty-four hours, an hour elapses between the solar passage on each successive hour meridian; it is obvious therefore that if the reckoning in each zone be governed by its respective meridian, the reckonings everywhere will be directly related. There will be differences, but the differences will in every case be known, and they will invariably be multiples of an hour. Throughout the globe there will be complete identity in the minutes and seconds. For example, when the reckoning in the tenth zone is six hours twenty-five minutes, in the eleventh zone it will be five hours twenty-five minutes, in the twelfth zone four hours twenty-five minutes, and so on, each successive zone differing by an exact hour. Thus the only departure from complete uniformity in reckoning around the globe will be in the numbers of the hours, but the numbers of the hours being governed by the numbers of the hour meridians, the passage to universal time is simple and direct.

16. As the reckoning in the zone of the twelfth hour meridian corresponds with Universal time the reckonings in all zones to the east of that meridian will be one or more full hours in advance of Universal time, and in all zones to the west of the twelfth hour meridian the reckonings will be behind Universal time. Universal time will be the mean of all possible reckonings under the hour zone system, and the Universal day the mean of all possible local days.

17. The hour zone system has been adopted for ordinary use in portions of the three Continents of Asia, Europe, and America. In 1887 an Imperial Ordinance was promulgated directing that on and after the 1st day of January in the year following time throughout the Japanese Empire would be reckoned by the third hour meridian. The reckoning in England and Scotland is by the twelfth hour meridian; in Sweden the eleventh hour meridian is the standard, and quite recently it has been resolved in Austria-Hungary to be governed by the same meridian. Efforts are now being made to follow the same course in Germany and in other European countries. In North America the hour zone system has been in general use for six years, the reckoning of time being governed as follows, namely:—

By the 16th hour meridian in Nova Scotia and Prince Edward Island.

By the 17th hour meridian in New Brunswick, Quebec, Ontario, Maine, Vermont, Massachusetts, New Hampshire, Connecticut, New York, Pennsylvania, Rhode Island, New Jersey, Maryland, Virginia, North and South Carolina, Georgia, Florida.

By the 18th hour meridian in Manitoba, Kewatin, Minnesota, Wisconsin, Michigan, Iowa, Ohio, Illinois, Indiana, Kentucky, Missouri, Arkansas, Tennessee, Alabama, Mississippi, Louisiana.

By the 19th hour meridian in Assiniboina, Saskatchewan, Alberta, Athabasca, Montana, Dakota, Wyoming, Nebraska, Colorado, Kansas, New Mexico, Texas, Utah, Arizona.

By the 20th hour meridian in British Columbia, Washington, Idaho, Oregon, Nevada, California.

18. The adoption of the hour zone system has been the means of removing the chaos of local times, which, in many quarters, previously caused much friction. Wherever the reckoning is governed by the same standard meridian, there is complete uniformity in every division of time. In Japan, Central Europe, Great Britain, United States, Canada, and Mexico identity of reckoning prevails. In all these countries the hours are struck at the same moment; the only difference is in the numbers by which they are locally known; with that single exception every division of the day is simultaneous.

THE 24-HOUR NOTATION.

19. The second important step in regulating the reckoning of time throughout the world is to abandon the division of the day into ante-meridian and post-meridian hours, separately numbered, and to substitute a single series of hours, numbered from 0 to 24. This change was resolved upon by the Washington Conference with respect to the universal day.

20. The old practice of dividing the day into separate sets of twelve hours, however it arose, has not only no advantage to recommend it, but the usage has been found to have positive disadvantages, which have been brought into prominence within the past generation. The division of the day into halves doubles the chance of error, and tends to confusion in connection with the running of railway trains. The misprint or mistake of a single letter, a.m. for p.m., or *vice versa*, will easily arise to cause inconvenience, loss of time, possibly loss of property or loss of life.

21. The 24-hour notation, so called, removes all doubt and uncertainty, and promotes safety. Where it has been adopted in Canada there is no ambiguity, moreover the change has been effected without difficulty and without danger. The hours having a lower number than twelve are known to belong absolutely to the first part of the day, and those having a higher number to the afternoon and evening.

22. The 24-hour notation is strongly recommended by prominent men in Russia, Germany, Italy, Austria, Belgium, France, Spain, Great Britain; indeed it may be said in every country in Europe. It is brought into daily use on the great lines of telegraph leading from England to Egypt, India, China, Australia, and South Africa. It is received with very great favour in America. It has been in use for nearly four years on 2,354 miles of the Canadian Pacific Railway, and for nearly three years on the Canadian Government Railway, the Interoceania, 986 miles in length. The managers of these railways and all the employes speak of the 24-hour notation in the highest terms. It is the only system in use at this date, north of the 49th parallel and west of the 89th meridian. There is not a province in Canada where it is not already in use. It has been adopted on the railways in Nova Scotia, New Brunswick, Prince Edward Island, Manitoba, Assiniboina, Alberta, British Columbia, and partly in Quebec and Ontario. So satisfactory are the results of the new notation that it has been determined to extend its application, and it is expected that before long it will be in general use for railway purposes throughout the Dominion.

23. In the United States a strong expression of opinion in favour of the 24-hour notation has been obtained. The American Society of Civil Engineers, deeply concerned in the perfection of the railway system of the Republic, has since the year 1880 taken an active interest in time reform. This Society led the way in preparing the minds of men for the general acceptance of the hour zone system six years ago, and since then it has vigorously directed attention to the 24-hour notation. It has a special committee, whose duty, under the authority of the Society, is to correspond with railway managers on the subject, and in every proper way to promote the adoption of the new notation. The communications which have been sent out by the American Society of Civil Engineers to the leading railway men throughout the country have elicited a very large number of replies. They embrace the opinion of, it is believed, a considerable majority of the managers of all the railway companies in North America, and of all who have been heard from, about 97 per cent. are in favour of the adoption of the 24-hour notation in the railway service of the country at an early date. It is quite obvious that there is a wide-spread feeling in favour of the change, and it only remains for the General Time Convention, an organized body, representing all the railways in the United States, to take decisive action in the matter, so that the new notation may be brought into use simultaneously in every section of the country.

24. Canada, in adopting the hour zone system, and in introducing the 24-hour notation, has undoubtedly taken the lead in carrying into effect, in the most practical manner possible, the essential principles of universal time. The 24-hour notation has likewise been introduced in the railway service of China, and it is not a little remarkable that one of the oldest Eastern civilizations, conjointly with the youngest Western civilization, should set an example in breaking through the trammels of custom to inaugurate a reform which every intelligent person believes to be desirable. Universal time will be substantially adopted in North America so soon as the 24-hour notation is brought into use throughout the United States. There is but one step necessary to secure to Great Britain all the advantages of universal time—that is, the adoption of the 24-hour notation. This one reform concerns the railway system, and railway travellers especially, and in a country where all travel more or less I cannot but think that if English railway managers were informed as to the ease with which the change has been introduced in Canada, and the satisfactory results which have followed, they would very speedily take means to obtain similar advantages. I am confirmed in this view by an examination of the letters which have been received by the Science and Art Department, South Kensington, copies of which I have been favoured with. These letters go to show that the resolutions of the Washington Conference on this subject are cordially favoured by the following important bodies and Departments, viz. :—

1. Royal Astronomical Society.
2. The Royal Society.
3. The Board of Trade.
4. The General Post Office.
5. The Eastern Telegraph Company.
6. The Eastern Extension Telegraph Company.
7. The Eastern and South African Telegraph Company.
8. The Society of Telegraph Engineers.
9. The Trinity House.
10. The India Office.
11. The Colonial Office.
12. The Admiralty.

To these may be added the Committee of Council on Education and the Board of Visitors of the Royal Observatory, Greenwich. Indeed I cannot learn that a single objection has been received from any quarter.

25. As the fundamental objects of the Washington Conference were to remove all doubt and ambiguity in time-reckoning, to prevent discrepancies, to secure simplicity and introduce uniformity, it is manifestly important that the changes proposed, supported as they were at the Conference by the representatives of twenty-five nations, and subsequently looked upon in so many quarters as in themselves intrinsically desirable, should without unnecessary delay be accepted, and, as far as practicable, put in force generally. The first important step is the selection of hour meridians, and the adoption of the hour zone system. With these objects in view the accompanying map has been prepared; it shows the position of the 24-hour meridians, and indicates in a general way the country or section of country to which any particular hour meridian has greatest proximity. It would greatly advance the unification of time throughout the world, and greatly promote the common good of mankind if every nation with all convenient speed would take means to select the hour meridians on which its reckoning of time may be based. Appended hereto will be found a table indicating the hour meridians which in each case may be found eligible for selection, but in a matter of this kind each nation must judge for itself.

26. I have mentioned what has been done in America, more especially in Canada, in furtherance of this movement. If means be taken to extend the use of the hour zone system to all the British possessions around the globe they will individually and collectively participate in the advantages of a common reckoning of time. I venture to submit, suggestively, the appended list of the principal British Colonies and Dependencies with the hour meridians which appear the most suitable for standards in each case.

Ottawa, 20th November, 1889.

SANDFORD FLEMING.

BRITISH POSSESSIONS.

TABLE indicating the Hour Meridians, numbered as on the accompanying map, which may be selected as local standards for reckoning time in each of the several British Possessions.

The last column gives the differences between local reckonings and the Time of the World—Universal Time. The sign PLUS indicates that local reckonings are in advance of, and MINUS that they are behind, World Time in each case.

Countries.	Hour Meridians.		Hour Zone Reckonings faster or slower than World Time.
	East or West of Greenwich.	Numbered on Map.	
The British Islands (comprising)—			
England and Wales	0	12	0 Hours
Scotland	0	12	0 "
Ireland	0	12	0 "
Canada (comprising)—			
Nova Scotia	60 West	16	- 4 "
New Brunswick	75 West	17	- 5 "
Prince Edward Island	60 West	16	- 4 "
Quebec	75 West	17	- 5 "
Ontario	75 West	17	- 5 "
Manitoba	90 West	18	- 6 "
Assiniboia	105 West	19	- 7 "
Saskatchewan	105 West	19	- 7 "
Alberta	120 West	20	- 8 "
Athabasca	120 West	20	- 8 "
British Columbia	120 West	20	- 8 "
Australasia (comprising)—			
New South Wales	150 East	2	+ 10 "
Victoria	150 East	2	+ 10 "
Queensland	150 East	2	+ 10 "
Tasmania	150 East	2	+ 10 "
South Australia	135 East	3	+ 9 "
Western Australia	120 East	4	+ 8 "
New Zealand	165 East	1	+ 11 "
Fiji	165 East	1	+ 11 "
New Guinea	150 East	2	+ 10 "
Possessions in Asia (comprising)—			
India	75 East	7	+ 5 "
Burma	90 East	6	+ 6 "
Ceylon	75 East	7	+ 5 "
Hong Kong	120 East	4	+ 8 "
Straits Settlements	105 East	5	+ 7 "
Labuan	120 East	4	+ 8 "
West India (comprising)—			
Jamaica	75 West	17	- 5 "
Turks Island	75 West	17	- 5 "
British Guiana	60 West	16	- 4 "
Bahamas	75 West	17	- 5 "
Trinidad	60 West	16	- 4 "
Barbadoes	60 West	16	- 4 "
Grenada	60 West	16	- 4 "
British Honduras	90 West	18	- 6 "
St. Vincent	60 West	16	- 4 "
St. Lucia	60 West	16	- 4 "
Tobago	60 West	16	- 4 "
Antigua	60 West	16	- 4 "
Montserrat	60 West	16	- 4 "
St. Christopher	60 West	16	- 4 "
Virgin Islands	60 West	16	- 4 "
Dominica	60 West	16	- 4 "
Possessions in Africa (comprising)—			
Cape of Good Hope	30 East	10	+ 2 "
Bechuanaland	30 East	10	+ 2 "
Basutoland	30 East	10	+ 2 "
Natal	30 East	10	+ 2 "
Sierra Leone	15 West	13	- 1 "
Gambia	15 West	13	- 1 "
Gold Coast	0	12	0 "
Lagos	0	12	0 "
Miscellaneous (comprising)—			
St. Helena	0	12	0 "
Gibraltar	0	12	0 "
Malta	15 East	11	+ 1 "
Cyprus	30 East	10	+ 2 "
Bermuda	60 West	16	- 4 "
Falkland Islands	60 West	16	- 4 "
Heligoland	15 East	11	+ 1 "
Aden	45 East	9	+ 3 "
Ascension	15 West	13	- 1 "
Fanning Island	150 West	22	- 10 "
Mauritius	60 East	8	+ 4 "
Newfoundland	60 West	16	- 4 "

FOREIGN COUNTRIES.

TABLE showing the Hour Meridians, numbered as on the accompanying map, and conveniently situated for reckoning time under the Hour Zone system.

The last column gives the differences between local reckonings and the Time of the World—Universal Time. The sign PLUS indicates that local reckonings are in advance of, and MINUS that they are behind, World Time in each case.

Countries.	Hour Meridians.		Hour Zone Reckonings faster or slower than World Time.
	East or West of Greenwich.	Numbered on New Map.	
Argentine Republic	60 West	16	- 4 Hours
Austria Hungary	15 East	11	+ 1 "
Belgium	0 —	12	0 "
Bolivia	60 West	16	- 4 "
Brazil	45 West	15	- 3 "
"	60 West	16	- 4 "
Bulgaria	30 East	10	+ 2 "
Costa Rica	90 West	18	- 6 "
Chili	75 West	17	- 5 "
China	120 East	4	+ 8 "
"	105 East	5	+ 7 "
"	75 West	17	- 5 "
Columbia	15 East	11	+ 1 "
Congo	15 East	11	+ 1 "
Denmark	75 West	17	- 5 "
St. Domingo	30 East	10	+ 2 "
Egypt	0 —	12	0 "
Germany	15 East	11	+ 1 "
Greece	30 East	10	+ 2 "
Hawaii	150 West	22	- 10 "
Honduras	90 West	18	- 6 "
Hayti	75 West	17	- 5 "
Italy	15 East	11	+ 1 "
Japan	135 East	3	+ 9 "
Mexico	105 West	19	- 7 "
Netherlands	0 —	12	0 "
Nicaragua	90 West	18	- 6 "
Norway	15 East	11	+ 1 "
Paraguay	60 West	16	- 4 "
Persia	60 East	8	+ 4 "
Peru	75 West	17	- 5 "
Roumania	30 East	10	+ 2 "
Siam	105 East	5	+ 7 "
Servia	30 East	10	+ 2 "
Spain	0 —	12	0 "
Sweden	15 East	11	+ 1 "
Switzerland	15 East	11	+ 1 "
Turkey	30 East	10	+ 2 "
Russia in Europe	45 East	9	+ 3 "
"	30 East	10	+ 2 "
Russia in Asia	165 East	1	+ 11 "
"	150 East	2	+ 10 "
"	135 East	3	+ 9 "
"	120 East	4	+ 8 "
"	105 East	5	+ 7 "
"	90 East	6	+ 6 "
"	75 East	7	+ 5 "
"	60 East	8	+ 4 "
Uruguay	60 West	16	- 4 "
United States	75 West	17	- 5 "
"	90 West	18	- 6 "
"	105 West	19	- 7 "
"	120 West	20	- 8 "
Alaska	135 West	21	- 9 "
"	150 West	22	- 10 "
Venezuela	60 West	16	- 4 "

POSTAL AND TELEGRAPHIC CONFERENCE, 1891.

PAPERS LAID BEFORE THE CONFERENCE, AND ORDERED TO BE PRINTED.

1. List of Subjects proposed for consideration by the Honorable Daniel O'Connor.
2. List of Additional Subjects proposed by the Honorable John Gavan Duffy.
3. Draft Agreement between Her Majesty the Queen and the Eastern Extension, Australasian, and China Telegraph Company, and enclosures, as adopted by the Conference.
4. Statement showing the Distribution of the Amount to be guaranteed by the Australian Colonies (omitting New Zealand and Queensland) under the proposed Tariff.
5. Schedule of Present Rates of Telegrams exchanged with South and West Australia.
6. Schedule of Reduced Rates for Telegrams exchanged with South and West Australia.
7. South Australian Revenue on International Telegrams.
8. Proportion payable by each Colony (to Cable Company) under the proposed Agreement, on the basis of population of 1888.
9. Comparative Statement, showing the Revenue, Area, and Foreign Trade of some of the Countries in the Postal Union having one vote.
10. Comparative Statement, showing the Revenue, Area, and Foreign Trade of the Australasian Colonies—one vote only being proposed.
11. Circular from Lord Knutsford on the subject of the Vienna Congress of 1891.
12. Report of the Representatives of New South Wales, South Australia, and Western Australia at the Lisbon Postal Congress.
13. Paper submitted by the Postmaster-General of Queensland, showing the History of Negotiations with Queensland as to joining in the Subsidy to the Eastern Extension Telegraph Company.
14. Statement showing Amount to be guaranteed by the Australasian Colonies under the proposed Tariff.
15. Report on the Probable Result to the Australasian Colonies of the adoption of an Universal Rate of One Penny per Half Ounce for Inland and Inter-colonial Postage.
16. Telegram from the Premier of Tasmania to the Honorable B. Stafford Bird, on the subject of a representation from Mr. Audley Coote, as to Telegraph Cables.
17. Memorandum on the subject of Reduction of Press Telegrams.
18. A Communication from W. Warren, Esq., Manager of the European Telegraph Extension Company, on the subject of the Draft Agreement.
19. A Communication from W. Warren, Esq., on the subject of finding a better Route for the Darwin Cables.

20. A Telegram from the Agent-General on the subject of the proposed Canadian Mail Service.
 21. Draft Memorandum of Agreement between the Colonial Governments as to Payments to the Eastern Extension Telegraph Company.
 22. Particulars as to the New South Wales Telegraph Service, 1890.
 23. Particulars as to the South Australian Telegraph Service, 1890.
 24. Particulars as to the New Zealand Telegraph Service, 1890.
 25. Particulars as to the Victorian Telegraph Service, 1890.
 26. Particulars as to the Tasmanian Telegraph Service, 1890.
 27. Letter from Mr. Warren, Manager, Eastern Extension Company, accepting the New Clause 10 in the Agreement for Reduction of Rates.
 28. Letter from Mr. Warren, *re* Press Messages respecting Proceedings of Federal Convention over the New Zealand and Tasmanian Cables.
 29. Letter from S. V. Winter, Esq., *Herald* Office, Melbourne, respecting a Reduction in Press Telegraphic Rates between New South Wales and Victoria.
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POSTAL AND TELEGRAPHIC CONFERENCE, 1891.

No 1.

List of subjects proposed for consideration.

(Laid before the Conference by the Honorable Daniel O'Connor.)

1. Reduction of the Cable Rates.
 2. Question of representation of the Australian Colonies at the Vienna Postal Union Congress, to be held in May next.
 3. Date on which Australasian Convention should come into force. Difficulties *re* fresh legislation.
 4. Proposed Canadian Mail Service.
 5. Advertising on the back of telegram envelopes.
 6. Insurance of parcels.
 7. Question of allowing senders of books, &c., to write their names and addresses on same.
 8. Proposal for steps to be taken to prevent the repeated delivery of English Mails in Sydney on Saturday afternoons.
 9. Proposed reduction of rate of commission on Intercolonial Money Orders.
 10. German proposals.
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No. 2.

List of additional subjects.

(Laid before the Conference by the Hon. J. Gavan Duffy.)

1. Agreement with the Eastern Extension Telegraph Company (to include Queensland and New Zealand).
 2. Vienna Congress. Postal Union: on what terms can we join? Delegates to Vienna.
 3. Reduction of Inland Transit Rates with Foreign Countries.
 4. Intercolonial Postal Regulations (including Late Fee and Money Order Telegrams). Newspapers: Regulations and Postage. Parcel Post: Packets not to exceed 1lb.; above that to be sent by Parcel Post. Post-cards.
 5. Reduction of Postage throughout Australasia to 1d. per $\frac{1}{2}$ oz.
 6. Detention of Mail Steamers at Adelaide.
 7. Intercolonial Telegraph Regulations. Money Order Telegrams, discontinuance of. One telegram of advice. (R.P., reply paid.)
 8. Pacific and Canadian Mail Service.
 9. Intercolonial Telegraph Rates. Twelve words too few for minimum.
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No. 3.

Draft Agreement between Her Majesty the Queen and the Eastern Extension Telegraph Company.

AN AGREEMENT dated the _____ day of March, 1891, and made between HER MOST GRACIOUS MAJESTY THE QUEEN of the one part and THE EASTERN EXTENSION AUSTRALASIA AND CHINA TELEGRAPH COMPANY LIMITED (hereinafter called the Extension Company) of the other part.

WHEREAS as these presents are entered into on behalf of Her Majesty by authority of the respective Governments of the Colonies of New South Wales, Victoria, Western Australia, Tasmania, and the Province of South Australia (hereinafter referred to as the contracting Colonies) and

WHEREAS

WHEREAS the telegraphic traffic of Australasia with other countries is carried by the cables and telegraphic lines of the Extension Company in connection with lines belonging to the Indo-European Telegraphic Department of Her Majesty's Indian Government the Eastern Telegraph Company (Limited) and the Indo-European Telegraph Company (Limited) and the lines and cables connected therewith (hereinafter called the Cis-Indian Administrations) and

WHEREAS the terminal stations in Australia of the Extension Company's submarine cables are situated at Port Darwin in the Province of South Australia and Roebuck Bay in the Colony of Western Australia and

WHEREAS the transmission of telegraphic messages to and from the terminal stations in Australasia (hereinafter referred to as the Australasian traffic) is now charged for at the rates specified in the first schedule hereto (hereinafter referred to as the existing rates) and

WHEREAS the total receipts for the year 1889 of the Extension Company and the Cis-Indian Administrations in respect of the Australasian traffic under the existing rates after deducting outpayments to other telegraph administrations have for the purposes of this Agreement been agreed between the parties at the sum of £237,736 and

WHEREAS it has been proposed that the existing rates shall be reduced upon the terms and in consideration of the guarantee hereinafter contained. NOW THESE PRESENTS WITNESS and it is hereby agreed and declared as follows:—

1. The Extension Company will from and after the first day of April 1891 transmit or procure the transmission of all telegraphic messages exchanged between the places mentioned in the Second Schedule hereto and South or Western Australia at the rates specified in the Second Schedule hereto (hereinafter referred to as the reduced rates).

2. The Governments of the Colonies parties hereto will from and after the first day of April 1891 transmit or procure the transmission between the said terminal stations of the Company and other places in the contracting Colonies of all telegraphic messages exchanged between the Australasian Colonies and other places at the rates specified in the Third Schedule.

3. If in any year while the reduced rates shall continue in force by virtue of these presents the total receipts of the Extension Company and the Cis-Indian Administrations in respect of the Australasian traffic after deducting all outpayments to other telegraphic administrations shall be less than the sum of £237,736 Her Majesty will cause to be paid to the Extension Company out of the Consolidated Revenue Funds of the contracting Colonies a sum equal to half the amount by which such receipts shall be less than the said sum of £237,736.

4. Any sum of money payable under clause 3 hereof shall be paid to the Extension Company in London in sterling money free from all deductions within three calendar months from the close of each year.

5. If there shall at any time in any year while the reduced rates continue in force by virtue of these presents be a total interruption of telegraphic communication between Australia and Europe arising otherwise than by reason of war or any such like cause which shall continue for more than one calendar month inclusive of the day on which the interruption shall begin a deduction of one 365th part of any sum payable under clause 3 hereof in respect of such year shall be made for every day beyond the said month during which there shall be such total interruption inclusive of the day on which it ceases. Provided always that if such interruption shall arise by reason of war or any such like cause no such deduction shall be made but the Extension Company will restore or procure the restoration of such communication with all possible dispatch the costs of so doing being in such case borne by Her Majesty.

6. While the reduced rates continue in force by virtue of these presents the provisions contained in the 4th Article of a certain Agreement dated the 6th day of May 1879 and made between Her Most Gracious Majesty the Queen "on behalf of the Colonies of New South Wales and Victoria" of the one part and the Extension Company of the other part as to the rates to be charged by the Extension Company shall be suspended, and notwithstanding such Article the Extension Company shall not be bound to make any rebate or allowance in respect of Government messages or press messages except as herein expressly provided.

7. The words "Government messages" and "Press messages" in these presents shall have the same meaning as they have under Articles 5 and 6 of the said agreement of 6th May 1879 and all existing rules with regard to such messages and any modification which may be made therein shall apply to such messages respectively under the reduced rates.

8. The reduced rates shall continue in force until the expiration of a notice given in manner next hereinafter mentioned the said notice shall be not less than two calendar months' notice in writing expiring either on the 31st day of March 1892 or on the 31st day of March of any subsequent year and may be given either by the Extension Company to the Agent-General of South Australia on behalf of the Colonies parties hereto by leaving the notice at the office in London of such Agent-General or by such Agent-General to the Company by leaving such notice at the office of the Extension Company in London.

9. Immediately upon the expiration of any notice given in accordance with clause 8 hereof the existing rates for the Australasian traffic shall again come into operation provided that the rate to and from Europe shall not exceed eight shillings unless a higher rate shall be required to make up the receipts from the Australasian traffic to the sum of £237,736.

10. The Extension Company will not during the continuance of the agreement directly or indirectly in any manner howsoever alter the rates specified in the third schedule hereto without the consent in writing of the contracting Colonies.

SCHEDULES referred to in Draft Agreement with the Eastern Extension, Australasia, and China Telegraph Company (Limited).

No. 1.—SCHEDULE of the PRESENT RATES for Telegrams exchanged with SOUTH AUSTRALIA.

	Credit to Guarantee Account.			Outpayments.					Total Rate.
	Cis-Indian Joint Purse.	Extension Company.	Total.	Europe.	India.	Java.	Australia.	Total.	
Europe—Ordinary, <i>via</i> Suez or <i>via</i> Teheran Government	3 25 2s. 9d. 3 25	5 60 4s. 6d. 2 80	8 85 7s. 3d. 6 05	25 2d. 25	75 7d. 75	15 1d. 15	1 40 1s. 2d. 1 40	2 55 2s. 1d. 2 55	11 40 9s. 4d. 8 00
Press	1 07 ⁵ 10d. 2 85	1 40 1s. 1d. 7 00	2 47 ⁵ 2s. 0d. 9 85	0 5 0d. 0 5	24 8d. 75	0 4 0d. 15	4 2 4d. 1 40	7 5 5d. 2 50	3 22 ⁵ 2s. 9d. 12 15
Aden	2s. 5d. 3 00	5s. 10d. 5 60	8s. 3d. 8 60		7d. 75	1d. 15	1s. 2d. 1 40	1s. 11d. 2 30	10s. 2d. 10 90
Suakin	2s. 6d. 3 75	4s. 8d. 5 00	7s. 2d. 8 75		7d. 75	1d. 15	1s. 2d. 1 40	1s. 11d. 2 30	9s. 1d. 11 05
Egypt	3s. 2d. 1 45 ⁵	4s. 8d. 7 00	7s. 10d. 8 45 ⁵		7d. 75	1d. 15	1s. 2d. 1 40	1s. 11d. 2 30	9s. 0d. 10 75 ⁵
Persian Gulf	1s. 2d.	5s. 11d.	7s. 1d.		7d.	1d.	1s. 2d.	1s. 11d.	9s. 6d.
Persia	1 09 10d.	7 00 6s. 11d.	8 00 6s. 0d.	1 65 1s. 3d.	75 7d.	15 1d.	1 40 1s. 2d.	3 85 3s. 2d.	11 24 9s. 11d.
India		7 00 6s. 10d.	7 00 5s. 10d.		80 8d.	15 1d.	1 40 1s. 2d.	2 35 1s. 11d.	9 35 7s. 10d.
Penang		5 00 4s. 2d.	5 00 4s. 2d.			15 1d.	1 40 1s. 2d.	1 65 1s. 3d.	6 55 5s. 6d.
Malacca		5 00 4s. 2d.	5 00 4s. 2d.			15 1d.	1 40 1s. 2d.	1 65 1s. 3d.	6 55 5s. 6d.
Singapore		5 00 4s. 2d.	5 00 4s. 2d.			15 1d.	1 40 1s. 2d.	1 65 1s. 3d.	6 55 5s. 6d.
Hongkong and beyond		8 00 6s. 8d.	8 00 6s. 8d.			15 1d.	1 40 1s. 2d.	1 55 1s. 3d.	9 55 8s. 0d.
Macao		8 50 7s. 1d.	8 50 7s. 1d.			15 1d.	1 40 1s. 2d.	1 55 1s. 3d.	10 05 8s. 6d.
Manila		10 00 8s. 4d.	10 00 8s. 4d.		Spain. 25 2d. Cochin China.	15 1d.	1 40 1s. 2d.	1 80 1s. 6d.	11 80 9s. 10d.
Cochin China		6f. 35c. 5s. 2d.	6 35 5s. 2d.		15 1d.	15 1d.	1 40 1s. 2d.	1 70 1s. 5d.	8 05 6s. 7d.
Tonquin		6 35 5s. 2d.	6 35 5s. 2d.		1 55 1s. 3d.	15 1d.	1 40 1s. 2d.	3 10 2s. 7d.	9 45 7s. 0d.
Java		3 50 2s. 10d.	3 50 2s. 10d.			15 1d.	1 40 1s. 2d.	1 55 1s. 3d.	5 05 4s. 2d.
Europe, <i>via</i> Turkey	1 30 1s. 2d.	5 60 4s. 6d.	6 90 5s. 8d.	1 80 1s. 7d.	75 7d.	15 1d.	1 40 1s. 2d.	4 10 3s. 6d.	11 15 9s. 2d.
„ „ Moulmein	4 17 ⁵ 3s. 6d.	5 60 4s. 8d.	9 77 ⁵ 8s. 2d.	25 2d. Northern Company.	1 32 ⁵ 1s. 6d.	15 1d.	1 40 1s. 2d.	3 62 ⁵ 3s. 0d.	13 40 11s. 2d.
„ „ Hongkong		5 60 4s. 8d.	5 60 4s. 8d.	8 50 7s. 1d.		15 1d.	1 40 1s. 2d.	10 05 8s. 5d.	15 05 13s. 1d.

No. 2.—SCHEDULE of REDUCED RATES for Telegrams exchanged with South Australia.

	Credit to Guarantee Account.			Outpayments.					Total Rate.
	Cis-Indian Joint Purse.	Extension Company.	Total.	Europe.	India.	Java.	Australia.	Total.	
Europe—Ordinary, <i>via</i> Suez or <i>via</i> Teheran Government	3 25 2s. 7d. 3 25	5 60 5d. nil.	3 75 3s. 0d. 3 25	25 2d. 25	35 3d. 35	15 1d. 15	50 5d. 50	1 25 1s. 0d. 1 25	5 00 4s. 0d. 4 50
Press	1 07 ⁵ 10d. 2 85	1 40 1d. 7 00	2 47 ⁵ 1s. 2d. 9 85	0 5 0d. 0 5	24 2d. 75	0 4 0d. 15	4 2 4d. 1 40	7 5 7d. 2 50	3 22 ⁵ 1s. 10d. 12 15
Aden	2s. 5d. 3 00	1 15 11d.	4 00 3s. 2d.		35 3d.	15 1d.	50 5d.	1 00 10d.	6 00 4s. 0d.
Suakin	2s. 6d. 3 75	1 00 9d.	4 00 3s. 2d.		35 3d.	15 1d.	50 5d.	1 00 10d.	6 00 4s. 0d.
Egypt	3s. 2d. 1 45 ⁵	7 00 2 54 ⁵	8 45 ⁵ 3s. 2d.		35 3d.	15 1d.	50 5d.	1 00 10d.	6 00 4s. 0d.
Persian Gulf	1s. 2d.	2s. 0d.	3s. 2d.		3d.	1d.	5d.	10d.	4s. 0d.
Persia	1 09 11d.	1 30 7s. 1d.	2 46 2s. 0d.	1 55 1s. 2d.	35 3d.	15 1d.	50 5d.	2 55 2s. 0d.	5 00 4s. 0d.
India		8 77 ⁵ 3s. 0d.	8 77 ⁵ 3s. 0d.		57 ⁵ 5d.	15 1d.	50 5d.	1 22 ⁵ 1s. 0d.	5 00 4s. 0d.
Penang		3 75 3s. 0d.	3 75 3s. 0d.			15 1d.	50 5d.	65 6d.	4 40 3s. 6d.
Malacca		3 75 3s. 0d.	3 75 3s. 0d.			15 1d.	50 5d.	65 6d.	4 40 3s. 6d.
Singapore		3 75 3s. 0d.	3 75 3s. 0d.			15 1d.	50 5d.	65 6d.	4 40 3s. 6d.
Hongkong and beyond		5 60 4s. 8d.	5 60 4s. 8d.			15 1d.	50 5d.	65 6d.	6 25 5s. 0d.
Macao		8 10 4s. 11d.	8 10 4s. 11d.			15 1d.	50 5d.	65 6d.	6 75 5s. 6d.
Manila		7 60 6s. 0d.	7 60 6s. 0d.		Spain. 25 2d. Cochin China.	15 1d.	50 5d.	90 9d.	8 50 6s. 9d.
Cochin China		4 20 3s. 4d.	4 20 3s. 4d.		15 1d.	15 1d.	50 5d.	80 8d.	5 00 4s. 0d.
Tonquin		4 20 3s. 4d.	4 20 3s. 4d.		1 55 1s. 3d.	15 1d.	50 5d.	2 20 1s. 10d.	6 40 5s. 2d.
Java		3 10 2s. 6d.	3 10 2s. 6d.			15 1d.	50 5d.	65 6d.	3 75 3s. 0d.
Europe, <i>via</i> Turkey	1 30 1s. 1d.	50 5d.	1 80 1s. 6d.	1 80 1s. 6d.	35 3d.	15 1d.	50 5d.	2 80 2s. 4d.	4 75 3s. 10d.
Moulmein	3 25 2s. 7d.	4 20 3s. 5d.	7 45 6s. 0d.	25 2d. Northern Company.	2 57 ⁵ 2s. 1d.	15 1d.	50 5d.	3 47 ⁵ 2s. 9d.	10 02 ⁵ 8s. 9d.
Hongkong		5 60 4s. 6d.	5 60 4s. 6d.	8 50 6s. 10d.		15 1d.	50 5d.	9 15 7s. 4d.	14 75 11s. 10d.

No. 3.—SCHEDULE of Additional Rates on Telegrams exchanged between Europe and the Australasian Colonies, other than South and West Australia.

	South and West Australia.	Victoria.	New South Wales.	Eastern Extension Cable Co.	New Zealand.	Queensland.	Tasmania.	Rate from Port Darwin or Roebuck Bay.	Total.
SOUTH AND WEST AUSTRALIA—									
Europe—Ordinary (via Suez or Teheran)	s. d. 0 5	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d. 3 7	s. d. 4 0
Government	0 5	....	....	....	....	....	....	3 1	3 6
Press	0 4	....	....	....	....	....	....	1 6	1 10
NEW ZEALAND—									
Europe—Ordinary (via Suez or Teheran)	1 1	....	0 1	1 0	0 2	....	....	8 2	10 6
Government	1 1	....	0 1	1 0	0 2	....	....	8 2	10 6
Press	0 4	....	0 1	0 3	0 2	....	....	2 4	3 2
QUEENSLAND—									
Europe—Ordinary (via Suez or Teheran)	1 1	....	0 3	....	....	0 3	....	8 2	9 9
Government	1 1	....	0 3	....	....	0 3	....	8 2	9 9
Press	0 4	....	0 1	....	....	0 1	....	2 4	2 10
VICTORIA—									
Europe—Ordinary (via Suez or Teheran)	0 5	0 1	....	....	....	....	....	3 7	4 1
Government	0 5	0 1	....	....	....	....	....	3 1	3 7
Press	0 4	0 1	....	....	....	....	....	1 6	1 11
NEW SOUTH WALES—									
Europe—Ordinary (via Suez or Teheran)	0 5	....	0 3	....	....	....	....	3 7	4 3
Government	0 5	....	0 3	....	....	....	....	3 1	3 9
Press	0 4	....	0 1	....	....	....	....	1 6	1 11
TASMANIA—									
Europe—Ordinary (via Suez or Teheran)	0 5	0 1	....	0 6	....	....	0 1	3 7	4 8
Government	0 5	0 1	....	0 6	....	....	0 1	3 1	4 2
Press	0 4	0 1	....	0 6	....	....	0 1	1 6	2 6

The rates for Telegrams exchanged with the other places mentioned in Schedules 1 and 2 will be increased in the same ratio as Telegrams exchanged with Europe.

No. 4.—Value of Australasian Traffic to be guaranteed under present and proposed Tariffs.

	No. of Words, 1880.	Value under present Tariff.						Value under proposed Tariff.					
		Cis-Indian Joint Purse.		Extension Company.		Total.		Cis-Indian Joint Purse.		Extension Company.		Total.	
		s. d.	£ s. d.	s. d.	£ s. d.	s. d.	£ s. d.	s. d.	£ s. d.	s. d.	£ s. d.	s. d.	£ s. d.
Europe, Ordinary	529,950	2 9	72,868 19 0	4 0	119,210 2 0	7 3	192,109 1 0	2 7	68,452 13 0	0 5	11,040 15 0	3 0	79,493 8 0
Government	29,215	2 9	4,017 1 3	2 3	8,286 13 9	6 0	7,303 15 0	2 7	3,773 12 1	1 1	121 14 7	2 6	3,651 17 6
Press	144,162	0 10	6,807 1 9	1 1	8,109 2 3	2 0	14,416 4 0	0 10	6,367 1 9	0 4	2,402 14 0	1 2	8,769 5 9
Aden	2,567	2 5	310 3 7	5 10	748 14 2	8 3	1,058 17 9	2 3	288 15 9	0 11	117 13 1	3 2	400 8 0
South Africa	3,444	2 5	416 3 0	15 10	1,004 10 0	8 3	1,420 13 0	2 3	387 9 0	6 11	157 17 0	3 2	545 0 0
Sunkin	3	2 6	0 7 6	4 8	0 14 0	7 2	1 1 0	2 6	0 7 3	0 9	0 2 3	3 2	0 9 6
Egypt	600	3 2	88 13 4	4 8	130 13 4	7 10	219 6 8	2 9	77 0 0	0 5	11 13 4	3 2	88 13 4
Persia	..	..	..	..	..	..	..	..	..	..	..	..	..
Persian Gulf	..	..	..	..	..	..	..	..	..	..	..	..	..
India	27,965	..	..	5 10	8,214 14 4	5 10	8,214 14 4	..	..	..	..	..	..
Penang	677	..	..	4 2	142 9 0	4 2	142 9 0	..	..	..	..	..	..
Malacca	50	..	..	4 2	10 10 5	4 2	10 10 5	..	..	..	..	..	..
Singapore	10,104	..	..	4 2	2,144 19 9	4 2	2,144 19 9	..	..	..	..	..	..
Hongkong	18,950	..	..	6 8	6,356 2 11	6 8	6,356 2 11	..	..	..	..	..	..
Manila	2,726	..	..	8 4	1,135 16 8	8 4	1,135 16 8	..	..	..	..	..	..
Cochin China	188	..	..	5 2	48 11 4	5 2	48 11 4	..	..	..	..	..	..
Tonquin and Siam	440	..	..	5 2	113 13 4	5 2	113 13 4	..	..	..	..	..	..
Java	13,862	..	..	2 10	1,982 13 3	2 10	1,982 13 3	..	..	..	..	..	..
Maeno	3	..	..	7 1	1 1 4	7 1	1 1 4	..	..	..	..	..	..
Europe, via Turkey	3,695	1 2	215 10 10	4 6	831 7 6	5 8	1,016 18 4	1 1	200 2 11	0 5	76 19 7	1 0	277 2 6
	788,657	..	84,224 0 3	..	153,512 9 5	..	237,736 9 8	..	79,487 1 9	..	26,438 11 9	..	105,925 13 6

Less loss on Government..... £ s. d. 26,560 6 4 121 14 7 £26,438 11 9

December 1, 1890.

No. 5.—SCHEDULE of Account with Australasian Colonies, Eastern Extension, Australasia, and China Telegraph Company. (Laid before the Conference by the Hon. Sir John Bray.)

Amount to be guaranteed £237,736
Value of Traffic at reduced rate made up in sterling 105,926

	Companies.	Colonies.	Total.
Without increase	£65,905	£65,905	£131,810
With increase of			
10 per cent.	60,609	60,609	121,218
20 per cent.	55,313	55,313	110,626
25 per cent.	52,664	52,664	105,328
33 per cent.	48,251	48,251	96,502
50 per cent.	39,423	39,423	78,846
75 per cent.	26,182	26,182	52,364
100 per cent.	12,942	12,942	25,884
124 per cent.	231	231	462

December 1, 1890.

No.

No. 4.

Statement showing the distribution of the amount to be guaranteed by the Australian Colonies (omitting New Zealand and Queensland) under the proposed Tariff.

(Laid before the Conference by the Honorable Daniel O'Connor.)

Colony.	Population, 1883 basis.*	Without increase in Traffic.		With increase of 10 per cent.		With increase of 20 per cent.		With increase of 25 per cent.		With increase of 33 per cent.		With increase of 50 per cent.		With increase of 75 per cent.		With increase of 100 per cent.		With increase of 124 per cent.	
		£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Victoria	1,080,869	26,798	19 10	24,640	17 7	22,487	15 3	21,410	16 0	19,816	13 6	16,027	12 2	10,644	8 4	5,261	12 8	23 18	3
New South Wales	1,035,740	26,668	0 4	24,525	0 5	22,382	0 8	21,310	2 8	19,524	8 10	15,952	5 0	10,594	7 5	5,230	17 10	93 9	5
South Australia	318,308	7,818	6 0	7,190	0 9	6,561	15 6	6,247	10 6	5,721	0 2	4,676	14 11	3,105	10 4	1,535	6 2	27 8	1
Tasmania	146,149	3,589	14 5	3,391	5 2	3,012	15 11	2,863	10 2	2,628	2 10	2,147	5 11	1,426	1 8	704	18 6	12 11	8
West Australia	42,137	1,084	19 5	951	16 1	868	12 8	827	0 8	757	14 8	619	2 0	411	3 3	263	14 10	3 12	7
	2,083,263	65,905	0 0	60,600	0 0	55,313	0 0	52,864	0 0	48,251	0 0	39,423	0 0	20,182	0 0	12,942	0 0	231	0 0

* Vide page 57, Report of May Conference.

Electric Telegraph Department,
Sydney, 24 February, 1891.

E. C. CRACKNELL,
Superintendent of Telegraphs.

No. 5.

Schedule of the Present Rates for Telegrams exchanged with South and West Australia.

(Laid before the Conference by the Hon. Sir John Bray.)

	Credit to Guarantee Account.			Out-payments.					Total Rate.
	Cis-Indian Joint Purse.	Extension Company.	Total.	Europe.	India.	Java.	Australia.	Total.	
Europe—Ordinary "via Suez" or "via Teheran"	3 25	5 60	8 85	25	75	15	1 40	2 55	11 40
Government	2s. 9d.	4s. 6d.	7s. 3d.	2d.	7½d.	1½d.	1s. 2d.	2s. 1d.	9s. 4d.
Press	3 25	2 80	6 05	25	75	15	1 40	2 55	8 60
Aden	2s. 9d.	2s. 3d.	5s. 0d.	2d.	7½d.	1½d.	1s. 2d.	2s. 1d.	7s. 1d.
Suakin	1 07½	1 40	2 47½	05	24	04	42	75	3 22½
Egypt	10½d.	1s. 1½d.	2s.	½d.	3d.	½d.	4d.	8d.	2s. 8d.
Persian Gulf	2 85	7 00	9 85	.....	75	15	1 40	2 30	12 15
Persia	2s. 5d.	5s. 10d.	8s. 3d.	.....	7½d.	1½d.	1s. 2d.	1s. 11d.	10s. 2d.
India	3 00	5 60	8 60	.....	75	15	1 40	2 30	10 90
Penang	2s. 6d.	4s. 8d.	7s. 2d.	.....	7½d.	1½d.	1s. 2d.	1s. 11d.	9s. 1d.
Malacca	3 75	5 60	9 35	.....	75	15	1 40	2 30	11 65
Singapore	3s. 2d.	4s. 8d.	7s. 10d.	.....	7½d.	1½d.	1s. 2d.	1s. 11d.	9s. 9d.
Hongkong and beyond	1 45½	7 00	8 45½	.....	75	15	1 40	2 30	10 75½
Manilla	1s. 2d.	5s. 11d.	7s. 1d.	.....	7½d.	1½d.	1s. 2d.	1s. 11d.	9s.
Cochin China	1 09	7 00	8 09	Persia.	75	15	1 40	3 85	11 94
Tonquin	10d.	5s. 11d.	6s. 9d.	1s. 3d.	7½d.	1½d.	1s. 2d.	3s. 2d.	9s. 11d.
Java .....	.....	7 00	7 00	.....	80	15	1 40	2 35	9 35
Europe "via Turkey" .....	.....	5s. 10½d.	5s. 10½d.	.....	8d.	1½d.	1s. 2d.	1s. 11½d.	7s. 10d.
"via Moulmein" .....	.....	5 00	5 00	.....	.....	15	1 40	1 55	6 55
"via Hongkong" .....	.....	4s. 2½d.	4s. 2½d.	.....	.....	1½d.	1s. 2d.	1s. 3½d.	5s. 6d.
.....	.....	5 00	5 00	.....	.....	15	1 40	1 55	6 55
.....	.....	4s. 2½d.	4s. 2½d.	.....	.....	1½d.	1s. 2d.	1s. 3½d.	5s. 6d.
.....	.....	8 00	8 00	.....	.....	15	1 40	1 55	9 55
.....	.....	6s. 8½d.	6s. 8½d.	.....	.....	1½d.	1s. 2d.	1s. 3½d.	8s. 0d.
.....	.....	8 50	8 50	.....	.....	15	1 40	1 55	10 05
.....	.....	7s. 1½d.	7s. 1½d.	.....	.....	1½d.	1s. 2d.	1s. 3½d.	8s. 5d.
.....	.....	10 00	10 00	.....	.....	25	1 40	1 80	11 80
.....	.....	8s. 4d.	8s. 4d.	.....	.....	2½d.	1 40	1s. 6d.	9s. 10d.
.....	.....	6f. 35c.	6 35	.....	Cochin China.	15	1 40	1 70	8 05
.....	.....	5s. 2d.	5s. 2d.	.....	1½d.	1½d.	1s. 2d.	1s. 5d.	6s. 7d.
.....	.....	6 35	6 35	.....	1 55	15	1 40	3 10	9 45
.....	.....	5s. 2d.	5s. 2d.	.....	1s. 3½d.	1½d.	1s. 2d.	2s. 7d.	7s. 9d.
.....	.....	3 50	3 60	.....	.....	15	1 40	1 55	5 05
.....	.....	2s. 10½d.	2s. 10½d.	.....	.....	1½d.	1s. 2d.	1s. 3½d.	4s. 2d.
.....	.....	1 39	6 99	.....	Europe.	75	1 40	4 16	11 15
.....	.....	1s. 2d.	5s. 8d.	.....	1 86	7½d.	1 40	3s. 6d.	9s. 2d.
.....
.....	.....	.....	.....	.....	Cochin China, Siam, and India.	.....	.....	.....	.....
.....	.....	.....	.....	.....	1 82½	15	1 40	3 62½	13 40
.....	.....	.....	.....	.....	2½d.	1s. 6d.	1½d.	3s.	11s. 2d.
.....	.....	.....	.....	.....	Northern Company.	.....	.....	.....	.....
.....	.....	.....	.....	.....	8 50	.....	15	10 05	15 65
.....	.....	.....	.....	.....	7s. 1½d.	.....	1½d.	8s. 5d.	13s. 1d.

No. 6.

Schedule of Reduced Rates for Telegrams exchanged with South and West Australia.
(Laid before the Conference by the Hon. Sir John Bray.)

	Credit to Guarantee Account.			Outpayments.					Total Rate.
	Cis-Indian Joint Purse.	Extension Company.	Total.	Europe.	India.	Java.	Australia.	Total.	
Europe—ordinary "via Suez" or "via Teheran."	3-25 2s. 7d.	50 5d.	3-75 3s.	25 2d.	35 3½d.	15 1½d.	50 5d.	1-25 1s.	5-00 4s.
Government	3-25 2s. 6d.	nil	3-25 2s. 6d.	25 2d.	35 3½d.	15 1½d.	50 5d.	1-25 1s.	4-50 3s. 6d.
Press	1-07 ^s 10½d.	42 ^s 4d.	1-50 1s. 2½d.	05 0½d.	24 2½d.	04 0½d.	42 4d.	75 7½d.	2-25 1s. 10d.
Aden	2-85 2s. 3d.	1-15 11d.	4-00 3s. 2d.	.....	35 3½d.	15 1½d.	50 5d.	1-00 10d.	5-00 4s.
Suakin	3-00 2s. 5d.	1-00 9d.	4-00 3s. 2d.	.....	35 3½d.	15 1½d.	50 5d.	1-00 10d.	5-00 4s.
Egypt	3-50 2s. 9d.	50 5d.	4-00 3s. 2d.	.....	35 3½d.	15 1½d.	50 5d.	1-00 10d.	5-00 4s.
Persian Gulf	1-45 ^s 1s. 2d.	2-54 ^s 2s.	4-00 3s. 2d.	.....	35 3½d.	15 1½d.	50 5d.	1-00 10d.	5-00 4s.
Persia	1-09 11d.	1-36 1s. 1d.	2-45 2s.	1-55 1s. 2d.	35 3½d.	15 1½d.	50 5d.	2-55 2s.	5-00 4s.
India .....	.....	3-77 ^s 3s.	3-77 ^s 3s.	.....	57 ^s 5½d.	15 1½d.	50 5d.	1-22 ^s 1s.	5-00 4s.
Penang .....	.....	3-75 3s.	3-75 3s.	.....	.....	15 1d.	50 5d.	65 6d.	4-40 3s. 6d.
Malacca .....	.....	3-75 3s.	3-75 3s.	.....	.....	15 1d.	50 5d.	65 6d.	4-40 3s. 6d.
Singapore .....	.....	3-75 3s.	3-75 3s.	.....	.....	15 1d.	50 5d.	65 6d.	4-40 3s. 6d.
Hongkong and beyond .....	.....	5-60 4s. 6d.	5-60 4s. 6d.	.....	.....	15 1d.	50 5d.	65 6d.	6-25 5s.
Macao .....	.....	6-10 4s. 11d.	6-10 4s. 11d.	.....	.....	15 1d.	50 5d.	65 6d.	6-75 5s. 5d.
Manilla .....	.....	7-60 6s.	7-60 6s.	.....	Spain. 25 2½d.	15 1½d.	50 5d.	90 9d.	8-50 6s. 9d.
Cochin China .....	.....	4-20 3s. 4d.	4-20 3s. 4d.	.....	Cochin China 15 1½d.	15 1½d.	50 5d.	80 8d.	5-00 4s.
Tonquin .....	.....	4-20 3s. 4d.	4-20 3s. 4d.	.....	1-55 1s. 3½d.	15 1½d.	50 5d.	2-20 1s. 10d.	6-40 5s. 2d.
Java .....	.....	3-10 2s. 6d.	3-10 2s. 6d.	.....	.....	15 1d.	50 5d.	65 6d.	3-75 3s.
Europe, "via Turkey"	1-39 1s. 1d.	50 5d.	1-89 1s. 6d.	1-86 1s. 6d.	35 3½d.	15 1½d.	50 5d.	2-86 2s. 4d.	4-75 3s. 10d.
„ "via Moulmein"	3-25 2s. 7d.	4-20 3s. 5d.	7-45 6s.	25 2d.	India, Siam and Cochin 2-57 ^s 2s. 1d.	15 1d.	50 5d.	3-47 ^s 2s. 9d.	10-92 ^s 8s. 9d.
„ "via Hongkong" .....	.....	5-60 4s. 6d.	5-60 4s. 6d.	Northern Company. 8-50 6s. 10d.	.....	15 1d.	50 5d.	9-15 7s. 4d.	14-75 11s. 10d.

No. 7.

South Australian Revenue on International Telegrams.

(Laid before the Conference by the Hon. Sir John Bray.)

	Number of Words, 1890.	South Australian Revenue under Present Tariff.		South Australian Revenue under Proposed Tariff.	
		s. d.	£ s. d.	s. d.	£ s. d.
Europe and Ordinary	74,899	1 2	4,369 2 2	0 5	1,560 7 11
Government	553,545	1 1	29,983 13 9	0 5	11,532 3 9
Press	27,008	1 1	1,462 18 8	0 5	562 13 4
W.A. Messages, via Roebuck Bay	160,051	0 4	2,667 10 4	0 4	2,667 10 4
.....	11,775	.....	.....	.....	.....
.....	.....	.....	38,483 4 11	.....	16,322 15 4
Due W.A. for repeating charges, &c. ....	.....	.....	38 4 8	.....	38 4 8
Total .....	.....	.....	38,445 0 3	.....	16,284 10 8

35

No. 8.

Proportions payable by each Colony (to Cable Co.) under the proposed Agreement, on the basis of population of 1888.

Colony.	Population.	Loss without increase to—	With an Increase of—				
			10 per cent. *	20 per cent.	25 per cent.	33 per cent.	50 per cent.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Victoria.....	1,090,869	19,546 14 4	17,975 19 7	16,405 4 10	15,619 11 7	14,310 14 7	11,602 8 9
New South Wales.....	1,085,740	19,454 16 3	17,891 9 2	16,328 2 2	15,546 2 9	14,243 8 11	11,637 9 3
South Australia ...	318,308	5,703 11 11	5,245 5 4	4,786 18 9	4,557 13 8	4,175 15 5	3,411 15 6
Western Australia.....	42,137	755 0 7	694 7 2	633 13 8	603 6 9	552 15 7	451 12 11
Tasmania	146,149	2,618 15 4	2,408 6 7	2,197 17 10	2,092 12 7	1,917 5 7	1,566 9 10
Queensland	387,463	6,942 15 0	6,384 16 10	5,826 18 9	5,547 17 7	5,082 19 10	4,153 0 2
New Zealand	607,380	10,883 6 7	10,008 15 4	9,134 4 0	8,696 15 1	7,968 0 1	6,510 3 7
Total	£ 3,678,046	65,905 0 0	60,609 0 0	55,313 0 0	52,664 0 0	48,251 0 0	39,423 0 0

No. 9.

Comparative Statement showing the Revenue, Area, and Foreign Trade of some of the countries in the Postal Union, most of which have been admitted since its formation in 1874, all of which have a vote each.

(Laid before the Conference by the Hon. Theodore Unmack.)

From the Statesman's Year Book, 1890.

1888.

	Area—square miles.	Annual Revenue.	Annual Foreign Trade.
		£	£
Costa Rica	20,000	737,519	2,183,143
Guatemala	46,800	916,053	2,539,909
Hayti	10,204	469,344	3,406,193 (1887)
Honduras	46,400	281,826	670,133
Montenegro	3,650	60,000	220,000
Nicaragua	49,500	762,828	1,333,600
Paraguay	91,970	710,289	1,175,673
San Domingo.....	18,045	(1889) 306,257	902,774
San Salvador.....	7,225	591,955	2,156,686
Servia	18,855	1,778,400	2,879,959
Uruguay.....	72,110	2,759,759	11,497,140
Venezuela.....	632,695	1,628,981	6,535,036
Totals.....	1,017,434	£11,003,211	£35,500,246
Switzerland	15,892	2,342,203	60,005,570
Luxemburg	998	311,764	..... (1889)

Original parties to the Union in 1874.

No. 10.

Comparative Statement showing the Revenue, Area, and Foreign Trade of the Australasian Colonies, one vote only being proposed.

(Laid before the Conference by the Hon. Theodore Unmack.)

From the Queensland Year Book, 1890.

1888.

	Area—square miles.	Annual Revenue.	Annual Foreign Trade.
		£	£
Victoria	87,884	7,607,598	37,825,897
New South Wales	309,175	8,886,360	41,745,272
New Zealand.....	104,235	4,109,815	13,709,225
Queensland	668,224	3,463,097	12,773,100
South Australia	903,425	2,494,556	12,397,736
Western Australia	975,920	357,003	1,466,594
Tasmania	26,375	640,068	2,944,529
Total of Australasian Colonies.....	3,075,238	£27,558,497	£122,162,353

No. 11.

Circular from Lord Knutsford on the subject of the Vienna Congress of 1891.

(Laid before the Conference by the Hon. D. O'Connor.)

[CIRCULAR.]

"VIENNA CONGRESS."

Sir,

Downing-street, 25 November, 1890.

I have the honor to transmit to you a copy of a letter from the General Post Office (17th November, 1890), stating that the next Postal Congress is to be held at Vienna on the 20th of May, 1891, and that the Austrian Government have invited your Government, amongst others, to send a delegate to the Congress.

I have to request that you will inform me whether your Government accepts the invitation, and in that case by whom it will be represented, and that you will furnish me with the full names and designation of the delegate.

I have, &c.,
KNUTSFORD.

The Officer administering the Government of.

Sir,

General Post Office, London, 17 November, 1890.

I am directed by the Postmaster-General to acquaint you, for the information of Lord Knutsford, that the next Postal Congress is to be held at Vienna on the 20th of May, 1891, in conformity with the provisions of the Union Convention, and that the Austrian Government, through their Minister in London, have invited Her Majesty's Government to send delegates to represent this country at the Congress.

The invitation is extended to the Government of Canada, which ranks as a separate State belonging to the Union, and also to the Governments of the Australasian Colonies, the Fiji Islands, the Cape of Good Hope, Natal, St. Helena, the Transvaal, and the Orange Free State, none of which at present are Members of the Union, but whose interests are concerned, inasmuch as the question of the entry of most of them into the Union has been long under consideration.

The Postmaster-General requests that you will be so good as to move the Secretary of State for the Colonies to take the necessary steps for communicating the invitations to the several Colonial Governments concerned.

I am to add that the same reasons exist now as in 1855 for the representation of the Australasian and South African Colonies at the Congress. Now, as then, although the representatives could not, of course, vote upon any of the questions discussed, they would, if present at the discussions, be able to afford the Congress the most satisfactory information as to the conditions upon which these important Colonies would be prepared to adhere to the Postal Union.

I am to mention that the deliberations of the Congress of Vienna, like those of the Congress of Lisbon, will be conducted wholly in the French language.

I am, &c.,
S. A. BLACKWOOD.

The Under Secretary of State for the Colonies.

No. 12.

Report of the Representative of New South Wales, South Australia, and Western Australia, at the Lisbon Congress of the Universal Postal Union.

(Laid before the Conference by the Hon. D. O'Connor.)

Sir,

London, 19 May, 1885.

In pursuance of instructions which I received from you before proceeding to Lisbon as one of the British Delegates to the recent Postal Union Congress, I acted as representative of the Colonies of New South Wales, South Australia, and Western Australia. Victoria and Tasmania were represented by Mr. Cameron Corbett, and Queensland by Mr. Garrick and Mr. Hemmant, New Zealand being unrepresented. These gentlemen and myself arranged to act in concert; and we availed ourselves of an opportunity which Mr. Blackwood, as President of the First Committee (dealing with the main Convention of the Union), obtained for us to get an early hearing, in order that the representatives of Victoria and Queensland might not be unnecessarily detained at Lisbon. The proceedings of the Committee are detailed in the accompanying Report, printed at Lisbon.

At the request of my colleagues I included Victoria, Queensland, and Tasmania in a statement which I made to the First Committee on the 5th of February in support of the demand made by the Colonies in applying for admission to the Union.

That demand, as you are aware, was:—

- (1) That the rates of payment for sea transit and the surtaxes fixed by the Convention of Paris should not be reduced at all events until after the next quinquennial Congress to that of Lisbon; and
- (2) That each Colony should have a separate voice in the affairs of the Union.

The first of these conditions met with no great opposition, but the second was received with energetic protests from several Delegates; and the Committee, unable to come at once to a decision, appointed a sub-committee to endeavour to come to an understanding with the Colonial representatives. The delegations named to form the sub-committee were those of Germany, Austria-Hungary, France, Great Britain, Italy, the United States of America, and Russia.

Neither the representatives of Victoria, Queensland, and Tasmania, nor myself had any authority to arrange a compromise, and I was consequently obliged to adopt a very unyielding attitude towards the sub-committee. Eventually they voted unanimously in favour of the maintenance of the *status quo*, as regards transit rates and surtaxes, negatived by six votes to one (that of Great Britain) the proposal to give to each Australian Colony a separate voice, and decided by six votes to one to award to all Australia one collective voice on entry into the Union. It was with evident and genuine reluctance that this one voice was conceded, notwithstanding the anxiety of the Union generally that the Australian Colonies should join; and when the recommendations of the sub-committee were laid before Committee No. 1, on

the

the 7th February, the same feeling was to be discerned. Nevertheless, there was a frank and generous recognition of the peculiar position occupied by the Australian Colonies among modern communities, and also of the fact that a concession was necessary and proper, the only question being as to the amount of the concession; and the Committee decided to adopt the recommendation of the sub-committee.

The understanding thus arrived at was that, subject to the approval of the Congress, the Australian Colonies should be offered a single voice and a guarantee that the transit rates and the surtaxes should remain unchanged until after the next quinquennial Congress; and this understanding was eventually confirmed by the Congress, although, as far as the rates and surtaxes are concerned, the confirmation was scarcely necessary, inasmuch as the Congress decided, in view of the strong opposition of Great Britain, not to make any changes in the transit rates and surtaxes beyond the suppression of a practically disused surtax for letters subject to the sea transit rate of 5 francs per kilogramme. But before the question of the Australian Colonies came under review at the Congress an attempt was made (on the 21st February) to treat as one question the entry of Australia, that of the Cape Colony, and Natal, and the demand of Great Britain for a revision of votes in favour of those British Colonies which are already in the Postal Union. The conjunction of the three questions I opposed successfully; but the Committee insisted on making the award of an additional vote for the British Colonies generally, contingent upon the entry of the Cape and Natal into the Union, and in refusing the demand of the Cape for separate representation.

I mention these facts in order to show the great importance which the administration of the Union attach to a single voice in its affairs; and here it is right to recall that British India, like the Mother country, has to content itself with one vote, notwithstanding the vastness of its area, population, and commerce, and the complexity and variety of its institutions; while for the Dominion of Canada a single vote was obtained in 1878 only by the Mother country relinquishing the vote which had been attributed to her for the British Colonies generally, and now that circumstances have changed, the most that Great Britain can hope to obtain for all her Colonies, exclusive of Canada and Australasia, is a single vote. This being the case, there is no longer any ground for hoping that a separate vote for each Australian Colony will ever be conceded; and so far as making conditions is concerned, there is no longer any object for those Colonies to attain by postponing their entry. It can scarcely be doubted that, sooner or later, the Union will be completed by the adhesion of these important Colonies, and the present opportunity seems to me to be as favourable as any that is likely ever to present itself.

I have, &c.,

H. BUXTON FORMAN.

To the Right Hon. G. J. Shaw-Lefevre, M.P., H.M. Postmaster-General.

No. 13.

Paper submitted by the Postmaster-General of Queensland showing the history of negotiations (in a condensed form) with Queensland in reference to joining in the subsidy to the Eastern Extension and China Telegraph Company's cable.

On 14th September, 1876, the Executive Council of Queensland, in connection with correspondence received from the Secretary of State for the Colonies, on the subject of duplicating cable communication, passed a minute to the effect that:—

The Council are of opinion that the Government should not contribute to the construction of any duplicate cable between Singapore and Australia which is not directly connected with the telegraph lines of this Colony, and is not independent of the control of the Eastern Extension and China Telegraph Company.

At the Sydney Postal Conference in January, 1877, motions were submitted by Queensland to the effect—

That any duplicate system should be by a distinct route throughout from that now in use; and,—

That it is desirable that a submarine cable should be laid from Singapore to Cape York, in Queensland, the Government of that Colony undertaking, in the event of such cable being laid, to connect their existing land lines therewith,—

but both motions were negatived.

At the Melbourne Postal Conference in May, 1878, a resolution was passed as follows:—

That the Governments of New South Wales and Victoria be empowered to enter into an agreement and contract with the Eastern Extension and China Telegraph Company for a second cable from Singapore direct to Banjoewangie, avoiding the Java land lines, and thence direct to Port Darwin, for an annual subsidy of not exceeding £32,400.

Queensland's representative, who refrained from voting on this motion, proposed the following amendment:—

That it is essential there should be a complete system of telegraphic communication between British India and the Continent of Australia unconnected with the existing lines of the Eastern Extension and China Telegraph Company, and under the control of an independent Company or proprietary,—

which was negatived.

On the 4th December, 1878, the agreement for the construction of the second cable from Singapore direct to Banjoewangie, and thence direct to Port Darwin, for an annual subsidy of £32,400, was entered into with the Eastern Extension and China Telegraph Company by Victoria and New South Wales, "on behalf of the Australian Colonies and New Zealand," and upon receipt of a copy of it, which was sent for the information of the Queensland Government, the Queensland Postmaster-General made the following minute:—

I note that the agreement purports to have been made on behalf of the Australasian Colonies. The Governments of Victoria and New South Wales have no authority to bind this Colony to any agreement, and as we are in no way a party to the present one, and have not been in any way consulted as to its terms, some of which seem open to great objection, notice should be given that we do not confirm it in any way, and refuse to be bound by it.

Victoria

Victoria was advised in accordance with this minute.

1879. In June, 1879, South Australia intimated that the reduction in rate of 50 per cent. on Government messages, and 75 per cent. on Press messages, under the agreement, was applicable to those Colonies only who contributed to the subsidy for the second cable, and asked if Queensland intended to so contribute. To this a reply was sent on the 16th of the same month, to the effect *that this Government had decided not to contribute to the subsidy, and therefore could not expect to participate in the reduction.*

1885. On August 20th, 1885, Victoria wired having received advice from its Agent-General, intimating that the Berlin Conference had practically arranged a reduction of cable rates, and urging Queensland and New Zealand to join in the subsidy, otherwise they would not share in the benefit.

On 27th August, 1885, South Australia and Victoria, respectively, communicated with Queensland relative to the offer of the Eastern Extension and China Telegraph Company at the Berlin Conference to assist duplication by laying a cable from the Roper River to Normanton at its own expense, &c., which the Victorian, South Australian, and New South Wales representatives at the Conference recommended for acceptance, provided Queensland, Tasmania, and, if possible, New Zealand joined in the subsidy to the Port Darwin Cable.

The Executive Council of Queensland considered these matters on 10th September, 1885, and decided to reply that *it was considered undesirable to acquiesce in any of the proposals now made.*

1886. On 27th January, 1886, Mr. Pender wired an offer to reduce the cable charges by 2s. 3d. per word, making, with South Australia's reduction, 2s. 6d. per word, provided the non-contracting Colonies joined in the subsidy and in extending it for six and a quarter years, at the same time repeating the Company's offer to lay the Roper River-Normanton Cable at a cost of £70,000, to connect Queensland and South Australia under a traffic arrangement with the two Colonies. He subsequently, on 4th February, 1886, informed the Agents-General that his Company would unconditionally reduce the cable rates by 1s. 4d. per word from 1st July, 1886, and make a further reduction of 1s. 4d. per word conditionally upon the extension of the term of the subsidy, and upon the non-contributing Colonies joining in it.

On 2nd March, 1886, Queensland replied as follows to the proposal:—

“This Government does not think the proposed reduction in rates by any means adequate, having regard to the length of time for which the subsidy is asked. *But, apart from the question of rates, this Government is not disposed to join in any subsidy which will tend to have the effect of discouraging the establishment of another independent line of telegraphic communication between Australia and Europe.*”

1886. On the 22nd June, 1886, the Chairman of the Cable Company offered, as the proposal to extend the subsidy, &c., had been declined, to lower the rates to any figure the Colonies might fix, down to limit of outpayment, if the Colonies would guarantee the average receipts over the cables for the previous three years. On 15th July, 1886, he was informed, in reply, that his proposal for a guarantee could not be entertained.

1888. At the Sydney Postal Conference in 1888 Queensland again declined to join in the subsidy, or in any guarantee to the existing Cable Company, *on the grounds that it would prevent her from subsidising or joining in the subsidy to any independent line of cable communication.*

1890. At the Postal Conference in Adelaide, in May, 1890, Queensland again declined to join in the subsidy or guarantee for the same reason.”

No. 14.

Statement showing the Distribution of the Amount to be guaranteed by the Australian Colonies under the proposed Tariff.

(Laid before the Conference by the Hon. Daniel O'Connor.)

Colony.	Population 1888 basis.	Without increase in Traffic.	With increase of 10 per cent.	With increase of 20 per cent.	With increase of 25 per cent.	With increase of 33 per cent.	With increase of 50 per cent.	With increase of 75 per cent.	With increase of 100 per cent.	With increase of 124 per cent.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Victoria	1,000,860	39,546 14 4	17,975 19 7	16,405 4 10	15,619 11 7	14,310 14 7	11,692 8 9	7,765 6 0	3,838 9 2	48 10 3
New South Wales..	1,085,740	19,454 16 8	17,891 9 3	16,323 2 2	15,646 2 9	14,243 8 11	11,687 9 4	7,728 16 10	3,820 8 3	48 8 10
New Zealand	607,380	10,883 6 7	10,003 15 3	9,134 4 0	8,096 16 1	7,968 0 1	6,510 8 7	4,323 12 1	2,137 3 11	38 2 11
Queensland	387,463	6,942 15 0	6,384 16 10	5,825 18 9	5,547 17 7	5,082 19 10	4,153 0 2	2,758 2 9	1,363 7 5	24 6 8
South Australia ..	313,308	5,708 11 11	5,245 5 4	4,786 18 9	4,557 13 8	4,175 15 5	3,411 15 5	2,205 17 3	1,120 0 9	19 19 10
Tasmania	146,140	2,618 15 4	2,408 6 7	2,197 17 10	2,092 12 7	1,917 5 7	1,566 9 10	1,040 7 1	514 5 2	9 3 7
West Australia	42,137	755 0 7	694 7 2	633 13 8	603 6 9	552 15 7	451 12 11	299 19 0	148 5 4	2 12 11
	3,678,046	65,905 0 0	60,000 0 0	55,313 0 0	52,664 0 0	48,251 0 0	39,423 0 0	23,182 0 0	12,942 0 0	231 0 0

Electric Telegraph Department, Sydney, 2nd March, 1891.

E. C. CRACKNELL,
Superintendent of Telegraphs.

Report on the probable result to the Australasian Colonies of the adoption of an Universal Rate of one penny per $\frac{1}{2}$ oz. for Inland and Intercolonial Postage.

(Laid before the Conference by the Honorable John Gavan Duffy.)

AUSTRALASIAN PENNY POSTAGE.

(MEMORANDUM.)

Owing to the limited information available, the probable result to the various Australasian Colonies of the adoption of an universal rate of 1d. per $\frac{1}{2}$ oz. for inland and intercolonial letters can only be ascertained approximately. Where possible, the value of stamps sold at the inland and intercolonial rates has been compared with the postage on the number of letters stated to have been despatched, and where there has been any considerable difference the mean has been taken.

The probable immediate increase has been taken at 30 per cent. as the maximum in all cases.

VICTORIA.

Rates.

Inland	1d. per $\frac{1}{2}$ oz.
Intercolonial	2d. per $\frac{1}{2}$ oz.
Present value of Intercolonial Postage	£25,000
Probable loss	£8,750

NEW SOUTH WALES.

Rates.

City and Suburban	1d. per $\frac{1}{2}$ oz.
Country or Inland	2d. per $\frac{1}{2}$ oz.
Intercolonial	2d. per $\frac{1}{2}$ oz.

Inland.

Value of stamps and envelopes, at 2d.	219,531
Less intercolonial	£20,000
for duty stamps on receipts	24,000
	<hr/>
	44,000
	<hr/>
	£175,531
Less half for reduced rates	87,765
	<hr/>
	£87,765
Add 30 per cent. increase	= 26,329
	<hr/>
Loss on inland penny postage	<u>£61,437</u>

Intercolonial.

2,366,700 letters in 1889, including New Zealand, would give £19,722—say, £20,000 for 1890
Loss, after adding 30 per cent. to value of reduced postage, £7,000.

QUEENSLAND.

Rates.

For delivery within limits of city or town where posted	1d. per $\frac{1}{2}$ oz.
Between separate post towns	2d. „
Intercolonial	2d. „

Inland.

Value of 2d. stamps sold in 1889... ..	£55,152
Less postage on 623,231 intercolonial letters, at 2d.... ..	5,194
	<hr/>
	£49,958
Less one half for reduced rates	24,979
	<hr/>
	£24,979
Add 30 per cent. increase	= 7,493
	<hr/>
Loss on inland penny postage	<u>£17,486</u>

The loss on the Intercolonial postage would be £1,818, or £19,304 in all.

SOUTH

SOUTH AUSTRALIA.

Rates.

Inland	...	...	...	...	...	...	...	...	2d. per $\frac{1}{2}$ oz.
Intercolonial	...	...	...	...	...	...	...	...	"

The inland postage appears to amount to about £108,000. The loss, after allowing for 30 per cent. increase, would be £30,600.

The loss on intercolonial letters would be, approximately, £1,200.

TASMANIA.

Rates.

Town letters	...	...	...	...	...	...	...	...	1d. per $\frac{1}{2}$ oz.
Inland	...	...	...	...	...	...	...	...	2d. "
Intercolonial	...	...	...	...	...	...	...	...	2d. "
Estimated postage on inland letters	...	...	...	...	...	...	...	...	£23,000
Probable loss after allowing for 30 per cent. increase	...	...	...	...	...	...	...	...	£8,050

Intercolonial—No statistical information available, but I should imagine the postage on intercolonial letters would not amount to more than £3,000, and if so, after allowing for 30 per cent. increase, the loss would be about £1,000.

WEST AUSTRALIA.

Rates.

Town letters	...	...	...	...	...	...	...	...	1d. per $\frac{1}{2}$ oz.
Country letters	...	...	...	...	...	...	...	...	2d. "
Intercolonial	...	...	...	...	...	...	...	...	2d. "

No reliable information available, but the whole Postal Revenue for 1888 was only £13,976. Taking 60 per cent. to represent the country letters, the postage would be £8,385, and the loss, after allowing 30 per cent. increase, £2,936.

The loss on Intercolonial Letters would be, I should think, about £500.

NEW ZEALAND.

Rates.

Town letters	...	...	...	...	...	...	...	...	1d. per $\frac{1}{2}$ oz.
Country letters	...	...	...	...	...	...	...	...	2d. "
Intercolonial	...	...	...	...	...	...	...	...	2d. "

I have no means of arriving at an estimate of the probable loss to New Zealand by an inland rate of 1d., but judging from the population I should place the loss at about £30,000; and at £2,500 for the intercolonial.

RECAPITULATION.

Approximate Loss on Inland Postage.

									£
New South Wales	...	...	...	...	...	...	...	...	61,437
Queensland	...	...	...	...	...	...	...	...	17,486
South Australia	...	...	...	...	...	...	...	...	30,000
Tasmania	...	...	...	...	...	...	...	...	8,050
West Australia	...	...	...	...	...	...	...	...	2,936
New Zealand	...	...	...	...	...	...	...	...	30,000
Total	...	...	...	...	...	...	...	...	£150,509

Approximate Loss on Intercolonial Postage.

									£
Victoria	...	...	...	...	...	...	...	...	8,750
New South Wales	...	...	...	...	...	...	...	...	7,000
Queensland	...	...	...	...	...	...	...	...	1,818
South Australia	...	...	...	...	...	...	...	...	1,200
Tasmania	...	...	...	...	...	...	...	...	1,000
West Australia	...	...	...	...	...	...	...	...	500
New Zealand	...	...	...	...	...	...	...	...	2,500
Total	...	...	...	...	...	...	...	...	22,768

Grand Total of loss on both Inland and Intercolonial Postage £173,277

N.B.—The loss shown above represents only the estimated decrease in receipts for the first year following a reduction, and does not include the additional expenditure that would be necessary.

Accountant.

No. 16.

Telegram from the Premier of Tasmania to The Hon. B. Stafford Bird on the subject of a representation from Mr. Audley Coote, as to Telegraph Cables.

(Laid before the Conference by the Honorable B. Stafford Bird.)

AUDLEY COOTE disappointed not coming Conference or seeing you again before leaving. He has heard some new suggestions are likely to be made regarding Sir John Pender's Company guarantee that may jeopardize the laying of Pacific cable, that he could have further explained to present Conference. He wishes you to consult Sir Samuel Griffith, who knows exact position, and desires you to read this telegram, and his (Coote's) letter dated 19th, page 17, of Postal Conference, Adelaide, last year, and have both recorded.

P. O. FYSH.

Sir,

Société Française de Victoria, Melbourne, 19 May.

Referring to our conversation in reference to the Pacific cable, and to your request to address you on the subject, I have the honor to solicit your kind offices in bringing before your colleagues at the Conference the following:—The project of the Pacific cable is temporarily arrested pending the projected Conference between the Canadian and Australasian representatives. It is unnecessary to remind you or to refresh your memory as to what has been done in that direction. I have no desire whatever to say anything that would tend towards the reduction of the cable rates between England and Australia, but I do most strenuously urge and hope that nothing will be done by the Conference that would impede or militate the proposed laying of the Pacific cable.

I have, &c.,

Athenæum Club, Melbourne.

AUDLEY COOTE.

The Hon. F. T. Derham, Postmaster-General, Victoria.

No. 17.

Memorandum on the Subject of Reduction of Press Telegrams.

(Laid before the Conference by the Honorable John Gavan Duffy.)

I RECENTLY apportioned the expenditure on account of telegraphs for 1889-90, and the sum which I estimate should be fairly charged, exclusive of the cost of construction of Telegraph lines, the cable subsidies, and the interest on the capital cost of works and buildings, is £184,923.

The revenue for 1889-90 was £131,013, showing a deficiency of £53,910.

The present Press rate of 3s per 100 words to New South Wales and South Australia, and 4s. 6d. per 100 words to Queensland and West Australia, is not excessive. We have no separate records of Press business, and no statistical information is therefore available. The rates charged in the United Kingdom are special and by arrangement, and are not published for general information; but I believe a low rate is charged for a message addressed to several papers.

I do not think the business would be increased to an appreciable extent by any reduction on the present rates.

W. MARKHAM, 24/2/91.

P.S.—I find that the annual amount paid by the *Argus* is £3,496; *Age*, £2,572; *Daily Telegraph*, £1,256; *Herald*, £1,440; *Standard*, £1,600.—W.M.

In view of the fact that the revenue of the Telegraph Department from all sources largely exceeds its expenditure, in our opinion the time has fairly arrived when a reduction in the charges for Press messages may be taken into account. In Victoria, according to the last official report, the revenue for 1889 was £127,000 as against an expenditure of £28,000, inclusive of the cable subsidy.

Intercolonial Rates.

The charges at present levied by the Department on intercolonial messages are excessive. The practice of the Department is to charge at the 100-word rate. Differential charges should be made, rated on the length of messages. If a reasonable charge were imposed for every twenty-five words, or fraction of twenty-five, sent over the wires, it would operate more fairly.

An uniform rate for the whole of Australia ought to be levied. The principal business is carried on between Victoria and New South Wales and South Australia, and the heavy charge now imposed on messages to provinces beyond these spheres amount, practically, to prohibitive taxation. A fair rate would be 1s. 4d. per 100 words, or 4d. for 25, throughout all the Colonies. Uniformity and fair rates will, without question, speedily make up any deficiency caused by these reductions.

The following are the differential rates charged for the first 100 words from Victoria:—

	s.	d.
To New South Wales.....	3	0
„ Queensland.....	4	6
„ South Australia.....	3	0
„ Western Australia.....	4	6

To Queensland and Western Australia the charge amounts to over a half penny per word.

Intercolonial Cables.

The rates charged over the Intercolonial Cables demand some attention. The charge for Press Messages to Tasmania of 4s. 6d. per 100 words might reasonably be reduced in consequence of the increase in communication now taking place. The charge for New Zealand Messages is also too high. With the land charges the cost comes to £1 8s. 6d. from Victoria.

Eastern Cables.

A Press Rate for communication to the East, to India, China, etc., should be established. The charge of 7s. 10d. per word now imposed is blocking an important news avenue.

Manifolding Messages.

The rates imposed by the Telegraph Departments for issuing duplicate or triplicate copies of Cable Messages in each province are too high. In case of two or more newspapers joining together in any Colony a reasonable reduction ought to be made in the charges for issuing copies of the original telegram.

Delay of Messages.

The custom which seems to be observed of delaying Press Messages until all private business, whether handed in after the Press Telegrams or before, have been sent through, is an injustice which presses with special weight upon the evening newspapers. While absolute precedence is not asked they should be allowed to take their turn, and in important cases to receive precedence.

No. 18.

Communication on the Subject of the Draft Agreement, from the Manager of the
Eastern Extension Telegraph Company.

The Eastern Extension Australasia and China Telegraph Company (Limited),

Sir,

Sydney, 9 March, 1891.

I have the honor to inform you that I telegraphed to the Chairman of this Company (Sir John Pender) the alterations made by the Conference in the agreement submitted by the Company for a reduction of rates between Australia and Europe, and the following is his reply:—

“Arrangement with Colonies was for a 4s. rate *via* Suez and Teheran, and it was never intended to apply that rate to Hong Kong and Moulmein, as those routes are beyond our control. Moreover, the outpayments in both cases exceed 4s., and India and Indo-European would not agree; impossible, therefore, to comply with Conference request. Contingency is, however, very remote, seeing that Companies are now spending over a million sterling in putting down additional cables to make the service thoroughly strong at all points.

“I have carefully considered the proposed alterations in the agreement, and accept the changes in first three paragraphs of preamble.

“The figures in fifth paragraph and in Article 3 must, however, remain, as they represent the actual receipts of Extension Company and the Administrations associated with it in the guarantee arrangement for the year 1889, which was basis fixed by my letter to Agents-General of May last year. The difference between the figures in that letter, and those in agreement, is caused by Persian Gulf Department having agreed to join in arrangement, and their proportion of the traffic being included.

“Article 4. This ought to stand as drafted, our calculations being based on payment in London; if, however, Adelaide insisted on loss on exchange in remitting money to London, must be included in guarantee.

“Article 5. One month's grace was specially named in my original proposal to Jubilee Conference, which was before the Adelaide Conference when arrangement was accepted, and it cannot be reduced. It ought to be increased to three months.

“Article 6. This stipulation is so reasonable that the Colonies ought to readily accept it; but as experiment is only for one year Company will not insist upon it. It must, however, be clearly understood that if the experiment is successful, and the new agreement entered into for a term of years, the arrangement would be terminated forthwith should the contracting Colonies commit any act whereby our revenue were interfered with or diminished.

“Proposed new article 6. Company and its associated administrations cannot bind themselves as proposed, but are willing to enter into any practicable arrangement whereby the benefits from the guarantee arrangement might be confined to the contracting Colonies.

“Article 8. Company accepts the words referring to subsidy agreement; but the remainder of the article must be adhered to so far as Press messages are concerned, as existing regulations were drawn up and accepted by Press and Government Administrations subsequently to that agreement, when Press rate over Extension System was extended to Cis-Indian Lines.

“Article

43

"Article 9. This point was thrashed out during Adelaide Conference negotiations, and the Company must adhere to the decision then come to. If, however, at the end of first year, traffic has increased enough to encourage the continuance of the experiment, I would be willing to go on for another year, or even two, so as to fully test it; but it must be at the Company's option.

"Article 10. This clause is in accordance with my letter to the Agents-General, and Company must have the right to revert to the old rate of 9s. 4d. under contemplated circumstances if 8s. tariff is insufficient to make up the receipts to the full amount."

The Hon. the President of the
Postal Conference, Sydney.

I have, &c.,
W. WARREN,
Manager in Australasia.

No. 19.

Eastern Extension Telegraph Company, on the subject of finding a better route for the Darwin Cables.

The Eastern Extension Australasia and China Telegraph Company (Limited),

Sir,

Sydney, 9 March, 1891.

I have the honor to send you a copy of a telegram received from the Chairman, Sir John Pender, relative to the finding of a better route for the Darwin Cables:—

"Tell Delegates from me that Company have had under careful consideration question of finding better route, if possible, for Darwin Cables, and are obtaining soundings and other data to see whether an alteration of route to the north of Sumbarra, or Baly, would be likely to give greater security from volcanic interruption, and before coming to a decision must await the result. Colonies, however, may rest satisfied that Company will continue to do everything possible to preserve communication in the highest state of efficiency."

I have, &c.,

The Hon. the President of the
Postal Conference, Sydney.

W. WARREN,
Manager.

No. 20.

Telegram from the Agent-General of New South Wales on the subject of the proposed Canadian Mail Service.

(Laid before the Conference by the Hon. Daniel O'Connor.)

I HAVE been requested by Sir Charles Tupper, on behalf of the Canadian Government, to ask if New South Wales will give £15,000 yearly to Hartington syndicate for service described in Kersey's letter of 19th November, provided Sydney is made terminal port. Anxious to know soon. Expects to obtain £15,000 more from other Australian Colonies, and £50,000 from Imperial Government. Details to be settled at Sydney if your Government entertain proposal.

Dear Sir,

33 St. James's Place, S.W., 19 November, 1890.

I beg to bring before your notice the following information relative to the proposed establishment of a line via Canada to Australia.

Mr. Bryce Douglas, who is the managing director of the Naval Construction and Armaments Company, (Limited), (of which Lord Hartington is chairman), and who was with me in Canada, has secured on behalf of his Company a contract from the Canadian Government for a fast Atlantic service, and also for a service from Vancouver to the Colonies.

The amount of subsidy which the Canadian Government will give for the Australian service is £15,000 per annum for a four-weekly line. In addition to this they take further upon their shoulders the burden of providing the entire Atlantic subsidy.

We now require to ensure the floating of the proposed new steamship company (to be called the Imperial Steam Navigation Company); the assistance of the Imperial Government and the Australian Colonies, and the amount of subsidy that we hope to get, is a total sum of (say) £55,000 per annum for ten years in addition to the amount given by the Canadian Government. For this the Company would undertake a through service between London and Moreton Bay (for mails and passengers) of 35 days, the same period of transit as is now occupied between London and Adelaide by the Brindisi-Suez route, and it is further confidently expected that the average through time would be about 31 to 32 days.

The proposed route is from London and Plymouth to Halifax and (in the summer) Quebec; thence via the Canadian and Pacific Railway to Vancouver, and thence via Honolulu to Moreton Bay, at which port passengers and mails could be transferred to the Intercolonial Railway system, the steamer proceeding to Sydney, and possibly Melbourne. I have brought this matter before the notice of Sir Robert Herbert at the Colonial Office. Sir Robert has kindly promised to bring the matter before the Secretary of State, and also before the Agents-General interested.

I

I venture to hope that the subsidy asked for may be forthcoming, and that this great British route to the Colonies may be developed.

The Company would be willing to commence at once a temporary service, if desired, by means of first-class chartered ships, and would undertake to construct a sufficient number of new twin-screw ships specially designed for the trade, and fitted as armed cruisers with gun platforms, coal armour, and to be manned by a white crew of Naval Reserve men. Lord Hartington has kindly consented to become chairman of the new Company, if it is brought into existence, and the vessels will be built by the Naval Construction Company at Barrow-in-Furness.

The Steamship Company will be an entirely separate concern from, but will have the hearty co-operation of, and direct connection with, the Canadian Pacific Railway. The steamers will be equal in appointments to anything afloat. They will run alongside the trains in London and in the Canadian ports, thus saving all expense of transit, and it is proposed to issue through tickets, including all charges of dining-car, sleeping-car, &c., &c. The entire scheme will be established on a thoroughly first-class basis. May I ask you to be good enough to bring this matter to the notice of your Government.

I am, &c.,

H. M. KERSEY.

No. 21.

Draft Memorandum of Agreement between the Colonial Governments as to payments to the Eastern Extension Telegraph Company.

MEMORANDUM OF AGREEMENT made this _____ day of _____, 1891, for and on behalf of their respective Governments, between His Excellency the Right Honourable Victor Albert George, Earl of Jersey, &c., &c., &c., Governor and Commander-in-Chief of New South Wales and its Dependencies, by and with the advice and consent of the Executive Council of New South Wales, of the first part; His Excellency the Right Honourable Algeron Hawkins Thomond, Earl of Kintore, &c., &c., &c., Governor and Commander-in-Chief of the Province of South Australia and its Dependencies, by and with the advice and consent of the Executive Council of the said Province, of the second part; His Excellency Sir Robert George Cruickshank Hamilton, Knight Commander of the Most Honourable Order of the Bath, Governor and Commander-in-Chief of Tasmania and its Dependencies, by and with the advice and consent of the Executive Council of Tasmania, of the third part; His Excellency the Right Honourable John Adrian Louis, Earl of Hopetoun, &c., &c., &c., Governor and Commander-in-Chief of Victoria, of the fourth part; And His Excellency William Cleaver Francis Robinson, Knight Grand Cross of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief of Western Australia and its Dependencies, by and with the advice and consent of the Executive Council of Western Australia, of the fifth part: Whereas, by the Agreement dated the _____ day of _____, 1891, between Her Most Gracious Majesty the Queen of the one part, and the Eastern Extension, Australia, and China Telegraph Company (Limited), (hereinafter referred to as the Extension Company) of the other part, (a copy of which said Agreement is set out in the Schedule hereto, and is hereinafter referred to as the Agreement); and executed by

_____ on behalf of Her Majesty, it is among other things provided and agreed that, in consideration of the reduced rates in the said Agreement, and in the First Schedule thereto mentioned to be paid to and accepted by the Company for transmitting, or procuring to be transmitted, all telegraphic messages exchanged between the places mentioned in the Second Schedule to the same, and South Australia or Western Australia, in lieu of the rates heretofore charged, and in consideration of the observance by the Company of the agreements, clauses, covenants, conditions, and provisos in the said Agreement mentioned, that Her Majesty would cause to be paid to the Company, out of the Consolidated Revenue Funds of the contracting Colonies, a sum equal to half the amount by which the receipts of the Company, and the Cis-Indian Administrations in respect of the Australasian traffic in any year while the reduced rates aforesaid continue in force by virtue of the said Agreement, should, after deducting all out-payments to other Telegraph Administrations be less than the sum of £232,000: And whereas the respective Governments of the parties to these presents have mutually agreed to contribute proportionately to the population of their respective territories towards the payment of any sum or sums of money that may become due or owing to the Company under the Agreement: And whereas it has been arranged that the Government of _____ shall pay, or cause to be paid, to the Company in Adelaide, within the time limited by the Agreement, all sums due or to become due to the Company under the same: Now these presents witnesseth that, in consideration of the premises, the parties hereto of the

_____ respectfully do and each of them doth hereby for and on behalf of his and their respective Government and Governments, covenant and agree with the Government of _____ to pay from time to time to the said Government of _____ during the continuance of the Agreement upon demand ratable contributions according to and on the basis of the population for the time being of their respective territories towards making good any sum equal to half the amount by which the receipts of the Company and the Cis-Indian Administration in respect of the Australian traffic in any year may, after deducting all out-payments to other telegraphic administrations, be less than the sum of £232,000, which the said Government of _____ may under the Agreement have paid in any year to the Company. And it is further agreed that the Governments of any of the parties hereto prior to the 31st day of December in any year may, by notice in writing to the Governments of the others of them, intimate its desire to determine the Agreement, and thereupon the Agent-General for the Government of South Australia shall give the necessary notice for the determination of the same to the Company as in the Agreement provided.

IN WITNESS, &c.,

45

No. 22.

Particulars as to the New South Wales Telegraph Service, 1890.

(Laid before the Conference by the Honorable D. O'Connor.)

Number of stations at 31st December, 1890	...	...	...	...	...	...	...	...	628
Line	...	...	...	...	...	...	...	11,231 miles 16 chains.	
Wire	...	...	...	...	...	...	...	23,698 " 8 "	
Cost of construction	...	...	...	...	...	...	...	£743,697 14s. 10d.	
Number of messages transmitted	...	...	...	...	...	...	...	3,592,519	
Revenue	...	...	...	...	...	...	...	£178,735 8s. 7d.	

Sydney, February 27th, 1891.

E. C. CRACKNELL.

No. 23.

Particulars as to the South Australian Telegraph Service, 1890.

(Laid before the Conference by the Honorable Sir John Bray.)

Number of telegraph stations...	...	...	...	...	...	...	...	...	211
Miles of line	...	...	...	...	...	...	...	...	5,623
Miles of wire	...	...	...	...	...	...	...	...	12,178
Cost of construction (including buildings)	...	...	...	...	...	...	...	...	£966,440
Number of messages (including international)	...	...	...	...	...	...	...	...	1,007,215
Revenue...	...	...	...	...	...	...	...	...	£67,132 10s.

CHARLES TODD,

Postmaster-General and Superintendent of Telegraphs, South Australia.

No. 24.

Particulars as to the New Zealand Telegraph Service, 1890.

Telegram from C. Lemon, Esq., Superintendent of Telegraphs, to Superintendent of Telegraphs, Sydney.
25 March, 1891.

THE following statistics of our inland telegraph business to 31st December, 1890, are sent you for insertion in Conference returns:—5,060 miles of lines, and 12,771 miles of wire were open on 31st December; 1,961,161 messages of all codes were forwarded; net cash revenue from inland telegrams, £89,508 7s. 7d.; value of Government telegrams, £26,070 12s. 7d.; total expenditure on service, £94,822 7s. 4d.; total cost of lines in Colony, £578,153 15s. 10d.; number of offices open at end of year, 520. The value of Government telegrams is given in foregoing because portion of general expenditure is due to these.

No. 25.

Particulars as to the Victorian Telegraph Service, 1890.

Number of stations	...	...	...	...	...	...	...	...	734
Miles of lines (poles)	...	...	...	...	...	...	...	...	3,967
Miles of wire	...	...	...	...	...	...	...	...	8,241
Estimated cost of construction	...	...	...	...	...	...	...	...	£345,297
Number of messages transmitted	...	...	...	...	...	...	...	...	3,114,783
Revenue	...	...	...	...	...	...	...	...	£138,969

J. R. JAMES.

No. 26.

Particulars as to the Tasmanian Telegraph Service, 1890.

(Laid before the Conference by the Honorable B. Stafford Bird.)

Number of telegraph stations	...	...	...	...	...	...	...	...	137
Miles of line	...	...	...	...	...	...	...	...	1,283
Miles of wire	...	...	...	...	...	...	...	...	1,909
Total cost of construction	...	...	...	...	...	...	...	...	£53,555
Number of messages	...	...	...	...	...	...	...	...	329,892
Revenue	...	...	...	...	...	...	...	...	£15,883 11s.

ROBERT HENRY,

Superintendent of Telegraphs, Tasmania.

No. 27.

Eastern Extension Telegraph Company accepting new clause 10 in Draft Agreement for Reduction of Rates.

The Eastern Extension Australasia and China Telegraph Company (Limited),

Sir,

Sydney, 13 March, 1891.

I have the honor to state, for the information of the President and the delegates of the contracting Colonies, that the Chairman, Sir John Pender, has authorized me to accept the new clause 10 to be inserted in the agreement for reduction of rates.

I have, &c.,

W. WARREN,

Manager in Australasia.

A. C. Budge, Esq., Secretary, Postal Conference, Sydney.

No. 28.

Letter *re* Press Messages respecting Proceedings of Federal Convention over the New Zealand and Tasmanian Cables.

Sir,

4 March, 1891.

I have the honor to acknowledge the receipt of your letter of 2nd, and in reply to state, for the information of the Hon. the Postmaster-General, that a reduction in Press rates over the New Zealand cables has already been allowed, and that half-rates over the Tasmanian cables will only be charged for reports of the proceedings of "the Federal Convention" for publication in the Tasmanian newspapers.

I have, &c.,

S. H. Lambton, Secretary,
General Post Office, Sydney.

W. WARREN,
Manager in Australasia.

No. 29.

Letter respecting a reduction in Press Telegraphic Rates between New South Wales and Victoria.

Dear Sir,

Herald Office, Melbourne, 24 February, 1891.

I beg to submit for your approval the desirability of considering at the forthcoming Postal Conference the reduction of the Press telegraphic rates from New South Wales to Victoria. These, as compared with the New Zealand rates, are very high indeed.

Yours, &c.,

The Hon. J. Duffy, M.L.A.,
Postmaster-General.

S. V. WINTER.

POSTAL AND TELEGRAPHIC CONFERENCE, 1891.

REPORT OF THE DEBATES.

FRIDAY, 27 FEBRUARY, 1891.

1. PRESIDENT'S ADDRESS ON ORDER OF BUSINESS.

THE PRESIDENT said he returned his most sincere thanks for the great compliment they had paid him in electing him to the position of President of the Conference. He was fully aware of the importance of the position, and the duties appertaining to it, and he was also aware of the intelligence, generosity, and patriotism of his colleagues, who would enable him to discharge his duties and relieve him of a great deal of the importance, so far as personal effort was concerned. He appreciated the kindly spirit of the gentlemen present, and thanked Sir John Bray and Mr. Ward for their kind remarks. On behalf of New South Wales he offered them a very hearty and cordial welcome to the Colony. He could say most sincerely that they were proud to see them present, and the pride was intensified for many reasons on this occasion. They had assembled in the city of Sydney, and the old Colony of New South Wales, familiarly called the Mother Colony, for a great purpose, and the pride that belonged to the mother he felt certain was felt in this Colony in seeing the splendid strides made by their prosperous children all over Australia. That feeling was held in the bosom of every man, woman, and child in this Colony. The prosperity of each of the surrounding Colonies was viewed with pride and admiration by the people residing here. There had been many Conferences from time to time in the various Colonies; but, although the work done in South Australia was good and of a very important character, they were present that day to perfect it, and to carry out more fully what was then done. There was, however, an additional importance in the present gathering. In the course of a few days the trusted representatives of Australasia would meet in this capital to engage in a noble work and lay the foundation-stone of a noble building—that of a great nation—and he knew nothing that so conduced to that than the satisfactory results of their Conference. They were living in a most remarkable age and in remarkable times. They were living in a time when abuses had been removed and misunderstandings had been cleared away, and he knew nothing that could do that better than a proper and efficient system of postal and telegraphic communication. They were assembled for high practical purposes. They were there to provide facilities throughout the whole of Australasia so that people might be able to live more closely with one another and understand one another better. There were no prejudices amongst them, and he hoped that the result of their Conference would be satisfactory to all the Colonies. There were some of them to whom at one time the possibility of telegraphic communication appeared little more than a dream; but now they were in connection with the great capitals and remote parts of the world. What could do more to bring about a better understanding than an efficient system of postal and telegraphic communication. He was glad to see that every Colony was represented for the one object. He would draw attention to what had been done in relation to the late Conference in Adelaide, so that they would understand where they had left off and where they had to begin. He had before him a copy of the report of the Conference held at Adelaide in May last, and to summarize the position, the action taken in the resolutions had been as follows:—Postal Service: The reduction of the postal rate to 2½d. had been carried out as regards Great Britain, but, at the request of the Imperial Government, the question of reducing to other places outside the Colonies had been deferred until after the Vienna Congress, to be held in May next, the reason given being that certain existing conventions stood in the way of an immediate general reduction. The reduction of ocean post-cards to 2d. had also been carried out as regards Great Britain. In the matter of post-cards between India and Australasia, the Adelaide Government was understood to be still negotiating, and the Delegate from that Colony, Sir J. C. Bray, would probably inform the Conference as to the position of this question. The terms of the Australasian Postal Convention had been settled, and it only awaited the necessary legislation on the part of New South Wales and some of the other Colonies to give effect to it. In reference to future Pacific Mail Service contracts, so far as the service *via* San Francisco was concerned, this has been arranged on the terms agreed to at the Adelaide Conference, New Zealand having renewed the contract for a year, other Colonies paying poundage rates as proposed. The question of a service *via* Canada would possibly engage their attention on the present occasion. The Postal Convention with the United States of America, so far as New South Wales was concerned—as adopted at Adelaide, and, with some modifications, agreed to at the suggestion of the United States Post Office—had been completed and executed. The proposed increase of the money-order limit from £10 to £20, so far as New South Wales was concerned, awaited fresh legislation. In connection with the Telegraph Service the position was as follows:—The matter of the reduction of the cable tariff to 4s. a word, 3s. 6d. for Government messages, and 1s. 10d. for Press messages, had been arranged on the terms proposed at the Conference, so far as regards the Colonies of New South Wales, Victoria, South Australia, Tasmania, and Western Australia, which had hitherto contributed to the cable subsidy. It was understood that the carrying out of these reduced rates had awaited the receipt from London of the revision of the draft agreement with the Company; also the result of further negotiations with the non-contributing Colonies, *viz.*, Queensland and New Zealand—conducted with a view of persuading those Colonies to join, not only (on the basis of population) in the existing subsidy of £32,400, but in the guarantee to the Company of one-half of any loss which might be sustained owing to the reduced rates—the Company bearing the other half. Should those Colonies still see fit to hold out, he apprehended that this

Conference

Conference would have then to consider as to the terms on which the messages of those Colonies would be transmitted. The reduction of the intercolonial telegraph rates was understood to be awaiting final settlement, as some of the Colonies had declined to act on the recommendations of the Adelaide Conference. Some of the other Colonies had already adopted the system of the transmission of urgent telegrams at double rates, and others had not yet decided to do so. It was probable that the uniform telegraph regulations adopted at Adelaide would also come into operation simultaneously with the reduced rates. In relation to the proposal that the United Kingdom should contribute to the subsidies and guarantees in connection with the cable rates, endeavours were made to induce the United Kingdom to join, but without success. No doubt in some cases some Colonies would receive greater advantages than others, but then there was the greater call for the patriotism and splendid spirit that pervades the whole of the race. He expressed his personal delight at the presence of Mr. Unmack, and that New Zealand, which was not represented at Adelaide, was represented on the present occasion, and he thought they should now come to a satisfactory understanding. One of their principal objects was to consider the draft agreement, and another was to take advantage of the presence of the New Zealand and Queensland delegates to try and influence them to manifest that spirit of federation which they possessed, to form a great national feature in the history of Australia by joining in the cable guarantee and subsidy. There would be other matters to consider, one of which was the question of sending delegates in response to the invitation of the Home Government to the Postal Conference to be held in Vienna in May next. No doubt each member would be prepared with a programme of his own, and there might be a number of less important matters to be considered; but whatever was submitted, he was sure, would receive the attention it deserved.

The Hon. J. GAVAN DUFFY said that the work of the Conference divided itself into two classes, viz., those matters which involved questions of public policy, and those which were of a more purely technical nature. He would suggest that all these technical questions might be better dealt with in the first place by the heads of the Departments as a sub-committee. That sub-committee would report to the Conference, and the questions then be dealt with by the whole of the delegates. He took it that the first business was the question of the agreement with the Eastern Extension Telegraph Company, and what position Queensland and New Zealand were now prepared to take in the matter. Next to that was the question of the Vienna Conference. If they accepted the invitation they would then have to consider how they were to be represented, and what instructions should be given to the representatives about entering the Postal Union—in short, whether they would enter it at all, and, if so, on what terms. Then there was the question of the uniformity of postage throughout Australasia. He was of opinion that the time had arrived when all the Colonies should have a uniform postage rate of 1d. per half ounce. By a uniform rate he meant that a letter placed in a post office in Victoria for Western Australia should bear the same stamp as a letter posted in Tasmania for Queensland. Then there was the question of the newspapers. That was in an anomalous condition at present. It would be well to arrive at an understanding, so as to get some general principle laid down. He would be glad to see all *bona fide* newspapers pass free, as they were to a great extent public educators, but he did not know whether the fiscal circumstances of the Colonies would allow of that being done at present. There was another matter that would more properly come under the consideration of the heads of the Department—that was the detention of the mail steamers at Adelaide. In Victoria they had numerous complaints that the train service in Adelaide was run so as to cause the mail steamers considerable delay. However, that was a small matter, and Sir John Bray could bring it to a settlement. Then there was the question of the intercolonial telegraphic rates. Some decision had been arrived at on this in Adelaide, but had not been carried into effect, and the question was whether the propositions then carried, or some modification of them, might not be carried into effect now, so that all the regulations on this subject might be uniform. In Victoria the address was not counted as part of the message. In other countries it was counted. From a departmental view it would be wise to arrange that without increasing the cost the address should be charged for. If the senders had to pay they would shorten the names and addresses without leading to confusion, and thus save a great deal of departmental work. Then there was the matter of the Canadian mail service. Although this did not affect Victoria, they recognised that they were part of the great State of Australasia, and that the federation of Australasia was the great thing before men's minds, so they would not stand in the way of a fair arrangement if they were fairly met in other matters. This Canadian mail service would be important from an Imperial point of view, as it would be entirely within the British Empire, and it would not, he presumed, touch foreign countries at any part. If Victoria was fairly met by the Imperial Government and the Colonies it would be willing. There were a number of other little things that would come up, and no doubt other gentlemen had questions to raise. If they could get them all brought forward, then they would have an idea of how to arrange the business.

The Hon. J. G. WARD said that as Mr. Duffy desired to know the position of New Zealand he would state it. New Zealand would be only too glad to join the Postal Union. If the whole of the Colonies entered the Union it would be much better. Uniformity was what they were all aiming at. The matter of being represented at the Conference in Vienna had occupied the attention of the New Zealand Government, and it had been decided to be represented. The most important matter was undoubtedly the agreement which had been submitted in connection with the Eastern Extension Telegraph Company. He felt sorry in any way to damp the sentiment expressed by the President, but he was afraid that New Zealand could not see its way to enter into that agreement, as it meant an additional increase to New Zealand, and beyond that a loss to the revenue of £16,000 per annum. He understood that the agreement would be binding for a number of years.

The PRESIDENT said that it would be only binding for one year.

The Hon. J. G. WARD said that he also understood that there was a clause which would prohibit any arrangement being made with any other company.

The PRESIDENT said that the clause referred to had been struck out.

The Hon. J. G. WARD said that New Zealand desired as far as possible to co-operate with all the other Colonies for carrying out a fresh arrangement in connection with the cable service, but there was one matter which they should keep before them. There was the possibility of the Pacific cable being laid. It was very important to have a dual cable, and therefore New Zealand hesitated to enter into such a binding contract as the one referred to.

The PRESIDENT said that it was only for one year.

The

The Hon. J. G. WARD said that under those circumstances he would take time and consider it, and, if necessary, communicate with his colleagues as to whether they thought it desirable to enter in for a year. He was prepared to refer the altered agreement of one year to his colleagues. On the other hand, the question whether the course proposed would have a detrimental effect on the owners of existing services was not their business. If there was a prospect of reduced cable charges being got by any other route, it would be well to keep that in view, and not do anything calculated to prevent that being brought about. If this was the case, and they entered into an arrangement with the Eastern Extension Company, it was possible that the effort made to establish a Pacific cable might be stopped. He understood that the Colony of Queensland was in a similar position to New Zealand, and he should like to know what the intentions of the Queensland representatives were, as the two Colonies had formerly acted on the same lines. In reference to the matter of the addresses and signatures of inland and intercolonial telegrams, they had a practice in New Zealand of limiting the number of words sent free to ten. Personally, he was against the proposal made to have the names and addresses charged for, as their practice had been found to work well.

Sir JOHN BRAY said that Mr. Todd had drawn up a schedule showing the loss to the various Colonies on an assumption that there was no increase in business, and, secondly, on the assumption of an increase of 5 per cent. He would lay the paper on the table.

The PRESIDENT said that if a representative were sent to the Vienna Conference he could neither speak nor vote. It would be well, perhaps, to have one representative. As far as he was concerned, he did not care where the representative was sent from, and he could, at the most, only listen.

The Hon. J. G. WARD said he thought the President had a letter asking that the various Colonies should be represented.

The PRESIDENT said that there was nothing to prevent each Colony sending a representative, but he thought one could represent them all.

2. REPRESENTATION ON THE VIENNA CONGRESS.

The Hon. J. GAVAN DUFFY moved,—

“That, in the opinion of this Conference, it is advisable that the Colonies should accept the invitation to send representatives to the Vienna Congress, and that it be an instruction to the representatives that these Colonies will enter and become members of the Postal Union upon certain conditions: the conditions being, in the first place, that these Colonies should have two representatives, and not one as was recently proposed, and also that it be an instruction to our representatives that the Colonies enter the Postal Union upon the distinct understanding that no reduction be made in the sea transit rate before the next quinquennial meeting.”

It would be advisable that the Colonies should have two representatives, and for that purpose he would propose that the Colonies should be grouped in two groups, viz., 1st., Western Australia, South Australia, Victoria, and Tasmania; and 2nd, New Zealand, New South Wales, and Queensland. As they were going to demand two representatives, it would be necessary to have at least two representatives at the Congress. It was manifestly absurd that the little states represented in the Postal Union should have the full power of voting with Australia if we entered the Postal Union. He was not sure that it would be a very great advantage to do so, but they would be willing to do so to make themselves one with civilized nations. Some of those states had a post-office of some sort, but if asked to subsidise a mail service to the extent of £70,000, the national exchequer would become bankrupt. It was absurd that such little states like Servia should be put on a par with us. With two representatives from the Colonies, the British Empire, which did the greatest postal business of the world, would only have six representatives in all. Of course, if a difficulty arose, it might be wise to empower the representatives to make concessions, but in the first place they should endeavour to get a dual representation. Germany, which till recently had no general mail service, was anxious to reduce the maritime transit rates from 15 francs to 1 franc per kilogramme, which would be simple ruin to the Colonies who paid subsidies; so that if the Colonies agreed to enter the Postal Union provision should be made against this. The Colonies could withdraw at any time from the union by giving a year's notice. If the inland powers who had no maritime mails pressed unfairly upon the Colonies they could withdraw; therefore, it would be only in the form of an experiment. Of course, until the reduced postage of 2½d. was obtained, it would have been an absolute loss to join. The most distinct advantage would be that whenever they wanted to make an agreement they could evade the cost of a separate convention, and do it by means of the Postal Union. This had been found to be a great advantage to all civilized nations with postal business.

The Hon. J. G. WARD seconded the resolution. There was no chance of each Colony getting a representative, but he thought they might get two for Australasia. Wherever they were selected from they would voice the feeling of Australasia. He felt sure that the resolution would be carried unanimously, and that the best results would come from it. It would make them rank amongst the nations of the other portions of the habitable globe, and if anything unjust was done they could withdraw; but he did not think they need fear that. They were anxious to assist in the noble enterprise of giving communication through every part of the globe, and if they acted honestly and straightforwardly, as they would do, there need be no doubt that they would be treated in the same way.

The Hon. B. S. BIRD said that he was not so satisfied that the Colonies had so much to gain by joining the Postal Union as to induce him to enter into it with a spirit of much enthusiasm. On the other hand, he thought it would be so far from a disadvantage that he would agree to join in with the proposal. The question was raised in his mind as to whether they could dictate their own terms of entering. The proposal had been made to send a representative from each Colony, but of course it was understood that they would only be dummies in a sense. Whether they were to be represented as separate states or by one or two individuals was a matter that required more consideration. He certainly did not like the proposal to send two representatives, one for the Northern Colonies and one for the Southern Colonies. He would like the two representatives to represent them as a whole. He did not like the idea of separating the Colonies in groups. If the Postal Union would accept them on the conditions laid down, well and good; but they should join it as a united people. Let one or two representatives be sent to represent the whole of the Colonies. While agreeing generally with the principle of the resolution, he should prefer to have it amended so as to represent a more united front; but, while agreeing to it in that amended form, he had some doubt as to whether they could dictate their own terms.

The Hon. T. UNMACK said that Queensland was ready to join the Union, although it was not anxious to do so. The one advantage which had been pointed out was the only one that would accrue to them. If the resolution were passed in its present form it would be tantamount to saying that they would not join at all. In 1835 at the Lisbon Conference it was only decided with great reluctance to give the Colonies one vote. The representatives should have power to accept such terms as they considered advisable. He saw considerable objection to the grouping of the Colonies. There should be some understanding between themselves as to what terms they would be on with each other in the event of their accepting two votes. He thought that the Colonies were entitled to one vote each. In the Postal Union there were twelve States, the revenue of which amounted to £11,000,000, with an annual foreign trade of £35,500,000. These twelve States had twelve votes. The Australian Colonies numbered seven, including New Zealand. Their united annual income was £27,558,000, and their foreign trade £122,862,000. They should have a vote each. The question was whether they should go further and leave the decision as to terms with the representatives. He trusted that before they arrived at a resolution they would more fully consider the matter.

Sir JOHN BRAY said that it would be better if the resolution were divided into two. They had a right to express an opinion as to the conditions under which they would enter the Postal Union. He did not see why the Colonies should not be adequately represented, and each Colony have a vote. He thought it would be better to say in the motion "adequately represented," instead of two representatives.

The Hon. J. GAVAN DUFFY said he had much pleasure in accepting the suggestion, and would move,—

"That the Australasian Colonies be represented at the Postal Union Conference."

The motion was unanimously agreed to.

The Hon. J. GAVAN DUFFY moved,—

"That the representatives of Australasia to the Postal Conference advocate the admission of Australasia into the Postal Union on the condition that Australasia receives adequate representation, and that the maritime transit rates be not lowered without the consent of the countries maintaining the sea service."

The Hon. B. S. BIRD seconded the motion, which was unanimously agreed to.

The Hon. J. GAVAN DUFFY gave notice that on the following day he would move,—

"That in the opinion of this Conference the time has arrived when a uniform rate for the postage of letters of 1d. per $\frac{1}{2}$ ounce should be adopted throughout the whole of Australasia."

3. THE EASTERN EXTENSION TELEGRAPH COMPANY.

Sir JOHN BRAY moved,—

"That it is desirable to enter into the agreement with the Eastern Extension Company on the basis of the draft agreement laid on the table."

One of the most important questions was what Queensland and New Zealand intended to do.

The Hon. T. UNMACK said there seemed to be a desire that he should speak, but he would prefer to hear the others first. One of the questions before the Conference was to convert Queensland from the error of her ways. He was prepared to hear all that they had to say, and would be better able to speak afterwards. If he spoke from present facts he would say candidly that he was not in favour of joining.

The debate was then adjourned.

SATURDAY, 28 FEBRUARY, 1891.

THE REDUCED CABLE RATES.

Sir JOHN BRAY resumed discussion upon his motion, submitted at the previous meeting, "That it is desirable to enter into the agreement with the Eastern Extension Company on the basis of the draft agreement laid on the table." He said that the loss under the proposed new agreement was really an imaginary one. Fifty per cent. would be borne by the company itself, and the remainder would be divided proportionately amongst the different Colonies. He regretted exceedingly that the English Government had taken the action it had in refusing to be a contributor. What was proposed at the Adelaide Conference, would, in his opinion, with the certain increase of business, involve a loss extending only over one year or thereabouts, and considering that Government, press, and private messages would be effected by the reduction, he thought the two outstanding Colonies might fairly unite with the others in the subsidy.

The Hon. J. GAVAN DUFFY said that as Federation was in the air, he thought it rather hard that Queensland should exhibit a desire to stand outside the general arrangements. Mr. Unmack should remember that they were not entering into any permanent, but merely into an experimental, arrangement for twelve months. The Colonies already paid so much hard cash in subsidy to the cable system, and the present proposal was merely a guarantee against loss. The revenue of the Eastern Extension Company was about £231,000, and in reducing the rates, the company was prepared to bear one-half of any loss which might accrue, and it only asked that the Australasian Colonies should bear any further loss. Now what chance was there of any loss during the first year? Personally, he did not think there was the least prospect of such a contingency. They would be merely placing their names to a bond without involving any risk; and their action would not militate against the Pacific cable, in which Queensland and New Zealand were particularly interested. The Colonies were free to enter into any arrangement they thought just, and, as he had said before, the arrangement suggested would not involve the payment of a further subsidy, but merely the giving of a guarantee against a supposed loss.

The Hon. B. S. BIRD looked upon the subject under discussion as the most important of those before the Conference, and he thought it would be a good thing if all the Colonies could take a unanimous view of it. It was only fair that England should join in the guarantee to the Eastern Extension Company, and that she did not do so showed a spirit of selfishness to be regretted. The Imperial Government was prepared to share with the Colonies in the advantages of the reduced rates, but it would not contribute towards any loss the new arrangement might involve. Tasmania took the view that the advantage to the Colonies in the immediate future would more than compensate for any present outlay. The Conference ought to consider whether a joint representation from the Colonies would

not

not have the effect of inducing England to share the guarantee. In the agreement with Sir John Pender it might be arranged that New Zealand and Queensland could come in for one year, and at the end of that time if they did not find the arrangement satisfactory they could withdraw upon two months' notice; and the expense would then fall *ad valorem* upon the other Colonies. Sir John Pender disapproved of differential rates, saying that it was probable Queensland and New Zealand, if they stood out, would participate in the benefit of the agreement without cost to themselves. There was a very marked appearance of selfishness in the proceeding. Even if the higher rates were continued in the outstanding Colonies, the commercial community could avail themselves of the new order of things by sending their messages to agents in the other Colonies. When the matter was looked at fairly and squarely, Queensland must see the benefit of what was proposed. If there was an increase of only 10 per cent. in the messages despatched—and it would probably be much more—the amount which Queensland would be called upon to pay would be very small indeed, whilst the advantage to the Government and the community would be more than compensated. The business from that Colony amounted to £27,000 in the year, and if the rates were reduced to half there would be a clear saving of £13,000, which was more than Queensland would hold herself liable for. New Zealand stood on rather a different footing. She was at a disadvantage in having to pay such high rates in getting the messages to the mainland of Australia, and perhaps some special concession might be made.

The Hon. T. UNMACK said that Queensland had maintained a position, for years past, antagonistic to the further subsidy of any cable system which was not independent of, and unconnected with, the Eastern Extension Company. That opinion was a well-matured one, seeing that it had been adhered to by the various Governments which had been in existence in the Colony for the past 15 years. With the object of laying the whole facts before the Conference, he had prepared a short historical sketch of the proceedings which had taken place since 1876:—

On 14th September, 1876, the Executive Council of Queensland, in connection with correspondence 1876. received from the Secretary of State for the Colonies, on the subject of duplicating cable communication, passed a minute to the effect that:—

The Council are of opinion that the Government should not contribute to the construction of any duplicate cable between Singapore and Australia which is not directly connected with the telegraph lines of this Colony, *and is not independent of the control of the Eastern Extension and China Telegraph Company.*

At the Sydney Postal Conference in January, 1877, motions were submitted by Queensland to 1877. the effect—

That any duplicate system should be by a distinct route throughout from that now in use; and

That it is desirable that a submarine cable should be laid from Singapore to Cape York, in Queensland, the Government of that Colony undertaking, in the event of such cable being laid, to connect their existing land lines therewith,—

but both motions were negatived.

At the Melbourne Postal Conference in May, 1878, a resolution was passed as follows:— 1878.

That the Governments of New South Wales and Victoria be empowered to enter into an agreement and contract with the Eastern Extension and China Telegraph Company for a second cable from Singapore direct to Banjoewangie, avoiding the Java land lines, and thence direct to Port Darwin, for an annual subsidy of not exceeding £32,400.

Queensland's representative, who refrained from voting on this motion, proposed the following amendment:—

That it is essential there should be a complete system of telegraphic communication between British India and the Continent of Australia unconnected with the existing lines of the Eastern Extension and China Telegraph Company, and under the control of an independent Company or proprietary,—

which was negatived.

On the 4th December, 1878, the agreement for the construction of the second cable from Singapore 1878. direct to Banjoewangie, and thence direct to Port Darwin, for an annual subsidy of £32,400, was entered into with the Eastern Extension and China Telegraph Company by Victoria and New South Wales, "on behalf of the Australian Colonies and New Zealand," and upon receipt of a copy of it, which was sent for the information of the Queensland Government, the Queensland Postmaster-General made the following minute:—

I note that the agreement purports to have been made on behalf of the Australasian Colonies. The Governments of Victoria and New South Wales have no authority to bind this Colony to any agreement, and as we are in no way a party to the present one, and have not been in any way consulted as to its terms, some of which seem open to great objection, notice should be given that we do not confirm it in any way, and refuse to be bound by it.

Victoria was advised in accordance with this minute.

In June, 1879, South Australia intimated that the reduction in rate of 50 per cent. on Government 1879. messages, and 75 per cent. on Press messages, under the agreement, was applicable to those Colonies only who contributed to the subsidy for the second cable, and asked if Queensland intended to so contribute. To this a reply was sent on the 16th of the same month, to the effect that *this Government had decided not to contribute to the subsidy, and therefore could not expect to participate in the reduction.*

On August 20th, 1885, Victoria wired, having received advice from its Agent-General, intimating 1885. that the Berlin Conference had practically arranged a reduction of cable rates, and urging Queensland and New Zealand to join in the subsidy, otherwise they would not share in the benefit.

On 27th August, 1885, South Australia and Victoria, respectively, communicated with Queensland relative to the offer of the Eastern Extension and China Telegraph Company at the Berlin Conference to assist duplication by laying a cable from the Roper River to Normanton at its own expense, &c., which the Victorian, South Australian, and New South Wales representatives at the Conference recommended for acceptance, provided Queensland, Tasmania, and, if possible, New Zealand joined in the subsidy to the Port Darwin Cable. The

The Executive Council of Queensland considered these matters on 10th September, 1885, and decided to reply that *it was considered undesirable to acquiesce in any of the proposals now made.*

1886. On 27th January, 1886, Mr. Pender wired an offer to reduce the cable charges by 2s. 3d. per word, making, with South Australia's reduction, 2s. 6d. per word, provided the non-contracting Colonies joined in the subsidy and in extending it for six and a quarter years, at the same time repeating the Company's offer to lay the Roper River-Normanton Cable at a cost of £70,000, to connect Queensland and South Australia under a traffic arrangement with the two Colonies. He subsequently, on 4th February, 1886, informed the Agents-General that his Company would unconditionally reduce the cable rates by 1s. 4d. per word from 1st July, 1886, and make a further reduction of 1s. 4d. per word conditionally upon the extension of the term of the subsidy, and upon the non-contributing Colonies joining in it.

On 2nd March, 1886, Queensland replied as follows to the proposal:—

"This Government does not think the proposed reduction in rates by any means adequate, having regard to the length of time for which the subsidy is asked. *But, apart from the question of rates, this Government is not disposed to join in any subsidy which will tend to have the effect of discouraging the establishment of another independent line of telegraphic communication between Australia and Europe.*"

1886. On the 22nd June, 1886, the Chairman of the Cable Company offered, as the proposal to extend the subsidy, &c., had been declined, to lower the rates to any figure the Colonies might fix, down to limit of outpayment, if the Colonies would guarantee the average receipts over the cables for the previous three years. On 15th July, 1886, he was informed, in reply, that his proposal for a guarantee could not be entertained.

1888. At the Sydney Postal Conference in 1888 Queensland again declined to join in the subsidy, or in any guarantee to the existing Cable Company, on the grounds that it would prevent her from subsidising or joining in the subsidy to any independent line of cable communication.

1890. At the Postal Conference in Adelaide, in May, 1890, Queensland again declined to join in the subsidy or guarantee for the same reason.

The statement showed that almost yearly from the date mentioned the authorities had, in some form or another, opposed the further subsidy of the Eastern Extension Company, and had encouraged the establishment of an independent telegraphic communication between Australia and Europe. Under those circumstances the Conference would not be surprised that Queensland required stronger reasons than had been advanced before she abandoned a principle advocated consistently and persistently for the past fifteen years. It had always been insisted, and it was still insisted, that they should have a distinct service throughout, independent of and unconnected with the Eastern Company. They had always urged that it was dangerous to be dependent upon one company, and to subsidise a monopoly prevented the establishment of a rival cable. The Queensland proposal would enable them to obtain such rates as could never be granted by any company holding a monopoly. They recognised the services of the Eastern Extension Company as the pioneers of the system of cable communication, and the moral obligation they owed to it, and they felt that the company should be treated in a fair and generous and, if possible, liberal manner; but at the same time they were bound to say they had not seen any patriotism on the part of the company. They had been charged extreme rates, and the company had been enabled to pay high dividends, to add considerably to its reserve fund, and to construct many lines of new cable out of the profits. They still maintained that it was necessary to have separate communication. It had been stated by one gentleman that in consequence of Federation being in the air Queensland should accommodate herself to the position, and join in the subsidy. All he could say was that Queensland had never been backward in the cause of Federation; on the contrary, she had been foremost in it in every sense of the word. They felt that by this action they were studying the interests of Australasia. With all respect to the Conference, it appeared to him that the question of obtaining a separate cable had been too much overlooked. Looking at the monetary aspect of the case, he said that Queensland had paid higher rates for many years, and she was perfectly prepared to continue the payment of the higher rates if it was deemed expedient to impose them. But in all justice he asked why Queensland alone, with her small cable business of £14,000 per annum, should be singled out for the purpose of having imposed upon her special rates of taxation, when the Imperial Government, which was using the cable to an even greater extent than the whole of the Colonies combined, was not to be so charged. The Eastern Extension Company are now offering to bear half the cost upon the reduction, which would lower the expense to those using the cable to about 6s. per word. Why then deceive ourselves by making believe we get a 4s. rate? Why not plainly tell the company we are willing to pay 6s. without any guarantee. That would be acting on correct business principles, and encourage further opposition on the part of those contemplating the construction of a Pacific cable. They had been told that the new arrangement was only an experiment, but he objected to any experiment which was opposed to the principle the Colony had always advocated; besides, once let the public have a taste of a 4s. rate and you cannot re-establish a higher one.

The debate at this stage was adjourned, on the motion of Mr. Unmack, until half-past 2 on Monday afternoon.

MONDAY, 2 MARCH, 1891.

REDUCTION IN RATES OF PRESS TELEGRAMS RELATING TO THE PROCEEDINGS OF THE AUSTRALIAN NATIONAL CONVENTION.

SIR JOHN BRAY said he had been requested by the press of South Australia to ask the Conference to agree to make some reduction in the rate for press telegrams in connection with the proceedings of the Federal Convention now sitting. He thought the delegates of the Conference would agree with him that there should be some reduction made, so as to enable full reports to be sent to the other Colonies. He moved,—

"That, so far as relates to reports of the Federal Convention now sitting, the Intercolonial press rates for telegrams be reduced by one-half." The

The Hon. J. GAVAN DUFFY supported the request. It might be outside their ordinary business, because newspapers were but business concerns; but, on an important historical occasion like this, an exception might be made to general rules, and the Conference might see their way to allow some concession. Though held in Sydney, the Convention might have been held in any of the other Colonies; and, that being so, it was natural that all the people of the other Colonies should have as fair an opportunity of knowing what was done as the residents of New South Wales had, and that the public journals of each Colony should be on the same footing. It should not be taken as a precedent; he merely urged it on account of the grand important historical occasion. He seconded the motion.

The Hon. B. S. BIRD supported the motion, and pointed out that there would be a benefit in granting the reduced rate, as there would be a very great use made of the lines in disseminating the news to other Colonies.

The Hon. T. UNMACK thought they should not allow it to go as a precedent; but this was one of those exceptional occasions where they should offer every facility for furnishing the other Colonies with information they were anxious to obtain. He was willing to submit the proposal to his Cabinet, for in his Colony at any rate this was required, and would recommend its adoption.

The Hon. J. G. WARD desired to express his appreciation of what the Cable Company had already done. He understood that they had agreed to reduce the rate to New Zealand for messages reporting the Conference proceedings by one-half.

The Hon. D. O'CONNOR said he had the fullest sympathy with the proposal of Mr. Bray, and agreed with what had been so well said by the representatives of the other Colonies, and he would promise at once, on behalf of the Government of this Colony, to transmit the messages at half-price.

The Hon. J. GAVAN DUFFY suggested that a letter be written to the Eastern Extension Cable Company, asking them also whether, in view of the importance of the occasion, they would have the messages relating to the Federal Convention transmitted at half rates over their lines.

The Hon. D. O'CONNOR: I have already directed that to be done.

REDUCED CABLE RATES.

The Hon. T. UNMACK resumed discussion on the motion of Sir John Bray,—“That it is desirable to enter into the agreement with the Eastern Extension Company on the basis of the draft agreement laid on the Table.” He said that when they adjourned on Saturday he was about to show—having disposed of the political aspect of the question—the monetary aspects, as it might have been perhaps considered to be an inducement for Queensland to join in this proposed subsidy or guarantee. Mr. Bird had stated that the cable business of Queensland was £27,000 per annum, but during the last year £14,031 was the Queensland share of the business. If they took this at the 4s. rate it would cost them £6,038 instead of £14,000, and to this must be added a subsidy or guarantee, amounting to £14,700. This again added to the sum of £6,038 gave a total expenditure of £20,000 against the present expenditure of £14,031, or a loss to the Colony of £5,282. There was another aspect of a more serious nature which would appear before them. They had to consider in the first instance that the line was a monopoly which was not looked upon with favour by any of the Queensland politicians. The public of Queensland were averse to a proposal to subsidise that monopoly in any shape or form, considering that there would be no real great advantages derived therefrom. Then there was another point. Although they had a population of 426,000, the persons who did business with the cable only numbered between 300 or 400. It would thus be seen that the general taxpayers would be called upon to pay a subsidy of £14,700 to put £8,000 into the pockets of the 300 or 400 business men. The proposals would not be favourably entertained by the Queensland public, and he would be bound to oppose them. Again, this guarantee and subsidy was asked in support of a so-called duplicate cable. Sir J. Pender, in his evidence before the Colonial Conference in London, 1887, estimated the life of a cable at twenty years. The first cable had been laid in 1872; it was therefore practically dead; the so-called duplicate was laid about 1878, and had therefore only about seven or eight years to run. The Eastern Extension Company took good care not to let anyone know the condition of their cables from Port Darwin, and it need create no surprise to find traffic interrupted some morning, and a subsidy or guarantee for one cable was not justifiable. If there were any advantages to be gained it would be a different matter altogether. He would ask those present to closely consider the proposals made by the Eastern Extension Company before they agreed to them, and to see what advantages they were to reap. He would ask them to throw off that mesmeric influence which had been placed over them by the Eastern Extension Company. They were told that the cable rates would be reduced by adopting the proposals, but they would within a very short time have that facility without offering special inducements. The company proposed to reduce the rates to 6s. per word. (Mr. Bird: “4s. per word.”) The remark which had just fallen from a delegate showed how they were deceiving themselves. They were certainly to pay 4s. per word at the counter, but then the company was to receive 2s. per word from the Treasury. He thought it would be far more businesslike to inform the company that they would not pay any guarantee whatever, but would in future pay 6s. per word. The company, owing to its business with the colonies, had become a very wealthy one, and it was unnecessary to offer subsidies. It would be better for the colonies to pay straight-forwardly and openly, because it would then induce competition much quicker. The construction of a Pacific cable was not far distant, and by not subsidizing this dangerous monopoly you would encourage rival companies to enter the field and offer you greater advantages. If they bound themselves by guarantee or subsidy they would retard the establishment of rival companies. The moment there were any signs of a new company the Eastern Extension Company would reduce its charges to 3s. per word, for the Chairman at the Conference held in London had said that the company could afford to transmit cables for 2s. 6d. per word. The Eastern Extension Company know the full value of your cable business too well to let it slip out of their hands, and they require no subsidy, as you will discover in the near future. It was with feelings of great regret that he had to maintain a hostile attitude to all of the other members of the Conference, but what he had said was sincere, and he felt compelled to oppose the proposals. Before leaving Queensland he had laid the matter before the members of the Cabinet and asked their advice. The whole question was fully discussed, and it had been unanimously resolved that unless very strong arguments and very different ones to those adduced during the last fifteen or sixteen years were put forward there was no alternative but to adhere to their previous decisions. Such arguments, he was sorry to say, he had not heard. The motive of the Queensland Cabinet was not a selfish one, but they conscientiously believed that their action would benefit the whole of the Colonies.

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The Hon. J. G. WARD, of New Zealand, had not, like some of the delegates, had the advantage of saying the matter before the Cabinet before leaving New Zealand, as they had not been informed of the subjects to be discussed at the Conference. Immediately upon the termination of the last sitting, however, he cabled to New Zealand, intimating that instead of the E. E. Company proposals being for three years they were only for twelve months. He also requested the Premier to call a Cabinet meeting, which had been done, and he had just received a reply:—"Government are of opinion that New Zealand should stand out." He quoted a paragraph from the report of the directors of the E. E. Company to the shareholders, which conveyed the impression that the arrangement with the Colonies was a foregone conclusion. He contradicted the statement made by one of the delegates at the previous meeting to the effect that New Zealand intended to hold aloof through selfishness, for he could prove to them that New Zealand had been very liberal in the matter of cable and mail service. For instance, they would find so far as the New Zealand cable was concerned, that the whole of the Colonies interested in its maintenance—except New South Wales and New Zealand—declined to subsidise it; and from 1875 to 1886 (for nearly eleven years) New Zealand contributed at the rate of £5,000 a year, and New South Wales at the rate of £2,500. New Zealand took no special credit for that; the cable was a necessity to them, and they never assumed that the other Colonies who stood out were actuated by selfish motives. So far as the £5,000 was concerned, that contribution of New Zealand's was paid straight out from the Treasury, without merchants relieving the Government exchequer in any way whatever. Moreover, after this arrangement terminated, New Zealand had to put up with increased cable rates. These were not raised by the Government, and in New Zealand the merchants did not take that quietly, but made every effort possible to have the old rates reverted to. The Government of New Zealand then laid down the policy, from which they have never swerved, that they would not contribute to the cable subsidy, and they have not done so. The whole of the papers bearing on the subject were now in the possession of the Government of New Zealand, and no doubt on receipt of the message he had sent they looked up the matter and fully considered it. His objections were from a monetary point of view, for New Zealand was situated entirely different from the other Colonies, and he would not say that if New Zealand occupied a position anything like so favourable as some of the Colonies that the Government would be against the suggestions. He found from figures compiled by the Victorian Postal Department, that the saving to New South Wales would be £4,270; to South Australia, £1,495; and to Western Australia, £173. As he had stated before, had New Zealand entered into the proposal it would cost £16,000 per annum, and that statement had been questioned by some of the delegates. He had again made calculations, and found that the cost would be—duplicate cable, £5,350; guarantee, £7,154 (assuming that there would be an increase of 20 per cent. in the amount of business done); proportion to Tasmanian cable, £700; and proportion to Adelaide Transatlantic line, £3,013, making a total of £16,217. It was principally the state of trade that ruled the traffic and not altogether low rates, as was proved by the fact that when the rates were lower on the Australian New Zealand cable nothing like the amount of business was done as when they were increased, and if they adopted the proposals and only had an increase of 10 per cent. in the amount of business instead of 20 per cent., it would mean a loss to New Zealand of £17,210 per annum. The returns for 1889 show that £35,668 had been paid out by New Zealand for International and Intercolonial cables from the Colony. Under the proposal now before the Conference only £18,000 would be paid, or a direct loss to the Colony of £17,068. If the offer were accepted for twelve months, the system would have to be continued. It was necessary for New Zealand to be cautious in this matter. They were only a small Colony, as was well known, but their resources were large and elastic, their exports greatly increasing, exceeding in two years their imports by over eight millions, which no other Colony had ever done. They had, of course, nothing to be afraid of in the expenditure of a sum like £16,000; but he could not lose sight of the fact that they had decided to pursue a policy of retrenchment, and to live within their income. The Colony had decided not to borrow for some years. It was the intention of the Government in a short time to bring about postal reforms within the Colony which would cause a loss to the revenue of many thousands of pounds. It would not in the face of that be advisable to increase their expenditure by even £16,000 per annum. He could only say that, as far as New Zealand was concerned, they were compelled to stand out of the matter, and it was with a great deal of regret that they found it necessary to do so.

The Hon. D. O'CONNOR: To say that I am disappointed at the attitude taken by our worthy friends, the representatives of Queensland and New Zealand, would be a very mild expression. I at once recognise the attitude taken, particularly by Mr. Unmack, the Postmaster-General of Queensland, in his elaborate speech in defence of the position of his Colony. Competition, of course, in business is at all times a very great thing, but competition at the present time with regard to these cable lines is practically impossible; and I am very much afraid that our friends from Queensland and New Zealand have viewed the representatives of the Colonies assembled here (besides themselves) as the representatives of Sir John Pender and Co. instead of the representatives of the Colonies of Australasia. I thought the speech of my honorable friend, Mr. Duffy, so spirited, so full of the electricity of the times in which we live, would have touched the souls of those two gentlemen who represent Queensland and New Zealand, but lest he might have been a little bit too quick for them, I thought at least the judicial utterances of the Honorable Mr. Bird, of Tasmania, who entered in a cold, calm, dispassionate manner into the arguments of the matter, would have shown them that it would be to the advantage of the whole of Australia to unite in this matter. If ever there was an opportunity to join together, now is the time. Now, what is the position of my friend, Mr. Unmack? With an ability that no one will deny, and with a power of which we have had evidence, he set up to defend an ancient heresy. They have taken up a position, and the best thing he could do was to show their consistent inconsistency in standing alone in Australia and saying that no system of communication between Australia and the great outside world will be acceptable unless in the first place it communicate with Queensland. ("No.") That is here in your own document. On the 14th September, 1876, the Executive Council of Queensland, in connection with correspondence from the Secretary of State on the subject of the duplication of cables, passed a resolution to the effect that—"The Council are of opinion that the Government should not contribute to the construction of any duplicate cable between Singapore and Australia which is not directly connected with the telegraph lines of this Colony." One of the foremost Colonies in Australia in striving for federation, to her credit be it said, was Queensland. Mr. Unmack says this is not a question of federation; but I should like to say that if any evidence were required to show that this is really a question of federation, and if there is any value in a profession, here is a practical test of it. How can you hope to join the Colonies together in a Convention, in a homogeneous Government,

Government, if, in a matter like this, so small, there is no chance of joining them together? Who has the more to gain or lose in the joining of the Colonies, I am not going to say, but it has been generally suggested that New South Wales has most to lose. I do not say whether that is true or false. It has been generously said that New South Wales has most to lose. We all understand something about commerce. We know what it is to found business houses, and how many great firms, and inconsiderable firms, in these Colonies and in the others have set aside a certain sum in order to establish a business between the various Colonies of Australasia. They do not hesitate because it costs them a little. Imagine a man with the power of Mr. Unmack coming here to make an elaborate speech and put his foot on this proposal and say it is impracticable for him to come into a contract of this kind because it involves a little loss. Let me show you:—Supposing not one shilling is returned to the Colony, their annual expenditure would amount to £6,900. (Mr. Unmack: “£14,000.”) I am speaking now of the guarantee. The subsidy has been virtually left out, because, as Mr. Duffy said, we are prepared to give up something to try to bring you into the proposal with us, into unity with the rest of the Colonies, and we are prepared to give up anything in the shape of a subsidy and only ask you for the guarantee. I will now give you the facts:—Supposing that not one shilling of increase took place, the whole expenditure to the great Colony of Queensland, with an area bigger than two or three of the small empires of Europe put together, should not come to more than £6,900. If there is 10 per cent. return it comes to £6,300; if 20 per cent., £5,800; if 25 per cent., £5,500; if 33 per cent., £5,000; if 50 per cent., £4,100; if 75 per cent., £2,700; if 100 per cent., £1,363; if 124 per cent., it comes to £24 6s. I am prepared to say, and believe, on the testimony of the best authority that can be found, that this reducing of the cable rates will immediately cause an increase to the business of 50 per cent. (Mr. Duffy: “At least.”) We are all representatives of Australia, but business men also, and we know that immediately the facilities are afforded to communicate, and the high tariff is reduced, where we send now five words we will send thirty words. No man can gainsay that. And what are we asked to do now? To join together to enable the Company in England to give facilities to the Colonies to come closer together in their communication. With all humility, but with all firmness I say it, there is nothing that can be done by any human possibility, with all the magic power of the Press, do more to bring about a powerful and closer alliance of the Colonies than the facilities you afford in the Post Office, and particularly in the telegraph communication. How are we to annihilate the distance that separates Australia from New Zealand unless such facilities are given? Should we not rise above the question of pounds, shillings, and pence on this great occasion? Mr. Ward, in his nice allusion to New South Wales, told you that when a cable was required between this Colony and New Zealand they paid £5,000, and we paid £2,000. Let me tell you that New South Wales, without in any way herself getting any immediate benefit from that, beyond the privilege of communication with the people of New Zealand, helped to establish that communication so as to relieve New Zealand from her isolation; for we had then telegraphic communication with the habitable globe, except New Zealand, and we paid that sum in the spirit of federation; and if it came to £20,000, New South Wales would be only too proud to do it. Mr. Ward could tell you of the progress and resources of New Zealand. Believe me when I say every man in Australasia is proud of her success; who can be more proud than we are, the mother-Colony? She is now marching on close to the heels of the leading Colonies in population and wealth; she has natural advantages none of us know anything about; she is represented by some of the greatest men in Australasia; and one of the foremost of living men in Australasia is now coming from New Zealand to represent her, Sir George Grey. With all her wealth and spirit, with her grand destiny and people, with a population closely approaching to us, New Zealand, I say, without any increase of telegraphic traffic, could easily pay £10,000 annually. We are asked here to assemble to bring about a closer and stronger feeling of harmony and unity. I have to lament, and I do, that England failed to do her duty. Although England has, under an illiberal policy, refused to do her duty, Australia, under the enlightened influence of the spirit of democracy, should not refuse to do hers; and I hope New Zealand, with all her splendid advantages, with all her great aspirations, and Queensland, with her potentiality for greatness, with her extent of territory and her wealth of minerals, her pastoral and agricultural resources, will not refuse to come in, and that we will in this assembly unite before we part in joining together in establishing a union between Australasia and the world. And what chances, may I ask, will there be for all the Colonies of Australasia to join together in a Federal Government, with geographical differences that must exist—what comparison is there between any Colony and another? Any person who likes can raise objections; and if small objections are raised, how can we ever join in federation? We have to give and take. We belong to one household, and should assist one another. Not one of you will give more than New South Wales, or be more ready to bring all the Colonies of Australasia into one happy fold, in order that we may in a better and more forcible manner represent our true position to the world. Why should it not be so? There is no means given to the representatives of any Colony, not even by their Agents-General, that can approach the power we can bring to bear by a proper representation of our resources by telegraph communication with the world. We find millions of pounds every day passing out of England and Europe into the most insignificant little dominions. What do they know in Europe about our vast resources? If there is anything appalling to a man who understands the wealth and resources of Australasia it is to read, from time to time, the utterances of men supposed to be in authority at home; to see the deplorable ignorance about our resources and position. If there is any way of removing that dark shadow of ignorance, and showing England our vast wealth and capabilities, it will be by affording facilities to the people to communicate more readily. Here is the opportunity, an evidence to test your faith. You speak theoretically—you would like to see this and that—to see the foundations laid of a great empire; here is the initial stage for you: come in and join in its sweet apostleship. I hope my friends from Queensland and New Zealand will yet see their way to recede from the position they have taken up. You talk about a second cable; where is it? It is a myth; they have not yet taken the soundings of the Pacific Ocean. You have hundreds of men in New Zealand and Queensland who can well afford to plank down the sum New Zealand is asked to contribute. And let them lay the cable to Queensland, let them bring the Pacific cable right in through the islands of the Pacific Ocean, touch New Zealand and Northern Queensland, and come right up here. I will undertake to say that every colony in Australia will aid in the second one, and in keeping it maintained. When the great enterprise of the Pacific Mail Service was first instituted—that mail service that brought New Zealand into living contact with all Australia and the Home countries—New South Wales paid at the very outset two-thirds of the whole expense, afterwards a half, and never less than one-third, and the whole of the Colonies of

Australasia

Australasia and Queensland benefited by it. My honorable friend, Mr. Ward, must know that that was particularly in the interests of New Zealand; but we must not talk about "particularly in the interests" of anyone. A man's nose is a portion of his body, as well as his heart, as well as his ears; we are here as an individual with one pulse, one great personality, and that personality should be United Australia. There is an opportunity; I appeal most confidently to the spirit of brotherly feeling, of national greatness, to the undying love of having our race in harmony in all parts of the habitable globe, that on this occasion we shall lay the foundation stone, or write the preface of the great work to be carried out in the larger way in another place. I hope my honorable friends, Messrs. Unmack and Ward, will yet see their way to join us in that noble struggle.

The Hon. J. GAVAN DUFFY hoped that the Delegates of Queensland and New Zealand would carefully consider the remarks that had fallen from the President of the Conference. In view of the desire that all felt that there should be unity, he regretted the attitude they had taken. The whole community of Australasia, except themselves, had taken up the proposal, and he trusted that some way would yet be found to avoid their being left outside, entirely dissentient. Perhaps in a private consultation they might be able to come somewhat closer together in their views; there might be some modification of the original proposition; one side might give way a little, or both might do so. It was the original idea that those Colonies should not only join in the guarantee but in the subsidies. They were, however, now asked nothing towards the subsidies; the other Colonies had born them in the past, and would do so still if the dissentient Colonies would give them their moral assistance, for he felt sure that that was all, or nearly all, that would be required. He suggested the adjournment of the debate to allow further consideration, and hoped they would be able to come together.

Sir JOHN BRAY agreed that the matter should stand over for a day or two and other business be proceeded with. Probably some arrangement might be entered into with those Colonies.

The Hon. B. S. BIRD moved the adjournment of the debate, as he thought it desirable to see if any other proposal could be made by which they might secure the co-operation of New Zealand and Queensland. The motion was agreed to.

The PRESIDENT then called upon Mr. J. G. Duffy to move, according to notice:—"That this Conference take into consideration the appointment of a representative of a Postal Conference to be held at Vienna."

The Hon. J. GAVAN DUFFY thought that it would be advisable to adjourn. The heads of the Departments had been meeting during the day, and had other business to transact.

The Conference was then adjourned until 11 o'clock on Wednesday morning.

FRIDAY, 6 MARCH.

REDUCED CABLE RATES.

The Hon. B. S. BIRD resumed discussion on the reduced cable rates. In moving the adjournment of the debate on the cable subsidy question, he had expressed a hope that further consideration would in the interim be given to it, and would result in some way being seen to a proposal in which the whole of the Colonies represented at the Conference would be able to agree. From the conversations he had held, however, with the other representatives, he fancied that the only possible agreement would be found in a proposal to endeavour to get a reduction of rates by the Eastern Extension Company without any guarantee being given by the Colonies represented here. Mr. Unmack, in his last address to the Conference, had pointed out that while they were only going to get a 4s. tariff, that, added to the guarantee, would really mean 6s. [Mr. UNMACK: Hear, hear] and he threw out a suggestion that it might be well for the Colonies to endeavour to induce the Eastern Extension Company to take the whole of the risk of loss by the reduction of rates, and let the Colonies be content with a 6s. a word tariff. Well, if this were practicable—if the Company would agree to it—it would no doubt be a better condition of things than they had at present, and might be better than what they proposed with Queensland and New Zealand standing out. There was so strong a desire for unanimity that it would be much to be regretted if they could not act unitedly in the matter. He would be very pleased if there were any chance of getting even the 6s. tariff introduced, with the whole risk of loss in the traffic to fall on the Company only. But he had great doubts whether the Company would agree to any such proposal; in fact he thought it would not. There was no doubt, however, that the Colonies had become so accustomed to the expectation of the 4s. a word tariff that they would be dissatisfied if any higher tariff were introduced. He believed they would sooner take the whole of the guarantee upon themselves than be free from it and have the 6s. tariff. He knew the Tasmanian people looked forward to the 4s. rate and would be disappointed with anything higher; and he believed, as he had said before, that his Government would be prepared to bear some additional cost over what they were now paying—or at any rate risk some additional loss—in order to secure the great advantage of reduced rates. But he must emphasise the position his Colony maintained in regard to its contribution, which position had also been taken up by South Australia, and which it had maintained in all the correspondence on this question, namely—that their joining in the contributions to secure the reduced rates was conditional not only upon the Colonies dividing the guarantee amongst them, as the Company proposed, but also upon the pooling of all the subsidies which the various Colonies of Australasia paid—including that for the Straits line by Tasmania, and the overland line by South Australia—so as to equally protect them against undue loss. They would remember the Adelaide Conference agreed to a resolution which pledged the Colonies represented there (with, perhaps, the exception of Queensland) to secure South Australia against loss arising from the reduced charges in connection with her overland line. He thought, as he said then, that South Australia was entitled to consideration, in view of the large outlay she had incurred, and had borne alone the last few years, in establishing and maintaining the Transcontinental Line. She ought not to be called upon to join in the guarantee against loss to all the other Colonies unless herself secured against loss on the overland line. And if New Zealand joined in the guarantee, that Colony also should join in securing South Australia against loss in connection with the reduced rates. Several remarks had been made during their sittings as to the willingness of Victoria, New South Wales, South Australia, and Tasmania not to insist on Queensland and New Zealand paying any share of the subsidies, if they would join them; but while all would be prepared to welcome them he thought they should insist on the terms he had set forth. Unless the Conference was disposed to adopt

adopt the idea of asking Sir John Pender to introduce a 6s. tariff, the company taking the whole risk of loss, Tasmania would be prepared to bear her portion of the risk on the reduction to 4s., on those conditions—namely, guarantee to the Company, guarantee to South Australia, and all the subsidies being pooled, and the guaranteeing Colonies bearing their fair share of the whole. There was one clause in the agreement to which reference had been made, which, he felt sure, would have to be expunged; that was the clause which bound them while the agreement was in force to do nothing which would tend to lessen the traffic on the Eastern Extension lines. In so many words, that meant they were to reserve to the Eastern Extension Company a monopoly so long as the agreement lasted. He would, therefore, while agreeing generally to the terms of the agreement proposed by Sir John Bray to be adopted, suggest that that particular clause be expunged. He thought there would be no objection to that. Whether the Company would then agree remained to be seen, but he did not think they ought to do anything that would cause the least show of hindrance to the laying down of a Pacific cable. He was hopeful until that morning that the prospects of such a cable were improving, that the United States would be willing to give a subsidy to a cable so far as Honolulu; but by a telegram in the paper that morning he saw they had declined to do so, and the prospects, therefore, faded for the present. Perhaps their general desire was rather for a cable from the Canadian coast; but, wherever it came from, he felt they ought not to bind themselves to any contract which would throw a barrier in the way of a Pacific cable being laid. Mr. Unmack had spoken as if their entering into that agreement with the Eastern Extension Company would throw some obstacle in the way of a Pacific cable. Now, were they entering into a binding agreement for a number of years, he quite agreed that the chances for the establishment of a company to lay a Pacific cable would be greatly reduced; but when it was known to any companies or syndicates that the agreement could be terminated at the end of any year by giving two months' notice, they must see that the Eastern Extension Company had not any monopoly except for a few months. So, he thought, if the Colonies entered into the agreement as now proposed, it would not in any way be injuring or delaying the chances of communication across the Pacific. Indeed, he did not know but that it might be a spur to some other company—when they knew that the Eastern Extension Company had shown itself opposed to reducing the rates to a reasonable figure without a guarantee from the Colonies—to make terms. Under the circumstances he believed it would be well to secure the 4s. tariff, even though it were by paying a somewhat high guarantee in the meantime, for they would still be open to enter into any contract with another company at short notice. By adopting the agreement the interests of the Colonies would be served, and he confidently left the matter in the hands of the Conference.

The Hon. J. GAVAN DUFFY had again to express his regret that the two great Colonies of Queensland and New Zealand had not seen their way to join them in this matter. He was sorry it was so. The Colonies were thinking of federating all their interests, of becoming one great Dominion; but when he found great Colonies like these two hesitating—on principle, as they averred; and he believed they believed—hesitating about making a small sacrifice in a small matter like that, it made him pause and think whether the whole profession and sentiment of Federation were not a sickly sham instead of a reality. Of course they understood their own interests better than others could teach them. He did not want to interfere with what they considered their duty; but he thought, in pursuing this subject of a Pacific cable, they were pursuing a will o' the wisp, losing the substance in seeking to grasp the shadow. Instead of their interests towards the other Colonies being conserved on this occasion, he believed they had by their attitude lost, and would lose in the future, a good deal of that generous consideration which others would be prepared to extend to them. He had hoped they would, to show their sentiment of Federation, make a small sacrifice. However, in the exercise of their undoubted right, these two Colonies had, in the most friendly and amicable manner, not seen their way to view the matter eye to eye with the others; and it therefore behoved the others to consider what they would do under the circumstances. Mr. Bird had expressed his views at some length; and it seemed to him (the speaker) that in these agreements all the Colonies that came in had something to gain, except New South Wales and Victoria. Tasmania insisted, and rightly, that the subsidy on their cable should be pooled along with the subsidies on the other lines. South Australia insisted, rightly and properly, that it should be guaranteed against a certain amount of loss in connection with the great expense it was put to in placing a telegraph line across the continent. They were prepared to concede those demands. The two great Colonies of Victoria and New South Wales had no little matters of that sort to gain at all, but went in boldly in the public interest, prepared to risk the loss of a certain amount of revenue in order to advance the public good. In doing so those two Colonies were showing perhaps more public enterprise—if he might say it—than some of their neighbouring Colonies. Now, Mr. Bird threw out a suggestion that a different arrangement might be entered into with the Eastern Extension Company, instead of the company taking half the guarantee, and the Governments the other half, that the rates be fixed at 6s. instead of 4s., and the company be content to bear the whole of the loss, if any. At the present juncture he did not think it would be wise to adopt that suggestion; but, if during the ensuing year the arrangement now proposed were found not to answer, then it might be considered whether some such modification would answer. The public had now become so educated up to expect a 4s. tariff that if they received only a 6s. one they would be almost as much disappointed as if it had remained at the present 9s. 4d. a word. If his ideas were correct probably they would not gain anything by that. He believed the Colonies would not be required to find the 2s. difference after the first year; probably not in it, certainly not after it. That being so, he thought for an experiment it would be wiser to adhere to the present proposal. Now, two Colonies standing out, he fancied it would be necessary they should proceed to consider the memorandum *seriatim*; it would be advisable to appoint a sub-committee of the Ministers of the various Colonies who were contracting parties to the agreement, because the other gentlemen would not wish to be present in a foreign position. He moved:—

“That the agreement be considered by a sub-committee, consisting of the President, Sir John Bray, the Hon. B. S. Bird, and himself as mover.”

Sir JOHN BRAY said, when he moved the resolution, he did hope it would be a way out of the difficulty. Seeing that it seemed to be hopeless to expect Queensland and New Zealand to agree at present he would record his vote in favour of the motion proposed by Mr. Duffy. After going carefully into the matter he felt satisfied that as an effect of the reduction of rates from 8s. or 9s. to 4s. a word, the business would so increase that the proposed guarantee would be almost a nominal one. He believed people would at once make a very much increased use of the cable if they could do so at anything like a cheap

cheap rate. They must give their friends of New Zealand and Queensland credit for doing their best in the interests of their respective Colonies, notwithstanding they had not justified the hope they would join. If those Colonies had submitted any alternative scheme he was sure all the others would have given it every possible consideration. But it seemed they were doing the only possible thing that could be done at present. If at the end of the first or second year they found that their expectations had not been fulfilled and the business increased, then they could reconsider the matter. He also agreed that nothing should be done to deter the Australian Colonies from entering into another contract for the laying of any other cable if deemed advisable. He trusted that the five Colonies out of the seven would be able to come to such an agreement as would enable the Governments, the press, and the public to realise the advantages of cheap cable communication with England. He would still cling to the hope that ere the contract was actually entered into the Colonies of Queensland and New Zealand would see their way to assist the other Colonies in what was for the benefit not of one only but of the whole. He would ask permission to withdraw his motion in favour of that moved by Mr. Duffy.

The Hon. D. O'CONNOR said that after the candid and moderate speeches of his colleagues there was nothing to be gained by prolonging the debate. The matter had been thoroughly discussed. But he would like to point out to his honorable friend, Mr. Bird, also to Mr. Unmack and Mr. Ward, that there were two solid reasons why the proposal to do away with the guarantee and revert to the 6s. rate would not bear serious consideration. First, as had been ably said by Mr. Bird, and also adverted to by the two gentlemen following him, the public mind of Australia had become educated to expect a reduction, it was an absolute necessity, and the Conference would be regarded as a sham if it were not adhered to. There was still in his mind a strong idea that the two Colonies standing out would yet come in. He felt certain of it. It might be the policy of their Governments, but they had not really had the time to devote to this special matter. [Mr. UNMACK: We have considered it nearly sixteen years.] That was the very reason; they had been so long considering one side that they had lost sight of the other side. But he believed that the Colony which had taken such an enlightened view with regard to Federation—the very fundamental principle of which meant that some Colonies must give up something in the interests of all—would yet come in; for in this very thing increased postal and telegraphic communication and cheap postage was the very vital principle of Federation itself; it was the finest embodiment of the faith of Federation, yet they refused because it involved—what? Not the giving up of a choice portion of territory, or anything that would endanger their prosperity or their position, but a small sum of money which they could easily give and not even miss! Poor as the consideration was, it would be taken as a practical test of their faith in Federation—as a proof whether they really regarded it as a reality, or as a sickly sham as Mr. Duffy had said. And as they had very staunch opponents in all the Colonies the fact would be greedily grasped and pointed to as a proof that their belief in Federation was only sham. Indeed, if he were on the opposition side against Federation, which thank heaven, he was not, he knew what use he could make of it as a test of sincerity of a Colony that said it was in favour of Federation, but refused to pay a sum of money so small that it would not affect financially a tenth-rate business firm in Victoria or New South Wales. He had to express a hope that the whole of the Colonies would yet join in that guarantee.

The Honorable T. UNMACK concurred that no good could result from continuing the discussion. All had made up their minds. They were not there to discuss Federation or anything approaching to it, or the effects of it, and so he would not take up the remarks they had made on that question; but with all deference would submit that the contribution of a few thousand pounds or so did not affect the question of Federation. There was no necessity just now for Queensland or New Zealand to prove their loyalty to Federation, they were all to the fore on that, so there was no need to introduce it at all. It had been said this agreement would be a good thing for the Colonies. Since he had spoken a few days ago whatever desire or wish he might have had to listen to fresh reasons to change his views had been entirely removed. His position had been strengthened a hundredfold by what he had heard. Since he last addressed them, he had been astonished at the numberless communications that had been made to him endorsing his view and his action, and asking him to persevere in opposing the agreement, because it was looked upon generally with feelings of aversion. It was thought that the Governments should not be called upon to pay anything towards the company. On one day he was interviewed by at least forty or fifty gentlemen, some from South Australia whom he did not know, but who were in opposition to the proposal—some from Victoria, others from New South Wales, his own Colony, and others—and each one of them expressed delight with Queensland and New Zealand for having the courage to express their opinions, and oppose the motion. He knew, although it was not his business, but they would find very considerable difficulty in their various Parliaments to pass such a vote. He knew there would be very strong opposition to sanctioning such a guarantee; but that, of course, was entirely their own business, not his. He knew, as a fact, that in Queensland he would be utterly unable to carry such a vote through the House; and if he made a promise he would like to be in a position to keep it, and they would expect him to do so. Mr. Bird had stated it would be a good thing for the Colonies: so was the position he was taking, for it encouraged competition. It was said the public had been educated to look for a 4s. rate; who were the public? In Victoria and New South Wales there were over a million of population each; how many out of that million used the cable? He did not suppose there were more than a thousand; and they were calling upon more than a million to contribute a large sum of money to put in the pockets of about a thousand. Then again, Mr. Bird argued that this agreement would not stand in the way of another cable because it could be terminated at one year's notice. He ventured to say that the agreement was the very thing that was in the way. Now was the time when others were anxious to start an opposition cable; now was the time, therefore, to remove the obstacles. But instead of adopting his suggestion to pay straightforwardly 6s., they were going on the one hand to pay 2s. from the Treasury, and on the other hand the public would pay their 4s. What chance of success would any rival company have ever to start a cable with any higher charge? They could not even ask 5s. [Mr. DUFFY: You pay 6s.] But you pay more than 6s. He believed in a bird in the hand, not in the bush. If they put their names to a guarantee they must be prepared to pay for it. If they gave the public a taste of blood, so to speak, by letting them have their messages at 4s., no rival line could ever be started at a higher rate. It would have to start as low in order to compete. Therefore they were encouraging a monopoly in order to discourage others; that was the effect of it. He was sorry they could not see it. But at the same time he was pleased to bear the kindly sentiments expressed to those Colonies who could not come in; and he still hoped they would not pay the guarantee. The

The Honorable J. G. WARD said his Colony had decided to absolutely stand out. Since the last meeting of the Conference he had had the amended agreement telegraphed over to his colleagues in New Zealand. They had considered it in its amended form, and had come to the unanimous conclusion that it was not desirable for the Colony to join. In order to show that the Ministry were not acting in opposition to public opinion, he would mention that he had received telegrams in which it was stated that the Press of New Zealand supported the action of the Government. No member of the Conference would dispute that the Press generally were good judges of what was calculated to produce commercial prosperity; and as the Press supported the course they had taken, the Conference might be sure there were strong reasons why New Zealand should not come in. Mr. Bird had suggested, in view of the five Colonies not agreeing to the 4s. rate, that Sir John Pender be asked to charge 6s. in order to get over the guarantee altogether. That, he understood, had not been done. Mr. O'Connor had pointed out clearly that it was not desirable that the 6s. rate should be started at all, for the simple reason that his Colony and others regarded the reduction to 4s. as a necessity. So far as New Zealand was concerned, that Colony, under the most favourable circumstances under the new agreement, would have to pay 4s. 10d. a word, which, with the guarantee of 2s., would make the rate over 6s. However, as Mr. Duffy had said, they must agree to differ. The time might come when New Zealand would change her opinions, but at present she had made her decision; but he did not entertain any feelings other than those of a most kindly character to the other Colonies. Like Mr. Unmack, he did not see that the matter had any bearing on the Federation of the Colonies.

The motion was put by the CHAIRMAN, and carried.

The Honorable Mr. BIRD read a letter and telegram, which were laid on the table.

Mr. S. H. LAMBTON submitted a progress report from the Heads of Departments, which embraced the most important matters, namely:—Revised draft of the Australasian Convention; uniform telegraph regulations; question of reduced intercolonial telegraph rates; and four or five other matters of minor importance, for which space had been left, and which might occupy a few more hours. Their desire had been to secure as far as possible uniformity throughout the Colonies. They had agreed upon all the leading features of the Australasian Convention, though there might be a few verbal alterations necessary.

The Honorable J. G. DUFFY proposed that the report be considered at the next meeting of the Conference.

Consideration of Mr. Duffy's motion *re* Vienna Conference was also deferred.

UNIFORM AUSTRALASIAN POSTAGE OF ONE PENNY PER HALF-OUNCE.

The Honorable J. GAVAN DUFFY moved—"That in the opinion of this Conference the time has arrived when a uniform rate of postage for letters of 1d. for half an ounce should be adopted through the whole of Australasia." In a neighbouring Chamber of the city, another Convention was sitting to consider the question of "one people—one destiny." The question he proposed, if less important, was perhaps more practicable, that of "one people, one postage stamp, 1d." As they were aware, there was great diversity among the different Colonies in the way they treated their own inland postage; and it seemed to him that the time had arrived when they might put the whole system on one uniform basis, and taking all things into consideration it would not be too rash to boldly say that the Colonies should now adopt the unit of 1d. per $\frac{1}{2}$ oz. for the whole of them. Of course, he could not say, as he said when dealing with the question of the cable guarantee, that there would be no loss. He believed there would be at first a loss to some of the Colonies—a considerable loss; but it was a question that must be considered, and it seemed to him they were in as favourable a position now to consider it as at any time. He thought there would be an immediate loss; but all past experience and analogy showed that it would not be a permanent one, or even for long. In Victoria they had already taken the lead, they had brought their postage down to the unit of 1d. throughout the whole of that colony for the $\frac{1}{2}$ oz. In doing so they had made up their minds they would lose £100,000 of revenue to start with, but he was happy to say their expectations in that direction were not fulfilled, and instead of £100,000, their loss [though, owing to their doing as others did, mixing up the 1d. receipt stamps with the letters, it was impossible to arrive at an actual estimate] was only £79,000 for the first year the system was in operation—that is, they lost £20,000, or a fifth, less than they expected; and owing to circumstances members of the Conference would be acquainted with, their finances were not so prosperous during that period, and when business was not brisk, of course there was less correspondence and greater loss to the revenue. They looked hopefully forward to the time when that loss would be altogether wiped out. None of the other Colonies had taken the same bold stand as Victoria had taken. [Mr. O'Connor was understood to question this. He had introduced a Bill for the very purpose, though it had not been carried]. Well, none of the others had passed a law, though he was glad to hear Mr. O'Connor had good intentions in that way. Not long ago the postage in Victoria was 4d., then they reduced it to 2d. throughout the Colony, and then to 1d., at which it now stood. In New South Wales they have a city and suburban rate of 1d. the $\frac{1}{2}$ oz.; on country letters, 2d.; and on intercolonial letters, 2d. In Queensland they have a 1d. rate for letters for delivery within the limits of the city or town where posted; between separate post towns, 2d.; intercolonial, 2d. In South Australia the inland rate of 2d., and an intercolonial rate of 2d. (they did not appear to have any 1d. rate). In Tasmania the rate was—for town letters, 1d.; inland, 2d.; and intercolonial, 2d. In Western Australia a town rate of 1d.; country rate, 2d.; and intercolonial, 2d. In New Zealand there was a town rate of 1d.; country rate, 2d.; and intercolonial rate of 2d. the $\frac{1}{2}$ oz. Now, it would be noticed that in a great many instances the Colonies had a 1d. district within certain post towns, whereas in their own inland districts and intercolonially they had a 2d. rate. A little while ago if anyone had proposed to adopt that system he would have been assailed (as he feared some would assail him, the speaker) with a cry of 'perfectly impossible,' 'absolutely absurd,' 'ruinous in the extreme.' When any forward motion was proposed the cry was nearly always the same—'it is utterly impossible,' 'we have been accustomed to the present state of things so long,' 'it would be a great loss.' But experience told them that after all the great expense about letters was not the actual sending, but the handling of them, providing for their proper reception in the post office, and delivery out

out of the post office, and he believed, if they took proper precautions as regards intercolonial mail traffic—and as most, or a great deal of the traffic in Australia was done by the railways, and the railways belonged to the Government, and the Government therefore paid nothing for the carriage of its mails over the lines, it was not the same as if they had to employ private railway lines—if they took the proper precautions about letters that went by ship, to see that they were secured by law, they could be carried at a reasonable rate. He understood the masters of ships were obliged to take letters at a penny per letter; that was a high sum, and it could no doubt be fixed lower, so as to pay the shipowners properly for their trouble. If that were done, and considering that the railways are Government property, and practically there was no, or little extra, expense in carrying mails, he believed the main cost of their postage systems was, as he had said, not in conveying the letters from place to place, but in putting them into the bags, registering, marking for conveyance, and delivering them at destination when they got there. Some of the Colonies now found themselves able to pay their way, or to exist with a reasonable amount of loss—as post offices had to do; but in some cases actually paid their way, as he believed the post office in South Australia did. [Mr. Todd was understood to say that the postal branch alone did not, though the telegraphs did.] Well, he understood the Department paid as a whole, as did also that of New Zealand, and if they could be made to pay in those colonies, perhaps they could also be made to pay in the others. As regards Victoria, much inconvenience was caused by the public not understanding—perhaps Victorians were naturally stupid—that, though a letter could go from Melbourne to Wodonga for 1d., it must be charged 2d. to go to Moama, about half the distance; and they would insist on putting 1d. stamps on letters to New South Wales, South Australia, &c. He had seen in their post office in one mail a whole pile of letters everyone of which bore the fatal “T,” showing it was taxed. A letter could be delivered away at the back blocks, on the Wimmera, for 1d., or sent into the wilds of Gippsland for 1d., but could not be sent to Sydney for less than twice that amount, although the postal officials as well as the public knew that the expense of carrying a letter to the back blocks was four or five times as much as carrying it between Sydney and Melbourne, or from Melbourne to Adelaide. He believed that if the Conference now adopted a universal rate of 1d. per $\frac{1}{2}$ -ounce—if in advance of the grand federation they adopted that postal federation, so that a letter posted in any part of Australia bearing a penny stamp would be delivered in any other part—they would be doing something to benefit the Colonies as a whole, and that, moreover, would not trench much upon the revenues of the Governments interested. Of course, he might lay himself open to the charge of selfishness, as the sacrifice would be felt less by Victoria than by other colonies, as they had already established the penny rate. But Victoria had in other matters done enough to show her public interest in postal and telegraphic matters, so he could afford to be thought selfish in this. He was glad to hear that the President of the Conference (Mr. O'Connor) had done his best to establish the penny postage in New South Wales, that the Bill had reached the second reading when it was thrown out. When the penny rate was established here it would be only a short time before it would be extended to Victoria and the other colonies. He trusted the Conference would see its way to pass the resolution.

Sir JOHN BRAY was glad the proposal had been brought under notice, though perhaps they might not all agree to it. It was impossible for his Colony to go in for an intercolonial rate of 1d., while they had only a 2d. rate in their own territory. In the course of a few years, no doubt, the proposal would be carried, but at present a great loss would be caused to South Australia if it were adopted. Most of the Colonies, he supposed, would require legislation to carry it out, and therefore could not do anything immediately. He quite agreed in the principle of cheap postage as far as possible, but considering the probable loss it would prove to each Colony, he must ask Mr. Duffy to withdraw his motion. He admitted that now the ocean postage had been reduced to 2 $\frac{1}{2}$ d., it did seem high to charge 2d. within the Colonies.

The Honorable J. G. WARD thought Mr. Duffy was to be complimented upon the able way he had set forth the information he had gathered on the matter. The resolution had his entire sympathy, and were it not for the fact that the New Zealand Government during the next Parliament would bring down a measure to make the penny postage universal within the Colony,—which would involve a loss to their revenue estimated at £57,000, a year at the outset—he would at once assist Mr. Duffy in his desire to have cheap intercolonial postage. Their Parliament had not yet had an opportunity to consider the effects of the reduction they contemplated making in their own postage. Mr. Duffy would, however, see that it was impossible for him to support the resolution at this juncture. He felt that in view of the ocean postage having been reduced to 2 $\frac{1}{2}$ d., the rate of 2d. should not continue within their own borders, and the first duty of his Government would be to give their own people the advantage of cheap inland postage. He hoped, however, that at the next Postal Conference the resolution now submitted would meet with the favourable consideration it deserved.

The Honorable B. S. BIRD would like to see cheap postage in the Colonies and throughout the entire world, but a question like that had to be considered from the standard of each Colony, and it was evident that any resolutions they could carry there could have no weight beyond a mere expression of opinion on the matter. In Tasmania they could not make the change without altering their law, and he apprehended the same remark applied to all the Colonies, so that beyond passing a resolution that it was desirable to have cheap postage, they could do nothing. He hoped the time would not be far distant when there would be a law regulating the postage throughout the whole of the Colonies; when they could look for uniform postal and telegraph rates, and other uniformities which they had been labouring to secure for many years past. He believed, and hoped, that federation was so near accomplishment that all these and similar matters would be uniformly dealt with. So, while expressing general sympathy with any proposal of the kind now made, he must join with Sir John Bray in asking Mr. Duffy to withdraw the motion, as it could have no practical effect at present.

The Honorable T. CUMACK sympathised entirely with the resolution, as he was a thorough believer in cheap postage; but at the same time he felt that the matter was more a question of policy, of the Treasury finances, than for them to settle. It would make a difference in the finances of Queensland—a loss they were not then in a position to entertain. They could not face a loss of £100,000, as Victoria did. [Mr. DUFFY: This will only cost you £18,000.] He thought he could give the figures a little nearer than his honorable friend could. In Queensland they paid for the conveyance of mails throughout their immense territory fully £60,000 for coach and horse services, which had to be taken into consideration when proposing to carry letters at 1d. Whilst he was pleased to hear that some of the Post and

Telegraph

Telegraph Departments were conducted without loss, he must say that Queensland stood in an entirely different position, chiefly owing to her large territory. Her loss in 1889 amounted to nearly £100,000, whilst it was only reduced a little since. If they adopted Mr. Duffy's suggestion, he found—assuming there would be no increase, which was not likely—they would lose £32,625 a year; if the increase was one-third, the loss would be £24,000; if the increase of business was one-half, the loss would be a little over £19,000. Under these circumstances, he could not at present consent to propose anything of this kind for the entertainment of his Government; but when their financial position improved, he hoped they would not be behind the other Colonies in supporting a measure of the kind. When they adopted the 2½d. rate to Europe, he addressed a memorandum to his own Treasurer on the subject, stating that he felt the adoption of the 1d. postage rates throughout the Colonies and intercolonially must be the inevitable consequence. The matter was discussed then, and they came to the decision that they were not in a position justifying them to entertain it. The Hon. Mr. Duffy, however, deserved their best thanks for having introduced the matter prominently before the Colonies. They had expressed their opinions, and, no doubt, at any future Conference the matter would be again ventilated, and they might then be in a better position to entertain the proposal. He hoped Mr. Duffy would withdraw it in the meantime.

The Honorable D. O'CONNOR thoroughly sympathised with the proposal, and would be very proud to give his assent to its adoption by all Australasia; but he also recognised the positions of his honorable friends who had spoken on it, Messrs. Bray, Bird, Ward, and Unmack, that it was a matter requiring at least Cabinet consent, and he presumed it had not been brought before the various Governments prior to their representatives coming here. However much they desired it, he saw at once it was impracticable for them to bring it into operation. Any argument in favour of reduction of the cable rates would come with more force in favour of reduction of postage. For, while cable reductions chiefly affected a limited number, the whole of the people in the various Colonies would participate in this; no class could be said to enjoy this boon at the expense of another. He thought it was one of the most beneficial proposals that could possibly be made. He dissented from Mr. Bird in saying it was ill-timed; it was well-timed; and instead of taking up the functions that would fall on a united Parliament of Australasia, the departments would have the machinery in their hands to carry it out. Was it not absurd that people could send a letter 17,000 miles for 2½d., and could not send one 400 miles for 2d.? Should they not endeavour to remedy that? Although the loss of some of the Colonies might be at present as great as their representatives said, they should consider the great increase of correspondence they would get from other places. New Zealand especially would gain by the introduction of a uniform penny postage. There seemed to be only one thing for his honorable friend, Mr. Duffy, to do, to withdraw the resolution, but with a distinct understanding that he had done a great deal of good. In the near future, the Governments of the various Colonies would be compelled by public pressure to have a uniform penny postage.

The Honorable J. GAVAN DUFFY said he accepted the suggestions and withdrew the resolution, which only purported to be recommendatory. He knew that at this Conference they could not pass any law. He felt that he had informally got the opinion for which he looked, and was glad that it was favorable to the proposition. The time might not be exactly opportune to bring it forward, because they had just reduced the postage to Europe to 2½d., but he thought it was fully time that the inland postage throughout Australia should be reduced. He trusted that in the immediate future it would be so reduced, for, after all, Federation or no Federation, the Colonies were one in their desire for postal unity, and for facilities to carry on business intercourse. In the capital of each of the Colonies, you meet people from other places at every corner of the street. However, in deference to the expressed opinion in favour of the principle he would now withdraw the motion, and trust that the matter would receive further consideration when circumstances were more propitious and then be carried into law. He had had some figures in connection with the matter prepared, which he handed in and would ask to have printed with the papers, showing how it was estimated the various Colonies would be affected.

Motion withdrawn.

LETTERS RELATING TO SWEEPS, &c.

The Honorable J. GAVAN DUFFY moved,—“That, in the opinion of this Conference, it is advisable that the system of dealing with letters relating to sweeps should be uniform throughout Australasia.” In bringing forward this resolution, he did not profess or wish to take any high moral ground, or to represent a more straight-laced people than those of other Colonies. But, as the Conference was aware, Victoria had legislated very strictly against all sweeps. In the first place, against the sweeps themselves, against their being advertised in their own Colony's papers, or by any other method in their cities; and, also, by giving the Postmaster-General very stringent powers as regards dealing with letters known or suspected to relate to sweeps or similar transactions. The 30th clause of their present Post Office Act provides: “If the Postmaster-General has at any time reasonable ground to suppose any person to be engaged in receiving any money for any undertaking, promise, or agreement, express or implied, to pay or give thereafter any money on any event, or contingency of, or relating to any horse race, or other race, fight, game, sport, or exercise or to be engaged in receiving any money under pretence of foretelling future events, or to be engaged in any fraudulent business or undertaking, then the Postmaster-General may, if he think fit, order that no letter, packet, newspaper, or parcel addressed to any such person [either by his own or any fictitious or assumed name], or to any address without a name, shall be either registered or delivered to any such person and if any letter addressed to any such person be received at any post-office, it shall not be delivered to the person but shall be at once sent to the dead-letter office in Melbourne. No money orders shall be issued in favour of any such person, and no money order shall be paid to any such person.” Now, he did not profess to be more particular than other people, but—although that class of sport in moderation might not be harmful—he did say that the matter of sweeps at the time that law was passed had become such a public nuisance and curse in Victoria that the Legislature was compelled to take these stringent measures. The columns of the Press teemed with advertisements of sweep promoters, who were no better than swindlers, and worse in every respect than the man who put his hand in your pocket. He did not say that all sweep promoters were so; he knew some established in Sydney who were, he believed, as honorable as any other men. But the system had become so bad, so detrimental to the public morals, that the Legislature was bound to step in. They succeeded in suppressing it. Now, an advertisement was never seen in the papers relating to sweeps, or in the tobacconists' shops such as was formerly seen; and if anyone attempted to establish a sweep in Victoria, and letters came through the post to him, or to any assumed

assumed name, it was in the power of the Postmaster-General's Department to seize those letters and not to deliver them. That being so, the sweep promoters, with an ingenuity that characterised them, went out of the Colony and established their head-quarters in Sydney. On their doing so, the then Postmaster-General (Mr. Campbell) took it upon himself to deal with a letter addressed to a person in Sydney sent from a person in Melbourne, under the section of the Act quoted. But their Supreme Court decided that under the section he was not at liberty to proceed against the sweep promoters who had their head-quarters in Sydney and dealt with persons in Victoria, and the consequence was that Sydney drew ever so much money from Melbourne every year, probably £100,000 in sweeps alone. Victoria could, no doubt, by altering her own law, deal with the letters going to Sydney in a salutary manner, and they would do that, but he would like to take a broader view of the matter, and this Conference to assert its opinion that all the Postal Departments throughout Australasia should deal uniformly with matters of this sort. It was a thing that in the best interests of the whole community should be dealt with as a whole, and he did trust that the Conference, without pretending to be straightlaced, and while still having the interest of true sport at heart, as became at any rate two Colonies with such splendid racecourses as Randwick and Flemington, and without pretending not to know that large sums of money change hands every year in bets, would still take a stand and say, that when a wholesale system of swindling (for after all that is what it amounts to, though there are exceptions) was attempted to be perpetrated upon the public, who were easily led and easily gulled and have no opportunities apparently of learning any better, it was time for the Public Departments of the various Colonies to interfere and not permit it to be carried on openly in one part of Australia when not permitted in another. He knew what the views of the President were, that they differed from his own; but he wished it to be understood he was not pretending to occupy any higher plan of morality than other men, or to claim for his Colony a higher morality than that of others. But he did think emphatically that when a matter of this sort became a public scandal and a nuisance, they ought not to be ashamed or afraid to deal with it from a common sense point of view; and even though they might be called purists, and hear talk about "grandfatherly legislation," and be told men could take care of themselves, they knew and felt that the public were being hurt, and they ought to interfere. Victoria had done so, and he called upon the other Colonies, especially New South Wales, to join her in the matter, and say, "For the good of the people we will not permit this to proceed further."

The Honorable T. UNMACK hoped the motion would be unanimously carried. He was thoroughly in favour of it. It was right to put some check upon the evil practices which were encouraged by the facilities given by post offices. It was not to be expected they would entirely stop gambling, horse-racing, or anything of that kind—they might as well attempt to empty the ocean with a bucket,—but they might try to lessen the evil. All knew that through these documents sent through the post office gambling was directly brought under the notice of thousands of poor youths in offices and warehouses, and the result was that they went into transactions and forgot their sense of honor, and helped themselves to money belonging to their employers. They took the first wrong step, and ultimately it brought about their ruin. He felt they had a direct responsibility to save many of those who were led astray daily through these tempting advertisements and documents forwarded through the post. He had a strong opinion on the subject, and was pleased to hear that Victoria had adopted stringent measures to suppress the gambling spirit. He had done some little himself in checking it, inasmuch as he had introduced a Bill restricting totalisators to racecourses only, for at the time nearly every barber's shop in Brisbane used to lure young fellows into gambling. The result was there was a large amount of defalcation and malpractice in the city, which had now, he was glad to say, to a great extent been checked. Such documents should be stopped—at any rate from going through the post office. He purposed next session to introduce an Amending Act in the Queensland Parliament, and should not omit in it to take notice of these evils.

The Hon. J. G. WARD entirely sympathised with the resolution. At the same time, as a matter of common sense, they could not overlook that it was impossible to make people virtuous by legislation, and he questioned whether the resolution would in any way remedy the gambling. Victoria at present had the power, and so had New Zealand, of preventing the conveyance of letters for this particular purpose; but if even New South Wales made it illegal for sweeps to be carried on, what would prevent the establishment of agencies elsewhere? What was there to prevent people in New Zealand, if prohibited the use of the postal service for conveying their moneys, from appointing agents in the various Colonies, and allowing their money to be deposited in banks, and remitted by draft to the agent? He questioned very much whether the proposal would effect what was desired. If New South Wales did not stand in with the others, he believed the right course for all the Colonies to adopt would be to make it legal for this business to be carried on under stringent restrictions and legislation which would minimise the evils. He assumed Mr. Duffy's object was to get the great Colony of New South Wales to take the same position as the other Colonies occupied, but he understood New South Wales was opposed to it. In New Zealand it was estimated that £25,000 per annum was sent out of the Colony for sweeps, and unless New South Wales, which got this money, joined in the proposal, he believed it would be desirable to allow that money to circulate and be retained in his own Colony under certain safeguards rather than send it out to New South Wales.

The Hon. D. O'CONNOR said: To promote morality among mankind is a very noble object, and I believe it would tend largely to that if we could altogether prevent gambling in these Colonies, and if it were unknown elsewhere humanity would be the better for it. But what about carrying that out? And will the resolution proposed by my honorable friend Mr. Duffy, and which seems to receive the approval of my hon. colleagues, in any way tend to attain that noble object? I unhesitatingly say no! And Mr. Duffy's own resolution is in sad contrast to the action of the Victorian Government, which provides so many facilities, especially in regard to railway conveyances tending to the encouragement of this gambling propensity. It is a matter of fact that on one day every year at least there is proclaimed a public holiday to celebrate in that colony a carnival that does not belong to Victoria alone, but to Australasia, when tens of thousands of people are induced—and great inducements are offered them by the Government of that colony—to come to Melbourne to attend the great races and spend their money, a very large portion of it at Flemington. Let us look at things straight in the face and call things by their right names; and if there is any sham or hypocrisy, then there is a case to ask this Conference to discourage gambling. In Melbourne it is a very rare thing to find any less than 100,000 people at their November meeting every year, and there are four days out of every seven in the same week given over to the great meeting, besides the

numerous

numerous other meetings that take place at other times of the year. For instance, last week, at the Autumn Meeting there were the Australian Cup and the Newmarket Handicap. Now, this is in the Colony of Victoria, and that colony—the Government of it—may be said to have entered into partnership with the men connected with the racecourse, with the men who are called blacklegs, but whom I call commercial speculators in a business. It is a transparent hypocrisy. I will give my honorable friend some facts. First of all, supposing to-morrow you restrict the sweeps; would that restrict gambling? Why, in 1883 they passed an Act in Victoria that gave the Postmaster-General almost unlimited power, and gave men in an inferior position in the Post Office the right to overhaul letters and find out the transactions of other people. But has that lessened gambling? At the present moment there is more gambling and more gamblers in Victoria than in the whole of Australasia put together. Why, they are known here as Silver Kings! To-morrow, I undertake to say, if the Victorian Government found itself in financial difficulties, and had to raise a loan, and appeal to the Thompson family and others that surround them to help them out of debt, these prosperous speculators could do it. Whilst they have taken out from the newspapers columns of advertisements regarding sweeps and consultations, yet we still find in the leading papers of Australasia—the *Argus*, *Age*, *Sydney Morning Herald*, *Daily Telegraph*, *News*, &c.—advertisements under the hand and seal of some of the great officers of Victoria offering all kinds of facilities to people to take them to Flemington. Let us look these things honestly in the face. Has gambling decreased in Victoria since you passed that Act? Unquestionably not. Look how unjust it is for a democratic community to propose to do this. Wealthy men can go to Flemington and Randwick, as they do, where you will find represented the merchant princes of the colony, Judges of the Supreme Court, leaders of the Bar, and leaders of many honorable occupations, including even my honorable friend Mr. Duffy, who likes to put down his pound in the hope of seeing it bring 100 back to him. Wealthy men can go to the racecourse openly, and take their 100 to 5 or 1,000 to 50, according to their means; there is no attempt on the part of the Parliament of Victoria to restrict them from doing that; and why should a man, because an accident of fortune compels his residence to be on the Murray, or the Tweed, or the backwoods of Gippsland or New Zealand, who cannot avail himself of the opportunity to enjoy the luxury of going out in a magnificent train to Flemington, not have the same privilege? Why are these people not to be permitted to bet their £1 because they cannot go to Flemington or Randwick? Why, they have more claim, for they contribute something to the State. They post a letter, and have to get one in return, which has to be stamped; whereas the wealthy gambler gives nothing to the State. The metallicians do their betting at Flemington and Randwick without returning any revenue to the State. The thousands of the populace are the large contributors. It is not the wealthy swells who live at St. Kilda or Potts Point that maintain the public revenue, but the large mass of the people. Why should they be prevented from betting a pound in the only way they can? The only way they can do so is by utilising the post, and to say that to stop them doing so would reform morals and prevent crime, by discouraging gambling, is a shoddy argument, and will not stand a moment's investigation. If you want to show your sincerity, move a resolution for an Act to make it illegal to gamble. (Mr. Duffy: "It is now.") Well, what effect has it? Does any policeman in Victoria walk out and interfere with you when you gamble? Does he say, "Your name, sir?" because you are a gambler? Do they not see people taking the odds every day? (On paper only, I admit.) Would it not be taking away the only means we have of getting a large revenue, and making people pay something for the luxury? I go to the races myself, and can afford to bet a pound or a couple of pounds, and like to do it, and I do it openly. On the racecourse you meet barristers, members of the various learned professions, merchants, Judges, and other members of the community. One of the most enterprising men we have had on the turf here was a Judge who kept racehorses. It is one of the qualifications of the Governors of the Colonies that they are to be men fond of horseracing; for a man not fond of it to aspire to the Governorship of Victoria would send a thrill of horror through the Colony. Essential qualifications for a Governor are that he shall be a man who shall have independent means, and shall enter into and encourage the sporting amusements of the people, and therefore one who has a partiality for seeing a race. What is the good of our initiating here to-day a thing that can have no practical effect, and that absolutely involves an injustice, inasmuch as, if you could stop it, you would prevent the poor man from betting his 10s.; whereas there is no hindrance to the rich man openly betting his thousands or tens of thousands. I am not speaking theoretically. If you want to stop this, let there be a penal enactment passed that any man who gambles or who attempts to gamble shall be punished, and what a thrill of horror that would send among the commercial community engaged in mining, share-broking, land-buying, forming companies—for that is gambling. Men spend their means in seeking for minerals in the bowels of the earth, in developing mines; that is speculating, that is gambling. I have been myself six and a half years contributing to a mine in Victoria, at Tarnagulla, and have contributed £1,000. I have never got back a farthing. (Mr. Duffy: "And never will.") They want to introduce a Bill in Victoria to prevent money going over from New South Wales to develop your mineral resources. As regards sweeps, where is the difference between them and open gambling? Wealthy men go to Randwick or Flemington to bet; even in the pious Colony of South Australia, I believe, money is shelled out freely. I do not believe they know anything about gambling in New Zealand, or horse-racing either. (Mr. Ward: "We provide you the best horses.") As a matter of fact, New Zealand had been tempting the whole of the Colonies for years by breeding the best horses. Queensland has contributed also. Not one of the Colonies but has by breeding, paying large sums to buy the best blood stock, tried to produce the fastest horses—for what? To run on the turf for our edification? No; to get the most money they could out of them; and this can only be done by entering into a partnership between themselves and the public. If this causes demoralisation, as hinted by my friend Mr. Duffy, but which I doubt, it cannot be stopped by preventing letters about sweeps going through the post-office. If there is one colony that gambles largely it is Victoria. You can see whole terraces of houses there owned by bookmakers. The finest I saw there a year ago, when I was at Melbourne, belonged to bookmakers. Let me tell you what took place in our own city. One of our loveliest suburbs is Randwick, and within the last five years it has been almost rebuilt, and many of the new houses put up are owned by professional bookmakers. What is the good of bringing in a Bill to stop poor men from speculating a pound while you encourage the wealthy to bet largely. Let us be logical. We cannot have one law for the rich and another for the poor. I could not assent to this; it is opposed to justice and fair play. But if a Bill is brought in for the purpose of making gambling in all the Colonies illegal I will support it, but

but I will not support any measure that will not produce any good effect, but only set up an injustice. I repeat again, that because an accident of fortune, by geographical position or want of means, prevents men from witnessing horse-races, they should not be deprived of the opportunity to bet a trifle on a race by means of the post. I therefore cannot support the motion of my honorable friend Mr. Duffy.

The motion was eventually carried.

RE PENNY POSTAGE.

The Hon. T. UNMACK took exception to the statement of figures handed in by Mr. Duffy relative to the penny postage, as the figures relating to Queensland were incorrect and misleading, and suggested it be withdrawn.

Mr. DUFFY declined to withdraw it.

Mr. UNMACK said then he must protest against it as incorrect.

The Conference went into Committee, and considered the draft agreement with the E. E. Co., making certain alterations.

Adjourned till Saturday, 7 March.

MONDAY, 9 MARCH, 1891.

REDUCTION OF CABLE RATES.

The Secretary submitted a communication from Sir John Pender, of the Eastern Extension Telegraph Company, relative to the proposed agreement between the Governments of the Australasian Colonies (excepting Queensland and New Zealand) and the Eastern Extension Telegraph Company, for the reduction of cable rates.

The Hon. J. GAVAN DUFFY moved that a sub-Committee be at once appointed, consisting of the representatives of New South Wales, Victoria, South Australia, Tasmania, and Western Australia, to consider Sir John Pender's message.

This was agreed to, and the delegates of the Colonies mentioned went into Committee to consider the message in question.

In connection with Sir John Pender's letter, some discussion arose, and Mr. W. Warren, general manager in Australia for the Cable Company, came in.

The Hon. J. GAVAN DUFFY: Were the Conference to understand the Company were going to lay another cable, at a different place from where it is at present?

Mr. WARREN: We are taking soundings to try and discover a new route; then we shall shift one of our present cables—in fact, make a new cable altogether; it will then be a triplicate cable. We want, if possible, to obtain a better route than the present one. The intention is that the ships shall sound all round, and discover the very best route.

Sir JOHN BRAY: It will probably be a year before that is done?

Mr. WARREN: Oh, no; the ship is already engaged, and we shall have plenty of cable. Of what we pick up the greater portion will be used again, and we have plenty of new that we can put in.

After Mr. Warren retired, Sir JOHN BRAY said the question was, should they insist on the reduction to fourteen days?

The Hon. J. GAVAN DUFFY pointed out that the term of agreement would only be for a year. The matter then dropped, and the Committee agreed to the proposals of the Eastern Extension Telegraph Company, as set forth in the draft agreement, with the exception of the clause giving power to the Company to alter the rates without the consent of the Colonies contributing to the guarantee against loss.

THE VIENNA POSTAL CONFERENCE.

The Hon. J. GAVAN DUFFY moved,—“That this Conference recommends that the Governments of the various Australasian Colonies take steps to have their respective Colonies adequately represented at the Postal Conference to be held in Vienna in May next.” The motion was carried.

DELAY TO MAILS.

The Hon. J. GAVAN DUFFY drew attention to the delay occasioned to English mails on the various Australian railway lines between the north-eastern cities and Adelaide.

The Hon. D. O'CONNOR promised that he would use his best efforts with the railway authorities of the various lines to make better arrangements for the forwarding of outgoing mails to Adelaide.

THE PACIFIC RAILWAY COMPANY'S PROPOSALS.

The Hon. J. G. WARD moved,—“That this Conference approves of the negotiations that are now understood to be under the consideration of the Pacific Railway Company for establishing a Canadian-Australasian mail service.” In support of the resolution, he said he thought it desirable to get the Conference to show its sympathy with this service, and there was nothing binding upon any of the Colonies if his resolution were carried. Unless the service was arranged so that the steamers touched at New Zealand, his Colony would not of course support it.

The Hon. T. UNMACK seconded the motion. He was glad to say that his Government had consented to contribute any reasonable sum towards subsidising the proposed mail service. With the object of obtaining this service it was proposed that the Australian Colonies should contribute £30,000. If it were once established it would be a most speedy service. They ought to look at the matter in a commercial light, for the trade between Australia was well worth considering. He felt sure that New South Wales and Victoria would be willing to contribute a reasonable amount towards obtaining the proposed mail service. It had been suggested that Queensland should contribute £10,000, and that the balance of £20,000 should be found by the other Colonies. Queensland was willing to contribute £10,000, and he trusted that Queensland would have the co-operation of the other Colonies.

The Hon. B. S. BIRD said that there was no doubt that the establishment of a mail line of steamers between Canada and Australia would have a beneficial effect in every way, but he was rather inclined to doubt whether they were in a position, as the delegates of the various Colonies, to speak approvingly of the proposal, as it would involve the Colonies in considerable expense. He was of opinion that the matter had not been sufficiently considered by the various Cabinets, and he would be disposed to hesitate before agreeing to anything that would commit the Colonies.

The Hon. J. GAVAN DUFFY said he was sorry he could not see his way to support the motion, as he had no instructions from the Victorian Cabinet on the subject. It would, no doubt, ultimately be found to the advantage of the whole of Australasia to establish the mail service from Canada, but at present, in
Victoria,

Victoria, they had four distinct mail services to Melbourne, and a fifth via San Francisco, which came by way of Sydney, and was within easy reach; so, from a postal point of view—and he supposed that was all they were there to consider—there was no necessity, or only slight necessity, for the service proposed just now. Therefore, he was not prepared at present to consider the question from a practical aspect, and would ask his honorable friend, Mr. Ward, to withdraw his resolution, because, although he said it was a broad one, and committed them to nothing, he would feel, if he joined in it, morally bound to assist materially when it came to a practical issue. He therefore asked the representative of New Zealand to be content with the expression of opinion he had succeeded in obtaining. He believed the other Colonies were not opposed to giving the proposal generous consideration, notwithstanding the more immediate benefit would be slight to some of them. If Mr. Ward would withdraw it now, no doubt another occasion would arise when the time would be ripe for settling the question, and then it could be fully and fairly grappled.

The Hon. D. O'CONNOR said although there was not much probability of the resolution being carried, the time had been well spent in discussing it, and he agreed with Mr. Bird as to the necessity for giving every facility of communication. But he scarcely thought a day or two ago that Nemesis would be so close on the heels of Queensland and New Zealand, for here was another illustration of the need for a federal spirit among the Colonies, showing how from time to time it was imperative they should know how to give and take to help each other. Here was a mail service that would undoubtedly be of great use to Queensland. [MR. UNMACK:—And to New South Wales.] It could not in any way benefit Queensland without benefiting the whole of the Colonies. That was the very idea he at once recognised, and the absence of which he deplored in the decision arrived at by Mr. Unmack on another matter. How could it benefit Queensland without also benefiting the southern Colonies of New South Wales, Victoria, Western Australia, South Australia, and Tasmania? Anything that helped to develop the resources of any part, or conduce to the happiness and glory of the few, must shed its radiating influence and splendor over the whole; but, at the same time, Mr. Ward must see that there was probably not one representative there in a position to seriously discuss this question. It could not be dealt with, with a view to practically arranging for it, without the sanction of the Cabinets. So far as New South Wales was concerned, he could say the matter had not been considered by the Cabinet, and he assumed that his honorable friend Mr. Duffy, representing Victoria, was in a similar position. Under these circumstances, he must request Mr. Ward to withdraw his resolution, though he himself felt assured that the day was not far distant when the mail service via Canada would be established, with or without the support of Australasia, because, besides benefiting Australasia, it would also benefit the great countries outside of this continent. When the time arrived all the Colonies would sink minor differences and aid in the establishment of such a valuable line of communication.

The Hon. J. G. WARD:—Although the matter had been brought up by himself in the Conference, it really emanated from Mr. O'Connor. It was rather early in the day to raise any argument, because they had not had an opportunity of obtaining the assent of their Governments, that they should, therefore, not allow the matter to go beyond the initial stage, and obtain a division upon it. He was prepared, however, to submit to the will of the majority, while still adhering to the opinion he originally expressed—that there was nothing in the resolution that bound any of the Colonies, New Zealand included. It merely asked the Conference to express an opinion favourable to the negotiations now going on between the Pacific Railway Company and the proposed Company in England to carry out the service. And with all deference to his honorable friend, Mr. Duffy, when he stated that New Zealand was anxious to be excessively generous in this matter, he would point out to Mr. Duffy that in speaking to the resolution he had candidly stated that New Zealand was not desirous to bring this about unless it was going to be of some material benefit to that Colony. However, he would be content with the expression of opinion he had obtained from the delegates, and hoped that when they next met the resolution might be approached with a view to bring it to a consummation.

The resolution was, by consent, withdrawn.

THE CABLE GUARANTEE.

The Hon. J. GAVAN DUFFY moved,—“That the various Colonies contracting with the Eastern Extension Company enter into an agreement among themselves with regard to the time, manner, and terms of the payment of the guarantee.” This was a matter only affecting the contracting Colonies, and as they were about to enter into an agreement with the Eastern Extension Company regarding the guarantee they had promised to give under certain conditions, it became necessary for those Colonies to have an agreement binding among themselves as to the guarantee, the terms and time of the payment, &c. He presumed the understanding would be that the Colony of South Australia (as it was the Colony that already dealt with the Company in other matters) would undertake the whole business. It would be proper for her to have an indemnity as regards the sums of money she paid, and to provide for their being recouped. He had prepared such a draft agreement, but instead of considering it to-day it would be as well if the various Postmasters-General took the matter into their consideration; there might be some little alteration needed, and it could be afterwards agreed to by correspondence between the Colonies. If the principles were all agreed to, it would be only a question of technicality, which could no doubt be better dealt with by the lawyers of the Cabinets and the Postmasters themselves. He, therefore, by leave submitted the resolution without notice.

The Hon. B. S. BIRD seconded the resolution, but to make it more complete he would add something to it. He had prepared a resolution which would not only cover what Mr. Duffy had proposed, but would also mention one or two other matters.

The Hon. J. GAVAN DUFFY said he would be glad to withdraw his motion in favour of that preferred by Mr. BIRD.

The Hon. B. S. BIRD then moved,—“That an agreement be entered into between the Colonies of New South Wales, Victoria, South Australia, West Australia, and Tasmania, in regard to their joint contribution to the Eastern Extension Company for the reduction of cable rates to Europe on the terms approved between the Colonies and the Company, and in regard to the joint contribution of the said Colonies to the payment of a cable subsidy to the Eastern Extension Company, including the Tasmanian cable subsidy; and in regard to the joint contribution of the said Colonies to the guarantee against loss by South Australia by reduction of the rates through that territory; and, further, that the Government of South Australia be requested to act for the other contracting Colonies in concluding the agreement with the Eastern Extension Telegraph Company, and in collecting and paying the joint subsidies and contributions to that Company.”

The Hon. J. GAVAN DUFFY seconded, and the motion was carried.

ADJOURNMENT.

The Hon. J. GAVAN DUFFY proposed that the Conference should adjourn till next day, in order to allow the Secretary time to bring up the official report. A short formal sitting would then finish up the whole of the business. Perhaps by that time they might have a reply from Sir John Pender to their letter sent that day.

The Hon. T. UNMACK said that strong reasons compelled him to leave that afternoon, but he would be wanting in a sense of duty and pleasure if he allowed the opportunity to pass without making some formal recognition of the universal kindness and courtesy with which he had been treated. He felt, it having been his duty at the Conference to oppose several of the proposals brought forward, that he might in the hands of less experienced men of the world have exposed himself to less courteous treatment than had been extended to him; but, in spite of all the opposition he had unfortunately deemed it his duty to offer, the more strongly had the kindness and good-feeling of other delegates been manifested towards him. He tendered them, both personally and officially, his most sincere thanks, and expressed a hope that soon he might have the pleasure of returning their hospitality and kindness in some shape or form in Queensland, where he would be pleased to welcome any or all of his colleagues at the Conference.

The Hon. D. O'CONNOR said that on behalf of the Colony, his colleagues, and himself, he cordially reciprocated Mr. Unmack's sentiments.

Conference adjourned till Tuesday, 10th March, at 10 a.m.

TUESDAY, 10 MARCH, 1891.

The Secretary read a letter from the local manager of the Eastern Extension Telegraph Company, containing the copy of a message from Sir John Pender, relative to finding a better route for the Darwin cables, and which stated that the company had carefully considered the matter, and that soundings were being obtained to see whether an alteration of the route to the north of Sumbarra or Baly would be likely to give better security against volcanic interruption. The message further stated that the Colonies might rely upon the company continuing to do everything possible to preserve communication in the highest state of efficiency.

Sir JOHN BRAY said that at the Adelaide Conference it was agreed that South Australia should communicate with India, relative to arranging for the introduction of post-cards between India and Australasia at the same rate as to England, &c. He had received a reply from the Indian Government stating that they could not at present entertain the proposal; nor could they agree to a reduction of the postage rate to 2½d. as suggested, on account of the high rates they had to pay for transit.

CHARGES ON PRESS TELEGRAMS.

The Hon. J. GAVAN DUFFY said that yesterday he had brought under notice the question of press messages between Victoria and New South Wales, and now he had a paper which he would like to be printed with the rest of the records of the Conference, showing the unfair way in which the present system of charges for press messages worked. It acted very prejudicially especially to long messages, and he believed if the system proposed in his paper were adopted, and a uniform rate for the whole of Australia obtained, that not only would it be a great benefit to the press, but also increase the business to a large extent. The press at present was liberal in its expenditure for messages, but if it had fairer and more uniform treatment, he believed the messages would soon almost, if not quite, double in length, and then there would be a great increase in the revenue derived from press messages. He would not move any formal motion, as the President had already said he would take this matter into his favourable consideration; and if his memorandum were perused, the fairness of the change he contemplated would be seen. The following were the differential rates charged in Victoria:—To New South Wales, 3s.; to Queensland, 4s. 6d.; to South Australia, 3s.; to Western Australia, 4s. 6d. The charges to Queensland and Western Australia amounted to over a ½d. a word, which was an immense charge, seeing the extent to which press messages were sent. The rates in the various Colonies were fair enough, but when messages required to be sent from Colony to Colony—and it was desirable that every facility should be given for this—the charges pressed too severely. His memo. showed the present charges to be excessive; the practice being to charge on the 100-word rate, and he would recommend that a fractional charge on twenty-five words be adopted, which would be fairer. The charges now made practically amounted to a heavy taxation. A fair rate would be 4d. for every twenty-five words throughout the Colonies. He would not move a motion formally, but would be glad if Sir John Bray would bring the matter specially under the notice of the Postal Department of his Colony. The President had already promised to do the same, and in Victoria he would be glad to join in anything the other Colonies might do in that direction. Once the three Colonies named agreed, he believed the others would fall in with their ideas—Tasmania and New Zealand, being cable Colonies, were not of course on the same footing.

The Hon. D. O'CONNOR said, as regards the rates of press telegrams, he heartily sympathised with the object Mr. Duffy had in view, and one of the beneficial results which he looked forward to from this Conference was to see the increased information that would be imparted throughout Australasia and the rest of the world by means of telegraph communication. Nothing would bring the Colonies closer together, and closer to the Old Country than a liberal transmission of messages to and from the Home Country. For, after all, very little was known of us there; and what would be true of England would apply in a double sense to other countries. He was thoroughly in favour of a reduction of rates—for, while favouring a postage on newspapers—he would yet like to see the newspapers getting every facility to use the telegraph lines for the acquisition of news. He promised Mr. Duffy this matter should have his attention, and immediately. Before this week was out he would enter into the matter and see what could be done.

The Hon. B. S. BIRD congratulated Mr. Duffy on having brought the matter forward. The more facilities they afforded by telegraph, the better for the Colonies themselves. He would like to say on behalf of Tasmania, they would be very glad to do their best also to try and reduce the rates. The distance of the Straits between Victoria and Tasmania necessarily rendered messages more costly than between any of the Colonies in the group. They charged 9d. in Tasmania for 100 words, and the cable charge was 2s., but under arrangement with the Eastern Extension Co., Sir John Pender had agreed to reduce the rates, provided a certain amount of business was done, and he trusted, therefore, they would soon be in a position to give effect to a general reduction of rate.

Sir

Sir JOHN BRAY said, as far as South Australia was concerned, they recognised the desirability of having the rates for press telegrams as low as they fairly could, and he would look carefully into the matter, and if possible to make any reduction they would do it. They would have to consider the question very carefully; at the same time, he quite understood the value of Mr. Duffy's proposal.

The Hon. J. FORREST said, his Colony of Western Australia would look with satisfaction on any such alteration; as they felt considerable difficulty in sending information regarding the Colony and its resources. He promised, on behalf of Western Australia, to welcome any alteration that would have the effect of lessening the charges on press messages.

[At this stage, MR. WARREN, of the Cable Company, being in attendance, was asked in, relative to proposed alterations in the draft agreement. He said he had not yet received a reply from London, but on behalf of the Company he would accept Clause 10. There might be some slight amendment required, but nothing material.]

REPORT OF THE CONFERENCE.

MR. BUDGE read the report of the Conference, Mr. Duffy formally moved its adoption, Mr. Bird seconded, and the President declared it carried.

VOTE OF THANKS TO THE PRESIDENT.

Sir JOHN BRAY said that as the Conference had now drawn to a close, he would like to be permitted to move a vote of thanks to the president, the Hon. Daniel O'Connor, for the ability with which he had discharged the duties of that position, and for the kindness and hospitality he had shown to the delegates. They had done some hard work, especially the heads of departments; and the Ministers, in giving careful consideration to the matters brought under their attention, had been greatly helped by his tact and kind assistance. He tendered to Mr. O'Connor, on behalf of his own and the other Colonies, their sincerest thanks.

The Hon. B. S. BIRD seconded the motion, and joined in hoping that at future conferences they would again have the pleasure of the presence of Mr. O'Connor, who had proved so able a President.

The Hon. J. GAVAN DUFFY supported the motion. They all knew that in conferences such as this a great deal depended on the chairman. If he were wanting in ability, tact, discretion, and experience, things went wrong; if, on the other hand, he possessed those qualities, all went well. The result of this Conference showed that things had gone well—they had not perhaps gained all they wished; but it was satisfactory enough to show that their President had not only the tact and ability to conduct the business ably, but in his capacity of host to the other Colonies he had been most hospitable. They hoped some day to be able to repay him. He might also take this opportunity to recognise the labours of Mr. A. C. Budge, the Secretary to the Conference, upon whom a great deal of hard work had fallen, and accord him well-deserved thanks.

The Hon. Messrs. WARD and FORREST also supported the motion, which was carried.

The PRESIDENT returned his thanks to Sir John Bray and his colleagues for their kind and all too flattering speeches. When the Conference first assembled, he assured them, he felt a great deal of doubt as to his ability to fill the chair, but he also felt a great deal of confidence and good faith in the kindness and intelligence of the gentlemen whom he had met before, as well as in those whom he knew by reputation; and throughout the conduct of business his position of chairman had been made a very pleasant one by the ability of those who surrounded him. He thought he could say without egotism that it rarely fell to the lot of anyone to occupy the chair surrounded by men of such conspicuous ability, representing every Colony in Australasia. Whatever little he might have done in the way of attention to them he had done in the name of New South Wales. If that attention had conduced to their comfort and convenience, it gratified him and those whom he had the honor to represent. Nothing pleased the people of New South Wales better than to know that visitors who came here from any other part of the globe—particularly the children of the mother colony—were received with arms wide open, eyes that brightened with delight, and a heart that grew big with generous emotion. He again thanked them, and was glad to say that if their labours had not resulted in everything they desired, they had yet been successful in an eminent degree; and he felt certain that the Conference had done much to promote, and to bind more closely the various Colonies of Australasia. He looked confidently to yet seeing New Zealand and Queensland coming into the contract with the Eastern Extension Cable Company, and, further, that they would yet have the pleasure of entering into a contract with these Colonies for another cable; for anything they entered into for the benefit of one Colony would benefit all. A great deal of good practical work had been done at the Conference; all the results might not at once appear on the surface, but would be seen hereafter. Much had been the outcome of the splendid labours of the heads of departments; it was from the knowledge and energy they had thrown into their reports that the Conference had been in a position to legislate in matters to which they would give life and vitality in the different Parliaments in which they sat. During his relationship to the delegates present he had spent some of the happiest times of his life, and again he thanked them for their good wishes.

The Hon. J. G. WARD then moved,—“That the thanks of the Conference are due to the secretary, and to the heads of departments connected with it.”

The Hon. B. S. BIRD seconded the motion with pleasure.

MR. A. C. BUDGE, secretary, briefly responded.

MR. S. H. LAMBTON, in reply, said he knew he echoed the sentiments of his able colleagues when he tendered to the Hon. Mr. Ward and the other delegates their most sincere thanks for the kind and hearty appreciation shown of their humble services. With only a short time at their disposal, they had done their best to make the regulations uniform and successful in operation. The aim had been to study the public convenience as far as possible, to give the people all practicable facilities, and, in a word, to try as much as they could to federate the Australasian post offices. It was difficult, as they knew, to adopt strict uniformity; there must be a great deal to give and take in all things, especially in postal regulations. But they had tried to attain that object as far as they could; to remove those anomalies that existed in the past, which caused people to complain that in one Colony they had certain facilities, and why not in New South Wales? They had tried to remedy that state of things. If their labours only resulted in time to come in their having formed one small link in the great chain of federation, which they hoped was being successfully forged in another place, they would feel amply repaid for all their labours. Again he expressed thanks for the kind appreciation of their humble services.

Mr.

Mr. J. SMIBERT also returned thanks. They had done only their duty, and had been fully repaid by the kind recognition of the Ministers, and by the hospitality of the President.

Mr. C. TODD said he could add nothing to what had been said, except to thank the Ministerial delegates for the courtesy they had shown to the heads of departments.

Mr. Robert Henry, Mr. W. Gray, and Mr. E. C. Cracknell, Superintendent of Telegraphs, New South Wales, also responded.

TELEGRAPH STATISTICS.

The Hon. D. O'CONNOR said he would put in for publication a statement prepared by Mr. Cracknell, Superintendent of Telegraphs, giving the number of stations in circuit on 31st December, 1890, particulars of the mileage, wires, cost of construction, number of messages transmitted, &c., in connection with the Telegraph Service of New South Wales.

The Hon. B. S. BIRD asked whether it was desirable to have such a statement published from one Colony only?

The Hon. D. O'CONNOR said there was nothing to prevent other Colonies furnishing similar information, which could be also included. There would be plenty of time.

Mr. BUDGE said he would arrange to have these statements, if furnished, printed in the report.

The Hon. D. O'CONNOR would like to publicly thank the gentlemen connected with the Press for their reports of the proceedings.

The Conference then closed.

1891-2.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

REDFERN POST OFFICE CLOCK.
(CORRESPONDENCE RESPECTING.)

Ordered by the Legislative Assembly to be printed, 9 March, 1892.

[Laid upon the Table of the House in answer to Question No. 15, of 2 March, 1892.]

Question.

- (15.) REDFERN POST OFFICE CLOCK:—MR. WRIGHT *asked* THE SECRETARY FOR PUBLIC WORKS,—
- (1.) Did Mr. Weisener write a letter to his Department, complaining of defects in the the Redfern Post Office clock?
 - (2.) Was an inquiry held?
 - (3.) Will he lay upon the Table of this House a copy of Mr. Weisener's letter, and the result of the inquiry?

Answer.

MR. LYNE answered,—

- (1.) No; but a Mr. Winser did.
- (2.) A report was obtained from the Government Astronomer.
- (3.) I have no objection.

SCHEDULE.

NO.	SCHEDULE.	PAGE.
1.	Mr. F. Winser to the Government Architect, suggesting that the clock be reported upon. 27 October, 1891.....	1
2.	The Government Astronomer to the Under Secretary of Public Instruction, reporting as to the clock. 29 December, 1891	2
3.	Specification of work, &c., required in connection with the clock	2

No. 1.

Mr. F. Winser to The Government Architect.

Redfern Post Office Clock.

Sir,

176, William-street, 27 October, 1891.

I have the honor to say that I inspected the above work in company with Mr. Spencer of your Department yesterday, and have the honor to report as follows:—

The clock has altogether too much weight on the "going" train, the same remark applying to the "striking"; in fact, I consider the clock in a short time will pull itself to pieces. When last I saw it (when asked to tender for dials) the scape wheel had worked loose, which plainly shows the clock was pulled through by excessive weight, *i.e.*, if a normal weight was used it would not go. There was also a "winding jack" evidently for use in winding, and this appears to be taken away. The winding key is in a bad condition. The bell connection is unworkmanlike and the bell hammer and fixing wretched.

I am quite sure that it is impossible for the clock to go for any lengthened period without repairs and that it is impossible for it to keep a good rate. I am informed the limit error was to be five seconds per week. Has any record been taken of the performance of the clock, and if so where can I see it so as to check it?

I would respectfully suggest that some disinterested expert should furnish you with a report of the performance of the clock and its adaptability for the purpose for which it is intended, *viz.*, a good public timekeeper.

I may mention, in conclusion, that I don't see my way clear to take it over until you are satisfied that it comes up to requirements.

I am, &c.,

FRANK WINSER.

No. 2.

The Government Astronomer to The Under Secretary of Public Instruction.

Sir,

29 December, 1891.

In response to the Government Architect's letter of 5th November, 1891, suggesting that the Government Astronomer be asked to give an independent report on the turret clock at Redfern, I have the honor to report that I received the papers B.C., 18/11/91, and the specification 22/11/91; I thereupon made arrangements to meet the contractor and examine the clock, 26/11/91. I may mention in passing that the contractor gave every facility for my examination.

To avoid writing I have numbered the paragraphs of the specifications and will refer to them in that order.

1. Has been fully complied with.
2. Has been fully complied with.
3. Has been fully complied with as to the construction and material of wheels; and the spindle seems to be hardened steel.
4. Has been complied with.
5. There is a little ambiguity in this paragraph. I understand that it has been interpreted by the contractor with the consent of the supervising officer. The result is perfectly satisfactory.
6. Has been complied with.
7. The pendulum has the usual zinc and iron compensation, and is fully up to specification.
8. The weights are carried by best steel-wire ropes. I understand it goes seven and one-half days not eight. This is sufficient, and the contractor says that owing to some important part of the tower coming in the way, he was not allowed to deepen the well in order to make the clock go eight days.
9. Has been complied with.
10. From the street, and with a telescope, the dials are in perfect order; there was no scaffolding by which I could reach them.
- 11 and 12. Need no report from me
13. Complied with.
14. Same as 11 and 12.
15. The wheels are larger than specified, and are satisfactorily made.
16. The bell has no name on it, but it has evidently been made by one of the best English makers.
17. Has been complied with.
18. Has been complied with as to maintaining power, and since I have been watching the clock it has never varied more than two and one-half seconds in a week; its average would be much less. It is therefore more accurate than the specifications required.
19. Needs no report.

With the exception of the bell and ropes, I am given to understand that every part of the clock was made in the Colony. The contractor has honestly carried out what the specifications required him to supply. Indeed he has done more than was demanded of him, the rate being well within the specified limit. The clock is not over-weighted at present, and it is usual for the contractor, as has been done in this case, to supply sectional weights, which may be reduced if found necessary. There is certainly not the slightest danger of injuring the clock by the use of present weights.

It is easily wound, no jack being required, and none provided for in the specifications. The bell mounting, hammer, &c., is sound and good; it might have been more highly finished if it was to be opened to public gaze, but it is not, and the specifications do not demand unnecessary polish. The clock has, I understand, been going nearly fifteen months, giving entire satisfaction to the postmaster, and also to the public at Redfern, so far as I could ascertain, and there is no sign of undue wear.

The clock in my opinion is a credit to the Colony, and a proof that it is unnecessary to send to England for turret clocks. I would strongly advise that in future any turret clocks required should be made in the Colony.

I have, &c.,

H. C. RUSSELL,

Government Astronomer.

Submitted that this report be forwarded to the Public Works Department.—E.J., 4/1/92.
Approved.—F.B.S., 5/1/92. The Under Secretary for Public Works.—G.S. (for Under Secretary),
B.C., 5/1/92. Mr. Vernon.—J.B., B.C., 7/1/92.

No. 3.

Specification of work, &c., required to be done for the supply and fixing of Turret Clock at the Post and Telegraph Office, Redfern.

1.

The clock to indicate the time on four dials, about 6 ft. in diameter, and to strike the hours on a bell weighing about 4 cwt., suspended on a beam with all necessary ironwork fixed in the bell chamber below or above the clock as directed.

2.

The clock frame to be not less than 3 ft. by 22 in. wide, to be of the best quality cast-iron in one piece, with gun-metal bearings to carry the working wheels, pinions, &c.

3.

The wheels to be made of the best gun-metal, with well-made and properly proportioned teeth to avoid friction, with hardened steel spindles.

4.

The paragraphs in this specification were numbered by the Government Astronomer for convenience of reference. (See No. 2.)

3

4.

The cams to be of gun-metal or of the best cast-iron, steel-faced, correctly made so as to raise the striking hammers with the least possible friction.

5.

The pinions to be of the best steel cut out of the solid; to be lantern-pattern and arranged so that the wire-teeth may be changed when required.

6.

The escapement to be that known as the double three-legged gravity escapement, of large size and correctly made.

7.

The pendulum to be one and one-half second, compensated with bob of suitable weight.

8.

The weights to be carried by best steel-wire ropes, and clocks to be arranged to be kept going eight (8) days, so as to require winding only once a week.

9.

All pulleys to be of iron.

10.

The dials to be in one piece of the best laminated iron, one-tenth of an inch thick, and secured in most approved manner, with all necessary ironwork, &c.

11.

Dials to have four coats of best oil and whitelead paint, and to be finished black.

12.

The numerals, &c., to be double gilt with best gold-leaf.

13.

Centre-blocks to be of brass, to carry the hands.

14.

The hands to be of Muntz metal, strongly made, well balanced, and double gilt.

15.

Hand gear and connections to be of brass and steel, the level wheel not less than 5 in. in diameter.

16.

The bell to be of the best English manufacture; hammer to be of cast-iron, about 17 lb. weight, and to work centrally, so as to strike on the bell without friction, and to be properly connected with all necessary rods, steel wires, &c.

17.

The clock frame, bell hammer, and other parts, to be strongly secured with bolts, and the frame to wrought-iron bearers of \square iron 5 in. by 3 in., and bell to wood beam and block, to be provided and fixed by the contractor.

18.

The maintaining power to be of approved style, and the clock to be regulated so as not to vary in time more than five seconds a week.

19.

Contractor to maintain clock for twelve (12) months after completion of contract. Five per cent. of contract sum will be detained by the Government for that period as a guarantee.

20.

The work, with the exception of the bell, as far as practicable, to be made in the Colony of New South Wales. All to be of the best description and workmanship, and to be to the full satisfaction of the Colonial Architect.

21.

Plans of the buildings can be seen at the Colonial Architect's Office, Sydney.

22.

The contractor will have to provide for cutting of floors, ceilings, &c., and cut into and clean out flues in brickwork, &c., and make good all portions, and leave everything in connection with the work complete.

1891-2.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

POSTAL.

(RETURN RESPECTING TENDERS FOR MAIL SERVICES IN FORBES DISTRICT.)

Ordered by the Legislative Assembly to be printed, 10 February, 1892.

[Laid upon the Table of the House in answer to Question No. 7, Votes No. 83, 10 February, 1892.]

Question.

- (7.) Conveyance of Mails, Forbes District:—Mr. Hutchinson asked the Postmaster-General,—
(1.) Will he state the names of the persons tendering, the amounts respectively of each tender, and the names of the persons respectively whose tenders were accepted for the conveyance of Her Majesty's mails to and from the following places for the year 1892, viz.:—Forbes to Condobolin, north side Lachlan River; Forbes to Condobolin, south side Lachlan River; Forbes to Parkes; Cowra to Forbes; Parkes to Peak Hill?
(2.) What are the distances by the mail roads between the above-mentioned places, and how are the mails carried, whether by two or four horse conveyance or otherwise, and when does the term for each tender expire?

Answer.

Mail service between.	Approximate distances between the places.	Names of tenderers.	Annual amounts of tenders.	Mode of conveyance.	Period.
Forbes and Condobolin, north side of Lachlan River.	60 Miles.	Messrs. Cobb & Co.*.....	£ 294 10 0	2-horse coach.....	} 1 Jan., 1892, to 31 Dec., 1894.
		William Oldfield	188 10 0	1 or more horse conveyance.....	
		Stephen Byrnes	330 0 0	2 or 4 horse coach.....	
		George Hemsworth	335 0 0	2 or 4 horse coach, as required.	
Forbes and Condobolin, south side of Lachlan River.	65	Messrs. Cobb & Co.*.....	274 10 0	2-horse coach	
		William Oldfield	197 10 0	1 or more horse conveyance.....	
		George Hemsworth	325 0 0	2 or 4 horse coach, as required.	
Forbes and Parkes	25	Patrick Edward Power.....	340 0 0	4-horse coach.....	
		Messrs. Cobb & Co.*.....	47 10 0	2-horse coach	
		Michael Connors	99 19 0	2 or more horse coach, if required.	
		George Hemsworth	135 0 0	2 or 4 horse coach, as required.	
Cowra and Forbes	58	Joseph William Fletcher.....	150 0 0	2-horse coach .....		} 1 Jan., 1892, to 31 Dec., 1893.
		Charles Stevens.....	150 0 0	"	
		William Oldfield*.....	48 10 0	2 or 4 horse coach.....	
		Messrs. Cobb & Co.	69 10 0	2-horse coach	
		Joseph O. Bernic	162 0 0	1-horse vehicle	
		James H. Marshall	175 0 0	2-horse coach	
Parkes and Peak Hill.	36	Charles Stevens.....	240 0 0	Not stated	
		William M'Innes	460 0 0	2 or 4 horse coach	
		Henry W. Jones*.....	120 0 0	2 or more horse coach	
		Messrs. Cobb & Co.	124 10 0	2-horse coach.....	
		John S. M'Comiskey.	129 10 0	"	
		Joseph W. Fletcher	149 0 0	"	
		George Hemsworth	173 0 0	2 or 4 horse coach.....	
		James Coomber.....	175 0 0	2-horse coach.....	
Aaron Phillips	176 0 0	2-horse, 4-wheeled vehicle.....			

* This tender was accepted.

NOTE.—The following minute was made by the Tender Board on the schedules of tenders for the Forbes and Condobolin services (north and south sides of river):—"We recommend the acceptance of Messrs. Cobb & Co's. tender No. 2, as the line is an important one. The price is less than now paid, and we do not consider that the mode of conveyance proposed by Oldfield will be satisfactory."

General Post Office,
Sydney, 10th February, 1892.

1891.

(SECOND SESSION.)

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MARTIN-PLACE, SYDNEY.

(RETURN SHOWING THE CONTRACTS LET IN CONNECTION WITH WORKS AT.

*Ordered by the Legislative Assembly to be printed, 23 November, 1891.**[Laid upon the Table of the House in answer to Question No. 6 of 23rd November, 1891.]*

Question.

- (6.) MARTIN-PLACE:—MR. DOWEL asked THE SECRETARY FOR PUBLIC WORKS,—
- (1.) The names of the contractors for sundry works and paving Martin-place?
 - (2.) The amount of contract and schedule rates?
 - (3.) The date fixed for completion of contract?
 - (4.) What are the penalties (if any) for non-completion of contract?

Answer.

LIST OF CONTRACTS, MARTIN-PLACE.

Nature of Work.	Name of Contractor.	Amount.	Date for Completion.	Penalties.
		£ s. d.		
Retaining wall and roadway.....	Charles Richards.....	1,532 6 9	13 March, 1891	£7 per week.
Paving	Patent Asphaltum Co. ...	1,993 0 0	1 Sept., „	£5 „
Trachyte plinths for lamps and guard posts.....	Loveridge and Hudson ...	272 0 0	1 Feb., 1892	£10 „
Marble pedestals for lamps	Train and Co.	1,180 0 0	1 March, „	£10 „
Bronze lamps.....	J. Castle and Son	1,500 0 0	31 „ „	£5 „
Bronze lions and chains on lamps, &c.	Milne Bros.	635 12 6	31 „ „	£5 „

1891-2.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

GENERAL POST OFFICE (APPROACHES IMPROVEMENT)
ACT AMENDMENT BILL.

(MESSAGE No. 36.)

Ordered by the Legislative Assembly to be printed, 21 January, 1892.

JERSEY,

*Message No. 36.**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 authorise the formation and dedication of a public thoroughfare between Pitt and George Streets, in the city of Sydney, to be called Martin-lane, to resume, subject to compensation, a small portion of land for the purpose of forming such lane; to dedicate Chisholm-lane as a public thoroughfare; and to amend, in certain respects, the General Post Office (Approaches Improvement) Act, 1889.

*Government House,**Sydney, 20th January, 1892.*

1891.

NEW SOUTH WALES.

ELECTRIC TELEGRAPHS.

(REDUCTION IN RATES FOR CABLEGRAMS.)

Presented to Parliament, pursuant to Act 20 Vic. No. 41, sec. 6.

General Post Office, Sydney, 27 April, 1891.

In accordance with the agreement recently concluded between the Australian Colonies and the Eastern Extension Australasia and China Telegraph Company, His Excellency the Governor, with the advice of the Executive Council, has been pleased to approve of the following reduced charges being levied for the transmission of Cablegrams from this Colony to the countries mentioned, on and after the 1st May next:—

Country.	Rate per Word	Country.	Rate per Word.
	s. d.		s. d.
Aden	4 2	Malacca	3 8
Canary Islands	4 7	Malay Peninsula—	
Obock	4 4	State of Sungei Njong, &c.	3 11
Cape de Verde Islands, <i>via</i> Cadiz	7 6	State of Selangor	4 1
Cochin China	4 2	Morocco	4 10
Annam	5 6	Egypt—	
Tonquin—Haiphong, &c.	5 4	Suez	4 2
Cyprus	4 7	Other Stations	4 10
Europe (ordinary messages).....	4 2	Turkey in Asia and Islands.....	4 9
United Kingdom (Government messages) ..	3 8	Turkey in Asia, 1st Region	6 6
United Kingdom and France (Press messages) ..	1 11	Turkey in Asia, 2nd Region	6 9
Senegal	6 8	Turkey in Asia—Crete and Chios (<i>via</i> Syra Cable).....	5 5
India	4 2	Turkey in Asia—other Islands (<i>via</i> Syra).....	4 9
Burmah	4 5	Turkey in Europe and Islands (<i>via</i> Fao)	4 7
Ceylon	4 3	Turkey in Asia, 1st and 2nd Regions (<i>via</i> Fao) ...	4 2
Japan	9 2	Hongkong	5 2
Corea	9 2	Amoy	6 10
Java and Sunatra	3 2	Foochow	6 10
Baly Islands—Boeleling	3 2	Shanghai	6 10
Macassar	3 2	Canton	5 7
Madeira	6 5	All other Stations in China	8 6
Manila	6 11	Africa—	
Massowah	4 4	Zanzibar and Mombassa	8 2
Assam	4 3	Mozambique and Laurence Marques	9 3
Persia	4 2	Durban.....	9 2
Russia in Europe	5 7	Other Stations	9 4
Russia in Asia	6 5	America, 5s. 4d. per word less than rates shown in April Postal Guide.	
Siam—Bangkok	5 4		
Singapore	3 8		
Island of Penang—			
Penang	3 8		
Other Stations	4 2		

DANIEL O'CONNOR.

1891.

(SECOND SESSION.)

NEW SOUTH WALES.

ELECTRIC TELEGRAPHS.

(AGREEMENT FOR THE REDUCTION OF RATES BETWEEN EUROPE, INDIA, &c., AND AUSTRALIA, AND GUARANTEE.)

Presented to Parliament, pursuant to Act 20 Vic. No. 41, sec. 6.

AN AGREEMENT dated the Thirty-first day of March, 1891, and made between HER MOST GRACIOUS MAJESTY THE QUEEN of the one part and THE EASTERN EXTENSION AUSTRALASIA AND CHINA TELEGRAPH COMPANY LIMITED (hereinafter called "The Extension Company") of the other part.

WHEREAS these presents are entered into on behalf of Her Majesty by the authority of the respective Governments of New South Wales, Victoria, Province of South Australia, Western Australia, and Tasmania (hereinafter referred to as the contracting Colonies)

AND WHEREAS the telegraphic traffic of Australasia with other countries is carried by the cables and telegraphic lines of the Extension Company in connection with lines belonging to the Indo-European Telegraph Department of Her Majesty's Indian Government the Eastern Telegraph Company (Limited) and the Indo-European Telegraph Company (Limited) and the lines and cables connected therewith (hereinafter called the Cis-Indian Administrations)

AND WHEREAS the terminal stations in Australia of the Extension Company's submarine cables are situated at Port Darwin in the Province of South Australia and Roebuck Bay in the Colony of Western Australia

AND WHEREAS the transmission of telegraphic messages to and from the terminal stations in Australia (hereinafter referred to as the Australasian Traffic) is now charged for at the rates specified in the First Schedule hereto (hereinafter referred to as the Existing Rates)

AND WHEREAS the total receipts for the year 1889 of the Extension Company and the Cis-Indian Administrations in respect of the Australasian traffic under the existing rates after deducting outpayments to other telegraphic administrations have for the purposes of this Agreement been agreed between the parties at the sum of £237,736

AND WHEREAS it has been proposed that the existing rates shall be reduced upon the terms and in consideration of the guarantee hereinafter contained.

NOW THESE PRESENTS WITNESS and it is hereby agreed and declared as follows:—

1. The Extension Company will from and after the first day of May 1891 transmit or procure the transmission of all telegraphic messages exchanged between the places mentioned in the Second Schedule hereto and South or Western Australia (except messages to or from Queensland or New Zealand) at the rates specified in the Second Schedule hereto (hereinafter referred to as the Reduced Rates).

2. The Governments of the Colonies parties hereto will from and after the first day of May 1891 transmit or procure the transmission between the said terminal stations of the Company and other places in the contracting Colonies of all telegraphic messages exchanged between the Australasian Colonies and other places at the rates specified in the Third Schedule.

3. If in any year while the reduced rates shall continue in force by virtue of these presents the total receipts of the Extension Company and the Cis-Indian Administrations in respect of the Australasian traffic after deducting all outpayments to other telegraphic administrations shall be less than the sum of £237,736 Her Majesty will cause to be paid to the Extension Company out of the Consolidated Revenue Funds of the contracting Colonies a sum equal to half the amount by which such receipts shall be less than the said sum of £237,736.

4. Any sum of money payable under clause 3 hereof shall be paid to the Extension Company in London in sterling money free from all deductions within three calendar months from the close of each year.

5. If there shall at any time in any year while the reduced rates continue in force by virtue of these presents be a total interruption of telegraphic communication between Australia and Europe arising otherwise than by reason of war or any such like cause which shall continue for more than one calendar month inclusive of the day on which the interruption shall begin a deduction of one 365th part of any sum payable under clause 3 hereof in respect of such year shall be made for every day beyond the said month during which there shall be such total interruption inclusive of the day on which it ceases Provided always that if such interruption shall arise by reason of war or any such like cause no such deduction shall be made but the Extension Company will restore or procure the restoration of such communication with all possible dispatch the costs of so doing being in such case borne by Her Majesty.

6. While the reduced rates continue in force by virtue of these presents the provisions contained in the 4th Article of a certain Agreement dated the 6th day of May 1879 and made between Her Most Gracious Majesty the Queen (on behalf of the Colonies of New South Wales and Victoria) of the one part and the Extension Company of the other part as to the rates to be charged by the Extension Company shall be suspended and notwithstanding such Article the Extension Company shall not be bound to make any rebate or allowance in respect of Government messages or press messages except as herein expressly provided.

7. The words "Government messages" and "Press messages" in these presents shall have the same meaning as they have under Articles 5 and 6 of the said agreement of the 6th day of May 1879 and all existing rules with regard to such messages and any modification which may be made therein shall apply to such messages respectively under the reduced rates.

8. The reduced rates shall continue in force until the expiration of a notice given in manner next hereinafter mentioned the said notice shall be not less than two calendar months' notice in writing expiring either on the 30th day of April 1892 or on the 30th day of April of any subsequent year and may be given either by the Extension Company to the Agent-General of South Australia on behalf of the Colonies parties hereto by leaving the notice at the office in London of such Agent-General or by such Agent-General to the Company by leaving such notice at the office of the Extension Company in London.

9. Immediately upon the expiration of any notice given in accordance with clause 8 hereof the existing rates for the Australasian traffic shall again come into operation provided that the rate to and from Europe shall not exceed eight shillings unless a higher rate shall be required to make up the receipts from the Australasian traffic to the sum of £237,736.

10. The Extension Company will not during the continuance of this agreement directly or indirectly in any manner howsoever alter the rates specified in the Third Schedule hereto without the consent in writing of the contracting Colonies.

In witness whereof Sir Arthur Blyth K.C.M.G. C.B. the Agent-General for South Australia duly authorised to execute these presents on behalf of Her Most Gracious Majesty the Queen hath hereunto set his hand and seal and the common seal of the Eastern Extension Australasia and China Telegraph Company Limited hath been hereunto affixed the day and year first above written.

Signed sealed and delivered by Sir Arthur Blyth on behalf of Her Most Gracious Majesty the Queen in the presence of—
SAM'L DEERING,
Assistant Agent-General for South Australia.

ARTHUR BLYTH,
Agent-General for South Australia.
[Seal.]

The Common Seal of the Eastern Extension Australasia and China Telegraph Company Limited was hereunto affixed in the presence of—
J. DENISON PENDER, Director.
W. R. LYNE, Assistant Secretary.

[The Common Seal of the Eastern Extension Australasian and China Telegraph Company Limited.]

THE FIRST SCHEDULE.

SCHEDULE of the Existing Rates for Telegrams exchanged with South and Western Australia.

	Net Australian Rate			Outpayments.					Total Rate.
	Cis-Indian Joint Purse.	Extension Company.	Total.	Europe.	India.	Java.	Australia.	Total.	
Europe—Ordinary, via Suez or via Teheran.	3f 25c.	5f 60c.	8f 85c.	25c.	75c.	15c.	1f 40c.	2f 55c.	11f 40c.
Government	2s 9d.	4s 6d.	7s 3d.	2d.	7d.	1d.	1s 2d.	2s 1d.	9s 4d.
Press	3f 25c.	2f 80c.	5f 05c.	25c.	75c.	15c.	1f 40c.	2f 55c.	8f 60c.
	2s 9d.	2s 3d.	5s 6d.	2d.	7d.	1d.	1s 2d.	2s 1d.	7s 1d.
	1f 07½c.	1f 40c.	2f 47½c.	05c.	25c.	6c.	42c.	75c.	3f 22½c.
	10d.	1s 1½d.	2s 6d.	1d.	3d.	0d.	4d.	8d.	2s 8d.
Aden	2f 85c.	7f 00c.	9f 85c.	24c.	15c.	1f 40c.	2f 30c.	2f 30c.	12f 15c.
	2s 5d.	5s 10d.	8s 3d.	7d.	1d.	1s 2d.	1s 11d.	1s 11d.	10s 2d.
Suakin	3f 00c.	5f 00c.	8f 00c.	75c.	15c.	1f 40c.	2f 30c.	2f 30c.	10f 00c.
	2s 6d.	4s 8d.	7s 2d.	7d.	1d.	1s 2d.	1s 11d.	1s 11d.	9s 1d.
Egypt	3f 75c.	5f 60c.	9f 35c.	75c.	15c.	1f 40c.	2f 30c.	2f 30c.	11f 65c.
	3s 2d.	4s 8d.	7s 10d.	7d.	1d.	1s 2d.	1s 11d.	1s 11d.	9s 9d.
Persian Gulf	1f 45c.	7f 00c.	8f 45c.	75c.	15c.	1f 40c.	2f 30c.	2f 30c.	10f 75c.
	1s 2d.	6s 11d.	7s 1d.	7d.	1d.	1s 2d.	1s 11d.	1s 11d.	9s.
Persia	1f 00c.	7f 00c.	8f 00c.	Persia.	75c.	15c.	1f 40c.	3f 85c.	11f 04c.
	10d.	5s 11d.	6s 9d.	1s 3d.	7d.	1d.	1s 2d.	3s 2d.	9s 11d.
India	7f 00c.	7f 00c.	7f 00c.	80c.	15c.	1f 40c.	2f 35c.	2f 35c.	9f 85c.
	5s 10½d.	5s 10½d.	5s 10½d.	8d.	1d.	1s 2d.	1s 1½d.	1s 1½d.	7s 10d.
Penang	5f 00c.	5f 00c.	5f 00c.	15c.	15c.	1f 40c.	1f 40c.	1f 40c.	6f 55c.
	4s 2½d.	4s 2½d.	4s 2½d.	1d.	1d.	1s 2d.	1s 3½d.	1s 3½d.	5s 6d.
Malacca	4s 00c.	5f 00c.	5f 00c.	15c.	15c.	1f 40c.	1f 40c.	1f 40c.	6f 55c.
	4s 2½d.	4s 2½d.	4s 2½d.	1d.	1d.	1s 2d.	1s 3½d.	1s 3½d.	5s 6d.
Singapore	6f 00c.	5f 00c.	5f 00c.	15c.	15c.	1f 40c.	1f 40c.	1f 40c.	6f 55c.
	4s 2½d.	4s 2½d.	4s 2½d.	1d.	1d.	1s 2d.	1s 3½d.	1s 3½d.	5s 6d.
Hongkong and beyond	8f 00c.	8f 00c.	8f 00c.	15c.	15c.	1f 40c.	1f 40c.	1f 40c.	9f 55c.
	6s 8½d.	6s 8½d.	6s 8½d.	1d.	1d.	1s 2d.	1s 3½d.	1s 3½d.	8s.
Macao	8f 50c.	8f 50c.	8f 50c.	15c.	15c.	1f 40c.	1f 55c.	1f 55c.	10f 05c.
	7s 1½d.	7s 1½d.	7s 1½d.	1d.	1d.	1s 2d.	1s 3½d.	1s 3½d.	8s 5d.
Manila	10f 00c.	10f 00c.	10f 00c.	Spain.	25c.	15c.	1f 40c.	1f 80c.	11f 80c.
	8s 4d.	8s 4d.	8s 4d.	2½d.	1d.	1s 2d.	1s 6d.	1s 6d.	9s 10d.
Cochin China	6f 25c.	6f 35c.	6f 35c.	Cochin China.	15c.	15c.	1f 40c.	1f 70c.	8f 05c.
	5s 2d.	5s 2d.	5s 2d.	1d.	1d.	1s 2d.	1s 5d.	1s 5d.	6s 7d.
Tonquin	6f 35c.	6f 35c.	6f 35c.	1f 55c.	15c.	1f 40c.	3f 10c.	3f 10c.	9f 45c.
	5s 2d.	5s 2d.	5s 2d.	1s 3½d.	1d.	1s 2d.	2s 7d.	2s 7d.	7s 9d.
Java	3f 60c.	3f 60c.	3f 60c.	15c.	15c.	1f 40c.	1f 55c.	1f 55c.	6f 05c.
	2s 10½d.	2s 10½d.	2s 10½d.	1d.	1d.	1s 2d.	1s 3½d.	1s 3½d.	4s 2d.
Europe, via Moulmein	4f 17½c.	5f 60c.	9f 77½c.	Europe, China, Siam, and India.	25c.	15c.	1f 40c.	3f 62½c.	13f 40c.
	3s 6d.	4s 8d.	8s 2d.	2½d.	1½d.	1s 2d.	3s.	3s.	11s 2d.
" " Hongkong	5f 60c.	5f 60c.	5f 60c.	Northern Company.	8f 50c.	15c.	1f 40c.	10f 05c.	15f 05c.
	4s 8d.	4s 8d.	4s 8d.	7s 1½d.	1d.	1s 2d.	8s 5d.	8s 5d.	13s 1d.
" " Turkey	1f 39c.	5f 60c.	6f 99c.	Europe.	1f 86c.	15c.	1f 40c.	4f 16c.	11f 15c.
	1s 2d.	4s 6d.	5s 8d.	1s 7d.	7½d.	1½d.	1s 2d.	3s 6d.	9s 2d.

THE SECOND SCHEDULE.

SCHEDULE OF REDUCED RATES for Telegrams exchanged with South and Western Australia, exclusive of Messages to and from Queensland and New Zealand.

	Net Australian Rate. To be credited to Guarantee.			Outpayments.					Total Rate.
	Cis-Indian Joint Purse	Extension Company.	Total.	Europe.	India.	Java.	Australia.	Total.	
Europe—Ordinary, <i>via</i> Suez or <i>via</i> Teheran.	3f. 25c.	50c.	3f. 75c.	25c.	35c.	15c.	50c.	1f. 25c.	5f. 00c.
Government	2s. 7d.	5d.	3s.	2d.	3d.	1d.	5d.	1s.	4s.
Press	3f. 25c.	nil.	3f. 25c.	25c.	35c.	15c.	50c.	1f. 25c.	4f. 50c.
Aden	2s. 6d.	42½c.	2s. 6d.	2d.	3d.	1d.	5d.	1s.	3s. 6d.
Suakin	1f. 07½c.	4d.	1f. 50c.	05c.	24c.	04c.	42c.	75c.	2f. 25c.
Egypt	10d.	4d.	1s. 2d.	3d.	2d.	0d.	4d.	7d.	1s. 10d.
Persian Gulf	2f. 85c.	1f. 15c.	4f. 00c.	.....	35c.	15c.	50c.	1f. 00c.	5f. 00c.
Persia	2s. 3d.	11d.	3s. 2d.	.....	3d.	1d.	5d.	10d.	4s.
India	3f. 00c.	1f. 00c.	4f. 00c.	.....	35c.	15c.	50c.	1f. 00c.	5f. 00c.
Penang	2s. 5d.	0d.	3s. 2d.	.....	3d.	1d.	5d.	10d.	4s.
Malacca	3f. 50c.	50c.	4f. 00c.	.....	35c.	15c.	50c.	1f. 00c.	5f. 00c.
Singapore	2s. 9d.	5d.	3s. 2d.	.....	3d.	1d.	5d.	10d.	4s.
Hongkong and beyond	1f. 45½c.	2f. 54½c.	4f. 00c.	.....	35c.	15c.	50c.	1f. 00c.	5f. 00c.
Manila	1s. 2d.	2s.	3s. 2d.	.....	3d.	1d.	5d.	10d.	4s.
Cochin China	1f. 00c.	1f. 30c.	2f. 45c.	Persia.	35c.	15c.	50c.	2f. 55c.	5f. 00c.
Tonquin	11d.	1s. 1d.	2s.	.....	3d.	1d.	5d.	10d.	4s.
Java	3f. 77½c.	3s.	3f. 77½c.	.....	57½c.	15c.	50c.	1f. 22½c.	5f. 00c.
Europe, <i>via</i> Moulmein	3s.	3f. 75c.	3f. 75c.	.....	6d.	1d.	5d.	1s.	4s.
„ <i>via</i> Hongkong	3f. 75c.	3s.	3f. 75c.	.....	1d.	5d.	50c.	65c.	4f. 40c.
„ <i>via</i> Turkey to Australia	3s.	3f. 75c.	3f. 75c.	.....	1d.	5d.	50c.	65c.	4f. 40c.
„ from Australia	3s.	3f. 75c.	3f. 75c.	.....	1d.	5d.	50c.	65c.	4f. 40c.
„	5f. 60c.	4s. 6d.	5f. 60c.	.....	1d.	5d.	50c.	65c.	4f. 40c.
„	4s. 6d.	4s. 6d.	4s. 6d.	.....	1d.	5d.	50c.	65c.	4f. 40c.
„	6f. 10c.	6f. 10c.	6f. 10c.	.....	1d.	5d.	50c.	65c.	4f. 40c.
„	4s. 11d.	4s. 11d.	4s. 11d.	.....	1d.	5d.	50c.	65c.	4f. 40c.
„	7f. 60c.	6s. 1d.	7f. 60c.	Spain.	25c.	15c.	50c.	90c.	5f. 50c.
„	6s. 1d.	6s.	6s.	.....	2d.	1d.	5d.	9d.	6s. 9d.
„	4f. 20c.	3s. 4d.	4f. 20c.	.....	15c.	15c.	50c.	80c.	5f. 00c.
„	3s. 4d.	3s. 4d.	3s. 4d.	.....	1d.	1d.	5d.	8d.	4s.
„	4f. 20c.	4f. 20c.	4f. 20c.	.....	1f. 55c.	15c.	50c.	2f. 20c.	6f. 40c.
„	3s. 4d.	3s. 4d.	3s. 4d.	.....	1s. 3d.	1d.	5d.	1s. 10d.	5s. 2d.
„	3f. 10c.	2s. 6d.	3f. 10c.	.....	15c.	15c.	50c.	65c.	3f. 75c.
„	2s. 6d.	2s. 6d.	2s. 6d.	.....	1d.	1d.	5d.	6d.	3s.
„	3f. 25½c.	4f. 20c.	7f. 45c.	Europe.	25c.	15c.	50c.	3f. 47½c.	10f. 92½c.
„	2s. 7d.	3s. 5d.	6s.	.....	2d.	1d.	5d.	2s. 9d.	8s. 9d.
„	5f. 60c.	4s. 6d.	5f. 60c.	Northern Company.	3f. 50c.	15c.	50c.	9f. 15c.	14f. 75c.
„	4s. 6d.	4s. 6d.	4s. 6d.	.....	6s. 10d.	1d.	5d.	7s. 4d.	11s. 10d.
„	1f. 39c.	50c.	1f. 89c.	.....	1f. 86c.	35c.	50c.	2f. 80c.	4f. 75c.
„	1s. 1d.	5d.	1s. 6d.	.....	1s. 6d.	3d.	5d.	2s. 4d.	3s. 10d.
„	1s. 1d.	7d.	1s. 8d.	.....	1s. 6d.	3d.	5d.	2s. 4d.	4s.

NOTE.—The Rates for messages to and from Queensland and New Zealand remain as charged in the First Schedule.

THE THIRD SCHEDULE.

SCHEDULE of Rates on Telegrams exchanged between Europe and the Australasian Colonies, other than South and West Australia.

	South and West Australia.	Victoria.	New South Wales.	Eastern Extension Cable.	New Zealand.	Queensland.	Tasmania.	Rate from Port Darwin or Roebuck Bay.	Total.
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
SOUTH AND WEST AUSTRALIA—									
Europe—Ordinary (<i>via</i> Suez or Teheran)	0 5	.....	.....	.....	.....	.....	.....	3 7	4 0
Government	0 5	.....	.....	.....	.....	.....	.....	3 1	3 6
Press	0 4	.....	.....	.....	.....	.....	.....	1 6	1 10
VICTORIA—									
Europe—Ordinary (<i>via</i> Suez or Teheran)	0 5	0 1	.....	.....	.....	.....	.....	3 7	4 1
Government	0 5	0 1	.....	.....	.....	.....	.....	3 1	3 7
Press	0 4	0 1	.....	.....	.....	.....	.....	1 6	1 11
NEW SOUTH WALES—									
Europe—Ordinary (<i>via</i> Suez or Teheran)	0 5	.....	0 2	.....	.....	.....	.....	3 7	4 2
Government	0 5	.....	0 2	.....	.....	.....	.....	3 1	3 8
Press	0 4	.....	0 1	.....	.....	.....	.....	1 6	1 11
TASMANIA—									
Europe—Ordinary (<i>via</i> Suez or Teheran)	0 5	0 1	.....	0 6	.....	.....	0 1	3 7	4 8
Government	0 5	0 1	.....	0 6	.....	.....	0 1	3 1	4 2
Press	0 4	0 1	.....	0 6	.....	.....	0 1	1 6	2 6
NEW ZEALAND—									
Europe—Ordinary (<i>via</i> Suez or Teheran)	1 1	.....	0 1	1 0	0 2	.....	.....	8 2	10 6
Government	1 1	.....	0 1	1 0	0 2	.....	.....	8 2	10 6
Press	0 4	.....	0 1	0 3	0 2	.....	.....	2 4	3 2
QUEENSLAND—									
Europe—Ordinary (<i>via</i> Suez or Teheran)	1 1	.....	0 3	.....	.....	0 3	.....	8 2	9 9
Government	1 1	.....	0 3	.....	.....	0 3	.....	8 2	9 9
Press	0 4	.....	0 1	.....	.....	0 1	.....	2 4	2 10

The Rates for Telegrams exchanged with the other places mentioned in Schedules 1 and 2 will be increased in the same ratio as Telegrams exchanged with Europe.

1891.

(SECOND SESSION.)

NEW SOUTH WALES.

ELECTRIC TELEGRAPHS.

(REDUCTION IN RATES FOR TELEGRAMS.)

Presented to Parliament, pursuant to Art 20 Vic. No. 41, sec. 6.

General Post Office, Sydney, 28 August, 1891.

In pursuance of the arrangement in existence between this Colony and Queensland, under which the inland rate of 1s. for the first ten words, and 1d. for each additional word, is charged on all telegrams transmitted to and from Border Stations in one Colony and all stations in the other, it is hereby notified, for public information, that Goodooga and New Angledool, in this Colony, will henceforth be treated as Border Stations under this arrangement.

DANIEL O'CONNOR.

1891-2.

NEW SOUTH WALES.

ELECTRIC TELEGRAPHS.

(REDUCTION IN RATES FOR TELEGRAMS.)

Presented to Parliament, pursuant to Act 20 Vic. No. 41, sec. 6.

General Post Office, Sydney,

13 November, 1891.

IN pursuance of the arrangement in existence between this Colony and Queensland, under which the inland rate of 1s. for the first ten words, and 1d. for each additional word is charged on all telegrams transmitted to and from Border Stations in one Colony and all stations in the other, it is hereby notified, for public information, that Tumbulgum, in this Colony, will, from the 1st January next, be treated as a Border Station under this arrangement.

JOHN KIDD.

1891-2.

NEW SOUTH WALES.

ELECTRIC TELEGRAPHS.

(REDUCTION IN RATES FOR TELEGRAMS.)

Presented to Parliament, pursuant to Act 20 Vic. No. 41, sec. 6.

General Post Office,

Sydney, 20th February, 1892.

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 a reduced rate of six pence for ten words (the charge for each additional word remaining as at present, namely, one penny) being levied on telegraphic messages transmitted from any station within a radius of 3 miles of Broken Hill to any other station within the same area.

JOHN KIDD.

[3d.]

1891-2.

NEW SOUTH WALES.

ELECTRIC TELEGRAPHS.

(REGULATIONS IN CONNECTION WITH THE "LOCAL MESSAGE" SYSTEM.)

Presented to Parliament, pursuant to Act 20 Vic., No. 41, sec. 6.

General Post Office, Sydney, 1 March, 1892.

HIS Excellency the Governor, with the advice of the Executive Council, has been pleased to approve of the introduction of the "Local Message" System, and of the adoption of the following Regulations in connection therewith:—

1. In addition to ordinary telegrams lodged for transmission by wire, messages will be received at any Telegraph Office in the Colony addressed to any place within the city, town, &c., in which such office is situated, and will be delivered, as provided in clause 2, by messenger, subject to the Regulations now in force, or hereafter brought into force, relating to the transmission and delivery of telegrams.
2. The charges for the delivery of such messages will be at the rate of 6d. for ten words, and 1d. for each additional word; and no message will be accepted for an address exceeding one mile from any country office, nor for delivery outside the boundaries fixed for the Head, Branch, and Suburban Offices.
3. No message will be received for delivery from offices at which messengers are not employed by the Department, and all messages must be prepaid.

JOHN KIDD.

1891.
(SECOND SESSION.)

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

TELEPHONE CONNECTIONS.
(COST OF.)

Ordered by the Legislative Assembly to be printed, 18 November, 1891.

[Laid upon the Table of the House in answer to Question No. 4 of Thursday, 15 October, 1891.]

Questions.

- (4.) TELEPHONE CHARGES:—*Mr. Alfred Allen* (for *Mr. DANGAR*) asked THE COLONIAL SECRETARY,—
- (1.) What are the several charges made by the Telephone Department for securing connection with the telephone system of Sydney?
 - (2.) How do these charges compare with those imposed by similar offices in Melbourne, Adelaide, Launceston, and Brisbane?
 - (3.) Is there any reason why the charges in connection with the Sydney office differ from those made in any of the other Colonies?

Answers.

Sir HENRY PARKES answered,—

(1 and 2.) I will presently lay upon the Table a Return giving this information.

(3.) The charges made in Sydney are considered more satisfactory than those made in the other Colonies, and are more advantageous to the subscribers. No complaints have been made by the public of the rates charged.

SYDNEY.

Each subscriber is required to pay the cost of construction of line from his premises to the Exchange, together with cost of instruments, both of which become the property of the subscriber. Also, a maintenance fee at the rate of £5 per annum for lines not exceeding 1 mile in length, and for lines exceeding 1 mile £5 per annum for first mile, and £2 19s. per annum for each additional mile or fraction thereof. This includes attendance, adjustment, repairs, and renewal of batteries.

MELBOURNE.

Providing line of 1 mile or under, one telephone set complete and service at Exchange, £12 per annum. Each additional quarter of a mile of line or under, £1 per annum. The above rate includes attendance, adjustment, repairs, and renewals of instrument and batteries. The lines and instruments are the property of the Government. New lines to be taken at least for one year, and the first year's rent must be paid in advance.

BRISBANE.

Telephone lines are erected and kept in order by the Post and Telegraph Department on payment in advance of annual rental at rate of £5 for first mile or any intermediate distance, and a proportionate rate of 12s. 6d. for every additional quarter of a mile or fraction thereof. Instruments are provided by subscribers, and, where connected with Exchanges, are maintained in working order by the Department, for which an extra annual charge of £1 for each instrument is made.

LAUNCESTON.

Annual subscription to Exchange, payable in advance, not exceeding half-a-mile, £6; additional quarter or fraction, 15s.

ADELAIDE.

Providing line of 1 mile or under, one telephone, set complete and Exchange connection, commercial subscribers, £10 per annum; 2 miles, £12 per annum; 3 miles, £14 per annum; every additional quarter of a mile, £1. Except where a shorter time is specially arranged for, the agreement is to be for three years. All lines and telephones are the property of the Government.

1891.

(SECOND SESSION.)

NEW SOUTH WALES.

ELECTRIC TELEGRAPHS.

(AMENDED TELEPHONE REGULATIONS.)

Presented to Parliament, pursuant to Act 20 Vic. No. 41, sec. 6.

General Post Office, Sydney, 22 October, 1891.

His Excellency the Governor, with the advice of the Executive Council, has been pleased to approve of the following Amended Regulations for the government of the Telephone System being substituted for those now in force.

DANIEL O'CONNOR.

1. Applications for connection with the Telephone System through the Central Exchange or otherwise should be forwarded to the Superintendent of Electric Telegraphs, General Post Office, Sydney, when estimates of the cost of the connection will be duly furnished.

2. The erection of the lines will be carried out by the Government at the expense of the applicants, who will also have to bear the cost of the instrument or instruments, which must, in all cases, be of the manufacture recommended by the Department, and the charges must be paid previous to the lines being handed over for use.

3. Each subscriber will be required to pay, *in advance*, a maintenance fee of five pounds (£5) per annum for lines not exceeding 1 mile in length, and for lines over 1 mile in length, five pounds (£5) per annum for the first mile, and two pounds ten shillings (£2 10s.) per annum for each additional mile or fraction thereof. These fees must be paid before the 31st January in each year, otherwise the lines will be disconnected.

4. An additional fee of two pounds ten shillings (£2 10s.) per annum is payable on lines which connect with branch exchanges, for the use of the main line or lines connecting the branches with the Central Exchange, and which are erected at the Government expense.

5. With a view to facilitate business, and for the better conduct of the system, telephone messages containing unbecoming expressions must be refrained from, and language of an obscene nature, or of a character calculated to provoke a breach of the peace, is strictly forbidden. Any violation of this regulation will render the offenders liable to have their telephone instruments disconnected from the Telephone Exchange, and their lines dismantled.

1891-2.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

ELECTRIC TELEGRAPHS.
(CORRESPONDENCE RESPECTING UNDERGROUND WIRES.)

Ordered by the Legislative Assembly to be printed, 30 March, 1892.

[Laid upon the Table of the House in answer to Question No. 4, of 30 March, 1892.]

Question.

- (4.) UNDERGROUND TELEGRAPH WIRES:—MR. DAWSON *asked* THE POSTMASTER-GENERAL,—
- (1.) Is it the intention of the Government, in the face of representations made to the Postmaster-General by deputation and otherwise, that the sewerage tunnels now in course of construction in the heart of the city are eminently available for the reception of underground telegraph wires, to adopt the route recommended by Mr. Cracknell, Superintendent of Telegraphs, by way of Martin-place, beneath Pitt-street and Moore-street, to Castlereagh-street; if so, will not such route involve much greater expense, and also fail to serve the most congested portion of the telegraphic system of the city?
- (2.) Is it not the case that, with the exception of Mr. Cracknell, every experienced officer of the department has reported in favour of the scheme recommended by the deputations aforesaid, and tentatively endorsed by the Postmaster-General?
- (3.) Will the Government place upon the Table of this House all the correspondence that has passed on the subject since the first deputation waited upon the Postmaster-General?

Answer.

Mr. KIDD answered,—

(1.) The report of the Engineer-in-Chief for Sewerage is to the effect that the sewers now being constructed by the Works Department are wholly unsuitable for the reception of underground telegraph wires. The tunnel which this Department contemplates constructing as an experimental measure along Moore-street was recommended, not by Mr. Cracknell but by the Mayor, who urged that the work might be done concurrently with the formation of the new street.

(2.) No.

(3.)

No.	UNDERGROUND WIRES.	PAGE.
1.	Petition from residents of Sydney and Suburbs	2
2.	Report of interview with the Postmaster-General by Deputation	2
3.	Report of Superintendent of Electric Telegraphs	3
4.	The Secretary to the Post Office to H. Dawson, Esq., M.P.	3
5.	Minute of the Secretary to the Post Office	4
6.	Telegrams from the Secretary to the Post Office, Sydney, to Deputy Postmaster-General, Melbourne; the Postmaster-General, Adelaide; and Secretary to the Post Office, Wellington, N.Z.	4
7.	Telegram from the Postmaster-General, Adelaide, to the Secretary to the Post Office, Sydney	4
8.	Telegram from the Deputy Postmaster-General, Melbourne, to the Secretary to the Post Office, Sydney.....	4
9.	Telegram from the Postmaster-General, New Zealand, to the Postmaster-General, Sydney	4
10.	Minute of the Secretary to the Post Office	5
11.	Report of the Superintendent of Electric Telegraphs, Sydney	5
12.	Report of interview by Deputation with the Postmaster-General	5
13.	Minute of the Postmaster-General.....	6
14.	The Secretary to the Post Office to the Under Secretary for Public Works	6
15.	Report of Mr. C. H. Oldisen Baggé.....	7
UNDERGROUND TUNNEL.		
16.	The Municipal Council, Sydney, to the Secretary to the Post Office, Sydney.....	7
17.	Report of the Superintendent of Telegraphs	7

ELECTRIC TELEGRAPHS.

No. 1. Petition.

To the Honorable John Kidd, Esq., Postmaster-General.

The humble Petition of the undersigned residents of Sydney and suburbs,—

RESPECTFULLY SHOWETH:—

That we observe with much satisfaction that an Honorable Member of the Legislative Assembly has asked you the following question:—

“Is it a fact that in connection with the sewerage scheme of the city of Sydney a tunnel is being constructed for the purpose of laying sewerage pipes underneath portions of George, King, Pitt, Market, and Barrack Streets, commencing at the General Post Office and extending a total length of about $1\frac{1}{4}$ mile; and if so, will the Government take into immediate consideration the facilities thereby afforded to transfer the telegraph wires within the area from overhead to underground, utilising the said tunnel for that purpose?”

Further, that you graciously replied to the effect that the matter was of such importance that you must take time to fully consider it, and would give your reply in due course.

Now, we, the undersigned firms and individuals, either carrying on business in or residing within the central city area that would be more immediately and directly affected by the removal of the electric wires from overhead to underground, desire to recommend to the consideration of your Honorable House the following arguments in support of the proposition, *videlicet*:—

- (1.) That, as sooner or later, the indicated step must be taken, the existence of an available tunnel renders the present time opportune to carry out the work at a minimum of cost, and would obviate the tearing up of the main thoroughfares of the city at some future time, a periodical infliction from which we are serious sufferers.
- (2.) That the existence of the sewerage tunnel, from which direct connection will eventually be made with each building on either side of the route, presents an admirable means of conveying branch wires to the said buildings for lighting, telephone, and electric motive power purposes.
- (3.) That the removal of the wires from overhead will have the effect of obviating a great and serious hindrance to the operations of the fire brigades in case of fire.
- (4.) That the ease with which, in the case of interruption of the wires by breakage or otherwise, they can be reached and repaired as compared with the difficulty of similar work carried on overhead.
- (5.) The removal from off the principal streets of our city of the unsightly telegraph poles and wires (also no small source of danger to vehicular traffic), and of the network of wires which impede the view of nearly all our magnificent buildings.

These and other considerations which will doubtless suggest themselves to your mind we humbly commend to your deliberation.

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

[Here follow 140 signatures.]

No. 2.

Report of interview with Postmaster-General by a deputation.

MR. H. DAWSON, M.P., introduced to the Postmaster-General a deputation of business men of the city, and presented a petition signed by a large number of principal firms, urging that the telegraph wires should be placed underground, and that the proposed sewerage tunnel should be availed of for the purpose. He read the petition, which, he said, embodied nearly everything he had to say on the matter, and hoped that Sydney would follow in the steps of other great cities of America and Europe, and have the wires put underground, even though the expense might be great.

The *Postmaster-General* said that immediately Mr. Dawson had brought the matter under his notice in the House he had called on Mr. Cracknell to make a report as soon as possible. He had not yet received that report, but would be glad to hear what the deputation had to say. So far as he had thought over the matter, he was favourable to the idea, but it would require a good deal of consideration, and would have to be submitted to the Cabinet. He had little doubt that they would agree to the same course being adopted here as in other large cities.

Mr. Bown, chairman of the Fire Brigades, said it would be a costly work, but there could be no question that it would redound to the good of the community and prove of great advantage. It had been demonstrated all over the world that the best way was to carry the wires in subways underground. So far as the Fire Brigades Department was concerned, the wires at present were an immense obstruction to the operations of the Brigades, for two reasons, of which they had an example at the recent fire at McLean and Rigg's. When the men using the ladders came into communication with the wires the electricity ran through, and the men felt a shock; the wires themselves were terribly in the way when efforts were being made to save life and property. To have them on the tops of houses had been also demonstrated and found to be a failure, inasmuch as it had been found that when a fire broke out probably (indeed it had actually occurred) the whole system of communication of the city was disturbed by the wires being destroyed. This would be an immense loss to the mercantile community and others. On the above grounds, and because it would be an immense advantage to the Fire Department, he urged a compliance with the petition.

Mr.

Mr. H. F. Francis, Manager of the Royal Insurance Company, and particularly as one that had the largest interest in the fire referred to, supported the arguments already used, and thought little more need be said to show the advisableness of having the telegraph wires placed underground. He believed that he voiced the opinion of all the Insurance Companies when he said he believed they all would be glad to see the alteration made.

Mr. Tait, of Briscoe, Drysdale, & Co., said the mercantile view of the case was closely associated with that presented by the chief of the Fire Brigades, and it necessarily followed that the risks run by merchants were great. If done at all, it would be less costly now than it would be at a later period, as it seemed that this tunnel would be particularly adapted for laying the wires in, and would save an immense cost. It would be, so far as he could see, as suitable as if specially made for the purpose, and he could see no objection to using the sewer.

Mr. Dawson said the street viewed from the Postmaster-General's window afforded an excellent illustration of what might happen in the case of a fire.

The *Postmaster-General* said he recognised the gravity of the matter they submitted to him. As the plan advocated had been adopted in other large cities, and as the sewerage tunnel would, if reports showed it to be suitable, afford facilities, he did not see why it should not be carried out as soon as possible. As pointed out, delay would simply add to the expense, and sooner or later no doubt it would be carried out. The wires along the tops of houses had proved a failure, and the only alternative way was to place them under the ground. He had asked *Mr. Cracknell* for a report as soon as possible, and after the representations they had now made he would obtain that report at the earliest moment with a view to endeavouring to bring about what they desired, for he could say it would be in the interests of the community and of the Government that the alteration should be made as speedily as practicable. All they had said had been taken down, and a full report of it would be handed to *Mr. Cracknell* to make his report upon. Of course communication would have to be made with the Water and Sewerage Board, but, assuming there would be space for the wires, he did not suppose there would be any objection from that quarter. As soon as he could get the matter to a head he would submit it to the Cabinet, and if necessary a short Bill might be passed to enable the Government to do what was desired. He felt convinced that the Government would be only too anxious to recognise the interests of the people in this matter, and would do whatever could be done. He would lose no time in getting the report, and advise them at an early date of the result.

J.K.,

24/12/91.

Supt. Telegraphs for report.—S.H.L., 29/12/91. The report of the Supt. Telegraphs on this subject is attached, dated the 24th inst.—JAS. D., 29/12/91.

No. 3.

Report by The Superintendent of Electric Telegraphs.

UPON inquiry from the Commissioner for Roads I find that the sewerage works along George and Pitt Streets are simply intended to carry pipes, the largest of which are only 16 inches in diameter, as far as King-street from the General Post Office in Pitt-street, and from King-street to Market-street 12-inch pipe.

In George-street from General Post Office to Bathurst-street 12-inch pipe, and in King-street, Market-street, and Barrack-street 9-inch pipe. The space is utterly inadequate to carry the necessary cables and to provide for sufficient room for inspection when required; further, the system will only extend as far as Bathurst-street, and even if the accommodation provided were equal to our requirements the short distance to be run would be of no help to the Department. Another objection is that if such a system were adopted there is no provision for branch wires to connect the intermediate subscribers to the Telephone Exchange.

During heavy rains the pipes would be filled with sewage water, and the cables and electric light leads would become saturated. There is only one comprehensive method of dealing with this question, and that is to have special subways for telegraph wires, telephone cables, and electric light leads.

The present proposal would be utterly useless both as regards capacity and extent, and even if large enough would, as before stated, only extend from the central office as far as Bathurst-street.

E. C. CRACKNELL,

24/12/91.

Submitted.—S.H.L., 29/12/91.

No. 4.

The Secretary to The Post Office to H. Dawson, Esq., M.P.

Sir,

General Post Office, Sydney, 5 January, 1892.

With reference to the petition presented by you on the 24th ultimo, from Messrs. F. Lassetter & Co., William D. Bear, Briscoe, Drysdale, & Co., &c., on which occasion you also introduced to the Postmaster-General a deputation, urging that the proposed sewerage tunnels should be utilised for the purpose of placing the telegraph wires underground, I am directed by the Postmaster-General to forward to you herewith a copy of the report on the subject, furnished by the Superintendent of Telegraphs.

I have, &c.,

S. H. LAMBTON,

Secretary.

No. 5.

Minute by The Secretary to the Post Office.

WITH reference to the report of the Superintendent of Telegraphs upon the proposal of the deputation which waited some time since upon the Postmaster-General to urge the carrying of the telegraph wires underground, Mr. Kidd would like a report obtained as to the means which are employed in other cities of the world in regard to the telegraph and telephone wires and cables.

We might make inquiry on the subject by telegram of New Zealand, South Australia, and Victoria, and possibly the Superintendent of Telegraphs may be cognisant of the means employed in other large cities, either in Europe or America.

S.H.L.,
6/1/92.

No. 6.

Telegrams from the Secretary to the Post Office to The Deputy Postmaster-General, Melbourne; Postmaster-General, Adelaide; and Secretary, General Post Office, Wellington (N.Z.)

Sydney, 7 January, 1892.

THE question has been urged upon the Postmaster-General here for consideration of carrying the telegraph wires of the city underground, and he would be glad to know what means are employed in your city to carry the telegraph and telephone wires and cables.

SECRETARY,
G.P.O., Sydney.

No. 7.

Telegram from The Postmaster-General, Adelaide, to The Secretary to the Post Office, Sydney.

Adelaide, 7 January, 1892.

TELEGRAPH and telephone wires and cables in this city are all carried on poles.
EDWARD SQUIRE,
(*Pro* Postmaster-General).

No. 8.

Telegram from The Deputy Postmaster-General, Melbourne, to The Secretary to the Post Office, Sydney.

Melbourne, 8 January, 1892.

Re your telegram, we have a few telephone wires underground, but the greater number, and all the telegraph wires, are overhead at present. City Council, however, have now question of lighting city by electricity under consideration, and placing these wires in conduits, and it has been proposed they should make provision for conduits for our wires being made in same trenches, and an agreement as to dividing cost or of our paying a rental be arranged. Of course there should be no trouble in undergrounding telegraph wires, but the distribution of the telephone wires from the conduits is the most difficult part of the business.

JAS. SMIBERT,
Deputy P.M.G.

Submitted.—S.H.L., 9/1/92.

No. 9.

Telegram from The Postmaster-General, New Zealand, to The Postmaster-General, Sydney.

Invercargill, 12 January, 1892.

IN reply to your Department's wire *re* telegraph and telephone wires, New Zealand, all telegraph and telephone wires are above ground. In the case of telephone wires we carry ten wires on one arm, and the poles are of sufficient height, where required, as to have an ultimate capacity of two hundred wires without the lower wires interfering with the street traffic. For distances from the exchanges we use aerial cables containing twenty wires, and then distribute by overhead wires. Where lines run at right angles to main trunk lines we use short cables running into cable boxes, and then continue aerial wires. We only deal with five numbers on an arm, that is to say, number one next pole to fifth pole on the outside, which may be pavement side or road side, the arm indicating the wire being also numbered, and the route of every wire is kept in the several exchanges. We make all our own cables, regularly spun and made out of twenty single G.P. wires, taped and tarred. The core is six over one, and then thirteen over the seven, and then served over all with soft sail twine, and finally coated with Stockholm tar (not gas tar). The cables are suspended by a No. 8 wire, supported in reels made for that purpose. If you wish it we can send you sample cables, cable-box, &c., showing its mode of suspension. Dr. Lemon is of the opinion that the use of aerial cables in fairly short lengths, so as to minimise induction, will eventually take the place of aerial wires in the future. Our cables cost us four shillings per yard of twenty wires.

W. G. WARD,
Postmaster-General.

No. 10.

Minute by The Secretary to the Post Office, Sydney.

EARLY last month the Postmaster-General asked for reports as to the means employed in other colonies and countries to carry telephone and telegraph wires. He observes answers from various colonies, but would like to know what Mr. Cracknell can tell him on the subject as regards other parts of the world. (Mem.—Mr. Dawson, M.P., has been promised by the Postmaster-General some information or copy of report.) S.H.L., 22/2/92.

Superintendent of Telegraphs.—S.H.L., 22/2/92, B.C. Urgent.

No. 11.

Report by The Superintendent of Telegraphs.

I HAVE no objection to Mr. Dawson, M.P., being supplied with a copy of my report.

The rule in London is that telegraph wires are laid underground and telephone lines carried overhead. I am not quite certain, but to the best of my belief the same system prevails in nearly all the large cities on the continent.

In America telegraph and telephone wires are usually carried overhead, but the electric lights leads are placed in conduits underground.

B.C., The Secretary, General Post Office.

E. C. CRACKNELL, 23/2/92.

Submitted.—S.H.L., 23/2/92. Approved.—J.K., 23/2/92.

No. 12.

Report of interview by Deputation with the Postmaster-General.

MESSRS. S. C. Brown, D. L. Tait (Briscoc, Drysdale, & Co.), and J. H. Wood (McLean Brothers and Rigg), waited on the Postmaster-General to-day relative to the matter of placing telegraph and telephone wires underground. The deputation explained that they had expected Mr. Dawson, M.P., who had introduced the previous deputation on the subject, to come, but he had not turned up, probably through some misunderstanding. This deputation wished to remind the Postmaster-General of the request of the previous one, and to urge him not to lose sight of the matter, as the sewerage works were being pushed on, and if the wires were to be put underground by that means it would have to be done before the works were too far advanced. Moreover, they noticed that larger and heavier poles were even now being put up in the streets.

Mr. Kidd: Did you get a copy of Mr. Cracknell's report? Yes.

I suppose you noticed that he says the present sewers would be too small and altogether inadequate for the purpose? Yes.

Well, I asked Mr. Cracknell for a further report, as to how these things are managed in other cities in the old world and America. There are no underground means in the cities of the other colonies. Mr. Cracknell got a wire from each stating how their wires and cables are carried, and I am now awaiting his report on the system adopted in older countries so as to send it on to you so that some action may be taken. It is a question of great magnitude and will require some time and consideration after we get the report to hand. That is how the matter stands at present. If I had known you were coming to-day I might have ascertained when that report would be ready, but even then I could not give a decision at once. It appears that the sewerage tunnels are not large enough.

Mr. Tait: Whatever size pipe may be used, the tunnel has already been made large enough for men to pass through, and the extra size of the pipe to be put in would make very little difference, compared with the cost of cutting a new tunnel.

Mr. Kidd: But supposing the bulk of the work is now arched? If the tunnel were only being commenced it would be different.

Mr. Tait doubted whether the work would be arched. The largest portion of the cost would be the cutting of the tunnel in the first instance; the additional expense in making it large enough to carry the wires would, he thought, not be very great. If the present work were not utilised, however, the cost of cutting a special tunnel afterwards for the purpose would be great. As regards the objection mentioned by Mr. Cracknell, that the tunnels only went a small distance through the city, they might so far as they go be of good service, and be extended afterwards. It was desirable that the plan should be initiated. Mr. Cracknell's report is unfavourable to the plan altogether it seems.

Mr. Kidd: It appears to be pretty final, so far as making provision in the present sewerage works goes.

Mr. Tait: The question is whether Mr. Cracknell has fully understood the space. He, of course, in his report refers more particularly to the pipes, but perhaps overlooks the fact that there is plenty of room for larger pipes to pass through. The contractor might afford some information as regards the space. The question of connecting the subscribers' wires has not been overlooked, as Mr. Cracknell appears to think, though I do not exactly know what has been done.

Mr. Kidd: This is not a satisfactory report, as it certainly does not go fully into the matter; but I will apply to the Commissioner for Roads and ascertain what space is available for our purpose if we thought of carrying it out.

Mr. Tait: If I might make a suggestion, it might be as well to ascertain the cost of enlarging the tunnels as may be necessary, as it would be very much less expensive to do that than to dig a new one afterwards. It will have to be lined with brick if the wires are put in—[*Mr. Kidd* thought it would not be lined if the pipes were put in; and there was some difference of opinion among the members of the deputation on this point.]—It struck most of us that the pipes are ridiculously small for their purpose, and if the wires were laid there would have to be some space left between.

At

At this stage *Mr. Cracknell* came in. He said he had gone into the matter very fully with the Commissioner for Roads, who had the sewerage works under his control, and he found that the proposal was quite impracticable as regards our requirements, in consequence of the pipes being too small. Again, it would not be safe for the lines to be put into pipes —

Mr. Kidd: There is no intention to put the wires in the pipes but above the pipes.

Mr. Cracknell: I did not understand that from the papers.

Mr. Tait explained his ideas as previously given, pointing out that it was not intended to avail of the sewerage pipes for the wires, but only of the tunnel.

Mr. Cracknell said he had no idea of the tunnel; the only system at present is the system of pipes.

Mr. Tait: But to get them laid they have to dig the tunnel to put the pipes in, and it will have to be filled up; and before being filled, might not some space be made available for the telegraph wires?

Mr. Cracknell: The only idea possible would be by conduits, or a system of subways. I am prepared with a proposal for trying this conduit system between here and the Exchange, and between here and Castlereagh-street. I think if we tried that, we might come to some determination as to what is really required. But there is one great difficulty in putting electric light wires in the same conduits with general wires in a small subway; the currents interfere with one another. That wants practical working out, and it is a matter I have now under consideration.

Mr. Tait pointed out that the question was urgent, as the tunnel was now being made.

Mr. Cracknell said that he found from the Commissioner for Roads that these sewerage works only went as far as Bathurst-street and there ended; that would not help us at all.

Mr. Tait repeated that it might be used as far as it went and extended afterwards.

Mr. Cracknell: If you will leave the matter in my hands, Mr. Kidd, I will submit a scheme to you which I hope will be satisfactory for carrying out a subway.

Mr. Tait again pointed out the urgency of a decision, as the contractor under his contract had to fill up the tunnel, and when that was done it would be too late to move.

Mr. Kidd did not think it would be filled up at all.

Mr. Cracknell: I want to get either a conduit in cement, or a subway, so that all the service pipes would pass through. You cannot put an iron tunnel.

Mr. Kidd: What I understand is that they will not fill up all the pipes, but simply arch them over. It seems a monstrous thing to go to the enormous expense of filling them up. I will look through the specifications in connection with tenders at the Works Office, and see how the matter stands. I should like Mr. Cracknell to carry out what he is thinking about, and let these gentlemen know what he proposes.

Mr. Cracknell: I propose to take Pitt-street and George-street, and make subways; but more space will be required than I understand is being allowed for the sewerage tunnel; sufficient will be required for a man to walk through, at least 6 feet in diameter; or about, say, 8 feet by 6 feet, to carry everything required. I am quite alive to the requirements, but it is a very expensive matter. If we can utilise any works in progress we shall be very glad to do so.

Mr. Kidd: I will undertake to get from the Works Department the dimensions of the space available.

Mr. Brown said the tunnel is now 4 feet wide by 3½ feet high,

Mr. Cracknell: I wonder Mr. Hickson did not let me know that.

The deputation thanked the Postmaster-General for his promise to ascertain the space available, and to get Mr. Cracknell's further report, and retired.

J.K., 26/2/92.

No. 13.

Minute by The Postmaster-General.

WRITE to the Under Secretary for Works and ask him to be good enough to obtain for me a report from the Roads Department as to the size of the tunnel for the sewerage works within the city; and whether it is being or to be arched with bricks; also as to what space there will be available after providing for the sewage requirements, in the event of this Department desiring to place wires in the tunnel. State that I have the question under consideration of carrying telegraph and other wires underground, and would like the report as early as it can be conveniently furnished, with a view of determining how far it would be practicable to make use of the tunnel for our wires.

I would also like to be supplied with full information as to the streets through which the sewerage tunnel will traverse and the length of same so far as the works are already in hand; as well as the same information in regard to works to be carried out in future.

J.K.,
26/2/92.

Works Dept.—M.L.S., 27/2/92.

No. 14.

The Secretary to the Post Office to The Under Secretary for Public Works.

Sir,

General Post Office, Sydney, 27 February, 1892.

I am directed by the Postmaster-General to request that you will be so good as to obtain for him a report from the Roads Department (1) as to the size of the tunnel for the sewerage works within the city; (2) as to whether the tunnel is being, or is to be, arched with bricks; (3) as to what space there will be available after providing for the sewage requirements in the event of this Department desiring to place wires in the tunnel. The report might also give full information as to the streets which the tunnel will traverse, the length of the same, so far as the works are already in hand, and so far as the works are to be carried out in future.

Mr.

Mr. Kidd has the question under consideration of carrying telegraph and other wires underground, and would like the report as early as it can conveniently be furnished with a view of determining to what extent the tunnel might be made use of.

I have, &c.,

S. H. LAMBTON.

Commissioner for Roads.—D.C.McL., *pro* U.S., 29/2/92, B.C. Let me have a plan of the city, showing position and size of sewers other than earthenware pipes.—R.H., 29/2/92. Mr. Baggé. Mr. Mollison.—C.H.O.B., 1/3/92.

No. 15.

Report by C. H. Ohlfsen Baggé to The Engineer-in-Chief for Sewerage.

A PLAN showing the positions and sizes of sewers is forwarded herewith. There is no record of the position of the manholes in the corporation sewers. In reply to the questions asked in the letter I have to state as follows:—

1st. The sizes of the sewers are shown on the plan. Sewers constructed by this branch are in red. Corporation sewers in blue.

2nd. All the sewers have brick arches.

3rd. No provision whatever has been made for placing gas or water pipes or wires in the sewers. Sewers constructed for those purposes must have a much larger cross section, and must be built of a different shape to those constructed here.

At ordinary maximum flow the new sewers are calculated to run three-quarters full, but in storm floods they will run full. If wires were placed in them the flow would be seriously interfered with in times of heavy rain when it is most important that the channel should be kept clear; the almost certain result of even a partial block would be serious damage both to the wires and sewer.

The ventilating arrangements would also be interfered with by the wires, as the gas checks would have to be removed, and these are absolutely necessary to prevent the distribution of foul gases into adjoining districts. The sewers in the city being at the head of the system are generally so small that if a portion of the roof is taken up with wires proper inspection would be nearly impossible.

The Corporation sewers in all cases carry storm water and run full bore on every flood. They are generally old and any interference with the flow might lead to serious results.

C. H. OHLFSEN BAGGÉ.

Forward for the information of the Postmaster-General. It is very clear our sewers would not answer for carrying telegraph wires. They are too small and our system of ventilation would be destroyed.—R.H., 8/3/92. Mr. Barling, B.C.

May perhaps be forwarded to the Postmaster-General.—J.B., 9/3/92. Approved to forward.—W.J.L., 12/3/92. The Secretary to the Post office.—J.B., 14/3/92. Submitted.—JAS. D., 15/3/92. Seen. Bring under the notice of the Postmaster-General on his return.—T.M.S., 17/3/92.

No. 16.

The Municipal Council, Sydney, to The Secretary to the Post Office.

Sir,

Town Clerk's Office, Sydney, 7 January, 1892.

I am directed by the Right Worshipful the Mayor to request that as the construction of Moore-street is about to be proceeded with, all wires and other overhead provisions passing over the thoroughfare may be carried through a subway; the work could be conveniently carried out simultaneously with the formation of the roadway, and with obvious advantage.

I have, &c.,

JNO. R. PALMER,

For HENRY J. DANIELS,

Town Clerk.

Acknowledged, 8/1/92. Supt. Electric Telegraphs for report, B.C.—S.H.L., 8/1/92. Mr. Rutherford to see me in reference to this matter.—E.C.C., 9/1/92.

I quite agree with this application, and would strongly recommend that a subway be constructed from the east side of Castlereagh-street, to a convenient point at Pitt-street end of the General Post Office, where access could be obtained to the telephone room for receiving cables. A subway similar to the one under George-street would be most suitable. Distance, 440 feet.—R.R., 12/1/92. Supt.

No. 17.

Report by The Superintendent of Telegraphs.

[Urgent.]

With reference to the attached letter from the Town Clerk, requesting that all wires passing along Moore-street be carried through a subway, and pointing out that the work in connection therewith could be carried out simultaneously with the formation of the new roadway, and with obvious advantage, I desire to submit, for the approval of the Postmaster-General, a proposal to construct a tunnel, or conduit, similar to the one in George-street, to extend from the Pitt-street front of the General Post Office along Moore-street to the footway on the east side of Castlereagh-street. The total length is 495 feet, or thereabouts, and the estimated cost, exclusive of the Supervising Engineer's charges, about £1,750.

We

We have a large number of cables leading into the central telephone Exchange, and, as they are a disfigurement to the building, and in their present position liable to damage, I would strongly urge the construction of this tunnel to carry the whole of them across Pitt-street, and all wires now erected overhead in Moore-street.

I have consulted with Messrs. M'Creddie Bros., a firm of civil engineers, of high reputation, in this city, and they are willing to prepare plans and specification, and to supervise the work for the usual charge of 5 per cent. on the total cost. They are also prepared to have everything ready for inviting tenders within ten days from receipt of instructions.

It certainly would be most advisable to take advantage of the opportunity now afforded to build this tunnel during the formation of the street, and, in my opinion, this plan of carrying it out would be quicker and cheaper than any other, and, therefore, I beg to request the authority of the Postmaster-General for the work to be placed in hand at once.

The Town Clerk should be advised of the decision arrived at, so as to prevent any complication in connection with the formation of the street and construction of the tunnel.

26/2/92.

E. C. CRACKNELL.

Submitted.—S.H.L., 27/2/92.
Supt. Telegraphs.—S.H.L., 1/3/92.

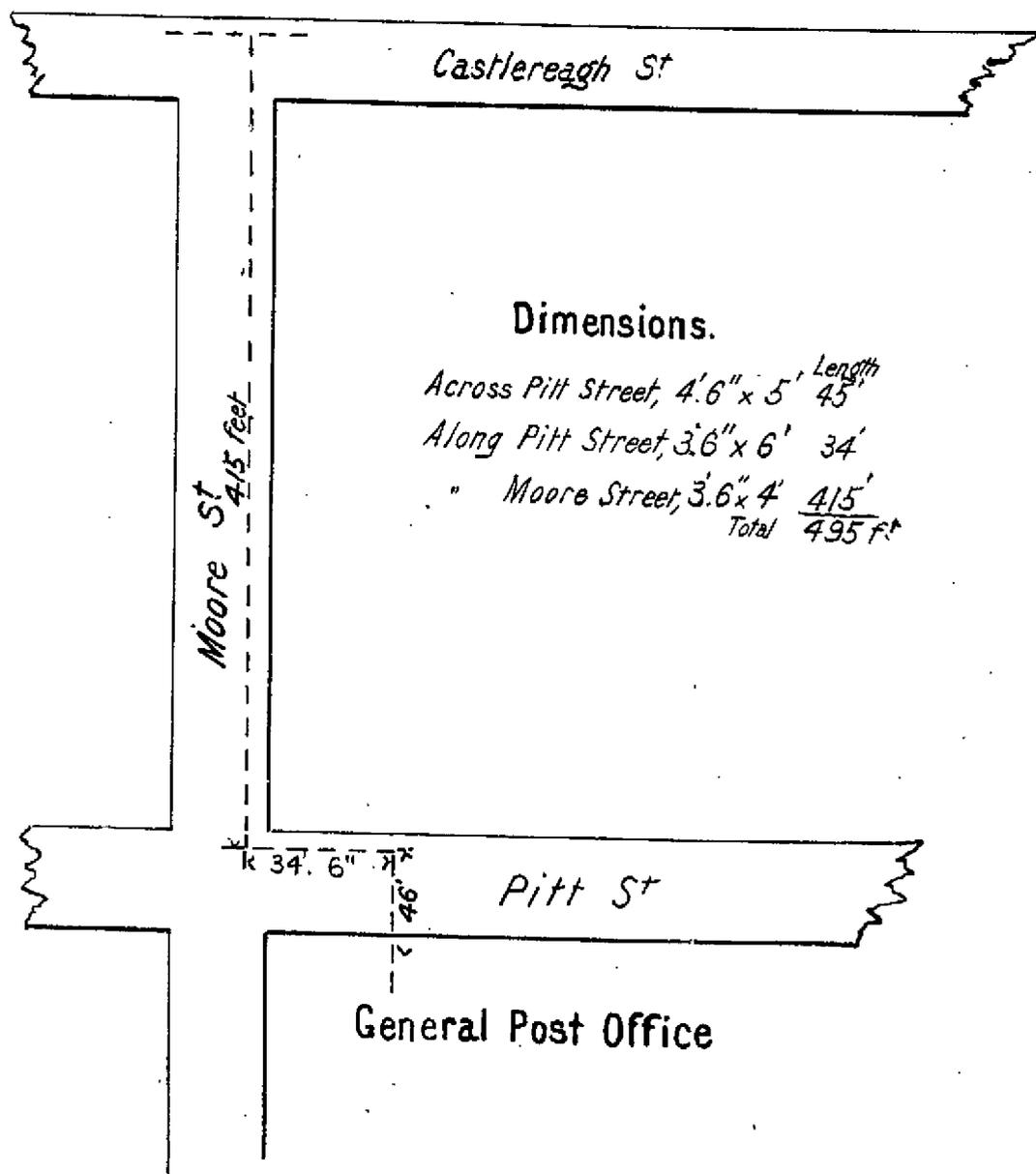
Town Clerk.—M.M., 29/2/92.

Approved.—J.K., 29/2/92.

[Plan.]

Sydney : Charles Potter, Government Printer.—1892.

[9d.]



----- Indicates line of Tunnel, length, 495 ft (Shown in red on Original Plan)

(Sig. 892)

1891-2.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

ROAD THROUGH ADAMINABY PARK.

(RETURN RESPECTING.)

Ordered by the Legislative Assembly to be printed, 9 February, 1892.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 20th August, 1891, That there be laid upon the Table of this House,—

“Copies of all papers and documents relating to the closing of main road through Adaminaby Park.”

(Mr. Dawson.)

SCHEDULE.

NO.	PAGE.
1. Proclamation of dedication of Seymour Park. 13 May, 1888	2
2. <i>Gazette</i> Notice, appointing the trustees of the park. 3 July, 1888	2
3. Mr. Denis Delaney to Mr. District-Surveyor Betts, respecting the road through Buckenderra Holding; minutes thereon. 11 September, 1889	2
4. The Under Secretary for Lands to Mr. Denis Delaney, in reply to No. 3. 24 October, 1889	3
5. Petition from residents of Middlingbank, &c. (presented by Messrs. H. Dawson and G. T. C. Miller, M's.P.), for removal of obstruction on road through the park; minutes thereon	3
6. Office memorandum respecting above petition; minutes thereon. 17 June, 1890	3
7. The Under Secretary for Lands to Messrs. H. Dawson and G. T. C. Miller, M's.P., in reply to No. 5. 23 June, 1890	3
8. Mr. District-Surveyor Betts to the Under Secretary for Lands, reporting as to obstruction to the road from Buckenderra to Adaminaby; minutes, enclosures, and tracings. 19 August, 1890	3
9. Mr. Denis Delaney to the Secretary for Lands, respecting obstruction to the road through the park; minutes thereon. 25 October, 1890	4
10. The Under Secretary for Lands to Mr. Denis Delaney, in reply to No. 9. 30 October, 1890	5
11. Mr. H. Dawson, M.P., to the Under Secretary for Lands, enclosing a letter from Mr. J. M. Lett, a trustee of the park, objecting to the opening of the road through the park. 16 December, 1890	5
12. Mr. Surveyor E. J. Halliday to the District Surveyor, reporting on deviation of road round the park; minutes, enclosures, and tracings. 27 January, 1891	6
13. Mr. Denis Delaney to the Secretary for Lands, asking for decision respecting the road; minute thereon. 7 February, 1891	6
14. The Under Secretary for Lands to Mr. Denis Delaney, in reply to No. 13. 17 February, 1891	7
15. The Under Secretary for Lands to the Commissioner and Engineer for Roads, for return of papers in the case; minute thereon. 17 February, 1891	7
16. Mr. Road-Superintendent Boot to Mr. Assistant-Engineer Stilwell, reporting on the roads; minutes thereon. 20 February, 1891	7
17. Office memorandum, requisition for papers; minute thereon. 19 March, 1891	7
18. Office memorandum—District Surveyor, Cooma, to the Under Secretary for Lands, further report on the road. 4 April, 1891	7
19. Mr. G. T. C. Miller, M.P., to the Secretary for Lands, urging the opening of the road through the park; minutes thereon. 8 April, 1891	8
20. The Under Secretary for Lands to Mr. G. T. C. Miller, M.P., in reply to No. 19. 28 May, 1891	8
21. Mr. Denis Delaney to the Secretary for Lands, further respecting the road through the park. 29 May, 1891	8
22. Mr. F. J. Mould to the Under Secretary for Lands, urging the opening of the road through the park; minutes thereon. 3 June, 1891	8
23. The Under Secretary for Lands to Mr. F. J. Mould, in reply to No. 22. 19 June, 1891	8
24. Mr. Denis Delaney to the Honorable D. O'Connor, Esq., M.L.C., asking him to bring the matter under the notice of the Secretary for Lands, &c.; minutes thereon. 28 July, 1891	9
25. The Under Secretary for Lands to the Honorable D. O'Connor, Esq., M.L.C., in reply to No. 24. 18 August, 1891	9
26. Mr. J. M. Lett to the Under Secretary for Public Works, stating that the petition for the road (No. 5) was a purely bogus one, &c.; minutes thereon. 24 August, 1891	9
27. The Under Secretary for Public Works to Mr. J. M. Lett, in reply to No. 26. 28 August, 1891	9

ROAD THROUGH ADAMINABY PARK.

No. 1.

Proclamation of Dedication of Seymour Park.

NEW SOUTH WALES, } Proclamation by His Excellency the Right Honorable Charles Robert, Baron
to wit. } Carrington, a Member of Her Majesty's Most Honorable Privy Council, Knight
(L.S.), } Grand 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 by the "Public Parks Act of 1884," it is enacted that it shall be lawful for the Governor to appoint trustees of any lands which have been already or may hereafter be dedicated for the purpose of public recreation, convenience, health, or enjoyment. Now, therefore, I, Charles Robert, Baron Carrington, the Governor aforesaid with the advice of the Executive Council, do with a view to the appointments of Trustees under said Act by this, my proclamation, declare the land at Adaminaby, containing an area of 210 acres, which was dedicated for the purposes of public recreation in *Gazette* of 5th November, 1886, No. 632, page 7,698, to be a public park within the meaning of the "Public Parks Act of 1884," and that it be known by the name of Seymour Park, that is to say:—

EASTERN DIVISION.

Land District of Cooma.

County of Wallace, parish of Seymour, area 210 acres. The Crown lands within the following boundaries: Commencing on the south-western side of the road from Seymour to Cooma, where it meets the south side of the reserved boundary road adjoining the south boundary of G. Goodman's 50 acres, portion 190, at a stake marked broad arrow over P.R.G., and bounded thence by a line bearing west 55 chains 30 links; thence by a line bearing south 31 minutes, west 34 chains 26 links; thence by a line bearing south 89 degrees 29 minutes, east 5 chains 3 links; thence by a line bearing south 31 minutes west 4 chains 36 links to the right bank of Frying-pan Creek; thence by the right bank of that creek upwards to a stake marked broad arrow over P.R.G. on the western side of the road from Seymour to Buckenderra; thence by lines bearing north 26 degrees 40 minutes, west 6 chains 98 links, and north 15 degrees 54 minutes, east 40 chains 91 links to the point of commencement,—shown on plan catalogued Ms. 23, C.A., M. 88-2,280.

Given under my hand and seal, at Government House, Sydney, this 30th day of May, in the year of our Lord 1888, and in the fifty-first year of Her Majesty's reign.

By His Excellency's Command,

THOMAS GARRETT.

God Save the Queen!

No. 2.

Gazette Notice.

Department of Lands, Sydney, 3 July, 1888.

It is hereby notified, for public information, that His Excellency the Governor, with the advice of the Executive Council, has been pleased to approve of the appointment of the undermentioned gentlemen as trustees of the land at Adaminaby, containing 210 acres, known as Seymour Park, which was declared to be a public park, by notice in *Gazette* of 1st June, 1888, No. 352, page 3,798, under the name, style, and title of the trustees of Seymour Park, viz:—Messrs. John Maximus Lett, J.P.; Alexander Anderson McKeahnie, J.P.; Laurence Joseph Harnett, J.P.; Alexander Barrett; James McManus; Henry Locker; and William Russell.

THOMAS GARRETT.

No. 3.

Mr. D. Delaney to Mr. District-Surveyor Betts.

Sir,

Buckenderra, Adaminaby, 11 September, 1889.

As I intend to fence off the main road through Buckenderra Holding, I wish to call your attention to the fact that the road is indistinctly marked as there is only one side measured the greater part of the way.

You would much oblige by seeing to this matter as soon as convenient,

I have, &c.,

DENIS DELANEY.

The road referred to herein traverses the parish of Eucumbene, county Wallace, running parallel with Buckenderra Creek, and is a main road between Cooma and Adaminaby via Middlingbank. The road has been marked through all portions, and it is submitted that it would not be advisable to remark it for the purpose mentioned. The surveys are not of very old date, and it is nearly certain that most of the road pegs are still in existence.—A. C. BETTS.

The Surveyor-General,—It is recommended that the request herein made for remarking of road be refused, as it has been reported that the surveys defining its position are not of old date, and the marking should still be in a good state of preservation. Applicant might perhaps be informed of the action taken.—A. J. STOPPS, 14/10/89.

For approval.—F.H.W. S.F.—18/10/89. Submission approved.—J.N.B., 19/10/89.

3

No. 4.

The Under Secretary for Lands to Mr. D. Delaney.

[Rd. 89-387/1.]

Sir,

Department of Lands, Sydney, 24 October, 1889.

With reference to your letter of the 11th ultimo, applying for the remarking of the main road through Buckenderra Holding, I am directed by the Secretary for Lands to inform you that as it has been reported that the surveys defining the position of the road in question are not of old date, and the marking should still be in a good state of preservation, your request cannot be complied with.

I have, &c.,

W. H. CAPPER

(For the Under Secretary).

No. 5.

Petition from Residents of Middlingbank.

Honorable Sir,

We, the undersigned residents of Middlingbank and surrounding district, beg to bring under your notice the fact that the main road from here to Adaminaby has been obstructed by a wire fence, said fence having been constructed during the fencing-in of the recreation reserve. The proper course having been deviated from in crossing the main road, thus causing inconvenience to the above residents in travelling to and from the above township, inasmuch as they are obliged to deviate from the main road when about a mile from the town, and completing the circuitous course in about 2 miles over an unmade road.

Your petitioners would pray that you would cause the said obstruction to be removed at the earliest possible date, the above road having been used for thirty years.

And your petitioners will ever pray.

Name.	Address.
F. J. Mould	Boconnol.
J. S. Elliott	Boconnol.
John Watkins	Dry Plain.

Here follow 124 other signatures.

Forward to Mr. District-Surveyor Betts for report.—A. J. STOPPS (for the Surveyor-General), 17th June, 1890. To await personal inspection and inquiry on my next visit to Adaminaby on Board duty.—A. C. BETTS, District Surveyor, 20/7/90. Replied to by letter 161 of this date to the Under Secretary for Lands.—T.W. (for District Surveyor), 19/8/90.

No. 6.

Office Memorandum.

[Papers—Roads 89-387.]

APPLICATION made by residents of Middlingbank and surrounding district, complaining that the road from Middlingbank to Adaminaby had been obstructed by fencing-in of the recreation reserve, presented by Mr. H. Dawson, M.P., and Mr. G. T. C. Miller, M.P.

It is recommended that Messrs. Dawson and Miller, M's.P., be informed that the application in question has been referred to the District Surveyor for report.—A. J. STOPPS (for Surveyor-General), 17/6/90.

Inform.—F.H.W. (for Under Secretary), 19/6/90.

No. 7.

The Under Secretary for Lands to Messrs. H. Dawson and G. T. C. Miller, M's.P.

Gentlemen,

Department of Lands, Sydney, 23 June, 1890.

I have the honor to inform you that the complaint made by certain residents of Middlingbank and surrounding district (presented by you) that the road from Middlingbank to Adaminaby had been obstructed by fencing-in of the recreation reserve has been referred to the District Surveyor for report.

I have, &c.,

WM. HOUSTON,

Under Secretary

(Per F.H.W.)

No. 8.

Mr. District-Surveyor Betts to The Under Secretary for Lands.

Sir,

District Survey Office, Cooma, 19 August, 1890.

In compliance with instructions from the Surveyor-General, No. 90-36, dated 19th June (Rds. 89-387/2, L.B. 90-2,779) for report as to obstruction to the road, Buckenderra to Adaminaby, by the fencing of Adaminaby Recreation Reserve, I have the honor to state:

The old track referred to is part of the road from Adaminaby, Middlingbank, and Buckenderra, and has been in use for many years. It was not reserved in the measurement of the recreation reserve, as by doing so the utility of the park would be to a large extent destroyed, and it was thought that no objection would be raised to the slight deviation necessary to reach the main road.

I

I examined the locality on the 13th August, and found that a good road can be obtained from York Lake direct to the south-east corner of portion 190, as shown by red broken lines on tracing herewith, the conditions are exactly the same as along the present track, viz., level open plain, and the only impediment to traffic the crossing over Frying-pan Creek, but this could easily be effected at comparatively little cost by means of a stone causeway.

3. On the present crossing at the south-east corner of the recreation reserve, a small amount has been expended in making a causeway and metalling about 10 chains south of the creek.

4. The traffic now follows the old track to this crossing thence along the east boundary of the recreation reserve to the main Cooma Road, but owing to the extraordinarily wet season this latter being new ground is soft and unfit for heavy traffic at present, the same may be said of this road where laned off for some miles southerly; with summer approaching this new ground will become beaten and hard, and then I think no further complaint will be made.

5. If the public insist, I presume, the trustees will be compelled to remove the obstruction complained of, as the track has been in use for very many years, but before further action I beg to advise the matter be referred to the Local Road Officer, as to whether the line shown in red should not be adopted, there would be no appreciable difference in distance, in a short time the road would be as good as the present track, and the advantage is obvious by joining the main road at portion 190, and thus securing a good made road from this point into the town.

I have, &c.,

A. C. BETTS,
District Surveyor.

These papers are referred to the Commissioner and Engineer of Roads with the view of ascertaining whether the line of road shown in red upon the accompanying tracing should not be adopted.—A. J. STORPS (for the Under Secretary), 12/9/90. The Commissioner and Engineer of Roads through the Under Secretary for Public Works. Mr. Boot for report. Is road on schedule?—P.H.F. (for the Under Secretary), 16/9/91. Report herewith.—HENRY BOOR, 22/9/91. Mr. Stilwell, Assistant Engineer.—B.C.

[Enclosures.]

Memo.

Dear Sir,

You can see by the enclosed rough sketch the position of the old and new road as suggested. By taking a straight line from the lake it would be a quarter of a mile shorter than the old Buckenderry Road. You will see that the old line of road cuts the park into two triangles.

A. C. Betts, Esq., Cooma.

Faithfully yours,
JOHN M. LETT,
Honorary Secretary.

No action at present, may await receipt of petition that I understand is now in course of preparation.—A. C. BETTS, District Surveyor, 3/6/90.

Dear Sir,

Adaminaby, 4 May, 1890.

I write you on behalf of the trustees of the Adaminaby Park as to the Buckenderry people wanting to force a road through the centre of this 210 acres.

When the park was surveyed the old road was stopped, and a slight deviation made, which makes the new road some 13 chains longer. Mr. Cummins can give you all the information necessary, as he surveyed it. If the park is cut into two parts, as the Buckenderry people wish, a lane would have to be fenced clear, through the park leaving the one half waterless; and under these circumstances no one would lease the grazing right of the park. These people never made the slightest objection when this deviation was made, but now the fence is erected, make a noise about it.

I presume this deviation was made by your authority; this is why the trustees ask me to write you on the matter.

Faithfully yours,
JOHN M. LETT,
Honorary Secretary.

I interviewed Mr. Lett at Adaminaby on the 21st May, and he informed me that a petition is in course of signature with reference to this matter, and would shortly be forwarded; these papers may await its receipt.—A. C. BETTS, District Surveyor, 26/5/90.

Adaminaby, 21 April, 1890.

SOME parties about Middlingbank threaten to cut down the fence we have lately erected around the recreation reserve at the point where the fence crosses the old road. The deviation you made only lengthens the road across the plains some 13 chains.

I presume the trustees will be justified in resisting them. The new road now comes in by Goodman's paddock.

It would be a strange thing, indeed, if you had not the power to make a deviation of the line, without having to consult everybody.

Kindly let me know as early as possible your views.

Faithfully yours,
JOHN M. LETT,
Honorary Secretary.

A. C. Betts, Esq., Cooma.

The District Surveyor.—A.S. (for the Acting Chairman, Local Land Board, Cooma), 25/4/90. To await personal inspection on my next visit to Adaminaby on Board duty.—A. C. BETTS, District Surveyor, 30/4/90.

No. 9.

Mr. D. Delaney to The Secretary for Lands.

Sir,

Buckenderra, Adaminaby, 25 October, 1890.

I beg to call your attention to the Adaminaby Park, which has been granted across the Adaminaby-Bobundarah Road, thereby blocking one of the main thoroughfares into the township of Adaminaby, and reducing considerably in value, allotments and buildings, which were purchased at high prices on account of having frontage to this road, therefore committing great injustice to the persons concerned.

I also wish to call to your mind the fact that it was a proclaimed road, which has been used by the public for upwards of forty years, a mail coach running on it, and money expended yearly for a number of years.

I may add as well that the closing of this road puts the residents living in the vicinity of Eucumbene, Buckenderra, and Middlingbank to the inconvenience of travelling a considerable distance further across a wet plain, almost impassable for heavy vehicular traffic during the last winter months.

I might mention also that the closing of this road is against the wishes of the greater part of the population.

I appeal to you, knowing well your impartiality, to see justice done in this matter.

I have, &c.,
DENIS DELANEY.

Referred for report by the District Surveyor. The District Surveyor, Cooma, for report.—J. O'D. (for the Under Secretary), B.C., 30/10/90. Lands. Mr. Delaney informed, 30/10/90.

Mr. Surveyor Halliday for inspection and report. The land is said to be fenced and improved. In view thereof a searching inquiry into the whole circumstances is desirable. If Mr. Halliday could arrange to meet all the trustees it might lead to a satisfactory result.—T. W. CONOLLY, Acting District Surveyor, 13/11/90.

Replied to by letter No. 918 of this date.—E. J. HALLIDAY, Surveyor, 27/1/91.

See No. 12.

No. 10.

The Under Secretary for Lands to Mr. D. Delaney.

Sir,

Department of Lands, Sydney, 30 October, 1890.

I have the honor to inform you that your letter of the 25th instant on the subject mentioned here—See No. 9. under has been referred to the District Surveyor at Cooma for report.

I have, &c.,
WM. HOUSTON,
Under Secretary
(Per R.H.D.)

No. 11.

H. Dawson, Esq., M.P., to The Under Secretary for Lands.

Adaminaby Park Road.

Sir,

Parliament House, Sydney, 16 December, 1890.

The enclosed is a letter from Mr. J. M. Lett, trustee of above park, a road through which, is now engrossing the attention of some of the inhabitants of that locality. Personally, I will offer no opinion as to whether the road should be opened or not. It will be seen that Mr. Lett opposes, and gives his reasons in the letter. On the other hand, a very numerous signed petition has been presented to the Honorable the Minister for Lands praying that the road be opened.

I shall be glad to get your decision at an early date.

I have, &c.,
HENRY DAWSON.

[Enclosure.]

Dear Sir,

Adaminaby, 12 December, 1890.

By appointment the trustees of the park, and some of those interested in the petition for forcing a road through the park, met Mr. Staff-Surveyor Halliday on the ground yesterday. Of all those who are said to have signed the petition, only six attended to meet the surveyor—a very significant fact as to the urgency of the road as clamoured for by these half-dozen people.

Those who met the surveyor are as follows:—Messrs. John Harnett, Mould, Delaney, Neale, Broadhead; and on the other side, the trustees. Mr. Laurence Harnett is one of the trust, and is quite satisfied that road should be kept out of the park, of course subject to some necessary repairs. Of course you well know that Mould, Delaney, and Neale, all use the Middlingbank or Collingdong Road, and never travel via Adaminaby to Cooma, and the main road from Eucumbene (Harnett's) intercepts the Cooma Road at head of Frying-pan. The road now in dispute is mainly used by those who visit Adaminaby on Church Sundays. There is little or no difference in the length of the two roads, and if surveyed direct from the lake the road now used must be the shortest. The making and the forming of the two roads would cost about the same; that is to say, when you take into consideration the expense of fencing a lane through the park, which means at the lowest estimate £100, and this sum would go a long way towards repairing the road now in use. The park has a frontage to Frying-pan Creek; and the road now agitated for would cut off one portion of the park entirely from water. Another very important fact is this: The trustees have leased the grazing right of the park for a term of three years to Mr. George Goodman, at a rental of £21 per year, commencing from 1st June last, and any infringement of this lease would leave the trustees liable to be cast in heavy damages.

The park is enclosed with a substantial 7-wire fence, and to enable us to do this the trustees have borrowed £100 from the Commercial Bank on their joint guarantee, and we got £50 from the Government for the same work.

We are further improving this park by tree-planting, preparing for the pastoral and agricultural show ground, as also laid out a race-course. You will thus see there are many things for the department to consider in this matter of vital importance to the trust.

Mr. Boot, the Road Superintendent, could furnish us with an estimate of what it would cost to put either road into repair, and we are quite satisfied that this gentleman would decide upon the road now in use. We would like you to see Mr. Halliday's report and plan showing the old track and the one now in use.

The trustees cannot think that the department would ever dream of putting a road through the park, when another road, no longer, and costing no more to form and make, is available.

Another remarkable fact is this, these parties never made any objection to the deviation of this road, as made by Mr. Staff-Surveyor Halliday, when designing the park some years ago. In fact, no objection was made until some time after the fence was erected. The proper time to have objected, the trustees contend, was when the original survey of the park was made, and the line of road as then altered by the surveyor.

The trustees have never had the opportunity of analysing the names attached to the petition, but from their own knowledge they are satisfied there cannot be more than twenty or thirty names of persons who use the road.

Faithfully yours,
JOHN M. LETT,

Honorary Secretary.

H. Dawson, Esq., M.L.A.

N.B.—When looking at Mr. Halliday's report you might hand this letter in for the information of the department.—J.M.L.

No. 12.

Mr. Surveyor E. J. Halliday to The District Surveyor.

Sir,

Cooma, 27 January, 1891.

See No. 9.

In obedience to your instructions No. 108, dated 13th November, 1890, on L. B. 90-6,843, enclosure, I have the honor to report as to deviation of Buckenderra Road, round Adaminaby Park, as follows:—

See No. 8.

1. Subsequent to my inspection I learned that Mr. District-Surveyor Betts had already reported on this matter by letter No. 90-161, dated 19th August. Having perused Mr. Betts' report, I beg to endorse the substance of same, and to concur with his recommendation.

2. Several of the trustees were absent from the locality at date of my inspection on the 9th ultimo, of which they were duly apprised, but it would appear from inquiry that the majority of trustees are in favour of retaining the park intact. I may here mention that they have leased the grazing right to the park for three years at 2s. per acre. Receiving but £50 from Government, they have fenced in land, borrowing £100 from the Commercial Bank. That part of park north-east of old track would be waterless unless water were artificially obtained. The trustees are men well representative of the district as a whole.

3. There are about sixty residents, counting from the electoral roll before me, for 1890-91, living between Adaminaby and a distance of 20 miles along and near to roads leading into Adaminaby via the road under reference. These people, more especially about twenty of them living not far from town, naturally desire the best and shortest route into town, which at present is the old track.

4. But the question of future road construction is largely involved, not only as to road through park, but as to road from the north-east corner of portion No. 71, parish Seymour, right into Adaminaby and I am of opinion that if the Roads officer approves of and forms road round park during the coming year, or in the direction recommended by Mr. District-Surveyor Betts, it will satisfy all concerned and accord with public interest. If, however, he recommends road through park, then I think it should be surveyed and fenced at public cost. The cost of fencing suitably (say) a 7-wire fence (1 No. 6 and 6 No. 8 wires) would cost at the rate of £50 per mile.

I have, &c.,

E. J. HALLIDAY.

Forwarded to the Under Secretary by Rds. 89-387/10, I find that the Works Department declines to form road round park. Mr. Road-Superintendent Boot states in his report of 20 February, 1891, that he understands most of inhabitants now desire road through the park to be opened.

See No. 8.

Attention is invited to paragraph 5 of Mr. District-Surveyor Betts' report, Rds. 89-387/4, returned with my report No. 91-67 of 4th April.—T. W. CONOLLY, Acting District Surveyor, 3/4/91.

[Enclosures.]

Sir,

Adaminaby, 10 December, 1890.

In forwarding Mr. Halliday's report, *re* road through our park, will you kindly have the tracing corrected in so far as it at present does not show the old line of road, as now clamoured for by the petitioners. In the tracing the old line of road is shown to be on the west of the lake, whereas it is on the east side, and is a remarkably crooked road, whereas the road we propose is a perfectly straight one.

Mr. Halliday was under the impression, until he visited the lake, the road was on the west of the lake, but for the past twenty years it has been on the eastern side. Mr. Betts knows on which side the road goes, as he travels the road when visiting Buckley's with the Land Board.

I have, &c.,

JOHN M. LETT,

Honorary Secretary, Trustees of Park.

Mr. District Surveyor Conolly, Cooma.

Mr. Surveyor Halliday in connection with previous instructions.—T. W. CONOLLY, Acting District Surveyor, 15/12/90. Replied to by letter No. 91-8, of this date.—E. J. HALLIDAY, Surveyor, 27/1/91.

See No. 12

Sir,

Buckenderra, 21 March, 1891.

I wish to bring the following facts under your notice *re* the opening of the road through the Adaminaby Park. The residents living in the vicinity of Middlingbank and Buckenderra have to travel as far as 12 miles to get their mail on Saturday evenings, who during the winter months have to return this distance after night.

The road being fenced compels them to travel an extra quarter of a mile across a swampy flat, full of ruts. I may also state that this place is unfit for vehicular traffic of any description during the wet season of the year, whilst through the park there is a good natural road, with the exception of the creek, over which there is a culvert, and the approaches to it are metalled for about 10 chains.

The race-course, show-building, &c., and the trees planted are on the opposite side to the road, therefore would not be interfered with in any way.

By leaving the fence in its present position one of the main thoroughfares entering Adaminaby is blocked, thereby diverting the traffic to another channel, which means loss to persons holding allotments and buildings, as I will endeavour to show by the following circumstance:—Some time ago allotments in Adaminaby had to be valued for Government purposes. One was put at a much higher rate than the others owing to it having double frontage to this thoroughfare.

Yours, &c.,

DENIS DELANEY.

Mr. Conolly, Cooma.

No. 13.

Mr. D. Delaney to The Secretary for Lands.

Honorable Sir,

Buckenderra, Adaminaby, 7 February, 1891.

I beg the honor to address you *re* the road through Adaminaby Park, as it is a considerable time since the same was reported on by Mr. Surveyor Halliday. You would do a favour by letting me know your decision. If unfavourable you would oblige by furnishing me with Mr. Surveyor Halliday's report, also any objection put forward in opposition to opening by any person which will enable residents living in vicinity an opportunity to put the matter more clearly before you.

I have, &c.,

DENIS DELANEY.

The District Surveyor, Cooma, in connection with previous papers.—J.O'D. (for the Under Secretary).

No. 14.

7

No. 14.

The Under Secretary for Lands to Mr. D. Delaney.

Sir,

Department of Lands, Sydney, 17 February, 1891.

I have the honor to inform you that your letter of the 7th instant, on the subject mentioned See No. 13 hereunder, has been referred to the District Surveyor at Cooma in connection with previous papers.

I have, &c.,

WM. HOUSTON,

Under Secretary

(Per R.H.D.)

No. 15.

The Under Secretary for Lands to The Commissioner and Engineer for Roads.

17 February, 1891.

Will the Commissioner and Engineer for Roads be good enough to cause to be forwarded to this office the undermentioned papers which were forwarded to the Works Department on 13th September, 1890, viz., Rds. 89-387/1 to 4 (90-18,517 C and E Roads) *re* obstruction to road, Buckenderra to Adaminaby.

A. J. STOPPS

(For the Under Secretary).

Roads.—D.C.M'L. (for Under Secretary), B.C., 19/2/91.— The papers referred to are now sent in.—A.W.S., 23/2/91. Commissioner and Engineer-in-Chief for Roads and Bridges.

No. 16.

Mr. Road-Superintendent Boot to Mr. Assistant-Engineer Stilwell.

Sir,

Roads Office, Cooma, 20 February, 1891.

In reply to the enclosed, No. 90-18,517, *re* adoption of road, shown in red, on accompanying See No. 8 tracing, I would beg to state as follows:—

The proposed deviation, after leaving the present track on the north side of York Lake, crosses Frying-pan Creek, about a quarter of a mile above the surveyed road, thence across level open country to the main road, which it joins as shown on tracing. The conditions are identical on both routes, and a good crossing may be made over Frying-pan Creek, on the proposed road at a small cost.

Between the creek and the main road there are two slight dips, each of which would, in winter time especially, be very boggy. On the surveyed road money has already been expended in metalling 18 chains, and the construction of a 45-foot stone causeway which, in my opinion, is too much to discard, therefore I do not think the proposal should be entertained. Most, if not all, of the inhabitants, I understand, are now disposed to favour the road through the park. *i.e.*, the surveyed road.

This road is on schedule.

HENRY BOOT.

I think too much expenditure has been made on the existing road to make it advisable to abandon it, especially as from a road point of view nothing is to be gained by the alteration.—A.W.S., 23/2/91.

Commissioner and Engineer-in-Chief for Roads and Bridges,—Lands Department referred papers to Public Works for opinion as to whether the line marked red on tracing should be adopted in preference to existing surveyed road, Assistant Engineer cannot recommend that same be done.—P.H.F., 24/2/91.

Commissioner,—I concur.—R.H.P.H., 26/2/91. Under Secretary,—The Under Secretary for Lands.—J.B., B.C., 27/2/91.

No. 17.

Office Memorandum.

Memorandum.

District Survey Office, Cooma, 19 March, 1891.

It is requested that the papers specified below be forwarded to this office.

J. T. SMALL

(For District Surveyor).

Letter No. 90-161 of 19th August, 1890, enclosing papers, Roads 89-387/2. These papers were applied for on 29th January, 1891, and are very urgently required. Forwarded to Mr. Acting District-Surveyor Conolly for further report in view of the representations of the Works Department (paper No. 10).—A. J. Stopps (for the Under Secretary), 25 March, 1891. Replied to by No. 91-67, of 4th See No. 18 April.—T. W. CONOLLY, Acting District Surveyor.

No. 18.

The District Surveyor, Cooma, to The Under Secretary, Department of Lands.

Road, Buckenderra to Adaminaby, through Adaminaby Park.

Sir,

Referring to your instructions, No. 91-16, of 26th March, I have the honor to report:—

The question of that part of the road from Buckenderra to Adaminaby through Adaminaby Park, See No. 17 has been treated under L.B., 91-747, Cooma, and I would respectfully refer you thereto.

The inquiry made leads to the conclusion that the road through the park should be opened as See No. 12 requested in Roads, 89-387/2. See No. 5.

I have, &c.,

T. W. CONOLLY,

Acting District Surveyor.

No. 19.

No. 19.

G. T. C. Miller, Esq., M.P., to The Secretary for Lands.

Honorable Sir,

The *Cooma Express*, newspaper, Cooma, 8 April, 1891.

Whilst on a visit to Adaminaby last week I was interviewed with respect to the petition forwarded you some months since, to grant a road through the public park at that place. I learn that the local Superintendent of Roads favours the proposed road through park in preference to surveyed road round the park, and as a very large number of residents are seriously inconvenienced by the closing of the old road through the park, I shall be glad if you will kindly inform me what steps have been taken in the matter. I understand that the whole of the trustees, with one solitary exception, are favourable to the proposed road, and since it is a widely expressed desire on the part of the public to have the road opened, I trust that you will see your way clearly to grant the request.

Yours, &c.,

GUSTAVE T. C. MILLER.

I am not aware that the Crown could legally open a road through land which has been dedicated as a park, with trustees duly appointed; and even if there were such power it seems not fitting to exercise it unless strong reason were shown for doing so. In this case the road proposed by the surveyor, which does not touch the park, is over equally good ground as that which would traverse the park, the trustees of which protest strongly against the proposed interference. The only circumstance in favour of continuance of the road through the park is that some public money has been expended on a part of the route, south of the park, which could not be availed of if the other route were established. It is recommended that the road through the park be not adopted.—A. J. STORRS, 21/5/91.

Recommendation submitted for approval.—F.H.W., W.H., 22/5/91. Approved.—J.N.B., 26/5/91.

No. 20.

The Under Secretary for Lands to G. T. C. Miller, Esq., M.P.

Sir,

Department of Lands, Sydney, 28 May, 1891.

With reference to your letter of the 8th ultimo respecting the proposed opening of a road through the Adaminaby Park, I am directed by the Secretary for Lands to inform you that, as the road proposed by the surveyor, which does not touch the park, is over equally good ground as that which would traverse the park, the trustees of which protest strongly against the proposed interference, this latter road cannot be adopted.

I have, &c.,

WM. HOUSTON,

Under Secretary

(Per F.H.W.)

No. 21.

Mr. D. Delaney to The Secretary for Lands.

Honorable Sir,

Buckenderra, Adaminaby, 29 May, 1891.

Again I beg the honor of addressing you in reference to the fencing of the road through the Adaminaby Park, and to bring under your notice the inconvenience and injustice inflicted on the residents and general public, who have to travel to Adaminaby by the dangerous, and, I may say, almost impassable track across a swampy flat by night and day during the cold winter months, to despatch or receive telegraphic or other communications, such as when medical advice is required, no medical man being nearer than Cooma, 30 miles. It is really a hardship to be compelled to travel an extra mile along the road above described during the cold winter nights for which Monaro is noted.

Being aware of your well-known impartiality and sense of fair play, I appeal to you to see justice done in this matter.

I have, &c.,

DENIS DELANEY.

No. 22.

Mr. F. J. Mould to The Under Secretary for Lands.

Dear Sir,

Boconnol, Adaminaby, 3 June, 1891.

I would call your attention to a matter of public interest, that has been through all the departments now for twelve months *re* road through the Adaminaby Recreation Ground, all the officers who have reported on this matter, urge that the road should be opened, a memo. signed by 150 residents of this district was forwarded to the Government praying that the said road should be opened. I call your earnest attention to this matter as when winter sets in the road is impassable that we are compelled to travel, trusting that you will give your immediate attention to this matter.

Yours, &c.,

F. J. MOULD.

It is recommended that there be no departure from the decision of 26th May, 1891. (Papers, No. 14 enclosed.)

With reference to the statement in paper, No. 15, that adoption of the road avoiding the park necessitates an extra mile of travelling. Mr. District-Surveyor Betts has reported that there is no appreciable difference in distance between the rival routes, and inspection of the enclosed illustration tracings corroborates this statement.—A. J. STORRS, 11/6/91. For approval.—F.H.W. (for Under Secretary), 15/6/91. Submission approved.—J.N.B., 16/6/91.

No. 23.

The Under Secretary for Lands to Mr. F. J. Mould.

Sir,

Department of Lands, Sydney, 19 June, 1891.

With reference to your letter of the 3rd instant, respecting the proposed opening of a road through the Adaminaby Park, I am directed by the Secretary for Lands to inform you that no departure from the previous decision can be made.

I have, &c.,

WM. HOUSTON,

Under Secretary

(Per F.H.W.)

No. 24.

No. 24.

Mr. D. Delaney to The Honorable D. O'Connor, Esq., M.L.C.

Honorable Sir,

Buckenderra, Adaminaby, 28 July, 1891.

When you visited Adaminaby during your electioneering tour through the Monaro district you may remember that a number of influential residents brought under your notice the great injustice they were suffering through the fencing of the Adaminaby Park, whereby one of the main thoroughfares of the township is shut up, and the residents in the vicinity of Eucumbene, Buckenderra, and Middlingbank, numbering about sixty landholders, and the general public are put to the inconvenience of travelling an extra half mile across a swampy flat. Many of these persons mentioned above have to accomplish this during the winter at night to obtain their mail.

This matter has been brought under notice of the Road Superintendent and District Surveyor, both of whom approve of the old road being retained.

I might also mention that the park, though granted for the recreation of the public is let by the trustees for grazing purposes, and even pigs are allowed in it, the public are not admitted except on three days in the year, when they are charged admission fees.

I beg the honor to ask you to bring this matter under the notice of your honorable colleague, the Minister for Lands, for which the residents will be ever thankful.

I have, &c.,

DENIS DELANEY.

For the favourable consideration of my honorable colleague, the Minister for Lands, I can bear testimony to the justice and necessity of the request.—D.O.C., 31/7/91.

The circumstances of this case are set forth in minute of date 21st May, 1891 (paper No. 14), and 11th June, 1891), paper No. 16. There do not appear to be any new reasons advanced that would justify a recommendation of departure from the decisions already arrived at. It is recommended that the Honorable D. O'Connor be so informed.—A. J. STORRS, 15/8/91.

Sec No. 19.
Sec No. 22.

Recommendation submitted for approval.—F.H.W. (for the Under Secretary), 17/8/91. Approved. Inquiry should be made regarding the charges for admission to the park.—J.N.B., 17/8/91.

No. 25.

The Under Secretary for Lands to The Honorable D. O'Connor, Esq., M.L.C.

Sir,

Department of Lands, Sydney, 18 August, 1891.

Referring to the letter presented by you from Mr. Denis Delaney, of Buckenderra, Adaminaby, relative to the obstruction to one of the main thoroughfares, owing to the fencing of the Adaminaby Park, to which the public, it is alleged, are charged admission fees, I am directed by the Secretary for Lands to request that you will be good enough to furnish me with full particulars respecting the fees charged by the trustees for admission to the Adaminaby Park.

I have, &c.,

WM. HOUSTON,

Under Secretary

(Per F.H.W.)

No. 26.

Mr. J. M. Lett to The Under Secretary for Public Works.

Sir,

Adaminaby, 24 August, 1891.

I observe Mr. Dawson is tabling a motion for all papers in connection with, as he says, the stopping of the road through the Adaminaby Park. Now, this road never was stopped, but only slightly diverted, and is as open now as ever. This alteration was made by the Government Surveyor when this park was first designed.

The petition as sent in was a purely bogus, or an entire misrepresentation of facts. I feel assured that I am well within the mark when I say there are not twenty names on the petition of parties who ever used this road. In fact, during the past twelve months there have not half a dozen drays passed this road. This road is simply used by the mail once a week, and by a very few people passing to Church every third Sunday.

The deviation is a vast improvement on the old road, as it gives 1 mile of good macadamised road immediately upon joining with the main Cooma line to Adaminaby.

I have, &c.,

JOHN M. LETT,

One of Park Trustees.

This appears to be a matter relating to a public park, and therefore belonging to the business of the Lands Department.—C.B.A. (for Commissioner), B.C. Under Secretary. Inform, then forward to the Under Secretary for Lands.—B.C., 26/8/91.

No. 27.

The Under Secretary for Public Works to Mr. J. M. Lett.

Sir,

Public Works Department, Sydney, 28 August, 1891.

With reference to your letter of the 24th instant on the subject of the road through the park at Adaminaby, I am directed by the Secretary for Public Works to inform you that your communication has been referred to the Lands Department, the matter being one to be dealt with by that office.

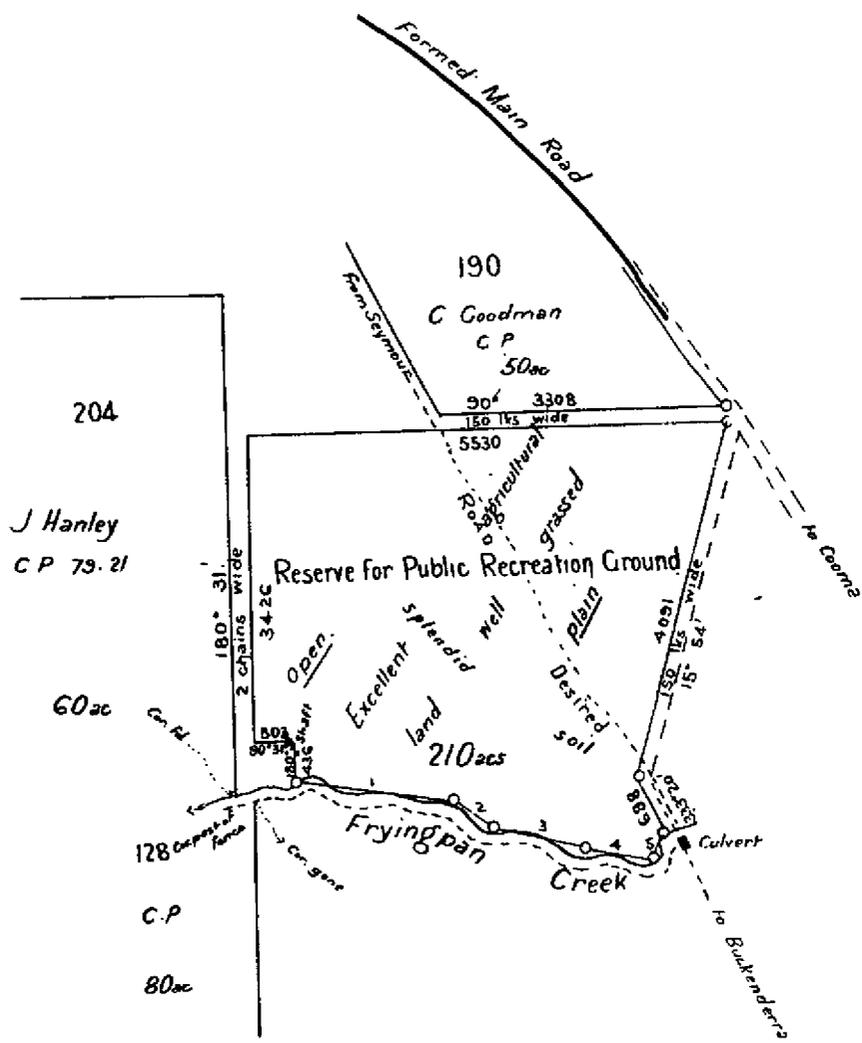
I have, &c.,

J. BARLING,

Under Secretary.

[Four plans.]

Roads 89 ³⁸⁷/₁₂

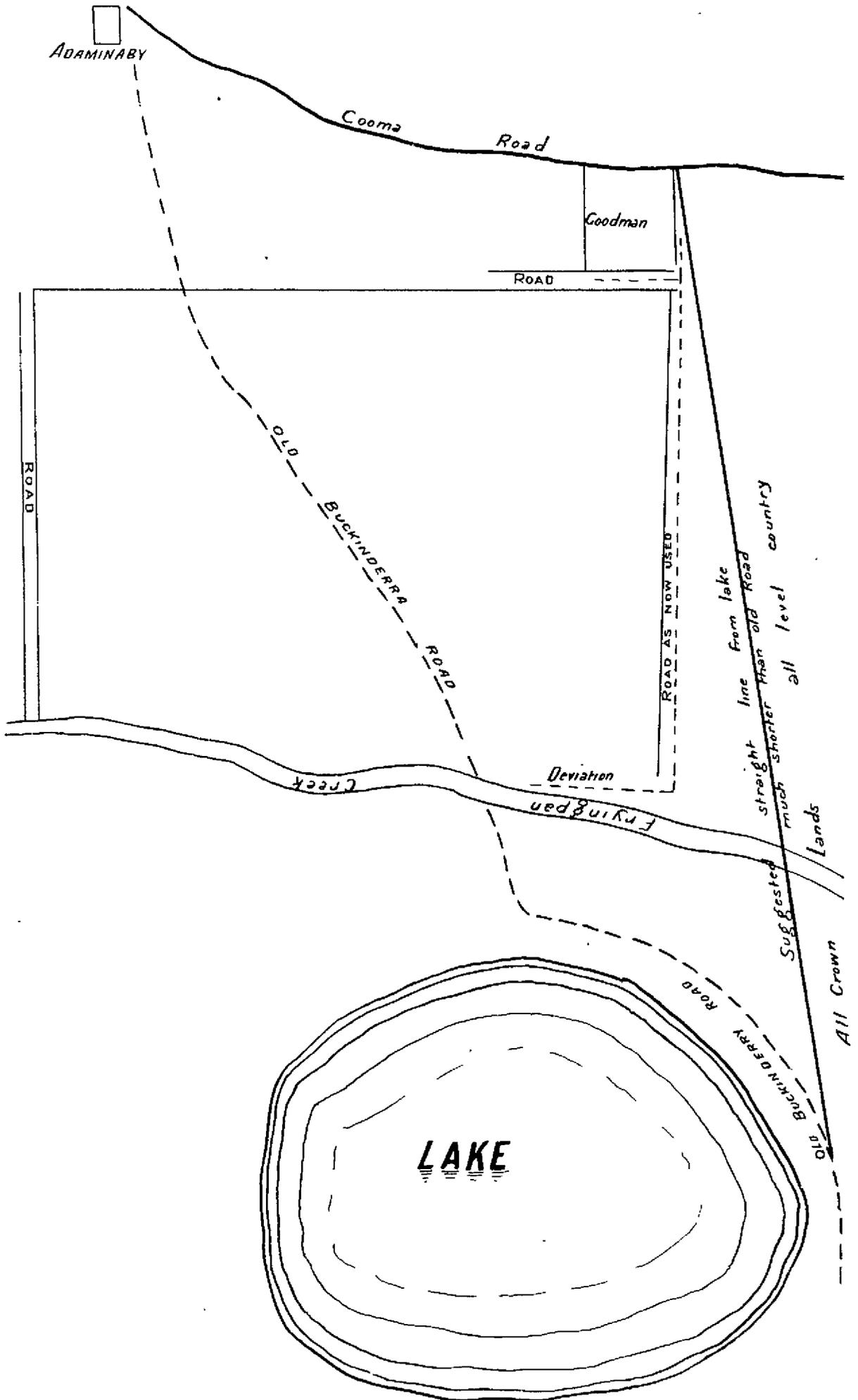


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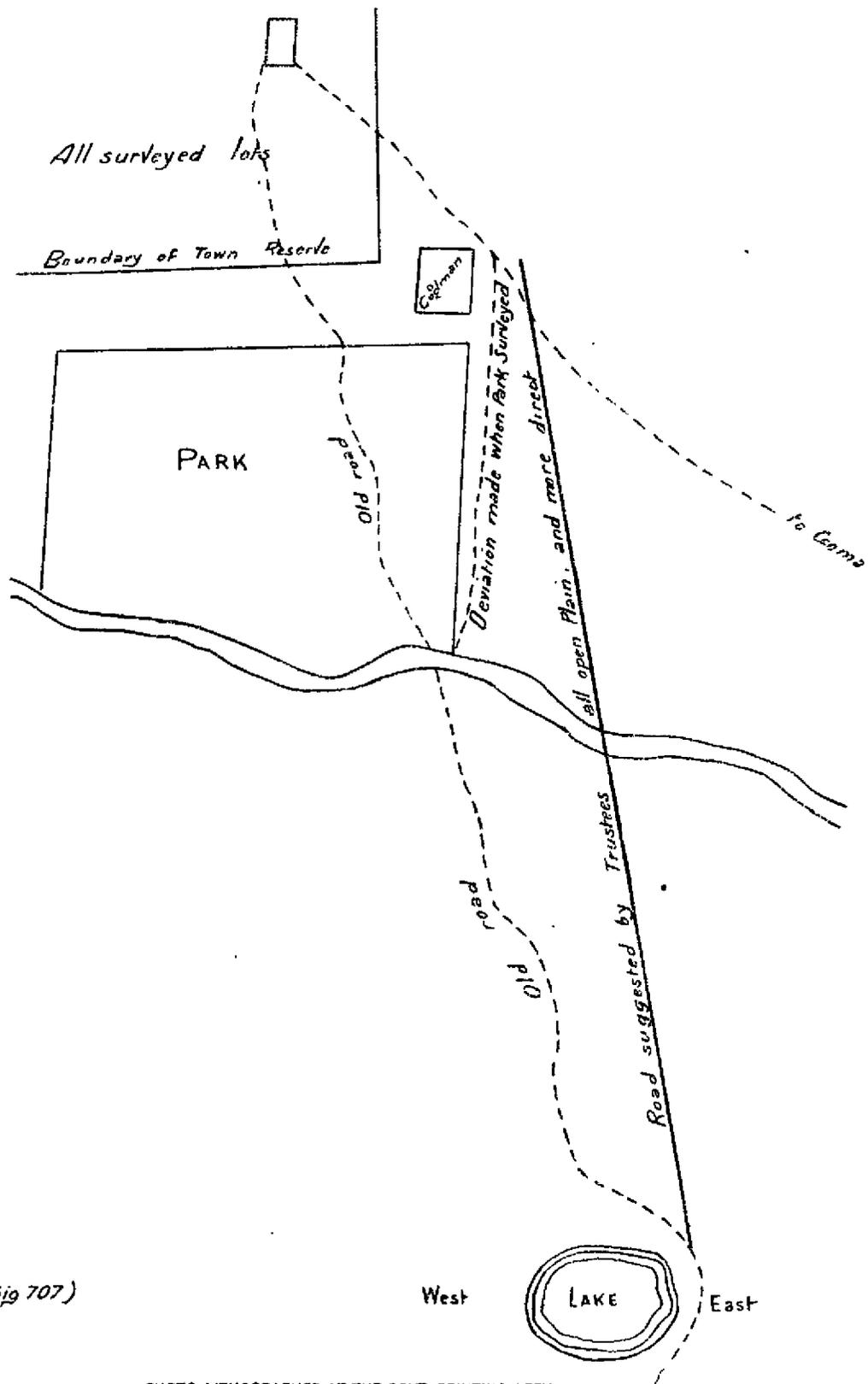
PHOTO-LITHOGRAPHED AT THE GOVT. PRINTING OFFICE
SYDNEY, NEW SOUTH WALES.

Roads 89 $\frac{387}{4}$
L.B.O Cooma 90 2163

Deviation as made when Park surveyed, makes road
260 yards longer. straight line as proposed would
be very ^{much} shorter than Old road.



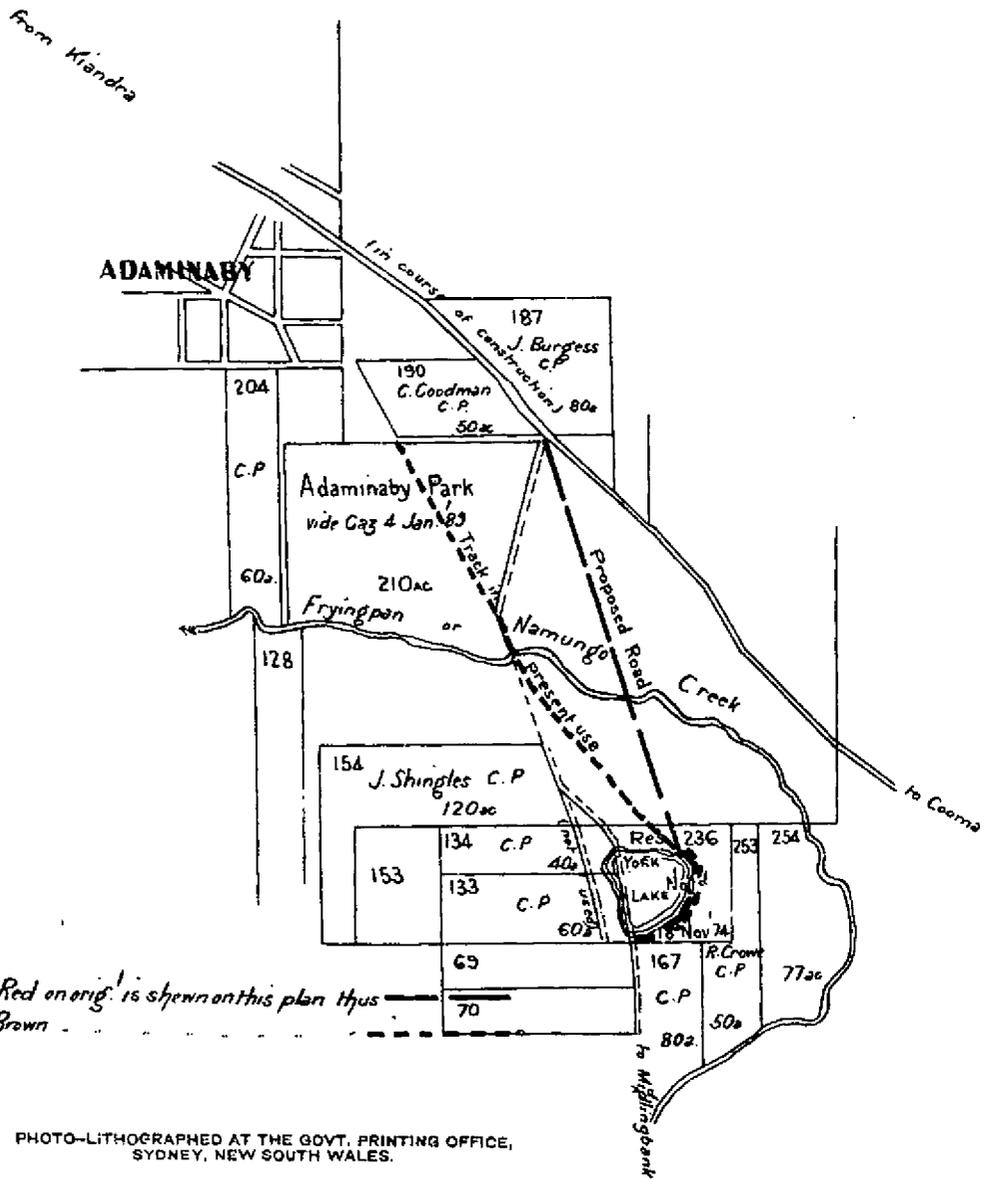
Roads 89 ³⁸⁷/₁₂
L.B.D Coombs 30. 7302



Roads 83 $\frac{387}{4}$

PLAN

to accompany and illustrate report
 Parish of Seymour
 County of Wallace



Note:

Proposed Road shown in Red on orig. is shown on this plan thus ———
 Track in use " " Brown - - - - -

(Sig 707.)

1891-2.

—
LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

MAIN ROADS THROUGH SUBURBAN MUNICIPALITIES.
(RETURN RESPECTING.)

—
Ordered by the Legislative Assembly to be printed, 1 February, 1892.
—

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated the 21st of January, 1892, That there be laid upon the Table of this House a Return showing,—

- “1. The number of main roads running through the Suburban Municipalities.
- “2. The length of each main road.
- “3. The amount annually expended on each main road.”

(Mr. Hoyle.)

1.—Eight.

2 and 3.—

Main Western Road, 7 miles	£2,481
Main Southern Road, 5 miles	650
Cook's River Road, 7 miles	} 5,000
Newtown Bridge to Undercliff, 3 miles	
Stanmore Road, 4 miles	800
Iron Cove to Ryde, 5 miles	960
Port Jackson to Peat's Ferry, 6 miles	1,200
Sydney to Banks Meadow, Botany Road, 5 miles	1,200
(Miles) 42	£11,091

—
[870 copies—Approximate Cost of Printing (labour and material), £1 2s. 7d.]

1891-2.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

REPORT FROM THE SELECT COMMITTEE

ON THE

WHALING ROAD, NORTH SYDNEY;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE.

MINUTES OF EVIDENCE,

AND

APPENDICES.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
17 *March*, 1892.

SYDNEY: CHARLES POTTER, GOVERNMENT PRINTER.

1892.

[1s. 3d.]

799—A

1891-2.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE
LEGISLATIVE ASSEMBLY.

VOTES No. 67. MONDAY, 21 DECEMBER, 1891.

10. WHALING ROAD, NORTH SYDNEY:—Mr. E. M. Clark moved, pursuant to *amended* Notice,—
- (1.) That a Select Committee be appointed, with power to send for persons, papers, and plans, to inquire into and report upon the opening of the Whaling Road, North Sydney.
 - (2.) That such Committee consist of Mr. Copeland, Mr. McGowen, Mr. Haynes, Mr. Cook, Mr. Want, Mr. Crick, Mr. Levien, Mr. Hutchison, Mr. Hassall, and the Mover.
 - (3.) That the Report of the Select Committee on Whaling Road, North Shore, of Session 1883-4, be referred to such Committee.
 - (4.) That the Committee be authorised to make visits of inspection in connection with their inquiry.
- Debate ensued.
Question put and passed.
-

VOTES No. 91. WEDNESDAY, 24 FEBRUARY, 1892.

13. WHALING ROAD, NORTH SYDNEY:—Mr. E. M. Clark (*by consent*) moved, without Notice, That Mr. Want, Mr. Crick, and Mr. Hassall be discharged from attendance upon Select Committee to inquire into the opening of the Whaling Road, North Sydney; and that Mr. Rose, Mr. Donald, and Dr. Hollis be added to such Committee.
- Question put and passed.
-

VOTES No. 103. THURSDAY, 17 MARCH, 1892.

7. WHALING ROAD, NORTH SYDNEY:—Mr. E. M. Clark, as Chairman, brought up the Report from, and laid upon the Table the Minutes of Proceedings of, and evidence taken before, the Select Committee for whose consideration and report this subject was referred on 21st December, 1891; together with Appendices.
- Ordered to be printed.
-

CONTENTS.

	PAGE.
Extracts from the Votes and Proceedings	2
Report	3
Proceedings of the Committee	5
List of Witnesses	6
Minutes of Evidence	7
Appendices	20

1891-2.

WHALING ROAD, NORTH SYDNEY.

REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, appointed on 21st December, 1891,—“with power to send for persons, papers, and plans, to inquire into and report upon the opening of the Whaling Road, North Sydney,” and to whom was referred, on 21st December, 1891, “the Report from the Select Committee on the same subject during the Session of 1883-4, together with the Minutes of Proceedings and Evidence,”—have agreed to the following report:—

Your Committee having examined the witnesses named in the list,* * See list, page 6. whose evidence will be found appended hereto, find as follows:—

1. That in the years 1830 and 1831 the Crown, by Mr. James Larmer, licensed surveyor, subdivided the peninsula of land between Neutral Bay and Careening Cove, North Shore, into allotments numbered 1 to 8. A road running down the middle of this peninsular, and known as the Whaling Road, was laid out on the plan made by Mr. Larmer (now lying in the Lands Office) and marked out by him on the ground dividing the allotments fronting Neutral Bay from those fronting Careening Cove,—

- No. 1 allotment being granted to Thomas Barker,
- No. 2 allotment to Thomas Barker,
- No. 3 allotment to Henry Donnison,
- No. 4 allotment to John Lamb,
- No. 5 allotment to David Wallace, in trust for H. Mitchell, R. How, and J. H. Lister,
- No. 6 allotment to Wm. Brown,
- No. 7 allotment to Mitchell and How, and
- No. 8 allotment to Edward Weller.

2. That in each grant the allotment is described as being bounded on one side by the Whaling Road, copies of the grants being hereto annexed.

3. That the earliest dated grant is that of Thomas Barker's, No. 1 allotment, and dated 20th July, 1834; and the latest dated being that of No. 7 allotment to Mitchell and How (now owned by Mrs. Loxton), dated 28th September, 1846; the grant of No. 1 describing the land thereby granted as bounded by the road 5 chains 95 links to Milson's Farm, and on the west by that farm 8 chains to a stream. These measurements are correct, but of the 5 chains 95 links to the road—the Whaling Road—only part is actually open and in use, the remainder being enclosed by Mrs. Loxton with a stone wall, and claimed by her as part of grant No. 7, on the ground that the length of lines given in that grant from the water to the road would include the road. The evidence of Mr. C. B. Dawson, licensed surveyor, who has evidently made a careful examination of the lines, makes this contention doubtful, and is, in the opinion of your Committee, of little importance, for the reasons mentioned in paragraph 6 of the Report. Mrs. Loxton has, without the encroachment on the road, the full area comprised in her grant.

4. That in the year 1869 Mr. Surveyor Armstrong, acting under instructions from the then Surveyor-General, also marked out and identified the Whaling Road in the position described by the original surveyor, Mr. Larmer, as shown upon plans in the Lands Office, catalogued No. 1-699, No. 2-699, C. 43-690, C. 142-690, C. 147-690.

5. That on the 18th July, 1873, by *Gazette* notice No. 178, folio 1989, the road was under Statute 2 Vic., No. 2, aligned and proclaimed as of the width of 60 feet to the western boundaries of the Whaling allotments, near Mrs. Loxton's wall, and thence of the width of 40 feet to the waters of Port Jackson, as the full width of 60 feet in that place would have interfered with Mrs. Loxton's house.

6. That the mention of the said road as a public road in the said grant of the 20th July, 1834, we find amounts to the dedication thereof to the public, and that if Mitchell and How's later grant of 28th September, 1846, does come into conflict with the earlier grant, the later one must give way. Your Committee are of opinion that there is really no such conflict, and the essential part of Mitchell and How's grant being that it extends from the water to the Whaling Road, which had been dedicated, marked out, and charted many years before, the length of line being a mere false description, should be rejected.

7. Your Committee are of opinion that the road as shown on the plans before referred to, and known as the Whaling Road, is a public thoroughfare, and recommend that the road, as gazetted on 18th July, 1873, should be at once opened by the Government for public use.

*No. 2 Committee Room,
Sydney, 17th March, 1892.*

EDWARD M. CLARK,
Chairman.

PROCEEDINGS OF THE COMMITTEE.

TUESDAY, 19 JANUARY, 1892.

MEMBERS PRESENT:—

Mr. E. M. Clark, | Mr. Hutchison.

In the absence of a quorum the Meeting called for this day lapsed.

MONDAY, 1 FEBRUARY, 1892.

MEMBERS PRESENT:—

Mr. E. M. Clark, | Mr. Haynes,
Mr. Hutchison.

Mr. E. M. Clark called to the Chair.

Entry from Votes and Proceedings appointing the Committee, and referring the Report of Session 1883-4 on the same subject to the Committee, and granting leave to make visits of inspection in connection with the inquiry, read by the Clerk.

[Adjourned till Thursday, 18th instant, at Ten o'clock.]

THURSDAY, 18 FEBRUARY, 1892.

MEMBERS PRESENT:—

Mr. E. M. Clark.

In the absence of a quorum the Meeting called for this day lapsed.

WEDNESDAY, 24 FEBRUARY, 1892.

MEMBERS PRESENT:—

Mr. E. M. Clark.

In the absence of a quorum the Meeting called for this day lapsed.

WEDNESDAY, 2 MARCH, 1892.

MEMBERS PRESENT:—

Mr. E. M. Clark in the Chair.

Mr. Cook, | Dr. Hollis,
Mr. Donald, | Mr. M'Gowen.

Lewis Solomons called in, sworn, and examined.

Witness withdrew.

Henry Massey Makinson called in, sworn, and examined.

Witness produced a plan of Whaling allotments, North Shore, and handed in copies of deeds of grants to the following persons, viz.:—Thomas Barker, 2 acres 1 rood 15 perches, county of Cumberland, parish of Willoughby. [Appendix A.] Houston Mitchell and Robert How, 3 acres 3 roods 30 perches, county of Cumberland, parish of Willoughby. [Appendix B.] Thomas Barker, 3 acres 10 perches, county of Cumberland, parish of Willoughby. [Appendix C.] Henry Damson, 8 acres 2 roods 5 perches, county of Cumberland, parish of Willoughby. [Appendix D.] William Brown, 3 acres 2 roods 35 perches, county of Cumberland, parish of Willoughby. [Appendix E.] Edward Weller, 4 acres, county of Cumberland, parish of Willoughby. [Appendix F.] John Lamb, 1 acre 1 rood, county of Cumberland, parish of Willoughby. [Appendix G.] David Wallace, 2 acres 2 roods, county of Cumberland, parish of Willoughby. [Appendix H.]

Witness handed in a *Gazette* notice, alignment of certain street, municipality of East St. Leonards. [Appendix I.]

Witness withdrew.

John Jago called in, sworn, and examined.

Witness withdrew.

John Harding called in, sworn, and examined.

Witness withdrew.

Joseph Waterhouse called in, sworn, and examined.

Witness withdrew.

W. Barnett Smith (*Council Clerk*), North Sydney, called in, sworn, and examined.

Witness produced a map of the municipality of East St. Leonards.

Witness withdrew.

Thomas Grahame Wilson called in, sworn, and examined.

Witness withdrew.

Edward Joseph Rubie (*Manager, St. Joseph's Investment and Building Society*), called in, sworn, and examined.

Witness withdrew.

Committee deliberated.

Resolved,—That the Committee at its next Meeting make a visit of inspection to Whaling Road.

[Adjourned till Wednesday next, at Half-past Ten o'clock.]

WEDNESDAY,

WEDNESDAY, 9 MARCH, 1892.

MEMBERS PRESENT:—

Mr. E. M. Clark.

In the absence of a quorum the Meeting called for this day lapsed.

THURSDAY, 10 MARCH, 1892.

MEMBERS PRESENT:—

Mr. E. M. Clark in the Chair.

Mr. Cook, | Mr. Donald.

James Pearce called in, sworn, and examined.

Witness withdrew.

Ferdinand H. Reuss, jun. (*Architect and Surveyor*), called in, sworn, and examined.

Witness produced plans of Whaling Road allotments.

Witness withdrew.

Chairman submitted a claim from Mr. Reuss, jun., for professional witnesses expenses.

The Committee decided to allow Mr. Reuss £3 3s.

Charles Burford Dawson (*Licensed Surveyor*) called in, sworn, and examined.

Witness withdrew.

[Adjourned till Wednesday next, at *Eleven* o'clock.]

WEDNESDAY, 16 MARCH, 1892.

MEMBERS PRESENT:—

Mr. E. M. Clark in the Chair.

Mr. Cook, | Mr. Hutchison,
Mr. Donald, | Mr. M'Gowen.

Chairman submitted a claim from Mr. C. B. Dawson for professional witnesses expenses.

The Committee decided to allow Mr. Dawson £3 3s.

Chairman submitted draft Report; same read, amended, and agreed to.

Chairman to report to the House.

LIST OF WITNESSES.

	PAGE.
Dawson, Charles Burford	18
Harding, John	10
Jago, John	9
Makinson, Henry Massey	7
Pearce, James	15
Reuss, Ferdinand H., jun.	16
Rubie, Edward Joseph	15
Smith, W. Barnett	11
Solomons, Lewis	7
Waterhouse, Joseph	10
Wilson, Thomas Grahame	13

1891-2.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON THE

WHALING ROAD, NORTH SYDNEY.

WEDNESDAY, 2 MARCH, 1892.

Present:—

MR. E. M. CLARK,	DR. HOLLIS,
MR. COOK,	MR. MCGOWEN,
MR. DONALD.	

E. M. CLARK, ESQ., IN THE CHAIR.

Mr. Lewis Solomons sworn and examined:—

1. *Chairman.*] You are a very old resident of North Shore? Yes; I have lived there about forty years.
2. Have you any recollection of anything that occurred in connection with the Whaling Road at any time? From Mr. Loxton, senior. I was sitting with him at an election in connection with the Municipal Council, and talking different things.
3. How long ago was that? Nearly twenty years. We were talking about his house. He said that he had made a mistake, and had built his house on the road.
4. Anything else? I gave Mr. Makinson a statement about the matter, and he showed me a plan after I had made the statement, and that plan corresponded exactly with what I had said.
5. I suppose you sat with Mr. Loxton some time on that day? I believe from 8 to 4. I was at his house, too, and he showed me where he had made the error—where the verandah encroached upon the road.
6. *Dr. Hollis.*] You say that at the time you were speaking to Mr. Loxton Mr. Makinson was present? No, sir; it was only the other day that I gave the statement to Mr. Makinson, which corresponded exactly with the plan that they had had prepared.

Mr.
L. Solomons.
2 Mar., 1892.

Mr. Henry Massey Makinson sworn and examined:—

7. *Chairman.*] Would you mind stating what you know with reference to this Whaling Road? In the year 1830 the Crown subdivided a tongue of land between Neutral Bay and Careening Cove into allotments, and laid out a highway along the middle of that tongue of land—the highway now known as the Whaling Road. All the allotments laid out have a frontage to that road at one end and to the water at the other. I have had a plan made of that by Mr. C. B. Dawson, licensed surveyor, and I believe that he will be called before you to authenticate it later on. I produce that plan, which shows how the road was originally laid out. On the 26th July, 1834, the Crown granted number 1 of the allotments marked on that plan to Thomas Barker. That allotment was described in the grant as stretching from the water at the point where there is a red cross on the plan to the road, and the grant gives a length of line, which is the length of line from that point to the road now existing, and the Whaling Road as shown here is actually open down as far as Mr. Loxton's wall. This part of Barker's grant edged green is the part now owned by Von Meyer. Then the grant goes on to describe Barker's grant as bounded by the Whaling Road on the east. I now hand in an abstract, which I have obtained from the Registrar-General's office containing a full description of Barker's grant of 2 acres

Mr. H. M.
Makinson.
2 Mar., 1892.

Mr. H. M.
Makinson.
2 Mar., 1892.

acres 1 rood and 15 perches. [Appendix A.] That is the first grant in point of date of all these grants on that promontory. The very fact of the Crown having described that grant as bounded by the road amounts to a dedication of a road outside that boundary, without anything more being done by the Crown at all. As authority for that, I refer the Committee to a case in which I acted for the plaintiff, *Rapley v. Morton*, 4 Supreme Court Reports, 173, and the case of *Butchart v. Dodds*, 12 Supreme Court Reports, 371. On the 28th September, 1846, the Crown granted allotment No. 7 to Mitchell and Howe. That is almost the last grant in point of time. That is what is now Mrs. Loxton's. I put in an abstract of that grant containing a full description of it. [Appendix B.] This grant made in 1846, like all the other grants along that peninsular, describes the land as starting from the water and running up to the road. I believe that it is alleged on behalf of Mrs. Loxton, if she gets the full length described in her grant from the water to the road, that instead of coming to the road as marked here, it will take in the whole of the road and go up to Von Meyer's property. As to that I say, first of all, that as Loxton's grant is fourteen years later in date than Barker's, now Von Meyer's, and as Barker's grant on being published and issued dedicated the road, the Crown could not, if they wished, have put an end to that road granted to Barker in 1834 by any document published by the Crown in 1846. But I say further that as the description in Mitchell and Howe's, now Loxton's grant, starts from the water and describes it as running such and such a distance to a road, and as the road had previously been dedicated, if the distance given in the grant is too long it must give way and be shortened, the important part of the description being that the grant runs from the water to the road, the road being already dedicated. In other words, when you have a description which runs from one certain point to another certain point and the description erroneously states that length either as longer or shorter than it really is, that part of the description must give way to the clearly-indicated intention from this point to that point. I cite for that the authority of a case where that point was decided, namely, the case of *Smith v. Rowwick*, 3 New South Wales Law Reports, page 398. That was a piece of land at Botany which ran from the corner of a certain grant to high-water mark. It turned out on measurement, that the distance from high-water mark to the corner of the certain allotment was actually in excess of that mentioned in the grant. It was said "you must go from the corner of your grant to a certain point 80 chains, and if that does not fetch high-water mark it is your misfortune." But the Judge said No. Your grant is to go from this point to high-water mark, and if the distance is 90 chains instead of 80 it does not matter as the clear intention is to go from this point to that point." Therefore I say, that being Mrs. Loxton's grant she can only take from the water to a previously marked out and dedicated road, whether the distance is longer or shorter than that mentioned. I now hand in copies of the other grants along this peninsula. The first is a copy of a grant of the 26th June, 1834, also to Thomas Barker, of 3 acres 10 perches—allotment No. 2. [Appendix C.] The next is a copy of the grant of the 11th February, 1837, to Henry Donnison, of 8 acres 2 roods 5 perches,—allotment No. 3. [Appendix D.] Then I hand in a copy of a grant dated 30th May, 1840, to William Brown, of 3 acres 2 roods 35 perches,—allotment C. [Appendix E.] Then I hand in a copy of a grant dated 30th June, 1840, to Edward Weller, of 4 acres more or less,—allotment No. 8. [Appendix F.] Then I hand in a copy of a grant dated 1st June, 1841, to John Lamb, of 1 acre, 1 rood, more or less—allotment No. 4. [Appendix G.] Also copy of a grant dated 5th August, 1842, to David Wallace, of 2 acres 2 roods,—allotment No. 5. [Appendix H.] Every one of these grants describe the land granted as being bounded on one side by the water and touching the road on the other. Of all those grants the first one which Von Meyer now owns part of is first in point of date, and Mitchell and Howe's which is now Mrs. Loxton's is last in point of date. Of course where two deeds conflict in that way the earlier prevails against the later. It appears that in connection with Mitchell and Howe's grant, now Mrs. Loxton's, the grant although made in 1846 was in pursuance of a promise made, many years before—I think in 1829—and before the date of Barker's grant, now Von Meyer's, and it has been urged that the promise being before the date of Barker's grant that promise should prevail. But I point out, as against that, that first of all Barker's grant is a purchase paid for, whilst Mitchell and Howe's grant, now Mrs. Loxton's, was a gift, and it has been decided by the Supreme Court, in a case of which I do not at present recollect the name, that the Crown is not bound by a promise to give a grant; in other words, if the Crown promises to give you 10 acres and only gives you 5, you cannot compel the Crown to give you the other 5. Therefore if it is alleged that a promise has been made to Mitchell and Howe to give them up to where they now claim, right over the road, that promise could not have been enforced against the Crown because it was a mere naked promise, as we term it in law. Secondly, No. 1 grant to Barker was paid for by Barker, whilst Mitchell and Howe did not pay for theirs. It will be found on reference, as you will find in all such cases, that the promise by the Crown was merely a promise to grant so many acres on the North Shore and nothing more. On Friday, the 18th July, 1873, in *Government Gazette*, No. 178, there is a Government notice [Appendix I] which I now hand in. By that Government notice the whole of the Whaling Road, from Alfred-street South down to the waters of Port Jackson and Neutral Bay is gazetted as a public road. I also hand in a tracing of the Government plan taken from the original referred to in that notice. This road as laid out differs from the road as shown in Mr. Dawson's plan, because in this plan the Whaling Road is represented as going all the way down to the water, whereas in the Government plan, proclaiming it, it is shown as being 60 feet wide down to Mr. Loxton's wall, and then from Mr. Loxton's wall it is only shown as being 40 feet wide—the reason being that 60 feet would have cut off a portion of his ground and therefore they made it 40 feet so as not to touch his house.

8. *Dr. Hollis.*] Who did that? The Government surveyor.

9. By any authority? I suppose he did it by Government authority. The reason given by the Government surveyor is that that was done at Mr. Loxton's request because a road 60 feet wide would have cut off part of his ground and house. Therefore it was narrowed to 40 feet from there. As to that, I say that under the Alignment Act, which is a very arbitrary Act, when once a road is aligned and gazetted in this way, there is no appeal, even to the Supreme Court, and the Government cannot upset the alignment after it has once been gazetted. If the Government align a road under the Act, and if they cut off 6 feet or 10 feet of your ground you are absolutely without a remedy—you cannot make the Government rectify a mistake if it is found that they have made one.

10. *Mr. Donald.*] Does this road appear on any previous Government map? What I have told you you will find detailed at great length in Mr. Dawson's report. There exists among the Government records an original sketch made by Mr. Larmer, a Government surveyor, showing the proposed subdivision, and afterwards an original plan after he had made his survey in 1831. There is first of all a sketch by Mr.

Larmer

Larmer, dated I think in the year 1830, in which, having looked at the ground, he proposes that kind of subdivision, and that is signed and approved of by the then Governor, Sir R. Darling, and then there is a plan made by him after that approval and an actual survey, which original plan still exists signed by him and showing the subdivision.

Mr. H. M.
Makinson.
2 Mar., 1892.

11. Was the latter plan made previous to this grant being handed over to Mrs. Loxton? It was made before, and showed this road before these grants. The plan was made for the purpose of measuring out the allotments.

12. Was this survey in 1830 shown by Larmer on the map and approved of by the Governor? Yes.

13. *Dr. Hollis.*] Have you seen the terms of grant No. 7? Yes, I have put a copy of it in. It runs from the water to the road.

14. Is it a fact that the measurement from the water to the road, as stated in that grant really exists? I cannot say. I only state that Mr. Loxton says it does; but I cannot say, for I applied for leave to have the distance measured by my surveyor, but Mr. Loxton refused to have it measured. You will see what Mr. Dawson says about that. He questions Mr. Loxton's measurement. That, however, is a point of detail that he will go into, but I cannot.

Mr. John Jago sworn and examined:—

15. *Chairman.*] You are an old resident of North Shore? Yes, one of the oldest.

Mr. J. Jago.
2 Mar., 1892.

16. How long have you lived there? Nearly forty years.

17. You are a builder? I am.

18. You know the Whaling Road? Well.

19. Have you ever used that road? Yes, often.

20. Would you tell the Committee an incident in connection with the use of the road at any time? Yes. On three or four occasions I had to use the Whaling Road in my capacity of a builder, in carrying materials and scaffolding up and down whilst I was building different places. One occasion when I had to make very good use of that road was when I was building a house for Mr. Edward Lord, late City Treasurer, in Careening Cove. I had to carry all my plant and materials down, and get it down over some rocks across property belonging to Mr. Lamb. That was the only way we could get it down. I always used to make use of the Whaling Road to get to Neutral Bay, and across to where the present gas-works are now. There was a quarryman there named Kelly, who used to quarry for me in a ballast quarry, the ballast being used for the Newcastle coal-ships. I built a house near Neutral Bay, and I used Whaling Road when I wanted to carry my scaffolding, &c., across. That was the only way we had to go across then. I remember another incident in connection with a quarryman named M'Keogh. He had a daughter who was drowned. I was a very good friend of his and I got a hearse and two mourning coaches, and took them along the Whaling Road and we took the corpse across Neutral Bay and came up the Whaling Road into Alfred-street, or what you might call a street in those days.

21. How many years ago was that? I think that was in 1856 or 1857.

22. There was no wall built there at that time? Oh no. The property did not, I think, belong to Mr. Loxton at that time. At one time an old blackfellow had a tent on the Whaling Road. When I used to go up and down there with the men, the old blackfellow was very fond of females, and he usually had two or three there at a time. He occupied the centre of Whaling Road with his tent. We knew him by the name of Black Harry. Someone tried to remove him, but they found that he was on the public street, and nobody said they had a right to shift him. He stood on his rights—being on a public road—he stopped there for years, until Mr. Loxton built his house, and then they shifted him, I think, or gave him a sum of money to clear out. I knew Mr. Loxton and I had many conversations with him, and a very nice, honest, straightforward old gentleman he was as ever lived. Mr. William Tunks was present on one occasion.

23. Mr. William Tunks was mayor of St. Leonards? He was fifteen years a member of the St. Leonards Council, and eleven years a member of this House. He represented St. Leonards, and he was a very honorable man. When Mr. Tunks got at Loxton about blocking up the Whaling Road, Loxton said, "See the expense it would cost me to fence each side of my property. I have blocked it up for 66 feet, and nobody makes use of it. They can have it at any time."

24. You were an alderman at that time, were you? No, not at that time.

25. *Mr. McGowen.*] Were you present when that conversation took place? No, I was not.

26. You only heard it from Mr. Tunks? Yes. He said, "Oh Jack, you will take it down any time when you want, but there is no traffic down that way." I said, "No, there is no traffic down the road." I believe that if old Mr. Loxton were alive, he would hand the road over as free as the air you breathe. I think it is a scandal on his good name, for his children to try to hold on to what the old gentleman never intended to have. But they have had it so many years, that I suppose they do not like to part with it.

27. *Mr. Donald.*] How long is it since you first used that road? I used it first in 1855 or 1856.

28. You understood it then to be a public road? I did.

29. *Dr. Hollis.*] Do you remember Mr. Loxton building the wall across the road? I cannot say that I do remember the exact time, but I remember his blocking it up. I think he had a fence across it first.

30. *Chairman.*] Did he block it up after he built the house? Yes, a long time.

31. *Dr. Hollis.*] Was any protest made against his blocking it up? No, I do not think so. I do not think that the population within 10 miles was more than 1,000 then.

32. *Mr. McGowen.*] But in reference to that conversation which you had with Mr. Tunks, he being a public man must have protested to Mr. Loxton? He did protest.

33. And Mr. Loxton said, "Whenever they want, it will come down," or words to that effect? Yes; he said "Whenever the public want it they can have it."

34. *Chairman.*] How long ago is it since you built the house for Mr. Lord? In 1858, I think.

35. Was it upon a portion of Lamb's property that that house was built; High-street was not open at the time, was it? High-street was open about 100 yards, and then there was a little track leading to Mountcastle's.

36. But there was no road leading to Lord's property from the Whaling Road? No. We used to have to go down the Whaling Road with my scaffolding and tip it over the rocks. That was the nearest point I could get down with the dray. I could not go along High-street at all.

- Mr. J. Jago. 37. *Mr. Donald.*] How long is it since the gasometer on the Whaling Road was erected? Not more than six or seven years. Old Mr. Milson was a very fidgety gentleman, and would not let us go across his land, and we were glad that we had Whaling Road along which to take our materials.
- 2 Mar., 1892. 38. *Mr. McGowan.*] Referring to the blackfellow who pitched his tent on the road and defied anyone to remove him, can you tell us whether any efforts were made by those in authority to remove him? The place not being incorporated at that time the roads were in the hands of trustees—such men as Colonel Barney, Mr. McInnes, and Mr. Richard Hawkins. Mr. Hawkins is, I think, now living at Burwood; but the other two gentlemen are dead. I could then go and quarry in any street. You could take the sand and destroy the road, and do anything you liked with it in those days.
39. *Chairman.*] Do you know whether the road trustees ever attempted to remove that blackfellow? No; they allowed a person to do anything he liked in the street.
40. *Mr. McGowan.*] What you know is only a general conversation you remember having taken place at the time when this blackfellow defied anybody to remove him, because he was on a Government road? It was thought at the time that anybody could go over and occupy the public streets, and nobody could shift them at all.
41. *Chairman.*] It was a custom at the time? Yes. I went into a street which is now one of our main thoroughfares, and carted away stone.
42. *Dr. Hollis.*] Did any of the owners of the property round about there, attempt to get rid of that blackfellow? No.
43. *Mr. Cook.*] What your evidence amounts to is that that was a recognised road? I am as confident as I am of my existence that it was known to all the people at that time that it was a public road.

Mr. John Harding sworn and examined:—

- Mr. J. Harding. 44. *Chairman.*] You are an old resident of North Shore? Ever since 1855.
- 2 Mar., 1892. 45. You know the Whaling Road? Yes; when I first came there I knew it as a Government road. All roads were then called Government roads.
46. Did you ever use that road? Yes.
47. Tell us any time you have used it? As near as I can remember it was about thirty-four years ago when I went along that road first, and I took down some scaffolding for Mr. Jago to build Mr. Lord's house.
48. You were a carter at that time? Yes; that is how it is that I know pretty nearly all the roads. I having been a drayman thirty-six years. I have used the Whaling Road many times since then. I removed Mr. Mountcastle's furniture, and at that time you could only go as far as where Mr. Loxton's house is now, and then turn down High-street. It was the same house as Mr. Arnold bought afterwards.
49. Have you used the Whaling Road at any other time besides when carting furniture for Mr. Mountcastle? Yes, plenty of times since Mr. Loxton went there. I was a coal merchant for fourteen or fifteen years, and I supplied everybody there with coal. I used to go along there to get down to Mr. Younger's, which I think was the first house down there.
50. *Mr. McGowan.*] Do you remember the circumstance of a blackfellow named Black Harry camping on the Whaling Road? He may have been there, but I cannot say that I remember that. In those days we reckoned that we had a right to get any sand, &c., from a Government road so long as the ranger did not catch us, and after Mr. French was dismissed from being ranger, over there, the Government ranger lived out at Randwick.
51. You have taken sand from the road? Yes, and stone and everything else. I will tell you of an incident that happened between me and old Mr. Milson. When he saw you with a load of sand he would say, "Where did you get that load of sand from—you have been getting it off my ground." He caught me with a load of sand and said that, it was on his ground, but I stuck to it, that it was on the Whaling Road. He pointed out this road and said, "That is the only road to the Point." It did not go further than Alfred-street.

Mr. Joseph Waterhouse sworn and examined:—

- Mr. J. Waterhouse. 52. *Chairman.*] You are a very old resident of North Shore? Yes; I have live there all my life.
- 2 Mar., 1892. 53. And have been an alderman of the borough of East St. Leonards and of North Sydney also? Yes.
54. How long have you lived on North Shore? About fifty-four years.
55. You know the Whaling Road? Yes.
56. Have you ever used that Road? Yes.
57. Can you tell us any incident in connection with using that road? I think that about the year 1852 or 1853 I had a contract for drawing some timber down to some houses built on the road, now called High-street. There was no High-street at that time.
58. What houses were there? I could not exactly tell what houses they were. I think that one house has lately belonged to Mr. Younger—the house that stood at the corner of Water-street. We had to shoot the timber from the Old Whaling Road over the rocks. There was no other road to that part, but the Whaling Road.
59. Are those the only times that you have used it? I have been up and down the road many times since I delivered that timber.
60. You were living some distance away—you were living at Lane Cove? Yes.
61. It was only occasionally that you had a matter like that to do there? Yes; but I was in and out of the Shore every week.
62. As an alderman of the borough of East St. Leonards and North Sydney, you know that there has been considerable discussion in the Municipal Council about the Whaling Road? Yes; we have had lots of talk, and deputations once or twice to Loxton. When on a deputation I showed him where the old road was.
63. You remember one deputation, to whom he said a road did exist? Yes.
64. But not through his property? Not through his property. I told him that portion of his verandah and lawn was on the old road which I used to use. There was an old fence on one side at the time to which

which I refer. It was what we called a Government road—there was no municipality there then. There was no house on the road at that time.

Mr. J.
Waterhouse.

65. *Mr. McGowen.*] Nobody disputed your using the road? No. We were very cautious about that time, as we had to look out for the rangers. We could not trespass on any private property. That road is on a ridge, and you could not deviate any distance from it without getting into a gully. Anyone thoroughly practical in teaming will know that what I am saying is right; and we drew our timber along that road, and as near as possible to where the gasometer stands, and then shot the timber to the buildings near the lower portion of the bay. At that time there was no High-street at all, or other road to lead to the water's edge. That road led to the old Whaler's grant.

2 Mar., 1892.

66. *Chairman.*] Have you any idea how long that gasometer has been there? At the time when they were laying the foundation for the gasometer I was an alderman. I heard that they were erecting it on a portion of the Whaling Road. Eaton was one of the men—he was the contractor; and when I went there I said, "What are you chaps doing here." They said, "We are going to build a gasometer." I said, "You are building it on the Whaling Road." They looked alarmed. I said, "You are on the old road. I used this road forty years ago, and to-night I will bring the matter under the notice of the council." That night I brought it under the notice of the council, and asked the mayor to take out an injunction and stop them from constructing the gasometer. I said, "It will be a troublesome thing hereafter." The aldermen seemed to think there was something in it, but they took no action until some time afterwards, when they began to move about the Whaling Road.

67. You know there have been numerous deputations from the municipality? Yes.

68. And they have had the opinion of the Crown law officers? Yes; we had two or three different opinions about it.

69. The council thought it was the duty of the Government to open it? Yes, and have been cautioned not to take any action except through the Government.

70. And the Government tried to put the responsibility on the council? Yes. They said they would hand it over to the council, and let them open the road. I was cautious, as I saw that touching the road would involve the council in a lot of expense, unless the Government went to their assistance.

71. The council would have dealt with it and opened it but for the expense? Yes. I used this road many times, and there was only the one road. There was an old fence on the southern side, and I pointed out to Mr. Loxton the day I was there where the fence stood. He said, "There was a road, but you have to find it. How could you go down that hill now?" I said, "With my practical knowledge of the road I could get down it as I did with the team in the old times." We had to shoot the timber over the rocks where the houses were being built. The council bought High-street, and then they were blocked in by Mr. Sharp, about 100 yards from Alfred-street, and the council paid £50 to Mrs. Sharp for that little bit of land.

72. Do you remember a blackfellow named "Black Harry" camping on that road? I do, and I told Mr. Loxton about it on that deputation. I said, "There was an old camp here, an old blackfellow lived here"—pointing to the western side of his house—"I recollect the old place as well as possible." He said, "No such thing." I said, "It must have been before you were born, because I have seen him here."

73. *Mr. McGowen.*] Do you remember anybody trying to remove him from the road? No.

74. And his contending that as it was a public road they could not remove him? I do not know about that.

75. You recollect the circumstance of his camping there? I saw him there myself.

76. The fact is that if he had been on private property the rangers would have removed him, and therefore he camped on the road? Yes; that is it.

77. *Mr. Donald.*] Were you an alderman of the first council of that municipality? No. I was a member of that council first 7 years ago.

78. You cannot say whether this road was ever aligned by the council? No; I cannot say.

79. *Chairman.*] You know that old Mr. Loxton was a member of the early councils of East St. Leonards? Yes.

80. *Mr. Donald.*] How long is it since this wall was built across the road? It must have been built over twenty-six or twenty-seven years ago. I can recollect its being built.

81. *Chairman.*] Was it built after the house was built? Yes. There was no house or wall when I travelled along the road. From what I could learn from the ranger who came there, Loxton was stopped by the rangers from quarrying on the road.

82. You know that for some years there has been an agitation among the ratepayers with the view of having the road opened? Don't I—well! My brother lost £500 or £600 over it.

83. You know it would be a convenience to the people there if the road were opened? Yes, especially as we are now going to get the railway.

84. *Mr. McGowen.*] Was any protest made when Loxton built that wall—any protest against his closing the road? I do not recollect any protest at that time, but from records in the possession of our council it appears that when Loxton made an application to have the road altered to 40 feet, they found that the wall was on a portion of the road. The application was afterwards granted.

85. Was it old Mr. Loxton who made the application? Yes, the old man. He made a further application to have the road blocked up altogether.

Mr. William Barnett Smith sworn and examined:—

86. *Chairman.*] You are the Council Clerk of the borough of North Sydney? Yes.

87. Do you produce the minutes of the Borough Council of East St. Leonards for 1873? No; I did not know you wanted the minutes.

Mr.
W. B. Smith.

88. Have you a letter dated 16 September, 1873, from the Lands Department? Yes. It is as follows:— 2 Mar., 1892.

Sir,

Department of Lands, Sydney, 16 September, 1873.

I am directed by the Minister for Lands to draw your attention to the *Gazette* notice of the 7th July last, folio 1989, and to inform you that the roads aligned thereby are now in the charge of the Municipal Council of East St. Leonards.

I have &c.,

The Council Clerk, East St. Leonards.

W. W. STEPHEN.

89.

Mr.
W. B. Smith.
2 Mar., 1892.

89. You also produce a letter dated, 30 September, 1873? Yes. It is as follows:—

Sir,
I am directed to forward, under separate cover, by this day's post a tracing of Alfred and other streets in the Department of Lands, Sydney, 30th September, 1873.
Borough of East St. Leonards for the information of the Borough Council at that place.

I have, &c.,

T. H. JOHNSON,
(For the Under Secretary.)

The Council Clerk, East St. Leonards.

90. There have also been other applications made to the Lands Department to have the alignment posts of this street put in? Yes, several times.

91. There have been numerous deputations from the Borough Council of North Sydney, and the Municipal Council of East St. Leonards? Yes.

92. Also numerous deputations to different Ministers for Lands, and the matter has been dealt with as a very important matter in connection with the Municipal Council meetings at various times? Yes.

93. In fact the opinion of the council has been in most cases fairly equally divided? There have been a number of letters addressed to the department by the East St. Leonards Council.

94. You have had several legal opinions? Yes.

95. Would you mind reading some of those opinions—you have had one from Urquhart and Steel? Yes. It is as follows:—

43 Elizabeth-street, Sydney, 30 December, 1889.

Dear Sir,

Re Whaling Road.

After careful consideration of the titles of the various persons claiming title to a frontage to this road, also of the title of those persons who dispute the existence of such road, and also of the various public documents relating thereto, we have no hesitation in stating that a road described as the Whaling Road exists in the position claimed, and that any of the persons who were original grantees of the land running back to such road, or those claiming under them, can successfully maintain an action for the opening up of such road. We are, however, of opinion that the council would not be justified in expending moneys collected from the ratepayers in testing a right of road which comparatively speaking affects but a very small minority of the persons from whom such moneys are derived.

Yours, &c.,

URQUHART and STEEL.

To the Council Clerk of the Borough of East St. Leonards.

Mr. Salomons and Mr. George H. C. Simpson, counsel, advised us in 1890, as follows:—

Re Whaling Road:—Joint opinion.

We are of opinion that the Whaling Road 40 feet has never been vested in the Municipality. The road, that is the 40 feet portion, has never been confirmed in accordance with the provisions of 4 William IV, No. 11, Section 2. Nor do we think that the reservation and measurement of the road by Mr. Larmer can operate so as to bring this case within the decision in *ex parte Watt*, 1 (*ser ns*), 24 for according to Mr. Larmer's evidence before the Select Committee he only measured and marked out a road 66 feet wide, so that the 40 feet road, *quæ* a road, has no existence, but exists merely as unalienated Crown land. Mr. Loxton claims the road on the ground that the description in his grant includes it, and this although the description describes the grant as "bounded on the south-west by a Government road."

Mr. Knapp and Mr. Larmer, however in their evidence before the Select Committee said that Loxton was in possession of more land than was in his grant, and that if the land necessary to form the road were taken from him he would still have a surplus. It may be, however, as Mr. Stopps contends, that there has been a mistake in the description in the Whaling grants, and that the road has been unintentionally granted to the various purchasers. Assuming however that this is not so, and that the evidence of Mr. Knapp and Mr. Larmer is correct, we are of opinion that the best course is for the Municipal Council to request the Minister for Lands to proceed against Mr. Loxton for an intrusion upon Crown lands, and if successful to cause the road to be properly laid out and dedicated to the public whereupon it would vest in the Municipality. We cannot see that any advantage would be gained by accepting the proposal of the Surveyor-General's Department to re-align a portion of the road, for in the first place there is no road; and secondly in the absence of any confirmation of the road an alignment, could not vest the road in the Municipality, nor in any case could the re-alignment of a portion operate so as to vest the whole.

JULIAN E. SALOMONS.

GEORGE H. C. SIMPSON.

22 July, 1890.

96. In pursuance of that advice I suppose you asked the Department of Lands to take the necessary steps? Yes.

97. What was their reply? It was as follows:—

Sir,

Department of Lands, Sydney, 20 August, 1890.

With reference to the letter of the Council Clerk, East St. Leonards, "requesting the Minister for Lands to proceed against Mr. Loxton for an intrusion upon Crown lands, and to cause the said lands to be properly laid out and dedicated to the public as a road, the said lands being described on the map of East St. Leonards as Whaling Road." I am directed to inform you that the department is not satisfied that there has been encroachment upon Crown land by Mr. Loxton or grounds sufficient to take action against him for intrusion, and decline to comply with such request.

I have, &c.,

WILLIAM HOUSTON,

Under Secretary.

The Council Clerk, North Sydney.

98. Is there any other information which you can give the Committee? I produce a couple of very old lithographic maps showing the Whaling Road. The lithograph is not dated, but it is by Mr. Brownrigg, and must be at any rate twenty years old.

99. Have you here the official map of the late borough of East St. Leonards? Yes. [*Map produced.*]

100. There have been numerous applications from the council to have the alignment posts placed in their proper position on this road? Yes, and the Government declined unless the Municipal Council defined the boundaries. Here is a letter from the department on that point:—

Sir,

Department of Lands, Sydney, 31 August, 1887.

With reference to your letter of the 17th instant, requesting that the necessary instructions be given to have the alignment posts fixed in position on the Whaling Road, I am directed by the Secretary for Lands to inform you that there is no alignment of the road in question to mark with posts, consequently your request cannot be complied with.

I have, &c.,

STEPHEN FREEMAN,

For the Under Secretary.

The Council Clerk, East St. Leonards.

The department submitted a plan to the council and asked them to indicate the width they wished the road and footpaths to be.

101. Have you that plan? Yes. [*Produced.*] But the council never took any action in the matter.

102. Have you any other information? From the papers, it appears that the council wrote asking the Government to align the road, but owing to some omission in the confirmatory notice, I think, the alignment was not completed. Since then the council have repeatedly asked the Government to align the road and open it to the public, but that request has always been refused. 103.

103. The council have declined to go on with it largely on the ground of expense? The council were advised that they could only sue in the name of the Attorney-General and had no standing themselves, and on the ground of expense they thought that they were not justified in taking action. I produce the *Government Gazettes*. On the 5th August a preliminary notification of the road was gazetted, giving it a width of 60 feet in one part, and 40 feet in another. The confirmatory notice was published on May 2nd, 1873, Gazette No. 120; but in this, all reference to that portion of the road described in the preliminary notice as 40 feet wide was omitted. Notwithstanding this omission from the confirmatory notice, the road was aligned by proclamation published in the *Government Gazette* of July 18th, 1873, No. 178, as preliminarily notified on August 5, 1870, defining the width of carriage-way and footway as 60 feet in one portion, and 40 feet in the other. That, of course, was followed up by a letter to the council, dated 16th September, 1873. The Under Secretary for Lands wrote to the council of East St. Leonards, calling attention to the *Government Gazette* of 7th July, and intimating that the roads aligned thereby were in charge of the council, and subsequently a tracing of the plan of the roads was received. The council of East St. Leonards appears then to have been under the impression that the Whaling Road was properly aligned and placed under their control, and I think that some years ago Mr. Hayes applied to reclaim and purchase land at the foot of the road, and the East St. Leonards Council lodged objections against the application, and the question was then reopened. Counsel's opinion was then taken, which was to the effect that the Council could not move in the matter, as the road was not legally aligned, and the only power that could move was the Government. That is the whole matter, so far as the Municipal Council is concerned.

Mr.
W. B. Smith.
2 Mar., 1892.

104. *Mr. McGowan.*] The whole object of your council is to get this original road back, for the convenience of the ratepayers? Yes, that is the action they have taken in the past.

105. That is the object they have in view? Yes; the council are taking no action now; but that is the action they took in the past.

106. As Council Clerk, can you tell me whether your council would or would not be satisfied providing that the road were opened to the extent of this 40 feet in some places, and 60 feet in the other? I could not answer that. I could not say what the council would be satisfied with.

107. *Chairman.*] Do you think it would be a convenience if it were opened to the extent of 40 feet in width? I should think it would, from the little I know of the locality.

108. *Dr. Hollis.*] Forty feet would not necessitate the pulling down of any building put up by Mr. Loxton? I do not know sufficient of the locality to answer that question.

Mr. Thomas Graham Wilson sworn and examined:—

109. *Chairman.*] You are a surveyor? Yes.

110. You have lately made a survey in connection with the Whaling Road? Yes, about two years ago.

111. For whom did you do that? The Government.

112. Will you explain to the Committee what the result of that was? No action has been taken under the survey that I made.

Mr.
T. G. Wilson.
2 Mar., 1892.

113. Perhaps you will explain to the Committee what you did? I was acting under instructions from the Survey Department to survey the part of the Whaling Road from the western boundary of the Whaling allotments down to Loxton's wall across the road.

114. Was that road to be a road of 60 feet wide? I was directed to align. It was my duty to find out what land was available for a road.

115. Did you find the land available for a road there? Yes.

116. For a road 60 feet in width? No, not for a road of uniform width. It was a matter for me to decide how the road should be aligned. I found that there was a certificate of title for the land on the northern side of the Whaling Road to an existing fence on the northern side of the road. That fence was referred to I believe in the certificate of title. It was my duty to ascertain what land there was available for a road and to align it. It was very clear that the fence was the boundary on the northern side, and I had to ascertain where the southern side of the road was. I found that a subdivision had been made of the property on the southern side of the road. I found one of the subdivision pegs on the southern side of the road up to which those persons who bought land on the southern side had purchased. There was no doubt as to the position of the boundary, so far as the lithograph was concerned. I did not hunt up the descriptions that might have been in other deeds, but I had the lithograph from Mr. Temple, Council Clerk, borough of East St. Leonards, showing the land which was to be offered for sale. I made inquiry from the surveyors who subdivided that land—Atchison and Schleicher—and I ascertained from them that as the position of the road was doubtful, and in order to avoid any dispute as to what land they were entitled to, the vendors for whom they were acting accepted the fence on the northern side of the road and stood back 1 chain and adopted that as their boundary. That determined the position of the road as far as Von Meyer's property. Then I went into the question of his boundaries. I had several conversations with him, and I knew what he claimed to be his frontage. But in measuring up from High-street I found that what he claimed as his front line would give him more than he was entitled to. He showed me his boundaries, and I think he claimed some distance past Loxton's wall, but his measurements would bring him scarcely up to the wall—not within a foot or two. He could not bring anything to substantiate the claim he made, so I disregarded it. My measurements proved that his lengths would not bring his land so far out. I made a recommendation to the Survey Department as to the manner in which the road should be aligned. It would be 66 feet down to Von Meyer's, then there would be a little break, narrowing the footpath on the southern side to keep the kerb in a continuous line for drainage purposes—narrowing the footpath a little down to the wall, narrowing it 2 or 3 feet, or may be 5 feet, but only for a short distance.

117. Of course, in your survey, you never took any notice of the line beyond the road? Not as to whether there was a road there. I had to pick out old lines of Armstrong's survey through there to determine the position of the western corner of the allotments. I had to do that, as I was also directed to re-mark the old alignment of the Whaling Road to the west of the western boundary of the Whaling allotments. I made a recommendation to the Survey Department, but it has not been carried out, so far as I know.

118. In determining the lines of this portion of the road, you had, I suppose, to deal with records in connection

Mr. T. G. Wilson. nection with this other portion, had you not—this portion inside the wall leading to the waters of Port Jackson? Only as establishing the position; not as marking whether there was a road or not. I did not go into that. I found the land available there, and it did not matter to me whether there was or was not a road there. The persons had left, as it were, an accidental road. The owners of the property appeared to have understood that there was a road there somewhere. An owner on the northern side got a certificate of title up to a fence, and the persons on the southern side of the road, in order to avoid any difficulty at the time of sale, stood back 1 chain.

2 Mar., 1892.

119. Your survey only dealt with a small portion of the road—from the western boundaries of the Whaling allotments to this road? Yes.

120. Nothing beyond it? No.

121. You did not deal with this portion of the land of Von Meyer which is shown on the plan as having a frontage inside of the wall? No, not in the way of establishing a road past that wall, but for determining the position of the road to the west of Loxton's. I had to re-establish the position of the road as shown on Armstrong's plan through Loxton's property.

122. Mr. McGowen.] In the evidence we got before it was stated that every one of these grants was described as bounded by the water on the one side and the Whaling Road on the other; you perused the grant? No, not the grant. It may not have been the boundary of a grant, but it was a description of a piece of property down to that fence. It may have been part of the grant or of different grants.

123. You have not seen the original grant to Edward Weller No. 8? No.

124. The certificate of title said that it was bounded on one side by the water and by this fence on the other? It was only necessary for me to find out the southern boundary, and it was bounded by the fence on that side.

125. Dr. Hollis.] You did not ascertain the position of Whaling Road by any measurement of the road on the northern side of the allotments? No.

126. How did you ascertain the position of the fence then? It is standing on the ground.

127. The fence was described in the certificate of title? It may possibly be on the plan from which the certificate is drawn up.

128. In Armstrong's plan, that you referred to, how is the position of the road defined beyond Loxton's wall? I found that he had made marks on the rocks to which his line had been connected.

129. Are those marks described in such a way that you could identify them in any reliable record? It may have been from his field notes from which his plan was prepared. However I was satisfied that I found marks that had been referred to by Armstrong—marks upon the rock and upon a house—distances from the corner of the house, Loxton's being one of them.

130. Mr. McGowen.] You state that it is clear to you that this fence was the boundary of this property? Yes.

131. You never made any measurements to come to this conclusion, but took it for granted that the fence was in a correct position? I had conclusive evidence that that fence was the boundary of the property from information that I collected at the Lands Titles Office.

132. Mr. Donald.] You did not take the direction of the part of the road you surveyed from the original surveyor's marks, but simply from the fence? Yes.

133. What connection had the original surveyor's marks which you found with the survey that you made? I was not there to re-establish the lines of the original survey at all.

134. But you would have to take your datum point from the original marks, would you not? No.

135. How would you get it? By the land open at the present time for a road? I saw sufficient there to take the land available for the road and align it.

136. Your instructions were to find a road independent of any surveys that had originally been made? Yes.

137. Dr. Hollis.] You state that you had conclusive evidence in the Lands Titles Office that the fence which is on the northern side of the Whaling Road was the proper northern boundary of that road? No; it was the southern boundary of the land adjoining it. I had no evidence of a road at all.

138. What was that proof—will you state briefly what was the conclusive evidence that that was the southern boundary of that land? I think I found a mark on the fence—of course, it is two years ago and I have not had time to refresh my memory. Either in the description or on the plan from which the description is prepared the fence is stated or shown to be the southern boundary of this property.

139. Mr. McGowen.] You were perfectly satisfied from the evidence that that was the southern boundary of that property? Yes.

140. Chairman.] Could you find a road 60 feet in width at that time? No. The persons, nearly all of them, had jumped a considerable part of it. Those persons on the southern side of the road had gone out 15 feet.

141. Dr. Hollis.] The fence to which you referred on the northern side of what you make out to be the Whaling Road—is that in a line with the southern boundary of Mr. Loxton's? Oh, no.

142. How much further south do you reckon that Mr. Loxton's property goes than that fence? You do not require me to give a very close answer; but I should imagine that it is correctly drawn on Mr. Dawson's plan as it is on the ground.

143. To what length do you estimate that Mr. Loxton's land which he at present holds goes farther south than this fence which you have made out to be the northern boundary of it? About 64 feet.

144. To the east of Mr. Loxton's property you made out this road again? I saw Armstrong's marks.

145. As defining this road? Yes; as shown on his plan

146. And according to his marks would the northern boundary of the road be in a line with this fence to which you have referred? I could not say, but I know it goes farther north than Mr. Loxton's land. That was one of the means I had of establishing the road—by measuring from the corner of Mr. Loxton's house a certain distance along the front of his house, as shown either in his plan or in his field book.

147. So there is little doubt that Mr. Loxton has taken up a portion of the road? The fact of the surveyor marking a road does not make it a road. There may not be a road there at all.

148. If the road were continued it would go through Mr. Loxton's property? That is not established yet.

149. But if it were continued? I have never had any evidence before me of a road through there in any place, except that persons have left a piece of land open. But if my recommendation has been carried out, it would have been gazetted as a road.

150. I will put it in another way. If the road to the east of Mr. Loxton's property as defined by the marks of Armstrong's survey were continuous with the road which you were instructed to define, would it go through Mr. Loxton's present property? I am not aware of any road through there. I am aware of marks for a road, but not that a road was ever established. Mr.
T. G. Wilson,
2 Mar., 1892.
151. *Mr. McGowen.*] You are aware this was established by usage? Yes, it is available for use at the present time as a road.
152. *Dr. Hollis.*] You received instructions to draw up an alignment of a certain road? Yes.
153. That was to the west of Mr. Loxton's property? Yes.
154. You also discovered certain marks by Armstrong on a road? Yes, leading east.
155. To the east of Mr. Loxton's property? Yes, marking intended for a road.
156. The road is just simply broken by Mr. Loxton's property? I do not think there is a road anywhere.
157. Well the outlines of the two roads? There is no road down at this end.
158. *Mr. Cook.*] But there are markings for a road? Yes.
159. *Dr. Hollis.*] If the markings for a road on the east of Mr. Loxton's property were continued westward would they run into the road which you were instructed to outline? They would run very close to it, but might not hit the same lines.
160. *Mr. Donald.*] You did not run the lines? Yes, I ran Armstrong's lines independently. I established this piece of road from the western boundaries of the Whaling allotments to the wall.
161. *Dr. Hollis.*] You cannot say they would run exactly into the road you were instructed to outline? It is not likely they would run into that exactly.
162. What was your object in getting Mr. Armstrong's markings? To establish the alignment of the Whaling Road on the western side of the Whaling allotments. I had to mark the original alignment of the first piece of road which is at present open and kerbed.
163. Were Mr. Armstrong's markings, to which you referred, to the west of Mr. Loxton's? They were at Loxton's.
164. On his property? The distance is given on the side of his house. We consider a house is a mark. He gave the distance of his line from the corner of his house, and I considered that a point in his markings, and I also found markings further to the east.
165. But those marks to the east of Loxton's do not seem to have been of much use to you in outlining this portion of the road that you have been instructed to align? No, not at all. There was no connection between the two cases.

Mr. Edward Joseph Rubie sworn and examined:—

166. *Chairman.*] You are manager of the St. Joseph's Building Society? Yes.
167. Do you produce the deed of some property of Mr. Von Meyer? We can do so if it is requisite. I understood that the solicitor, Mr. Makinson, had all that. Mr.
E. J. Rubie,
2 Mar., 1892.
168. I suppose those deeds describe his property as fronting the Whaling Road? Yes.
169. You have a mortgage on the property? Yes.
170. Have you any evidence to give in connection with this road which might be of interest to the Committee? We were always under the impression that the road ran right through. When we lent the money we were certainly not under the impression that we were lending it on a blind road.
171. You have been put to considerable trouble in connection with this road? Yes.
172. And in connection with some law suits connected with the road? Yes. We got Dawson and Dawson's plan done.
173. You have lately lodged a caveat against an application to bring certain portions of the road under the Real Property Act? Yes.
174. What was the result of that? We were non-suited.
175. Upon what ground? Some technical ground, I believe; because there is nothing, I believe, in the Real Property Act to describe a road.
176. The grounds were that you had no right to lodge a caveat by reason of right to a road? I believe something like that.
177. The expression of the judge on that occasion was very strong? He said the matter ought to be brought before the Legislature at once.
178. You have seen Dawson's plan describing the road? Yes.
179. Have you any other evidence to offer to the Committee? Only that the property is completely destroyed by the wall. People would not take the houses. We went to the expense of advancing money to build good houses, but the people will not live there.
180. A portion of the property is blocked in by the wall? There is no access to it.
181. How much frontage is really blocked in by the wall? I think over 60 feet. It destroys the man's property altogether, for he could continue the terrace of houses right along if the road were opened all along.
182. You could produce the deeds describing the land? Yes, if they are wanted.
183. Showing a description of the whole of this land of Von Meyer's as fronting the road? Yes, and from whom it was bought. I think Mr. Dawson found the original marks as far as Von Meyer's. I think that that portion was one of the first that was alienated by the Crown.

THURSDAY, 10 MARCH, 1892.

Present:—

MR. E. M. CLARK,

MR. COOK,

MR. DONALD.

E. M. CLARK, ESQ., IN THE CHAIR.

Mr. James Pearce sworn and examined:—

184. *Chairman.*] You have resided at North Shore for some time? Yes; something over thirty-two years. Mr.
J. Pearce,
10 Mar., 1892.
185. You know the Whaling Road? I cannot exactly say about the name; but I believe there was always a road there, or was supposed to be. 186.

Mr.
J. Pearce,
10 Mar., 1892.

186. Have you ever used the road? I have seen it used, or portions of it have been used, I believe, for thirty years. There was no other way of getting to the houses at the point, except by going along that road.

187. Which houses? Mr. Lord's, Williams' (which I think is Mr. Cox's now), Mountcastle's, and Cochrane's.

188. I suppose you remember when Mr. Lord's house was built? I have some recollection of it.

189. Do you remember the incident of a blackfellow camping on that road at one time? Yes; Black Harry lived there for a good many years off and on. He kept a lot of wives, and had a tent on the roadside. I remember the spot very well. He had a bit of a garden there, and used to grow sweet potatoes in it.

190. You could recognise some of the marks on the road? There are some of the old tracks. I could trace a good deal of them on the road. People going along had to go off the road where it was very rough, and then come back to it. It was all private property below it. What is now High-street was private property. I with two other men laid out High-street.

191. How long ago is it since High-street was opened up? Something over twenty years.

192. Do you recollect having seen any surveyor's marks—broad arrows—on any of the rocks? Yes; I have seen a lot of them. I believe that some of them are there now. Close to where the gasometer was built there were broad arrows cut deep in the rocks. I think the gas company have destroyed some of them in cutting away the stone, but I believe there are some now further on.

193. *Mr. Donald.*] Did you ever see any surveyor's marks on the rocks on the lower end towards the point? Yes; I believe there are some there now. There were a good many marks, but I am almost sure that some of those near the gasworks have been cut out.

194. Do you know of your own knowledge, that these marks were placed there by the surveyors in laying out the road? I could not say that; but I believe from the way in which they were cut in the rocks that they were put there by surveyors. It is many years since I was there. I believe it was before Mr. Loxton's house was built. I remember that being built, but I cannot recollect the date—it must be about twenty-eight years ago.

195. Do you remember a fence standing below the gas works on the line of the road years ago? I believe there was a fence, and there are, or should be, some old post holes there now, that is if they have not been destroyed. I have not been there lately.

196. *Chairman.*] When Loxton's house was built, there was no wall across the road? Oh, no; Mr. Loxton built the wall.

197. *Mr. Donald.*] As far as you know that was generally recognised as a Government road, was it? To the best of my belief it was. The reason why High-street was made was because that road was too rough and expensive to make. Those are Mr. Lord's words. He was an alderman at the time, and I believe Mr. Loxton was also.

198. Is High-street a Government road? A certain portion of it was purchased from Mrs. Shairp by the Council. I understood from Mr. Lord that they gave £50 for it. They bought it to make this other road run into it.

199. *Chairman.*] They purchased it to give people in High-street access to Alfred-street? Yes; it was the easiest road to make, the other being very difficult, and that was made at a great deal less expense. I made the whole of the road. I laid it out the best way I could to bring it to the portion they bought. I believe Mr. Lamb owned the ground, and Mr. Lord had something to do with it, and they gave the ground to make the road there.

200. *Mr. Donald.*] You do not know anything as to whether the land was transferred by the owners to the Council, or whether the Council purchased the whole of High-street? I believe that Mr. Lord and Mr. Lamb gave their portion. I think that Mr. Lord, who is dead, told me so. The road went through the middle of Mr. Lamb's property.

201. Then properly speaking, High-street is only a private road? It is a road partly given by private people, the other portion having been purchased from Mrs. Shairp.

202. *Chairman.*] She was the only person who would not give land? She would not give it, I believe, unless they paid her for it, and I believe the Council gave her £50. Her land was from Alfred-street up to Mr. Deane's fence now—that is the boundary of Lamb's property.

203. The whole of that land really was bush? Yes.

204. There were no roads, barring Whaling Road? No roads anywhere at all—it was all bush, and a rough place too, until we made High-street.

205. *Mr. Donald.*] Who claims this portion of land where you say the blackfellow was? I could not exactly say. Milson, I think, owned a portion of it, but the blackfellow shifted his camp three or four times. A fighting man named Perry, a coloured man, was there at times also.

Mr. Ferdinand Hamilton Reuss, junr., sworn and examined:—

Mr.
F. H. Reuss,
junr.
10 Mar., 1892.

206. *Chairman.*] You are an architect and surveyor? Yes.

207. You have made various surveys in connection with the Whaling Road? Yes.

208. Have you found the road there at any time? I have not found it altogether, but only partially.

209. Did you survey a road for Messrs. Fells and Younger in 1876? When I surveyed the land the matter of the road was left in doubt. It was known that Armstrong's Road was supposed to go through that land.

210. Armstrong was a Government surveyor? Yes. In dealing with the property they made the proviso that in the event of this road not being required the owner of the latter half should have a right-of-way through the former half, so as to be able to get out. I produce a plan of that survey to show what I mean. In my survey I dotted Whaling Road, it being an intended road, but there being a doubt as to where the road would go there was a proviso made to enable Younger to get out—that there should be a 15-foot exit through Fells' land, which is now owned by the North Shore Gas Company. They purchased a piece to get an exit, as it was; that is the present outlet.

211. Who was the owner of that piece? They purchased that from Lamb, to enable them to get out into a street called Water-street. The piece bought by Fells from Lamb is on the south side of the supposed Whaling Road.

212. That was a survey for Fells and Younger? Yes.

213.

Mr.
F. H. Reuss,
junr.
10 Mar., 1892.

213. You afterwards surveyed for Weller? Yes; that is the west end of the Whaling Road.
214. That is on the western side of Loxton's wall? Yes.
215. When did you make that survey? On the 9th October, 1883; the other was made on the 21st June, 1876.
216. What was the result of that survey? In that case I left the road indisputably 1 chain wide up to Loxton's wall, and, as far as I know, it has always been marked 1 chain wide up to that point from Alfred-street.
217. You say that you found the road 1 chain wide perfect up to Loxton's wall? Yes.
218. Beyond that you did not find the road at all? Only partially.
219. Where did you find it partially beyond Loxton's wall? Armstrong's plan showed the road was marked at that date. I have taken a tracing from that on the basis of the depths, and by going from the water and taking up the various depths of the grants it would leave that much which is coloured red to represent what is left for the road. That is from Weller's grant, the western boundary of the Whaling allotments, to the waters of Port Jackson.
220. I suppose you found no difficulty in determining the high-water marks? You cannot determine old high-water marks, but must take them as well as you can get them. These grants were measured from high-water mark then, and high-water mark taken now is of no good whatever.
221. *Mr. Donald.*] Except where the coastal formation is rock? Yes; if it is a well defined place it is there still, but in places I believe it has been washed away.
222. *Chairman.*] You are aware that there has been a large amount of reclamation there? Yes; since Armstrong's plan—except a small piece.
223. Would you have any difficulty in finding the marks after the filling in? I had that when I made Fells' and Younger's survey, but that does not bear on this case.
224. Had none of that land been reclaimed then? A part shown on Armstrong's plan. The width for the road coloured pink on this plan might be slightly increased on the supposition that the original walls on either side of Brown's grant were boundaries of Brown's grant as surveyed. These walls being so old I cannot help thinking that they were put on the original marked lines, for probably, when they were there, the original lines were traceable. That seems a reasonable supposition, and it helps to solve the question of depth.
225. In any old plans that you have had, is the road shown in any way? Yes; in most of the old plans the road is shown. I have several here—one of Lamb's grant, showing a Government road 1 chain wide.
226. Have you any other plan besides that one? Here is one by William Henry Wells of Weller's grant subdivision. He calls what is supposed to be Whaling Road "Government road 66 feet to the point." Here is another plan signed William Henry Wells, dated April 6th, 1858, showing Government road to the water 1 chain wide along the same line.
227. In surveying Wells' grant did you find any encroachment on this 66 feet road? No; they did not claim any of it. They kept to the line and left it.
228. Loxton's wall had been built at that time? Yes; that stopped the road.
229. So far as defining the boundaries of the road, was the wall built on its proper boundary? No; it stopped the road.
230. You have not been over there lately, have you? Yes.
231. Have you seen the new wall that they have built? Yes.
232. Does that encroach at all? It is in about the same position as the other was as near as possible.
233. You are aware that it goes inside Von Meyer's fence? Yes; but Von Meyer's fence is an encroachment on the street.
234. I suppose you know the area of Loxton's land—that is, M'Laren's grant? Yes. There is a little matter in regard to that which seems never to have been discussed. That area taken out exceeds the amount of the original grant.
235. Do you know what the original grant was? 3 acres 3 roods 30 perches. There is a question as to whether there is not 100 feet rescission to come off that grant. I have never seen this mentioned yet, and if that were so it would considerably curtail the area. Mr. Loxton has applied to bring that land under the Real Property Act, and I believe that he has obtained a certificate. He has actually applied for less than the area of his grant. He has only applied for $3\frac{1}{2}$ acres, and he makes out, according to the application lodged in the registration office, which I went to see, that there is actually a deficiency in the grant.
236. Although his grant actually represents 3 acres 3 roods 30 perches he simply applies to bring an area of 3 acres 2 roods under the Act? Yes; he omits to claim the rescission of 100 feet along high-water mark, which has to be or has been, purchased.
237. Have you any idea what that land of his would measure now? According to Armstrong's plan, it would be over $4\frac{1}{2}$ acres, excluding the road. Weller's grant is in excess also.
238. What excess is there in Weller's grant? There are two or three different boundaries claimed by Weller, and you cannot fix the boundary. There is a disputed area between Milson and Weller. Weller has fenced $5\frac{1}{2}$ acres, while his grant represents 5 acres 20 perches, actual measurement.
239. Brown's grant is 3 acres 2 roods 35 perches—do they exceed the area of their grant? No, they are deficient if the road is taken. 3 acres 1 rood 26 perches is Armstrong's area, by scale.
240. Have these grants on the southern side any excess or deficiency? No, they would not suffer. It is not proposed to take the road out of them at all. The road is supposed to come out of the land of people on the northern side.
241. Why is there the supposition that the road should come out of the land on the northern side instead of on the southern side? It is based on Armstrong's survey.
242. Is Lamb's grant in excess? I have not tried the area of the land on the southern side—Barker's Donnison's, and Lamb's grants.
243. Does not Wells' plan, made in 1858, show an excess of land so far as Weller's grant is concerned? Yes.
244. What excess does it show? Wells' plan gives Weller's grant as 7 acres, although on the plan that I produce it is shown as 5 acres 0 roods 20 perches.
245. Have you any other information to give to the Committee? In Armstrong's plan, at the end of the wall on the western side of Brown's grant, there is a short return of the wall, probably indicating the intended

Mr.
F. H. Reuss,
junr.
10 Mar., 1892.

intended line of Whaling Road. That would leave about 90 links for the road. That is going on the old supposition that those people put those walls down to the old lines at that date.

246. *Mr. Donald.*] Did you notice the wall standing at the other end of Brown's grant? Yes.

247. Terminating about where the line of the supposed road should come? Yes, that is there still; but it is crumbling away—there are breaks in it here and there.

248. In taking these measurements, supposing that half a dozen surveyors were sent to make the measurements, and neither of them left a mark, would the measurements be the same, or would there be any difference because of the sort of ground that they would have to measure? In this particular case there might be a great deal of difference.

249. In taking your surveys over the land which you have surveyed on this spot, how did you find your datum point, or where was it? It has been mostly based on Armstrong's survey.

250. Then you would have to find the position of some point? The features are shown on Armstrong's plan. For instance, Loxton's wall is a feature shown on that plan which you can pick up, and you can work his plan from that, and you can pick up the survey from those old walls.

251. The wall that bounded Loxton's estate at that time was apparently an old dry wall, the same as some of the old walls on that land are now;—are they supposed to afford a sufficient datum point? I consider they are as good as any to fix Armstrong's survey that you have.

252. Did you find any marks on the rocks towards the lower end of this promontory? I found some at Fells' and Younger's, and also a distinct mark on a larger boulder at the eastern corner of Brown's grant.

253. Did you find any old surveyors' marks indicating the direction of the road? There were lots of marks, but I did not place any reliance upon them. There were heaps of stones all over the place.

254. Did you find any broad-arrows marked on the rock? Not on the original line, as far as I remember.

255. How many maps in the Lands Office did you consult whilst or before surveying this land? I could not tell you exactly.

256. I see there are five plans indicated here? I hunted up all the information that was available at the time, but I based mostly on Armstrong's plan, for that has the fence and high-water mark as near as it is possible to survey it.

257. But you have stated that high-water mark cannot be depended upon after a number of years? No.

258. So, properly speaking, that is not a sufficient datum to go by? Not minutely; only to define it approximately.

259. As a surveyor, from the maps and the evidence that you have had of the existence of this road, do you consider that, whatever the lengths of these lines from high-water mark may be, that road was always intended to be there, and was originally surveyed there? I cannot say as to the original survey there, but I believe the road was intended to be there. That, however, is of course only a matter of opinion. My opinion is that the surveyor intended to leave a road there, but I cannot say that he has.

260. But, according to all the maps that you have consulted, you can say that he has? His own maps show that he intended to.

261. *Chairman.*] These old wall lines would indicate that they acknowledged the road? Yes. It would be a reasonable inference, at any rate; but only an inference.

Mr. Charles Burford Dawson sworn and examined:—

Mr.
C. B. Dawson.
10 Mar., 1892.

262. *Chairman.*] You are a surveyor? I am.

263. You have made some surveys lately in connection with the Whaling Road? Yes.

264. Is this your plan? Yes.

265. In making these surveys, did you find a road 66 feet in width, known as the Whaling Road? Yes.

266. You found a road existing there 66 feet in width? It is open at both ends. The road is only blocked by Loxton's wall. Where the gasometer is, has never been made into a road—it is only rough bush.

267. Perhaps it would be better if you made a general statement as to what you found in making this survey—you made this survey for Messrs. Ellis and Makinson? They instructed me to make a survey, as to whether the road existed or not, they being solicitors for Mr. Von Meyer, and I made the following report to them:—

Messrs. Ellis, Makinson, and Plunkett, Solicitors, &c., Elizabeth-street.

Re Whaling Road.

88 Pitt-street, Sydney,

4 February, 1891.

Dear Sirs,

We have made a searching investigation into the facts relating to the original surveys of the grants known as the Whaling allotments situated between Careening Cove and Neutral Harbour, and have to report as follows:—

(1.) The plan of the original design by Surveyor Larmer (N. 1,699), showing a carefully prepared design for the subdivision, and in a very good state of preservation, has upon it a carefully drawn scale, showing the plan to be on a scale of 5 chains to an inch; applying that scale to the road shown thereon, we find it to be designed as 1 chain wide. The numbers of the allotments (eight in all), and the names (presumably of the promisees) are shown thereon, and the areas have been afterwards inserted in red. This plan is not signed by Surveyor Larmer (though no doubt it is by him), but by the then Governor. "R. A. Darling," with the date underneath the signature, 20th July, 1830.

(2.) The original plan of the survey by Surveyor Larmer (N. 2,699) on which his signature, though somewhat torn, is still perfectly distinguishable, and which is headed thus—"Plan of the land between Careening Cove and Neutral Harbour, 1830; scale 2 chains to an inch"—shows a plan of the survey carried out by him in that year (in accordance with the design previously referred to) on which are given the bearings and the lengths of the lines measured, and the coast line of Careening Cove and Neutral Harbour intended to bound the allotments together with numbers of the allotments, the areas of the same and the names of the promisees. This plan also very clearly shows a waterfall on the creek flowing into Careening Cove which is, we think, the starting point of the survey, an old fence being shown as ending at the same point, and forming the south-west corner of allotment No. 1. There is a note at one corner of the plan thus "Allots, 3, 4, 5, 6, and 7 measured the 24th and 25th May, 1831, J. Larmer," which would lead us to the conclusion that (as the plan itself is clearly dated 1830), the allotments named were resurveyed on those dates or perhaps remarked.

(3.) A separate plan of allotment No. 8, showing the land promised to J. B. Weller (C. 43,690), and signed "J. Larmer, 17th April, 1832," is evidently a resurvey of that allotment, as the lengths of the boundaries are different to those shown upon the original (N. 2,699), and was evidently prepared for the purpose of describing the grant, the lengths of the boundaries agreeing with those in the grant. This plan also shows the road in question, and although the scale is very small, yet it is again apparent that the road is meant to be 1 chain wide.

(4.) A separate plan (C. 142,690), headed "Survey of Henry Donnison's allotment of 8 acres 2 roods 5 perches, being in lieu of 6 acres 1 rood and 20 perches previously measured, parish of Willoughby, county of Cumberland, 1833," signed "J. Larmer, 28th November, 1833," with letter and description of same date, is also certainly a resurvey of allotment

No.

No. 3. This plan also shows the road to be 1 chain wide (by scale), and it shows the length of the frontage of this allotment to the road to be materially altered from 590 links on the original to 910 links by the resurvey; and also an alteration of 1 degree in the bearing of the north-western boundary. From this it seems clear that the perfectly obvious mistake (in the original plan) of the road frontage was discovered, and that fact taken in conjunction with the smaller area as shown by the heading of this plan, and that Donnison was authorised to take possession on the 26th June, 1833, *vide* grant, rendered a resurvey of his allotment necessary, and in making this survey Mr. Larmer seems to have discovered that he had also made a mistake in the bearing of the north-western boundary, which is given on the original of 1830 as north 72½ degrees east, and which he alters by this plan to north 73½ degrees east.

(5.) Another separate plan (C. 147,690) headed thus "Survey of Nos. 1 and 2 allotments in Careening Cove applied for by Wm. Shairp to purchase under regulations of 1st August 1831, parish of Willoughby, county of Cumberland, 1834," signed J. Larmer, 31st January, 1834, with letter and description of same date, shows Nos. 1 and 2 allotments drawn upon a smaller scale, but agreeing in every particular with the original of 1830, with the exception of the bearing of the south-eastern boundary of allotment No. 2 (identical with the north-western boundary of Donnison's allotment). From this it is apparent that, an application having been made to purchase the allotments named by Wm. Shairp, it became necessary to prepare a new plan and description of these two allotments, in consequence of the mistake previously discovered in the bearing of Donnison's north-western boundary. Whether this plan is merely a copy of the original, with the bearing corrected, or Mr. Larmer actually went over the boundaries on the ground, would probably be disclosed by looking up his letter accompanying the plan. In any case this plan again shows the road to be 1 chain wide (by scale), and the bearings and lengths thereon, including the amended bearing before referred to, agree with those in the grant of the two allotments afterwards made to Thos. Barker in 1834.

(6.) From the foregoing facts it is clear that Mr. Surveyor Larmer was certainly five times (probably six) upon the ground—first, when he prepared the design, which shows the features sketched in agreeing fairly well with the plan of the actual survey; second, at the time of the original survey, when he made the actual measurements, and laid out the allotments and road; third, when he made the resurvey of allotments 3, 4, 5, 6, and 7; fourth, when he made the resurvey of Weller's allotment; fifth, when he made the resurvey of Donnison's allotment; and 6th, probably, when he made a resurvey of allotments 1 and 2. It is, therefore, very improbable (when taken with the fact that a portion of the road—viz., that part between allotment No. 3 and part of allotment No. 1—has been, and now is, in use and undisputed) that Mr. Larmer forgot to mark out the road upon the ground and the central line theory (mentioned in the evidence of Mr. A. J. Stopps) is, we consider, extremely improbable.

(7.) As to fixing the position of the road and the allotments in the absence of any authenticated original corner-marks, the importance of the waterfall shown upon Larmer's original of 1830, as the S.W. corner of allotment No. 1, and evidently his starting-point, is apparent. We find that a survey, made in 1869 by Surveyor Armstrong (S. 5-2,019) for the purpose of aligning the road in question, shows the same waterfall and creek as are shown on Surveyor Larmer's original. They are also clearly shown on the plan of an accurate and careful detail survey made for the Lands Department by Mr. Staff-Surveyor Bullock in 1873, and all three agree practically as to the position of the falls, each showing the rocky ledge over which the water falls. Now, taking this as a starting-point, and the existing fence and acknowledged boundary between the Whaling allotments and Milson's grant as a base line for the bearings (such being undoubtedly Larmer's base) we find that after going the grant length of allotment No. 1, viz., 8 chains, we obtain a starting point for the road, which point also agrees with that part of the same road always undisputed and now in actual use, and taking the angle made, with the base line, by the bearing given in the grants and original plans of allotments 1 and 2 we lay off a straight line as given on the original, which, produced to the point of land dividing Careening Cove from Neutral Harbour at high-water mark, as fixed by Surveyor Armstrong in 1869, makes a total length equal to the lengths of the four grants on the south-western side of the road. With this line again as a base, we lay off the boundaries of allotments 1 and 2 at the proper distances and bearings given in the grants, and find that they will strike the creek (as fixed by Mr. Armstrong in 1869) nearly exactly, showing that the position of the south-western side of the road is correctly placed. The grants of allotments 1 and 2 to Thomas Barker being the first issued by some years, and the caveator's interest being derived from those grants, the above facts should, we consider, establish his right to the road in the position indicated.

(8.) As to the width of the road in dispute, although none of the original plans give it by words or figures, we think there can be little or no doubt about it, as all the said plans, viz., the design (N. 1,690), the original survey (N. 2,690), the resurvey of Weller's allotment (C. 43-690), the resurvey of Donnison's allotment (C. 142-690), and the amended plan or resurvey of allotments one and two (C. 147-690), all drawn to different scales, each show the road to be (by scale) 1 chain wide, and that portion now in use and undisputed is 1 chain wide.

(9.) The original plans show no marks of any kind at the corners, and the only marks mentioned in the descriptions of the grants are a marked rock, described as being at the southern corner of allotment No. 2 (the same point being also mentioned in the description of Donnison's allotment), and a marked rock at the south-eastern corner of Donnison's allotment.

The former of these marks may possibly be identical with the old cross mark found by Mr. Surveyor Armstrong in 1869, *vide* (S. 5-2,019).

The accompanying plan, on which the fullest details of the information gathered is shown will serve to illustrate this report.

We are, dear Sirs,
Yours faithfully,
DAWSON & DAWSON.

There is a letter which we wrote to Messrs. Ellis and Makinson after our report, and which was as follows:—

Messrs. Ellis and Makinson, Solicitors.

Dear Sirs,

Re Whaling Road.

88, Pitt-street, 23rd July, 1891.

Since our report in the above case we have made a feature survey, so as to be able to prove that the grants as shown on plan made by us can be located accordingly, and we find that after connecting with the line of post holes shown on the alignment plan by Surveyor Armstrong on the south-west side of the Whaling Road, the lengths of the grants on the south-west side of said road will fit in almost exactly.

We were not able to find any other marks that could be depended on outside Mr. Loxton's fenced property.

Yours faithfully,
DAWSON & DAWSON.

Mr. Loxton would not let us go upon his property.

268. *Mr. Donald.*] Where is the waterfall that is mentioned in the report? It is shown by a red cross on the plan. That waterfall was shown on Larmer's plan and on Armstrong's plan and on Mr. Bullock's plan, and that waterfall is now in the very same position. It could not have altered because of the conformation of the ground.

269. In taking your measurements, you measured along the western boundary of the Whaling allotments and the eastern boundary of Milson's grant? Yes.

270. When you determined the length of this measurement you took the bearing of this road at the angle shown on the original plan? Yes; Mr. Larmer's bearing. We used the theodolite, taking this bearing, and fixed it in that position. There is no mark that you can pick up on the ground.

271. Did the line in continuation correspond nearly with the post holes beyond the gas works? Yes; very close to it.

272. You have no doubt that the road was originally laid out by Surveyor Larmer in all his surveys? I have not the slightest doubt.

273. These plans, as quoted by you in your report and shown on this map, are registered in the Lands Department? Yes; I got my information from them.

Mr.
C. B. Dawson.
10 Mar., 1892.

274. In taking measurements from high-water mark to the supposed line of road, would there be a discrepancy between the measurements of one surveyor and those of another? There might be a little difference.

275. That is, if he had no marks left by his predecessor? It might at the time Mr. Larmer made the survey, but it would not be now. We had not the instruments and appliances then which we have now. Any competent surveyor now can lay out any survey like this, and, if that is correctly marked, a surveyor, six months afterwards, can fix any mark of importance; but in those days you could not expect it to be done exactly, for the surveyors then used the circumferentor, and not the theodolite. The bearings were given practically correct, but not within a few feet. We use a different measure now; they used the old chain measure, which, in a day's work over rocks, would perhaps be stretched a great deal. You can fix everything now pretty well to an inch.

276. You mean that the old surveys in the rough bush were not so accurately done as surveys are done now? Certainly not; they could not be.

277. So there can easily be found discrepancies now, which would possibly cause litigation between parties owning land? Oh, yes; that happens every day. All the old surveys that I have gone over, I have found that they were practically correct, but not as correct as you would wish to have them now.

278. You have not the slightest doubt that there was a road laid out there originally? I have not the slightest doubt Mr. Larmer laid out a road there.

279. Did you find that the grantees on the northern side of road had their proper area of land? They have their full quantity. In Loxton's case there is an excess on the land originally granted.

280. Have you any idea, from memory, how much additional land he has—the area granted is 3 acres 3 roods 30 perches? He has applied to bring 3 acres 2 roods under the Real Property Act, and has also a reservation of 1 acre 1 rood 20 perches, which makes a total of 4 acres 3 roods 20 perches, which is almost an acre more than the original grant. He has of course included the road in that. But taking the road out he would have more than his quantity down to the present high-water mark. However, there has been a considerable amount of reclamation there, and it is hard to determine the original high-water mark.

281. In fact, the work is still going on? Yes; they are always filling in there.

APPENDIX.

[To evidence of H. M. Makinson, 2 March, 1892.]

A.

26th July, 1834.

By deed poll or Crown grant of this date, under the hand of His Excellency Major-General Richard Bourke, Governor-in-Chief of territory of New South Wales, with seal of said territory affixed, reciting sale by auction, in conformity with regulations for sale of Crown lands, and purchase by Thomas Barker, it is made known that, in pursuance of the powers by His Majesty the King, vested in him as such Governor, and in consideration of £25 15s. 8d. paid or secured to be paid, &c., the said Major-General Richard Bourke did thereby grant unto the said Thomas Barker, his heirs and assigns (subject to reservations and conditions thereafter contained), 2 acres 1 rood and 15 perches of land, situated in the county of Cumberland, parish of Willoughby: Commencing at a road at the north-east corner of No. 2 allotment, and bounded on the north-east by that road, being a line north 58½ degrees west, 5 chains 95 links to Milson's farm of 50 acres; on the west by that farm, being a line south 8 chains to a stream; on the south-west by part of that stream to No. 2 allotment; on the east by that allotment, being a line north 32½ degrees east, 7 chains to the road, with all the appurtenances whatsoever. Reservation of all such parts of the said land as might thereafter be set out for a way or ways by any person lawfully authorised in that respect, together with all lands within 100 feet of high-water mark on the sea-coast, and on every creek, harbour, or inlet, and all mines of gold, of silver, and of coals. Reservation of the right of taking and removing all stone and gravel, all indigenous timber, and all other material, the produce of the said land, which might be required at any time for the construction and repair of ways and bridges for naval purposes, and for public works. To hold with the appurtenances (reserving as aforesaid) to the said Thomas Barker, his heirs and assigns, for ever, at the yearly quit rent of one peppercorn for ever if demanded.

Signed by said Richard Bourke, and seal of territory affixed.

Entered in Register of Purchases of Land, No. 25, page 286, 31st July, 1834.

Enrolled in Supreme Court Book D, No. 132, page 132, 10th September, 1834.

B.

28th September, 1846.

By deed poll, or Crown grant, of this date, under the hand of Sir Charles Augustus FitzRoy, Governor-in-Chief of the Colony of New South Wales, and seal of the said Colony affixed, it is made known that in order to promote the due settlement of the territory of New South Wales, and in fulfilment of a promise made on or before 28th May, 1829, by His Excellency Sir Ralph Darling, as Governor thereof, and in consideration of quit rent thereafter reserved, and of the price of the redemption of the same, Her Majesty the Queen had granted, and for herself, her heirs, and successors, did thereby grant unto Houston Mitchell and Robert How (both therein described), their heirs, and assigns, subject to the conditions, reservations, and provisos thereafter mentioned,—All that piece or parcel of land in our said territory containing by admeasurement 3 acres 3 roods 30 perches, be the same more or less, situated in the county of Cumberland, and parish of Willoughby, No. 7 of the Whaling allotments at Neutral Harbour. Commencing at the north-west corner of allotment No. 6, and bounded on the south-east by a line west 32 degrees 30 minutes south 6 chains; on the south-west by the road, 9 chains; on the north-west by a line east 32 degrees 30 minutes north 6 chains 30 links to Neutral Harbour; and on the north-east by that harbour to the north-west corner of allotment No. 6 as aforesaid. Being the land promised to John MacLaren on or before the date above mentioned, and of which he was authorised to take possession on 1st January, 1831, but now granted to the said Houston Mitchell and Robert How, in accordance with the report on case No. 998, made on the 1st day of September, 1846, by the Commissioners appointed under the Act of the Colonial Legislature, 5th William IV., No. 21, with all the rights, &c. To hold unto the said Houston Mitchell and Robert How as tenants in common, and their heirs, and assigns for ever, at the yearly quit rent of 5s. for ever, from 1st January, 1833, unless redeemed by said grantees, their heirs, or assigns within 20 years from that date, at the rate of 20 year's purchase. Reservation of all such parts, and so much of the said land, as might thereafter be required for a public way or public ways in, over, and through the same, to be set out by the Governor for the time being, or by some person authorised by him in that respect; and also all stone and gravel, all indigenous timber, and all other materials, the produce of the said land, which might be required at any time or times for the construction and repair of ways and bridges, for naval purposes and for public works, together with the right of taking and removing the same; and also all land within 100 feet of high-water mark on the sea coast, and on every creek, harbour, and inlet of the sea; and also of all mines of gold, and silver, and of coals, with full and free liberty and power to search for, dig, and take away the same; and also the right of full and free ingress, egress, and regress into, out of, and upon the said land for the several purposes aforesaid. Reservation of full

full power to resume and take possession of all or any part of the said land, not thereinbefore reserved, which might be required at any time or times thereafter for any public purposes whatsoever, the value of the said land, not thereinbefore reserved, or of so much thereof as should be so required, and of any building standing on the said required land, to be paid by the Government to the party entitled thereto at a valuation fixed by arbitrators. Arbitration clause. Proviso for re-entry on non-payment of quit rent for the space of 20 days after becoming due; power to forfeit land on non-performance, or non-observance of reservations, conditions, &c.

Signed by said Sir Charles Augustus Fitzroy and seal of territory affixed.

Entered on record in Register of Grants of Land, No. 71, page 391, the 12th October, 1846.

C.

26th July, 1834.

By deed poll or Crown grant of this date, under the hand of His Excellency Major-General Richard Bourke, Governor-in-Chief of territory of New South Wales, with seal of said territory affixed, reciting sale by auction, in conformity with regulations for sale of Crown lands, and purchase by Thomas Barker, it is made known that, in pursuance of the powers by His Majesty the King, vested in him as such Governor, and in consideration of £22 19s. 5d. paid or secured to be paid, The said Major-General Richard Bourke did thereby grant unto the said Thomas Barker, his heirs and assigns (subject to reservations and conditions hereinafter mentioned), 3 acres and 10 perches of land, situated in the county of Cumberland, parish of Willoughby, at Neutral Harbour: Commencing at a road on the north-west corner of H. Donnison's allotment, and bounded on the north-east by that road, being a line north 58½ degrees west, 7 chains 65 links to the north-east corner of allotment No. 1; on the north-west by that allotment, being a line south 32½ degrees west, 7 chains to a stream; on the south-west by part of that stream to a marked rock; and on the south by H. Donnison's allotment, being a line north 73½ degrees east, 9 chains and 70 links to the road, with all the appurtenances whatsoever. Reservation of all such parts of the said land as might thereafter be set out for a way or ways by any persons lawfully authorised in that respect, together with all lands within 100 feet of high-water mark on the sea-coast, and on every creek, harbour, or inlet, and all mines of gold, of silver, and of coals. Reservation of right of taking and removing all stone and gravel, and all indigenous timber, and all other material, the produce of said land, which might be required at any time for construction and repair of ways and bridges, and for naval purposes, and for public works. To hold with the appurtenances (reserving as aforesaid) to the said Thomas Barker, his heirs and assigns, for ever, at the yearly quit-rent of one peppercorn for ever, if demanded.

Signed by said Major-General Richard Bourke, and seal of Colony affixed.

Entered on record in Register of Purchases of Land, No. 25, page 284, 31st July, 1834.

Enrolled in Supreme Court, in Book No. 131, page 131, 10th September, 1834.

D.

11th February, 1837.

By Crown grant of this date, under the hand of His Excellency Major-General Sir Richard Bourke, Governor and Commander-in-Chief of Colony of New South Wales, with seal of Colony affixed, it is made known that in order to promote the due settlement of said territory of New South Wales, and in fulfilment of a promise made on or before the 11th February, 1830, by His Excellency Sir Ralph Darling as Governor thereof, His Majesty the King had granted and in consideration of the quit-rent thereinbefore reserved, and of the price of the redemption of the same, did thereby grant unto Henry Donnison, his heirs and assigns, subject to reservations and conditions hereinafter mentioned, All that piece or parcel of land containing by measurement 3 acres 2 roods 5 perches of land be the same more or less, situate, lying, and being in the county of Cumberland and parish of Willoughby, in our said territory of New South Wales: Commencing at a marked rock at Careening Cove, at the south-west corner of John Lamb's allotment, and bounded on the north-east by that allotment, being a line north 30 degrees west 7 chains and 20 links to a road and by that road, being a line north 58½ degrees west, 9 chains and 10 links; on the north-west by an allotment, being a line north 73½ degrees east 9 chains and 70 links to a stream; and on the south-west and south by that stream and Careening Cove to the marked rock, being the land promised to Henry Donnison on or before the date above-mentioned, and of which he was authorised by Sir Richard Bourke to take possession on 26th June, 1833, being also the land inserted as No. 25 in the Government notice of 1st July, 1834, with all the appurtenances whatsoever, to hold unto the said Henry Donnison, his heirs and assigns for ever, at the yearly quit rent of 1s. 6d. for ever from the 1st January, 1841, unless the same should be redeemed within twenty years from that date, at the rate of twenty years' purchase, proviso for re-entry on non-payment of quit rent for twenty days after same should become due, reservation of all such parts, and so much of said land as might thereafter be required for public ways, &c., together with all land, within 100 feet of high-water mark on sea-coast, and on every creek, harbour, and inlet, reservation of all mines, of gold, silver, and coal, with liberty to dig and search for same, and of gravel and indigenous timber for naval purposes, &c.

Signed by said Sir Richard Bourke, and seal of said territory affixed.

Entered in Register of Grants of Land, No. 37, page 21, 25th February, 1837.

E.

30th May, 1840.

By deed poll or Crown grant of this date, under the hand of Sir George Gipps, Knight, Governor-in-Chief of the Colony of New South Wales, and seal of said Colony affixed, it is made known that in order to promote the due settlement of territory and in fulfilment of a promise made on or before the 26th August, 1830, by His Excellency Lieutenant-General Sir Ralph Darling as Governor thereof, and in consideration of the quit rent thereinbefore reserved and of the price of the redemption of the same, Her Majesty the Queen had granted, and for herself, her heirs, and successors, did thereby grant unto William Brown, his heirs and assigns (subject to the conditions, reservations, and provisos hereinafter mentioned),— All that piece or parcel of land in our said territory, containing by admeasurement 3 acres 2 roods and 35 perches, be the same more or less, situated in the county of Cumberland and parish of Willoughby, allotment No. 6, at Neutral Harbour, commencing at the south-east corner of allotment No. 5; and bounded on the south by a line west twenty-nine degrees south 4 chains and 80 links to the road; on the west by the road being a line north 8 chains and 40 links; on the north by a line east thirty-two and a half degrees north six chains to Neutral Harbour, and on the east by that harbour to the south-east corner of that allotment aforesaid, being the land promised to the said William Brown, on or before the date above mentioned, and of which he was authorised to take possession on 12th January, 1831, as a special grant for the purpose of establishing a ship-builder's yard; being also the land advertised in his name as No. 62 in the Government notice dated 26th January, 1839, to be called Five Acre, with all the rights, &c., to hold unto the said William Brown, his heirs and assigns for ever at the yearly quit rent of 1s. for ever from the 1st day of January, 1839, unless the same should be redeemed by the said grantee, his heirs or assigns, within twenty years from that date at the rate of twenty years' purchase. Reservation of all such parts and so much of the said land as might thereafter be required for a public way or public ways in, over, and through the same, to be set out by the Governor for the time being or some person duly authorised in that respect. And also all stone and gravel, all indigenous timber, and all other materials, the produce of the said land which might be required at any time or times thereafter for the construction and repair of ways and bridges for naval purposes and for public works, together with the right of taking and removing the same. And also all mines of gold and silver and of coals, with full and free liberty and power to search for, dig, and take away the same. And also right of full and free ingress, egress, and regress into, out of, and upon the said land for several purposes aforesaid. Reservation of power to resume and take possession of all or any part of the said land not thereinbefore reserved, which might be required at any time or times thereafter for any public purpose, the value of the land not thereinbefore reserved or for so much thereof as should be required, and of any building standing on the said required land, being paid by the Government to the party entitled thereto at a valuation fixed by arbitrators chosen as therein mentioned. Arbitration clause. Proviso for re-entry on non-payment of quit-rent for space of twenty days after same falling due. Proviso that if fees payable on grant be not duly paid and grant duly claimed, said land should be forfeited.

Signed by said Sir George Gipps, and seal of said Colony affixed.

Entered in Register of Grants of Land, No. 59, page 183, 22nd June, 1840.

Entered in Register of Grants of Land, B 4, page 81.

F.

30th June, 1840.

By deed-poll or Crown grant of this date, under the hand of Sir George Gipps, Governor-in-Chief of the territory of New South Wales, with seal of said Colony affixed, it is made known that in order to promote the due settlement of the territory of New South Wales, and in fulfilment of a promise made on or before 10th June, 1831, by His Excellency Lieutenant-General Sir Ralph Darling, as Governor thereof, and in conson of the quit rent thereafter reserved, and of the price of the redemption of the same, Her Majesty the Queen had granted, and for herself, her heirs, and successors, did thereby grant unto Edward Weller, his heirs and assigns (subject to the conditions, reservations, and provisos thereafter mentioned),— All that piece or parcel of land in the said territory, containing by admeasurement 4 acres, be the same more or less, situated in the county of Cumberland and parish of Willoughby, No 8 of the whaling allotments at Neutral Harbour: Commencing at the south-east corner of John Parker's 20 acres: and bounded on the north by part of the south boundary of that land, being a line west 6 chains; on the west by a line south to a road 6 chains and 80 links; on the south-west by the road 6 chains; on the south-east by a line north 57 degrees and 30 minutes east 6 chains to Neutral Harbour; and on the east by the waters of that harbour to the south-east corner of Parker's 20 acres as aforesaid; being the land promised to the late Joseph Brooks Weller on or before the date above mentioned, and of which he was authorised to take possession on 12th February, 1832, as a special reserve for the formation of a whaling or other mercantile establishment, but now granted to the said Edward Weller in accordance with the report on case No. 636, made on the 31st day of March, 1840, by the Commissioners appointed under the Act of the Colonial Legislature, 5th William IV, No. 21: with all the rights, &c.; to hold unto the said Edward Weller, his heirs and assigns for ever, at the yearly quit rent of 8*l.* for ever, from 1st January, 1840, unless the same should be redeemed by the said grantee within twenty years from that date at rate of twenty years' purchase. Reservation of all such parts and so much of said land as might thereafter be required for a public way or public ways, &c.; and also of all stone and gravel, and all indigenous timber, and all other materials, the produce of the said land, which might be required for construction and repairs of ways and bridges for naval purposes and public works, together with the right of taking and removing same; and also of all mines of gold, silver, and coals, with full and free liberty and power to search for, dig, and take away the same; and also the right of full and free ingress, egress, and regress into, out of, and upon the said land for the several purposes aforesaid. And reservation of power to resume and take possession of all or any parts of the said land not thereinbefore reserved which might be required at any time or times thereafter for any public purpose, the value of the said land not thereinbefore reserved, or for so much as should be so required, and of any building standing on the said required land, being paid by the Government to the party entitled thereto at a valuation fixed by arbitrators. Arbitration clause. Proviso for re-entry in case of default in payment of quit rent for twenty days after same should fall due. Proviso for making non-abstracting grant void, and for forfeiture of land of fees not duly paid and grant not claimed within six months after notice of its being ready for delivery, &c.

Signed by said Sir George Gipps, and seal of Colony affixed.

Entered on record 6th July, 1840, Register of Land Grants, B, page 110.

G.

1st June, 1841.

By Deed-poll or Crown grant of this date under the hand of Sir George Gipps, Knight, Governor-in-Chief of the Colony of New South Wales, and seal of said Colony affixed, it is made known that in order to promote the due settlement of territory, and in fulfilment of a promise made on or before the 26th day of July, 1830, by His Excellency Lieutenant-General Sir Ralph Darling, as Governor thereof, and in consideration of the quit rent thereafter reserved, and of the price of the redemption thereof, Her Majesty the Queen had granted, and for herself, her heirs, and successors, did thereby grant unto John Lamb, his heirs and assigns, subject to the conditions, reservations, and provisos thereafter mentioned. All that piece or parcel of land in our said territory, containing by admeasurement 1 acre and 1 rood, be the same, more or less, situated in the county of Cumberland and parish of Willoughby, at Careening Cove, No. 4 of the whaling allotments, commencing at the south-east corner of allotment No. 3, and bounded on the south-west by that allotment, being a line north 30 degrees west, 7 chains and 20 links: on the north-east by the road, 10 chains and 10 links to the point of land between Careening Cove and Neutral Harbour; and on the south-west by the south-east corner of allotment No. 3 as aforesaid; being the land promised to the said John Lamb on or before the date above-mentioned, and of which he was authorised to take possession on 1st January, 1831, as a special reserve for the formation of whaling or other mercantile establishments: being also the land advertised in his favour as No. 590 in the Government Notice, dated 7th September, 1839, and the deed now prepared in his name in pursuance thereof, with all the rights, &c. To hold unto the said John Lamb, his heirs and assigns for ever, at the yearly quit-rent of 2*l.* for ever, from 1st January, 1838, unless the same should be redeemed by the grantee, his heirs or assigns, within twenty years from that date, at the rate of twenty years' purchase. Reservation of all such parts and so much of the said land as might thereafter be required for a public way or public ways, in, over, and through the same, to be set out by the Governor for the time being, or some person duly authorised in that respect. And also all stone and gravel, all indigenous timber, and all other materials, the produce of the said land, which might thereafter be required at any time or times thereafter for the construction and repair of ways and bridges for naval purposes and for public works, together with the right of taking and removing the same. Also, land within 100 feet of high water mark; and also, all mines of gold and silver, and of coals, with full and free liberty and power to search for, dig, and take away the same; and also, right of full and free ingress, egress, and regress into, out of, and upon the said land for several purposes aforesaid. Reservation of power to resume and take possession of all or any part of the said land not thereinbefore reserved, which might be required at any time or times thereafter for any public purpose, the value of the land not thereinbefore reserved, or for so much thereof as should be required, and of any building standing on the said required land being paid by the Government to the party entitled thereto, at a valuation fixed by arbitration. Arbitration clause. Proviso for re-entry on non-payment of quit rent for twenty days after same falling due. Proviso that if fees payable on grant not duly paid and grant duly claimed, said land should be forfeited.

Signed by said Sir George Gipps, and seal of said Colony affixed.

Entered in Register of Grants of Land, No. 71, page 41, 4th June, 1841.

Entered in Register of Grants of Land, Book 5, page 30.

H.

5th August, 1842.

By deed poll or Crown grant of this date, under the hand of Sir George Gipps, Knight, Governor-in-Chief of the Colony of New South Wales, and seal of the said Colony affixed, it is made known that, in order to promote the due settlement of territory, and in fulfilment of a promise made on or before the 26th day of July, 1830, by His Excellency Lieutenant-General Sir Ralph Darling as Governor thereof, and in consideration of the quit rent thereafter reserved and of the price of the redemption thereof, Her Majesty the Queen had granted, and for herself, her heirs, and successors did thereby grant unto David Wallace, in trust, as thereafter mentioned, his heirs and assigns, subject to conditions, reservations, and provisos thereafter mentioned, all that piece or parcel of land in our said territory, containing by admeasurement 2 acres and 2 roods, be the same more or less, situated in the county of Cumberland and parish of Willoughby, at Neutral Harbour, Number 5 of the whaling allotments, commencing at the point of land between Careening Cove and Neutral Harbour, and bounded on the south-west by the road 11 chains and 50 links, on the north-west by a line east 29 degrees north 4 chains and 80 links to Neutral Harbour, and on the east by that Harbour to the point of commencement, being the land promised to Arthur Kennis and John Crogoc Brown on or before the date above mentioned, and of which they were authorised to take possession on 1st January, 1831, as a special reserve for the formation of a whaling or other mercantile establishment, but then granted in accordance with the Report in case No. 997, made on the 20th June, 1842, by the Commissioners appointed under the Act of the Colonial Legislature 5th William IV, No. 21, unto the said David Wallace, in trust for Houston Mitchell and his heirs, Robert How and his heirs, and John Hardman Lister and his heirs, according to their respective rights and interests, with all the rights to hold unto the said David Wallace in trust, as thereinbefore recited, and to his heirs and assigns for ever, at the yearly quit rent of 5*l.* for ever from the 1st January, 1839, unless the same should be redeemed by the said grantee, his heirs or assigns, within twenty years from that date, at

the

the rate of twenty years purchase. Reservation of all such parts and so much of the said land as might thereafter be required for a public way or public ways, &c.: and also all stone, gravel, indigenous timber, &c., the produce of the said land, which might be required for construction and repair of ways, bridges, &c., together with the right of taking and removing the same, and all land within 100 feet of high-water mark on the sea coast, and on every creek, harbour, and inlet; and also all mines of gold and silver and of coals, with full and free liberty and power to search for, dig, and take away the same; and also right of full and free ingress, egress, and regress into, out of, and upon the said land for several purposes aforesaid; reservation of power to resume and take possession of all or any part of said land not thereinbefore reserved which might be required at any time or times thereafter for any public purpose, the value of the land not thereinbefore reserved, or for so much thereof as should be required, and of any building standing on the said required land, being paid by the Government to the party entitled thereto at a valuation fixed by arbitration. Arbitration clause. Proviso for re-entry on non-payment of quit rent for space of twenty days after same falling due. Proviso that if fees payable on grant be not duly paid and grant duly claimed said land should be forfeited.

Signed by said Sir George Gipps, and seal of said Colony affixed.

Entered in Register of Grants of Land, No. 71, page 267.

Enrolled in Supreme Court 29 September, 1842.

Entered in Register of Grants of Land 5, page 130.

I.

Extract from *Government Gazette*, No. 178, Friday, 18th July, 1873.

Executive Council Office, Sydney, 7th July, 1873.

ALIGNMENT OF CERTAIN STREETS—MUNICIPALITY OF EAST ST. LEONARDS.

His Excellency the Governor, with the advice of the Executive Council, directs it to be notified, in conformity with the provisions of the Act of Council 2 Victoria No. 2, that the breadths of the carriage and foot ways of the following Streets, in the Municipality of East St. Leonards, shall be those set forth in the annexed Schedule; and that, consequently, it will not be lawful for any person to erect any building within the said distances so set forth from the curbstone or the exterior edge of the said footways, as delineated on the plan submitted to His Excellency and the Executive Council, in conformity with the said Act, which said plan lies at the Office of the Surveyor-General for the inspection of the public.

By His Excellency's Command,

ALEX. C. BUDGE,

Clerk of the Council.

SCHEDULE REFERRED TO.

Name of Street.	From	To	Width of Carriage-way.	Width of each Footway.	Total Width.
*Alfred-street South	Berry-street	Lane Cove Road	Ft. 40	Ft. 10	Ft. 60
Felton-street	William-street	Parker's assumed south boundary of his 20 acres.	20	5	30
Whaling Road.....	Alfred-street South	Western boundary of the Whaling allotments.	40	10	60
Do	The western boundary of the Whaling allotments.	The waters of Port Jackson in Neutral Bay.	24	8	40
William-street.....	Alfred-street South.....	Reserved Road	20	5	30

* Fence obstruction.

1891.
(SECOND SESSION.)

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

ROADS.

(CORRESPONDENCE RESPECTING BRUSHGROVE AND MACLEAN ROADS.)

Ordered by the Legislative Assembly to be printed, 15 December, 1891.

5. BRUSHGROVE AND MACLEAN ROADS (*Formal Motion*):—Mr. McFarlane moved, pursuant to Notice, That the papers in connection with the Brushgrove-Maclean Road, laid upon the Table of this House on 17th December, 1890, be printed.
Question put and passed.

Road, Brushgrove to Maclean.

To The Commissioner and Engineer-in-Chief for Roads,—

Sir,

Grafton, 8 November, 1889.

In compliance with instructions conveyed by minute on document 89-1,771, and in previous papers, 89-1,735, I have to state that the matter of this road was taken up by the Department in July, 1878; before that there was no road at all, or at any rate, no road for wheel traffic; works were carried out consisting of side-cutting, ballasting, culverts, and small bridges, at a cost of £378 4s. 6d., when it was handed over to trustees, there being little else to do but to take possession of the reserved roads through the various lands, and to see that the numerous encroachments were removed. In doing this the trustees have, no doubt, incurred a certain amount of odium. The road was surveyed and formally opened before either I or the trustees had anything to do with it. The "hill" complained of is a mere rise of 4 or 5 chains in length to a grade of about 1 in 12; I visited it some years since, at the request of the trustees, to ascertain what amount of earthwork there would be in the cutting, which was afterwards made. Material for road repairs is taken from this place, and the grade will eventually be still further lowered; there is nothing with regard to this hill to warrant the demand for an alternative road at the public expense—in fact, it must always be the principal road, even if such alternative one were made (which I would not for one moment think of recommending). It will be seen on reference to the tracing attached, that the Schedule road—Bluff Point to Tyndale—has to be considered as well as one leading to the centre of the island.

The papers advocating the deviation from the existing road disclose at most seven names, whereas the petition in favour of having the road left where it is, numbers forty-two signatures of bona-fide residents, a number of whom I know to be men of standing and respectability.

In my opinion nothing has been brought forward to warrant the Department in either interfering with the trustees or making another road which would be parallel to the existing one; and a mean distance of only 30 chains from it, with certainly not more than 25 chains difference in the length.

I have, &c.

E. J. STATHAM.

Mr. McFarlane, M.P., has presented petitions for and against the alteration of route. The matter having received the fullest consideration, I cannot recommend that the present trustees be removed or the deviation along the river bank adopted. Those persons wishing to use the road by the river may do so, but I do not think any money should be expended on it. I would advise that Mr. McFarlane, M.P., be informed, in terms of this report of Mr. Statham, and that the matter cannot again be reopened.—R.H., 13/11/89. Under Secretary. Write.—J.B., 14/11/89.

New South Wales.

The Treasury, 3 May, 1890.

RECEIVED from Commissioner and Engineer for Roads the sum of two pounds sterling, for unexpended balance of an advance of £25 made from vote for flood, damages, &c., to trustees, road No. 120.

W. H. BARRACLOUGH

(*Pro* Treasurer).

This road has been transferred to Department. Will Mr. Selkirk please put this with other papers.—C.B.A., 6/5/90.

Telegram

Telegram from G. Hurley to Commissioner and Engineer for Roads.

Am forwarding all papers by to-day's mail. They are papers ninety-seven eight six seven, Brushgrove and Maclean Road. G. HURLEY.

Mr. Dalton,—Resubmit on Monday.—P.H.F., (*per* W.S.), 18/10/90. Herewith.—20/10/90. There is a motion in the House on this. Please see me with the extract from business paper. P.H.F., (*per* W.S.), 20/10/90. Mr. Dalton.

Commissioner-in-Chief for Roads, Roads Department, Sydney,—

Sir,

Woodford Island, Brushgrove, 11 April, 1890.

I beg to draw your attention to some remarks made by Mr. Wm. Quayle, as President of the Tyndale Progress Association, held on Wednesday, 2nd instant, and published in the *Clarence and Richmond Examiner*, viz., "that he learnt from a private source while recently in Sydney, that the trustees had applied for £100 to effect repairs, and at the same time there was £200 in the bank to their credit, &c."

Now, sir, the publishing of such remarks is calculated to make the public believe that the trustees are very remiss in their duty. I trust, sir, that you will not think it too much to ask that an official notification be forwarded, contradicting the statement, to be published in the same paper, as it is incorrect.

I enclose a clipping from the paper with the remarks on it.

Yours, &c.

WILLIAM MCGREGOR,

Trustee, Brushgrove-Maclean Road, Brushgrove,
Clarence River.

[Enclosure.]

Tyndale, Saturday.

At the last meeting of the Progress Association, a communication from the Member was read, stating he had made application for a punt, and for a grant for Bluff Point-South Arm Road between Camp Creek and South Arm Ferry. *Re* Brushgrove-Maclean Road, he wrote "I learn from a private source that the portion of road applied for will be opened; but I have not yet been officially informed. Nothing definite has yet been received from the District Surveyor, who has had the matter in hand for some considerable time." Mr. C. W. Rayner was elected secretary, *vice* Mr. J. Quayle, resigned. The secretary was instructed to write the District Surveyor, asking him if the reserved portion of the Brushgrove-Maclean Road has been surveyed off, and if same was now available for traffic. And to the trustees, drawing their attention to the bad and neglected state of road from Tyndale Post Office to Maclean Ferry, particularly the dilapidated state of Mr. Quayle's drain and approaches to culvert; and that the temporary repairs to culvert over drain was absolutely dangerous. The President remarked that he learnt from a private source, while recently in Sydney, that the trustees had applied for £100 to effect repairs, and at the same time there was £200 in the bank to their credit, and that they were not aware of it. The secretary was also authorised to inform the Member that the Association approved of "payment by results" *re* destruction of flying foxes.

£100 was certainly asked for by the Trust, but no money is to their credit in the bank, the vote not having been issued. The trustees have, however, now resigned, and the local officer has been instructed to commence work on the road as soon as practicable.—C.B.A., 15/4/90. Inform.—R.H., 16/4/90. See appl. to transfer of road to Department on paper 90-685 herewith.—C.B.A., 26/4/90. Chief Clerk. Accountant to note.—P.H.F., (*per* W.S.), 29/4/90. Take credit for amount.—O.C., 29/4/90. Noted.—T.R.S., 14/5/90. Mr. Statham to advise local officer, 14/5/90. Mr. Hurley to note.—E.J.S., 20/5/90. Noted and returned.—G.H., 11/9/90.

To the Commissioner for Roads, &c.—

Sir,

Brushgrove. 28 March, 1890.

I have sent vouchers for work done on road, Brushgrove to Rocky Mouth, which I think you will say has been done at a very reasonable rate. The £2 10s. to Stanton is only for a make-shift job: the approaches to a culvert were taken away by the very high flood, and the road left impassable, so I have got it done up with 9-foot slabs to get it passable, but many places on our roads are now in a dreadful state. I may say in many parts on the roads there has been left from 18 inches to 2 feet of mud; it is almost impossible for a cart to get along. Had we got the grant of £100 we applied for, we could have got work done cheap, and given many poor men employment that are left destitute. I think the number of years your trustees have worked for Government for nothing. They might have given us a paltry £100 to give work to starving families, if they had even kept it out of the next road grant.

I have been fifty-two years on the Clarence, and never saw anything to equal it by 5 feet. The highest flood ever known by me it would have taken 4 feet to go over the bank at my house; this went over a foot through. Such a thing never known by a white man. I came to the Clarence when there was not one house on it, in June, 1838, and if I can give you any information on floods on the Clarence, I will gladly do it. I think very few really know how the Clarence was found; in fact, I believe I am the one living that does know.

1 o'clock. It is raining very hard, and river rising very fast. If Government does not send flour, numbers will starve; and it wants better management, as many get relief that have no right.

Yours, &c.,

JOHN F. SMALL.

If voucher for '89 money is passed, let the vote for current year be issued at once.—C.B.A., 2/4/90. Mr. Airey.—J.B., 31/3/90.

To The Minister for Works,—

Sir,

Brushgrove. 21 March, 1890.

Your trustees have applied for a sum of money to repair the Brushgrove and Maclean Road, which has been much damaged by the late very heavy rains and floods. The approach to one culvert has been swept away, and all traffic has been stopped. The people are blaming the trustees again, and if you can hand it over to the local road officer, we would gladly resign, or we will keep on till you can make arrangements to suit you.

Yours, &c.,

JOHN F. SMALL

(For self and trustees).

E.-in-C.

E.-in-C., Roads.—J.B., 24/3/90.

Will Mr. Statham please cause a report to be made on this matter, and state personally whether he thinks road should, in view of the complications which arose last year, remain in trustees' charge?—C.B.A. (for Commr.), 25/3/90.

The trustees express themselves as anxious to resign, and in view of recent reorganisation of the Department, I think it would be advisable to place this road in charge of Mr. Hurley.—E.J.S., 2/4/90. I recommend transfer of this year's vote (£200) to the Department.—R.H., 10/4/90. Under Secretary. Do so.—J.B., 10/4/90.

The vote for this road (£200) is taken on the Schedule of Minor Roads under Trustees (D3), and, as it has not been issued, is now available for expenditure by the Department—Mr. Hurley's district.—C.B.A., 14/4/90. The Chief Clerk.

Accept resignations of trust with thanks.—C.B.A., 14/4/90. Resignations accepted, 22/4/90.

To The Minister for Works,—

Sir,

Brushgrove, 21 March, 1890.

Owing to the late heavy rains and floods, the contractor has not been able to finish his contract for stone filling for break on road from last flood for your grant of £25, would you please to give him another month to get it finished. It has not been his fault, as, owing to the bad roads, he could not draw the stone; it was impossible.

Yours, &c.,

JOHN F. SMALL

(For trustees).

E.-in-C., Roads.—J.B., 24/3/90. Grant extension to 30th April.—C.B.A., 25/3/90. Granted, 25/3/90.

Telegram from Thos. H. Foggo to Jno. McFarlane, Esq.

Brushgrove.

Will you kindly see that some money be placed to the credit of the Brushgrove Rocky Mouth Road? Account has an extra, and allowed to be used at once; I cannot meet the trustees to-day.

THOS. H. FOGGO.

Reply sent to J. F. Small by wire, and Mr. McFarlane, M.P., informed, 24/3/90.

Telegram from Messrs. Small, Foggo, and McGregor, Trustees, Brushgrove, to J. McFarlane, M.P., Sussex-street. Grafton.

CAN you get hundred pounds, Brushgrove-Maclean Road? Urgently required.

SMALL, FOGGO, AND M'GREGOR,

Trustees, Brushgrove.

Telegram from Jno. F. Small to The Commissioner for Roads, Sydney.

Brushgrove.

PLEASE send Small trustees' cheque-book, Brushgrove-Rocky Mouth Road.

JOHN F. SMALL

(For trustees).

Mr. Airy, B.C., 20/3/90. Treasury asked to send, 21/3/90.

Department of Public Works.

Registered No. 90-195.

Dated 24 January, 1890.

[From J. McFarlane, Esq., M.P.]

Subject:—Asking when and how were trustees first appointed for the road from Brushgrove to Rocky Mouth; also, the amount of money annually granted.

24 January, 1890.

TRUSTEES (Messrs. J. F. Small, T. H. Foggo, and W. M'Gregor) were first appointed in 1878, being nominated by Mr. Bowden, then Member for the district. £75 were issued to the trustees in 1878, and a similar sum in 1879. In 1880 the road was placed on Schedule, and a sum of £100 voted annually until 1888, when vote for that year, as well as for 1889, was increased to £150. A sum of £200 is on 1890 Schedule, and the road designated as Brush Grove to Maclean.

The Under Secretary.

ROBT. HICKSON.

Forward copy of Mr. Hickson's minute of the 24th instant to Mr. McFarlane, M.P.—D.C.M'L. (pro U.S.), 28/1/90. J. McFarlane, Esq., M.P., 28/1/90. Roads.—D.C.M'L. (pro U.S.), B.C., 28/1/90.

Mr. J. McFarlane, Box 38, King-street,—

Dear Sir,

Tyndale, 20 January, 1890.

With a view of your being up on the Clarence shortly, I would like to ask you if there has been anything further done *re* Brushgrove-Maclean Road. I would like to know if you will have an opportunity to address the electors at Tyndale. If you do I would like you to be prepared to speak and give answers to some of the various questions which will probably be put to you as to why, when, and by whom were the trustees appointed, and what is the usual mode of appointing road trustees. In the event of your not addressing electors here, I believe it is the intention for a deputation to interview you *re* road.

With reference to punt, I am trying to inaugurate a progress association here, and I have good hopes it will be an established fact before long, and the punt question will be one of its first objects to deal with, and certainly one which is urgently needed.

I may state if you could ascertain the amount of money annually granted for the Brushgrove-Maclean Road, together with the special grants, and for what purpose. An announcement of that to the electors would, in my mind, be attentively listened to. Trusting I am not imposing upon you too much.

Yours truly,

C. W. RAYNER,

Tyndale, Clarence River.

Department

Department of Public Works.

Registered No. T.R. 89-1771.

Dated, 31 October, 1889.

From residents of Woodford Island and Tyndale, *per* J. McFarlane, M.P.*Subject*:—Protesting against any alteration in route of road from Brushgrove to Maclean.

1 November, 1889.

THERE have been two petitions in favour of the adoption of the old route, but this one is decidedly against any alteration of present arrangements. All the papers are now with Mr. Statham for further report, he having reported already on two or three occasions in favour of the present line, which has now been in use for several years.

The Commissioner and Engineer-in-Chief.

C.B.A.

Mr. Statham with other papers on same subject.—R.H., 5/11/89. Report.—E.J.S., 8/11/89.

[Presented by J. McFarlane, M.P.]

To The Honorable the Minister for Public Works, Sydney.

The prayer of the following petition of residents, freeholders, and leaseholders of Woodford Island and Tyndale, humbly sheweth,—

That, whereas some disaffected parties in this locality have been for some time endeavouring to get a portion of the road (road Brushgrove to Maclean) altered from where it is at present, and have it opened along the riverbank; have resolved on forwarding a petition to get the alteration made, also that money be granted for making the new road.

Your petitioners would beg to point out some pertinent facts relative to the matter:—

Firstly. A road on the riverbank would be very costly to make, on account of creeks and low swamps, would be useless in time of flood, or very wet weather, also liable to large landslips.

Secondly. The present road following reserve 296 (notified 8th February, 1876, for road and access to water, which please see parish map), cannot be done without, as on this reserve the Elbow Creek Road joins it, which in turn joins the main river road, leading to Lawrence, and on to the Richmond River, also the road through the middle of the island joins on the same reserve.

Thirdly. The present road has been in use for a number of years, answering all purposes, is fenced on both sides, all cleared, mostly all formed and partly gravelled; has all necessary culverts on except one small box-drain. The hill so much complained of is in the steepest pinch from 1 in 10 to 1 in 12, and this grade can be lessened eventually if required, as all the gravel and metal is obtained from this place.

Fourthly. The present road is the only one available in flood-time for the farmers to get their stock to a place of safety on the ridges as it would be impossible to get along the riverbank, the ground being deeply covered with water.

Lastly. Your petitioners, being fully aware of the benefit of keeping the road where it is, both for economy and practical usefulness, being also more immediately concerned than those living 10 or 20 miles away, would respectfully ask that you would take the foregoing premises into your most favourable consideration and grant their request, by causing that the road be left where it is.

And your petitioners as in duty bound will ever pray.

21st October, 1889.

[Here follow forty-two signatures.]

Mr. Hickson.—D.C.M'L. (*pro* U.S.), B.C., 28/10/89.

Mr. E. J. Statham,—

Sir,

Tyndale, 24 October, 1889.

I have been instructed by the Brushgrove-Maclean Road Committee, to ask you if you will receive a deputation *re* the above-mentioned road. If so, when would it be most convenient for you?

I have, &c.,

C. W. RAYNER,

Hon. Secretary.

Reply sent 25th October, 1889: "In reply to your note of the 24th instant, it is not my place to receive deputations, but if you or anyone else, may wish to see me on the matter referred to, I shall be in office on Thursday morning."—Yours, &c., E. J. STATHAM, Assistant Engineer.

Note.—No one has since called with reference to this matter.—E.J.S., 7/11/89.

To The Commissioner for Roads, Sydney,—

Sir,

Brushgrove, 9 December, 1889.

We beg to request that you will give us an extension of time for expending the last grant for Brushgrove-Maclean Road, as we have contracts let which will not be completed by the 1st of January next.

I have, &c.,

JOHN F. SMALL

(For self and co-trustees).

Extension of time granted, 13/12/89.

The Honorable the Minister for Works,—

Sir,

Parliament House, Sydney, 12 October, 1889.

I beg to enclose herewith a communication from Mr. Jas. Chisholm respecting a certain deviation in the road Brushgrove to Maclean. Several public meetings have been held urging that the road should be on the bank of the river. This road is under trustees, and it appears that the trustees are in favour of the present deviation, and the general public are agitating for a continuation along the river bank.

I trust that the matter will be reconsidered.

I am, &c.,

JOHN McFARLANE.

John

John McFarlane, Esq., M.P., Sydney,—

Dear Sir,

Brushgrove, 7 October, 1889.

It is somewhat surprising to the residents of the South Arm to read the report of the Commissioner for Roads. The presumption of the report is simply absurd. In the first place, he states it was for the convenience of the public that the original road along the river bank was diverted and another road resumed. To this reply I will ask a question. In what way were the public considered in this matter? Was it to give them a bad road in place of a good one? If so, I should certainly say their convenience was studied. In the next place, he says it would be an act of folly to revert to the original road after all the trouble taken to make the resumption, "and it would be an act of injustice to the land-owners to take another road after they surrendered the one adopted." Now, this last remark of the Commissioner is the most absurd that has come under my notice for some time. One would imagine by this remark that the land-owners referred to had actually given this road out of their own property in lieu of the original road. Such is not the case at all, as the road adopted is one left for the convenience of the farmers on Boggy or Robert's Creek. The District Surveyor, Mr. Donaldson, supplies me with this information, so that I am not making this assertion unfounded or by hearsay. I took the trouble to call at Mr. Donaldson's office and inspect the map, which distinctly points out the two separate roads before the trustees were thought of. The next remark is the hill complained of is by no means formidable, and only requires putting in order. Well, to this remark I must say they have been putting it in order for the last ten years to my knowledge, and it is no better to-day than it was ten years ago (in fact, I question very much if it is as good), nor yet will it be any better in ten years hence without a considerable sum of money being expended, indeed, far more than would make the river bank road equal to any in the district. It is a well-known fact that the roads in this district along the bank of the river are the best we have, and the easiest kept in order. It seems that the public are to suffer an everlasting inconvenience to gratify the wishes of two individuals, viz., Messrs. Small and M'Gregor, two of the trustees.

At the present time there is a petition going round for signatures asking for a sum of money for this road and to have it thrown open for public traffic; this will be forwarded you as soon as completed. If this meets with the same reply as former requests, I fear the results. A great number of persons have fully made up their minds to open the road by force.

The District Surveyor says the road is there, and anyone who wishes can travel it at their own discretion, but to make it fit for traffic two culverts will be required, one across a drain made by one of the trustees to drain his farm, the other a creek that runs in from the mountain. I could say a great deal more in respect to these two roads but would only make it tiresome to read, if I have not already done so.

Hoping you will be more successful on your next application,

I am, &c.,
JAMES CHISHOLM.

Mr. Statham for any further remarks he may wish to make.—R.H., 23/10/89. Report.—E.J.S., 8/11/89.

To The Commissioner and Engineer-in-Chief for Roads,—

Road, Brushgrove to Rocky Mouth.

Sir,

Grafton, 16 September, 1889.

In compliance with minute, 89-1,483, of Trustee roads, I have further to report that it was for the convenience of the public that the original road along the river bank was deviated, and another road resumed, it would be an act of folly to revert to the original road after all the trouble taken to make the resumption, and it would be an act of injustice to the land-owners to take another road after they have surrendered the one adopted. The hill complained of is by no means formidable, and only requires putting in order which the trustees are in a position to do. I had nothing whatever to do with the deviation, but quite concur in its advisability, and am of opinion that there is no sufficient justification for altering it.

Yours, &c.,
E. J. STATHAM,
Assistant Engineer.

I recommend that Mr. McFarlane, M.P., be informed in terms of Statham's report.—R.H., B.C., 23/9/89. Under Secretary. Inform.—J.B., 24/9/89. J. McFarlane, Esq., M.P., 27/9/89.

Mr. McFarlane, M.P., accompanied by Mr. Quayle, called this morning, further in reference to the above road. It was pointed out that the original line of road ran along the river bank, which is in every way more convenient to the general public than the line over the hill, which, it was stated, is too steep for any loaded vehicle. It is acknowledged that the route adopted was duly confirmed and opened, but it is said the other one, except in time of flood, is the more convenient for the residents, and should have a proportion of the vote expended on it, a culvert being required near M'Gregor's land and some other repairs. Will Mr. Statham please report again on these complaints, as there is evidently a very strong feeling in favour of having the vote spent on the river bank road, which from Mr. Statham's previous report of the 25th July, he does not appear to think would be justified.—C.B.A. (for Commissioner), 3/9/89.

Report accordingly.—E.J.S., 16/9/89.

Sir,

Roads Office, Maclean, 29 August, 1889.

In reference to enclosed application from Brushgrove trustees, I beg to inform you that I have visited this place, and there is no necessity for any culvert to be built there.

The late floods have washed part of the road away, but had not stopped the traffic.

The slip has taken away about 80 yards of the road, leaving a gap 30 feet long, with an average width of 15 feet, and depth of 5 feet. About 30 cubic yards stone built up would make a wall that would stand, and earth could be put in at the back, and 12 in. by 10 in. box drain might be put in near this break, so as to carry the water right into the river at an estimated cost of £25, which sum I would recommend be granted.

I have, &c.,
F. G. HURLEY.

The Commissioner and Engineer for Roads.

I recommend that £25 be given from flood vote for this work, and the trustees be informed in terms of this report.—C.B.A. (for Commissioner), 4/9/89. Under Secretary. For box drain list.—J.B., 4/9/89. Mr. J. F. Small, 9/9/89. Mr. Airey.—J.F.S., 11/9/89. Approved by Minister. Order No. 211.—J.B., 6/9/89. Inform.—J.W., 6/9/89. Issue stating purpose for which given.—C.B.A., 11/9/89. Issued, 20/9/89. Mr. Steel please note.—C.B.A., 20/9/89. Noted for Mr. Steel.—M.B.P., 3/10/89.

To The Chief Commissioner for Roads, Sydney,—
Sir,

Brushgrove, 14 August, 1889.

The recent floods have carried a portion of the bank away on the Brushgrove-Maclean Road near Maclean. It extends two-thirds of the way across the road, (say) about 25 feet deep by 14 feet wide, which can only be now secured by a culvert, which we believe would cost about £50. Would you oblige by instructing the local officer to report as to the best method of securing it, and have the amount placed at his or our disposal to complete it.

We have, &c.,

JOHN F. SMALL

(For self and co-trustees).

Mr. Statham for report.—C.B.A. (for Commissioner), 19/8/89.
Report herewith.—F.G.H., 29/8/89.

Mr. Hurley.—E.J.S., 22/8/89.

The Honorable The Minister for Works,—
Sir,

Parliament House, Sydney, 30 June, 1889.

I have the honor to enclose herewith a communication from the chairman of a public meeting held at Tyndale, desiring a certain alteration in the road leading from Brushgrove to Maclean, which I trust will receive your favourable consideration.

I am, &c.,

JOHN McFARLANE.

It will be seen from previous paper herewith that Mr. Statham has already reported against this road being transferred to the Department, and Mr. McFarlane, M.P., was informed by the Under Secretary on the 30th ultimo.—C.B.A., 6/8/89.

Mr. McFarlane might be again written to.—R.H., 2/8/89. Under Secretary. P. papers.—J.B., 2/8/89. Write, 8/8/89. John McFarlane, Esq., M.P., 4/8/89.

[Enclosure.]

To The Honorable the Minister for Works,—
Sir,

Tyndale, 16 July, 1889.

Permit me to bring before your notice the following facts with reference to the Brushgrove-Maclean Road, on the South Arm side of Woodford Island.

That this road, being in the hands of trustees, the money granted for it is not spent to the best advantage, but squandered on a portion of it, which does not form part of the original road.

That the trustees have caused a deviation, to take place at this particular point of the said road, which runs through the said trustees' property.

That the trustees alone benefit by the said deviation, and that the said deviation is and has been a lasting inconvenience to the travelling public.

I may inform you, with reference to the portion where the deviation has taken place, that if the road had taken its original course, which is along the river bank, it would be far less expensive, more accessible, and a boon to the travelling public, besides shortening the distance to the extent of about a mile. The residents have repeatedly asked the trustees to open this road, which they have refused to do up to the present time.

Trusting that our grievances may meet with your most favourable consideration.

The following resolution was unanimously carried at a public meeting, held at Tyndale on Wednesday, 26th June, 1889:—"That this meeting is of opinion that it is desirable to take immediate steps to have that portion of the Brushgrove-Maclean Road, *via* South Arm, from the swimming reserve to Rocky Point, opened, and placed under the Government Road Superintendent."

Yours, &c.,

ALEX. JOHN MUNRO,

Chairman.

Department of Public Works.

Registered No. T.R. 89-1171.

Dated 19 July, 1889.

[From J. McFarlane, M.P.]

Subject:—Forwarding petition, asking that road from Brushgrove to Maclean may be taken out of trustees' hands, and taken charge of by the Department.

25 July, 1889.

The grounds of dissatisfaction stated in the petition are the alleged squandering of money on a wrong road. Such is not the case. The road referred to was, after due consideration, taken along the highest ground, and has been surveyed, formally opened, and charted long before it was handed over to the trustees, who are in every way justified in spending the money on it.

The petition puts forward a further misstatement as to the length, saying it is "at least a mile round," whereas a saving of 25 chains only could have been effected on the line which it was considered advisable to reject. I see no good reason either for altering the road or taking it out of the hands of the trustees.

E.J.S.

Mr. Statham for report.—R.H., 19/7/89. Mr. McFarlane might be written to in terms of Mr. Statham's memo.—R.H., 28/7/89. Under Secretary. Write, 29/7/89. John McFarlane, Esq., M.P., 30/7/89.

The Honorable the Minister for Works,—
Sir,

Parliament House, Sydney, 16 July, 1889.

I have the honor to enclose herewith a communication from the Chairman of a public meeting recently held at Brushgrove, praying that the road leading from Brushgrove to Maclean may be taken out of the hands of the trustees, and that same be placed under the charge of the Road Superintendent, and that the road be opened from the reserve to Rocky Point, along the bend of the river.

Trusting the matter will receive attention.

I have, &c.,

JOHN McFARLANE.

Engineer-in-Chief, Roads.—J.B., 19/7/89.

Moved

Moved by Mr. Qualey, and seconded,—That it is the opinion of this meeting that immediate steps be taken to have that portion of the road from the swimming reserve to Rocky Point, on the river bank, opened for public traffic.

The above was carried at a public meeting held at Tyndale, particulars of which will be forwarded to you in due course.—J.C.

[Enclosure.]

J. McFarlane, Esq., M.P., Sydney,—

Dear Sir,

Brushgrove, 8 July, 1889.

At a public meeting held here on the 15th June last, the enclosed attached resolutions were unanimously passed, and as Chairman of that meeting I have been requested to forward them to you for presentation to the Minister.

The residents of Woodford Island and surrounding districts are very much dissatisfied by the manner in which the trustees have squandered the money granted for this road on a portion of road not leading direct from Maclean to Brushgrove. It is strongly advisable, in the interests of the travelling public, to have the road opened along the river bank, leading through Messrs. Small and M'Gregor's properties (now closed). Without doubt the money has been wasted on a portion of road leading from the above-mentioned road to Robert's Creek, making a circuit of at least 1 mile more than the road along the river bank.

It is strongly advisable to have the said road placed under the control of the Road Superintendent at once.

Tenders are now called to expend a sum of the present vote on this by-road, and for the interests of the district it is imperative that immediate steps should be taken to—

* * * * *

[Incomplete when laid upon the Table—remainder cannot be obtained from Roads Department.]

[Sub-Enclosure.]

At a public meeting held on the 15th June, 1889, for the purpose of having the Brushgrove-Maclean Road (now vested in trustees) placed under the direct supervision of the local Road Superintendent.

Mr. James Chisholm having been chosen Chairman, the following propositions were unanimously agreed to:—

1. By Mr. George Yager,—That this meeting is of opinion that the road from Brushgrove to Maclean, via South Arm, should be taken over by the Government and placed in charge of the Road Superintendent, owing to the unsatisfactory state of the roads at present under the trustees. Seconded by Mr. Thos. C. Davis.
2. By Mr. Chris. Yager,—That a petition be signed and forwarded to the Minister through the Member for the Clarence for transfer of same. Seconded by Mr. Geo. Watson.

JAMES CHISHOLM,

Chairman.

A Committee, consisting of Messrs. Alex. Campbell, C. and G. Yager, T. C. Davis, Jas., Chisholm, and Wm. Gillies, was appointed to forward the above resolutions.

Messrs. Watson and Munro,—

Sirs,

Brushgrove, 8 September, 1883.

Yours *re* road from Brushgrove to Rocky Mouth to hand, and will receive due consideration.

Yours, &c.,

JOHN F. SMALL

(For self and co-trustees).

Trustee Road, Brushgrove to Maclean.

To The Commissioner and Engineer-in-Chief for Roads,—

Sir,

Grafton, 9 July, 1889.

In reply to minute in document 89-1,047 of Trustee road, I beg to state that there does not appear to be any question before the Department as to the alteration of the road above mentioned. From my knowledge of the locality I should say the road, as at present opened, answers all public requirements, and that there is no necessity to alter it.

I have, &c.,

E. J. STATHAM,

Assistant Engineer.

Inform trustees. Informed, 16/7/89.

To The Chief Commissioner for Roads,—

Sir,

Brushgrove, 26 June, 1889.

As we believe objections are being made by a few people (through whose properties we have had the Government roads opened) to the present road to Brushgrove (marked by a dotted line on annexed tracing), in lieu of which they wish a road opened along the river bank, from the south-east corner of J. F. Small's portion 21 to the north-east corner of W. M'Gregor's portion 28.

In order that you may be in a position to understand both sides of the question, we think it desirable that we should draw your attention to the following facts:—

1. The present road was surveyed and marked out by the Government surveyors.
2. It runs along the centre of a gravelly ridge, above flood reach, and good sound country all the way in all weathers.

3. It is the only road by which residents of the upper portion of Woodford Island could remove their stock in times of flood to the high lands in the centre of the island.
4. It is not (as you will see by the chart) over 300 yards further round going from or to Brushgrove or Maclean than a road along the river bank would be, and is incalculably shorter, and more convenient to the travelling public who use the line to Lawrence and the main river, which we may state has had a very large amount of public money expended on it, and which it intersects on the reserve at the junction of the road which leads to the large timber reserves on the centre of the island.
5. A road along the river bank could not be made passable without expending at least £300 in culverts, forming, and clearing, and then it would not be passable in wet seasons, as a great portion of it is low-lying and swampy, and in times of flood is covered with 6 feet of water.
6. Before anything could be done the Government would have to reclaim a road through parts of W. McGregor's portions, as large land slips have fallen in at several points through floods and the continual wash from steamers, until there are only a few feet of the original reserve remaining.
7. We do not think it would be desirable, or that the Government would sanction, that money should be expended on two roads running parallel with each other, and not more than half a mile apart.
8. The present road is formed, cleared, and fenced on both sides from end to end with good secure fences.
9. The road is about the same distance from the river bank, through all the farms from H. Small's portion 30, of 48 acres, to Brushgrove, so that no deviation worth mentioning takes place in its course, and it follows almost exactly the track used by the early settlers when travelling to and from Maclean and Brushgrove.

In conclusion, we beg to say that the hill, which a few malcontents speak of, has a good cutting down it, made in accordance with instructions given by Mr. Statham, the Superintendent of Roads, and it is only about 80 yards long, and which any reasonably good horse could draw a ton up. It has been washed out a good deal by the heavy rains, and as we have had no money available since December last until now, we have not been able to repair it. We propose, however, to put it in good order at once at a very trifling expense. We feel quite confident that you will agree with us when we say that we have spent part of the money entrusted to us on the road which is far and away the best for all purposes, and the only one we would have been justified in opening for traffic, and that it would also be unjust to open two roads through the same farms, which is not done on any other part of the Clarence, and would put the owners to unnecessary expense in fencing.

We have, &c.,

JOHN F. SMALL.
WILLIAM M'GREGOR.
THOMAS H. FOGGO.

Mr. Statham for report in connection with paper 89-1,097 *re* bad state of road, sent him on the 29th ultimo — R.H. 5/7/89. Mr. Statham, B.C. Report accordingly.—E.J.S., 9/7/89.

The Honorable The Secretary for Public Works,—

Sir,

Parliament House, Sydney, 25 June, 1889.

I beg to bring under your notice the bad condition of the main road leading from Brushgrove to Maclean. There is a large amount of traffic on this road, and the annual amount voted for keeping it in repair is quite insufficient to keep it in anything like decent condition. Trusting that you will be good enough to cause a further sum to be expended upon the road in question,

I am, &c.,

JOHN MCFARLANE.

Acknowledge P. papers, 28/6/89. Done, 28/6/89. The annual vote of £150 was issued to the trustees on the 11th instant. Will Mr. Statham please report.—C.B.A. (for Commr.), B.C., 29/6/89. Mr. Statham. The road is certainly in rather a bad state, and if the grant can be increased it is desirable.—E.J.S., 1/7/89. Mr. Airey.—J.B., 5/7/89. Road is now third-class for 10 miles, £150. It might, perhaps, be raised to second-class on 1890 schedule, which would give an additional £100 a year.—C.B.A., 6/7/89. Recommended.—R.H., 8/7/89. Under Secy., B.C. Submitted.—J.B., 8/7/89. Note for consideration.—B.S., 9/7/89. Noted.—C.B.A., 16/7/89. Inform.—J.B., 10/7/89.

William Bennett, Esq.,

Sir,

Brushgrove, 9 May, 1889.

I am sorry I was away to Queensland when your form came for report on roads, and we now fill in as near as possible, and return. The whole of the road from Brushgrove to Rocky Mouth has been cleared, and about 12 miles of forming done, and about 3 miles of it gravelled. There may be a little more or a little less. There is about 1 mile that has only been cleared, not formed. There are three box culverts, three large culverts with hand-rails. The others are the common road culverts. All got 4-inch sawn decking on, with heavy sleepers.

Our roads require money for repair. They have got cut up since the heavy rains, and no repairs done this year on them; and parts are now getting very bad, and the longer they are left the worse they will be, and cost much more to repair.

Yours, &c.,

JOHN F. SMALL.

William Bennett, Esq.,—

Sir,

Brushgrove, 15 January, 1889.

I duly received the vouchers to get advocate receipts and others. Now, Mr. Baker had left the district, and I could only get a receipt from his solicitors, Messrs. Mehior and Laman, which I enclose, also receipt from Hugh Connor for his two cheques. Johnson, up to present, I cannot find, but as soon as I can get it I will enclose it to you. Now, both Johnson and Connor have given a receipt in voucher for their payments, and the advocate is £1 1s. 6d., which leaves a balance of 16s. due to me, and I lost a day and expenses going to Grafton to get receipt from Mehior and Laman.

I also enclose copy in writing, which you will find correct, of vouchers.

Yours, &c.,

JOHN F. SMALL

(For self and trustees).

New

New South Wales.

No. 39,609.

The Treasury, 31 December, 1888.

RECEIVED from the Commissioner for Roads the sum of 8s, for unexpended balance of advance of £150 made to trustees of road from Brushgrove to Rocky Mouth.

P. J. HOLDSWORTH
(Pro Treasurer).

To the Commissioner for Roads, Sydney,—
Sir,

Brushgrove, 10 April, 1888.

Would you oblige by letting us know when the next grant for "Road, Brushgrove to Rocky Mouth" will be available, as the roads are getting in very bad order.

I have, &c.,

JOHN F. SMALL

(For self and co-trustees).

Mr. Airey.—W.B., 13/4/88. Inf'd. by wire will be issued next week, 13/4/88.

New South Wales.

The Treasury, 5 January, 1888.

RECEIVED from the Commissioner and Engineer for Roads the sum of two shillings, for unexpended balance of Additional Vote for 1887 for road from Brushgrove to Rocky Mouth.

W. NEWCOMBE
(Pro Treasurer).

W. C. Bennett, Esq., Commissioner and Engineer-in-Chief for Roads,—
Sir,

35, Sussex-street, Sydney, 26 July, 1887.

I have the honor to draw your attention to the low classification of the main road from Brushgrove to Maclean. There is a large amount of traffic on this road, and I think that it is of sufficient importance to be raised to a second-class road. The small sum of money that is annually expended upon it is insufficient to keep it in repair.

Trusting the matter will receive your usual attention,

I have, &c.,

JOHN McFARLANE.

P. Papers.—W.B., 22/7/87. £50 is now available for expenditure by the trustees of this road from Additional Vote for 1887. See approval on M. 87-407.—C.B.A., 16/8/87. Issue.—C.B.A., 17/8/87. Mr. Steel to note.—C.B.A., 22/8/87. Noted for Mr. Steel.—M.B.P., 22/8/87. J. McFarlane,—Issued, 22/8/87.

Telegram from E. J. Statham to The Commissioner for Roads.

Grafton, 15 July, 1887.

Re grant for road, Brushgrove to Rocky Mouth, I recommend additional grant fifty pounds.

E. J. STATHAM.

P. papers.—W.B., 15/7/87.

Telegram from E. J. Statham to The Commissioner for Roads.

Grafton, 6 July, 1887.

I RECOMMEND additional grant to trustees for road, Brushgrove to Rocky Mouth.

E. J. STATHAM.

Mr. Airey.—W.B., 7/2/87. Mr. Statham does not say what sum is necessary.—C.B.A., 8/7/87. Ought to know.—W.B., 13/7/87. Telegram sent, 14/7/87.

W. C. Bennett, Esq., Commissioner for Roads, &c,—

Sir,

35, Sussex-street, 8 June, 1887.

The trustees of road from Brushgrove to Maclean having expended the whole of the money voted for this road in repairing portions rendered impassable by the late flood, and as the road is still in an inefficient state of repair, they have applied for a further sum which I trust you will have the goodness to give them.

I am, &c.,

JOHN McFARLANE.

P. papers.—W.B., 9/6/87. Mr. McFarlane might be informed that additional grant has been refused.—W.B., B.C., 11/6/87. Under Secretary. Inform.—J.R., 16/6/87. J. McFarlane, M.P.,—Copy herewith. Telegram sent Mr. Statham to report, 25/6/87.

William Bennett, Esq.,—

Sir,

Brushgrove, 3 June, 1887.

As requested by yours of 30th May to forward to you tenders and specifications for works done on road from Brushgrove to Rocky Mouth, I now enclose you tenders and specifications of same. I also now send you butts of cheques for £99 18s, leaving 2s. to pay for advertising, stamps; and so your trustees are about £1 out of pocket.

Yours, &c.,

JOHN F. SMALL

(For self and co-trustees).

W. Bennett, Esq.,—

Sir,

Brushgrove, 13 May, 1887.

I write to say that about £90 out of the £100 grant has been expended; it took the biggest half of it to put in two new culverts. Vouchers will go down to you within the next ten days. The road is still in a very bad state, and it would require at least £200 more to make it passable; we are having it metalled in all the worst places, at a cost of 4s. 6d. per cubic yard.

Yours, &c.,

JOHN F. SMALL

(For self and co-trustees).

Mr. Airey,—Price moderate.—W.B., 20/5/87. Voucher has since been received.—C.B.A., 25/5/87. I cannot recommend this extra amount. When a road is in charge of the Department, and gets bad the office is in fault; when, in charge of trustees, the money is insufficient, I think they should be given to understand votes cannot be duplicated in this manner.—W.B., B.C., 26/5/87. Under Secretary. Submitted.—R.H., 27/5/87. Inform.—J.S., 1/6/87. J. F. Smart, 6/6/87.

Brushgrove

Brushgrove Station, 7 April, 1887.

Telegram from Mr. J. F. Small to Wm. Bennett, Esq., Superintendent, Roads and Bridges, Sydney.
Is money available for bridges, Brushgrove to Rocky Mouth. Please reply.

JNO. F. SMALL.

P. papers.—W.B., 8/4/87. Vote for 1886 has been adjusted, and, therefore, 1887 Vote, viz., £100, will be available as soon as Parliament may pass it.—G.C.H., 12/4/87. The Minister having approved of the issue of 1887 Vote, in anticipation of the approval of Parliament, I presume it may now be done.—G.C.H., 12/4/87. Approved.—W.B., 12/4/87.

W. Bennett, Esq.,

Sir,

Brushgrove, 17 March, 1887.

I saw Mr. Statham yesterday, and he asked me to write to see if the grant of £100 for road from Brushgrove to Rocky Mouth was available yet. Two of the culverts are washed away, and traffic is entirely stopped. Could we go on with these with a view of getting the grant to pay for them when completed? Would you kindly wire, as the matter is urgent.

Yours, &c.,

JOHN F. SMALL

(For self and co-trustees).

Mr. Airey.—See me.—W.B., 21/3/87. The Minister has approved of issue of current year's vote so soon as last year's money is properly adjusted, to which effect Mr. McFarlane, M.P., was informed on the 16th instant.—C.B.A., 21/3/87. Inform Mr. Small also.—W.B., 21/3/87. Informed 23/3/87.

Telegram from E. J. Statham to The Commissioner for Roads.

Grafton.

TELEGRAM of 24th ultimo replied to. Same day papers relating to it only just received. I recommend that trustees of road, Brushgrove to Maclean, should have amount of annual vote at once placed at their disposal to effect repairs, and that Mr. Hurley be instructed to report whether it is necessary to supplement it. I have instructed him to report *re* road at Maclean.

E. J. STATHAM.

Previous papers at once.—W.B., 11/3/87. Mr. Airey.—Take steps to do this at once. Mr. McFarlane should be informed.—W. AIREY, 11/3/87.

Telegram from E. J. Statham to The Commissioner for Roads.

Grafton.

ROAD Brushgrove to Maclean is on Woodford Island. There are two roads, one along main river, and the other along South Arm. It is not clear which is referred to, and I am not prepared to make any recommendation. Mr. Hurley had better report what damage has been done.

Previous papers.—W.B., 11/3/87.

I recommend that £100, being the amount voted on schedule last year, and which is also proposed for current year, be issued to the trustees to repair this road as advised by Mr. Statham. Mr. McFarlane, M.P., might be informed, and also that Assistant Engineer will afterwards report whether it is considered necessary to give any special sum for the road. Vote of 1886 should, however, be adjusted, prior to issue.—W.B., 14/3/87. Under Secretary.

Submitted.—R.H., 14/3/87. Approved.—J.S., 15/3/87. J. McFarlane, Esq., M.P., 16/3/87.
W. C. Bennett, Esq.

Sir,

35, Sussex-street, Sydney, 23 February, 1887.

I am requested by a number of my constituents on the Clarence to bring under your notice the exceedingly bad state of the main road from Brushgrove to Maclean, on Woodford Island. The late flood has rendered many portions quite impassable, which causes much inconvenience, as the traffic is large.

There is a sum of £100 placed in the hands of local trustees for the purpose of keeping this road in repairs, but this sum is quite inadequate. The road being some 12 miles in length, and has never yet been even formed. If a further sum of (say) £500 were placed in the hands of the trustees, they could put this road in an efficient state of repair. The present would be a capital time to have this work done, as a large number of the farmers in the locality are in very distressed circumstances, owing to the late flood, and would be glad to work at a very low rate. I trust this matter will receive your early and most favourable consideration.

I am, &c.,

JOHN McFARLANE.

Acknowledge receipt; say telegram sent for report.—W.B., 24/2/87. J. McFarlane, Esq., M.P., 24/2/87. Sent with papers. Telegram to Mr. Statham, 24/2/87. This road is under trust, £100 per annum being voted on schedule for it.—C.B.A., 24/2/87.
To the Under Secretary,—

Sir,

Brushgrove, 9 December, 1886.

We beg to request that you will allow credit to be kept open till the 31st of March next for the unexpended balance of the last £100 grant for road from Brushgrove to Rocky Mouth, to allow of work now in hand being completed.

We have, &c.,

JOHN F. SMALL

(For self and co-trustees).

Acknowledged, 13/12/86. Mr. Airey.—W.B., 14/12/86. Granted, 14/12/86.

My dear Mr. Bennett,

88, Pitt-street, Sydney, 12 July, 1886.

I am informed that the trustees of the road under schedule, as "Brushgrove to Rocky Mouth" have not yet received their usual annual grant of £100 for the maintenance of the road for this year; and have been requested to inquire the reason of the delay.

Can you do anything to hasten this matter on? I am told the road is now in a very bad state since the late rains.

Trusting this will have your early attention.

I am, &c.,

JNO. M. PURVES.

Inform Mr. Purves of reason.—W.B., 14/7/86. Acknowledged and informed, 14/7/86.

To

To the Commissioner for Roads,—

Sir,

Herewith please find receipts for advertising, also Staunton's tender for road. The culvert built was done as per specification enclosed, with the exception of the difference in size, the one built being 14 feet across by 18 feet wide, and all the sleepers are bloodwood 2 feet through. Other work as per measurements, &c., in voucher.

Brushgrove, 18 January, 1886.

Yours, &c.,

JOHN F. SMALL.

Mr. Airey.—W.B., 22/1/86.

—————
New South Wales.

RECEIVED from the Commissioner and Engineer for Roads the sum of 7s. 3d. sterling, for unexpended balance of vote for 1885, for road from Brushgrove to Rocky Mouth.

The Treasury, 11 January, 1886.

W. NEWCOMBE

(Pro Treasurer).

Sir,

Herewith I forward statement of payments made from £100 grant, and receipts for same, which I trust you will find correct. I should like to point out to you the necessity of letting us have the annual grant as early in the year as possible, as labour is always much cheaper before than during the sugar season.

Brushgrove, 17 March, 1884.

I have, &c.,

JOHN F. SMALL.

This should have been forwarded to the Commissioner for Roads.—J.D.C. Pay Branch.—G.E., 24/3/84.

To the Under Secretary, Public Works,—

Sir,

We beg to request that you will give us an extension of time for the expenditure of road grant, Brushgrove to Rocky Mouth No. 76, as we have contracts let which will not be completed by 31st December.

Brushgrove, 13 November, 1883.

We have, &c.,

JOHN F. SMALL

(For self and co-trustees).

Approved.—W.B., 22/11/83. Granted, 22/11/83.

—————
New South Wales.

RECEIVED from J. F. Small, Thos. H. Foggo, and Wm. M'Gregor, Trustees, road Brushgrove to Rocky Mouth, the sum of 7s. 6d. sterling, being unexpended balance of vote of 1882 for road Brushgrove to Rocky Mouth.

The Treasury, 6 June, 1883.

W. NEWCOMBE

(Pro Treasurer).

To the Under Secretary,—

Sir,

We beg to request that you will allow the balance of the £100 grant, No. 82-278, to remain to our credit in the bank till the 31st March, as we have had great trouble in getting the contracts let satisfactorily owing to the scarcity of labour in this district.

Brushgrove, 22 November, 1882.

We have, &c.,

JOHN F. SMALL

(For self and co-trustees).

Approved.—W.B., 27/11/82. Granted, 27/11/82.

John Rae, Esq.,—

Sir,

We beg to request that the amount of £100, placed to our credit for road from Brushgrove to Rocky Mouth, may be left available for us till March, 1882, to pay for contracts let to-day.

Brushgrove, 10 December, 1881.

We have, &c.,

JOHN F. SMALL

(For self and co-trustees).

Extension might be given.—W.B., 16/12/81. granted. File.—F.W., 19/12/81.

Mr. Springthorpe, 16/12/81.

Already

To the Secretary for Public Works,—

Sir,

I have to acknowledge receipt of yours, dated 15th November, re grant of £100 for repairs of road from Brushgrove to Rocky Mouth. We will have little time to get the work laid out and contracts let by the middle of December, and if we had had the grant three months earlier we could have got the work done much cheaper, as labour was more plentiful, owing to the sugar-mill hands being all out of work. We will, however, do our best to have the contracts entered into by the middle of December, and will have to ask for an extension of time to complete contracts.

Brushgrove, 28 November, 1881.

I have, &c.,

JOHN F. SMALL

(For self and co-trustees).

What is the reason grant was not given earlier? Was there any delay in this office?—W.B., 2/12/81. Mr. Wells, 3/12/81. Mr. Springthorpe, 5/12/81. The vote was not issued, in consequence of an irregularity in voucher, which was not satisfactorily explained until the 3rd ultimo.—A.S., 9/12/81. Extension might be granted.—F.W., 9/12/81. Trustees accordingly, 10/12/81.

To

To the Commissioner for Roads,—

Sir,

In reply to yours, No. 81-174, we beg to say that the amount, £89 Os. 7d., was paid out up to 1st February. No. 6 cheque was paid to contractor on account before the work was passed on 24th February, the amount, £9 12s., was paid for work done, and £1 7s. for advertisements, for which we enclose receipt.

Brushgrove, 3 November, 1881.

We have, &c.,

JOHN F. SMALL

(For self and co-trustees).

The Honorable the Minister for Lands,—

Sir,

I have the honor to enclose herewith a letter from the Tyndale Progress Association, urging that the reserved portion of the Brushgrove-Maclean Road be surveyed and officially opened, which, I trust, will have due consideration.

Parliament House, Sydney, 8 December, 1890.

Yours, &c.,

JOHN McFARLANE.

J. McFarlane, Esq., M.L.A.,—

Sir,

The Woodford and Tyndale Progress Association request you will present accompanying application to Minister for Lands, and trust you will be successful in obtaining a compliance to save further trouble and delay, as it must be done sooner or later. I need hardly state the Association is anxiously waiting Donaldson's official report.

Tyndale, 1 December, 1890.

Yours, &c.,

C. W. RAYNER,

Secretary.

The Honorable the Minister for Lands,—

Sir,

The Woodford and Tyndale Progress Association respectfully apply to you to have the reserved portion of the Brushgrove-Maclean Road officially opened and surveyed.

Tyndale, Clarence River, 1 December, 1890.

Yours, &c.,

C. W. RAYNER,

Secretary.

Extract from letter dated Tyndale, 24th August, 1891, from C. W. Rayner, Secretary, Progress Committee 91/18,277. to J. McFarlane, Esq., M.P.

Re opening reserved portion of Brushgrove-Maclean Road. This Association wants an immediate answer. Will the Department survey the road, or not?

A survey of road is referred to. I recommend that papers be referred to Lands Department, and Mr. McFarlane be informed of action.—E.J.S. (*pro.* Commissioner), 29/9/91. Under Secretary, B.C. Informed.—B.S. Under Secretary for Lands.—R.L., B.C., 30/11/91.

[Urgent.]

The Under Secretary for Lands,—

Sir,

Public Works Department, Sydney, 5 December, 1890.

I am directed to inform you that Mr. McFarlane, M.P., gave notice in the Legislative Assembly of his intention to move on the 21st of October last, "That there be laid upon the Table of this House all letters and other documents in connection with the Brushgrove-Maclean Road, since 1861." This motion was, however, withdrawn on a promise being given by the Secretary for Public Works that he would cause the papers to be laid upon the Table as requested.

The papers in connection with this matter in this Department have therefore been prepared for the purpose, but it has been ascertained that there are other papers in your office bearing on the subject, and as it is thought desirable that the whole of the papers should be laid upon the Table, at the same time I am to ask that you will be so good as to move Mr. Secretary Bruncker to cause the papers in question to be forwarded to this office for the purpose, should he see no objection to their being laid upon the Table as proposed.

I have, &c.,

J. BARLING,

Under Secretary.

Papers herewith.—A. J. STORRS (*for* Under Secretary), 9/12/90. The Under Secretary Department of Public Works. Roads.—D.C.M.L. (*pro.* U.S.), B.C., 9/12/90.

The Honorable the Minister for Lands,—

Sir,

Tyndale, Clarence River, 7 October, 1890.

I have been instructed by the Woodford and Tyndale Progress Association to again address you in reply to yours of the 15th September, with reference to the opening of the reserved portion of the Brushgrove-Maclean Road. The circumstances which warrant the survey of this road are that the public requirements demand, with increased population, the shortest and most practicable route. In this locality every available portion of land is taken up and under settlement. The thing most essential to enhance the value of any property, and promote the welfare of any community, are good roads. This 100 chains not yet surveyed being portion and connecting link of main road, Brushgrove to Maclean, for a distance of 13 miles. The increase of traffic demanded the use of the reserved portion, and with all due respect to the higher authorities, the persons who were daily inconvenienced through it not being available (I mean not surveyed to define the limits of the adjacent private property) a petition signed by upwards of 100 persons was forwarded to you to make a survey; but it is inferred from your reply that this request has been somewhat confused with the question of maintenance. No application has been made by or through this association as yet for maintenance, but purely and simply for a survey of this portion of the road to prevent any prosecution for trespass, which is threatened by the adjacent land owners, or to evade a breach of the peace, as such has occurred on this river before under similar circumstances; and further, for the persons desirous to use this road, to take upon themselves the duties of the road

road officials, they would be characterised as disloyal and rebellious. The delay in not complying with the request has caused other measures to be resorted to, in which initiatory steps have been taken, which nothing but a compliance to the public request can stay.

Yours, &c.,
C. W. RAYNER,
Secretary.

Mr. McFarlane, M.P., has been informed several times that it has been reported that parts of the road along the river bank have been washed away, and as there is another and a practicable road parallel with, and not far away from the river road, the Department does not consider there would be justification in taking land from private estate to make continuous the river road. This application is that the river road be resurveyed, which might be done so far as practicable, provided the persons interested in this particular road will undertake to pay the cost of resurvey (£10 say); but it cannot be recommended that survey be effected gratuitously. Perhaps Mr. C. W. Rayner should be so informed.—A. J. STORRS, 1/12/90.

For approval.—F.H.W. (*pro* U.S.), 2/12/90. Appd.—J.N.B., 3/12/90. C. W. Rayner, Sec. W. and T. Prog. Ass., informed.—F.H.W., 6/12/90.

The Honorable the Minister for Lands.—

Sir,

Parliament House, Sydney, 17 September, 1890.

I have the honor to make application for a copy of the District Surveyor's Report, respecting the desirability of opening a portion of road through the properties of Messrs. Small and McGregor, Tyndale, on Brushgrove-Maclean Road, Clarence River.

Yours, &c.,
JOHN McFARLANE.

The report referred to is registered Rds. 89-404/15 herewith. It is pointed out, however, that there are precedents against supplying the public with copies of surveyors' reports, which are to be regarded as privileged communications, and obtained for the purpose of guiding the Minister in deciding cases. See Rds. 89-338/6.—A. J. STORRS, 30/9/90. F.H.W., 2/10/90.

Submitted. See enclosed copy of precedents.—W.H., 3/10/90. The application discloses no reason for departing from the directions contained in minute 6-290.—J.N.B., 7/10/90. John McFarlane, M.P., informed.—F.H.W., 10/10/90. Records.—M.W.

Rds. 88-63/4. If no special reason exists, and it is not detrimental on public grounds, this request may be granted, but it should form no precedent, inasmuch as such reports should be considered as private and confidential, or at least only to be disclosed at discretion of the Minister.—J. H. CARRUTHERS, 23/10/89.

Rds. 89-338/6. The reports of leading officials should certainly be treated as privileged communications, and as such the subject of them can only be disclosed under exceptional conditions.—J. N. BRUNKER, 6/2/90.

The Honorable the Minister for Lands.—

Sir,

Parliament House, Sydney, 20 August, 1890.

I beg to enclose herewith a communication from the Tyndale Progress Association, re opening of road along the South Arm, which, I trust, will receive due consideration.

Yours, &c.,
JOHN McFARLANE.

[Enclosure]

John McFarlane, Esq., M.L.A.; John See, Esq., M.L.A.,—

Sirs,

Tyndale, 8 July, 1890.

The Woodford and Tyndale Progress Association respectfully request of you (with power to add to your number) to present the accompanying resolutions and have a personal interview with the Minister for Lands re opening the reserved portion of Brushgrove-Maclean Road, as can be seen marked upon the north bank of South Arm, between Rocky Baul and J. F. Small's (swimming crossing); map—parish of Woodford. The present road now used in lieu forms part of Bluff Point, Tyndale, and another road leading to centre of island, and travellers have to make a lengthy detour upon those two branch roads, and, notwithstanding an enormous amount of money has been spent upon them at the present time, is in a most deplorable state—one part, for about 10 chains there is a side-cutting on which it would be impossible for two vehicles to pass; then for a distance of over 1 mile of loose white sand, together with two very high hills, with steep grade, for at least 5 chains on either side. The reserved portion and Brushgrove-Maclean Road proper would shorten the distance at least about 30 chains, and would be a level, firm, road, which would cost comparatively nothing to maintain. The bridge required as mentioned in official report is greatly exaggerated, as only a small culvert is required. The objections now raised to opening this reserved road is alleged to be the washing away of road into the river, while the facts are that, it is for the greatest part of it, a bank which makes considerably by deposits from each successive flood, and an undeniable fact since the late big flood, which proved so destructive to the banks of the Clarence, no slips have occurred in this particular place. The contention is that the road can be taken the full allotted width of reserve, as it has been done on every other bank without resuming land or making a resurvey of the adjacent farms, as was done in this case. It is further contended that the expense of a resurvey of land was not justifiable by the state, particularly at such an inopportune time as it was made, being only three days after the biggest flood ever known, and there being at least 5 or 6 feet of water upon a great portion of some of the lines. The request to have this road open has now been made repeatedly for a great number of years, and every available portion of land in this district has been taken up and under settlement, and to have good roads is the most important to enhance the value of any property, therefore, the public claim the right to have this reserved road opened. I, therefore, respectfully request of you, in the event of the Minister not conceding in the matter, that you will move in Parliament a return of all papers, books, vouchers, maps, and officials' reports with reference to this road dating back to the year 1881.

The Association would esteem it a favour of you if you can obtain the District Surveyor's report, to forward to us.

Yours, &c.,
C. W. RAYNER,
Secretary.

The facts bearing upon this case were known to the Department before these petitions were received, and a decision has been arrived at, viz.:—That if, as alleged, the road along the river bank has not been washed away in parts, the public has a right to use what has been left, but this right must be asserted and maintained by the persons desiring to use the road; if, on the other hand (as has also been reported), the road has been destroyed in parts, the public requirements do not justify the Crown in resuming private land that would be necessary to insure thoroughfare, and incurring the cost of construction of a bridge—there being another road in existence amply sufficient for reasonable requirements.—A. J. STORRS, 8/9/90.

May be so informed.—F.H.W. (*pro* U.S.), 9/9/90. Approved.—J.N.B., 10/9/90. J. McFarlane, M.P., informed, two letters, 15/9/90. Records.—M.W.

To

To the Honorable the Minister for Lands,—

Sir,

Tyndale, 8 July, 1890.

I have been instructed to communicate herewith to you the following resolution passed at Woodford and Tyndale Progress Association, viz. :—"That this Association receive with indignation the departmental reply in answer to communication sent to the Minister for Lands urging the opening of the reserved portion of Brushgrove-Maclean Road, and consider it a gross injustice in refusing the public their legal rights; and the inference made from District Surveyor's report is totally adverse to his reply to deputation from this Association."

Our member, Mr. J. McFarlane, M.P., and Mr. J. See, M.P., with power to add to their number, have been asked to have a personal interview with you on the matter, and failing a compliance to the request of the petitions to open this road, other measures will be resorted to.

I have, &c.,

C. W. RAYNER,

Secretary.

The Honorable the Minister for Lands,

Sir,

Parliament House, Sydney, 15 August, 1890.

I beg to enclose herewith a communication from Messrs. Small and M'Gregor, protesting against opening a road along the bank of the river through their properties, which I trust will be duly considered.

I have, &c.,

JOHN McFARLANE.

Received.—W.B., 19/8/90.

To the Honorable the Minister for Lands, Department of Lands, Sydney,—

Sir,

Woodford Island, Clarence River, 12 August, 1890.

A meeting held at Tyndale on the 2nd of July last by the Progress Association, at which the official report from the Lands Department in reference to the opening of the road along the river bank through my farm (road Brushgrove to Maclean) was read, passed resolutions not only condemnatory of all and sundry in connection with the report, but also to ask a deputation of members of Parliament to interview the Minister in order to force the matter.

Now, sir, as this is simply a piece of petty spite on the part of a few individuals calling themselves the public, I again take the liberty of applying to you, through our Member, that you may cause the report so given to be sustained.

I may say that the agitation is now confined to a very few; but it so happens that they are secretaries and office-bearers in two progress associations, therefore they have a good opportunity of giving vent to their feeling, which they do most persistently.

I sent a letter to you, sir, in September of last year, through our Member, in which I described the injury it would do me to take more land of the river bank in lieu of what has fallen in, as the land a few chains from the river falls into low swampy ground, which I had to drain before I could cultivate it. It then rises on to a gravelly ridge, on which the road is at present.

I beg to thank you for the consideration which you gave to that letter.

I also forwarded a petition through our Member to the Minister for Works, signed by forty-three residents of the locality, praying that the road be kept where it is, and that no money be granted for a duplicate road, as the present road is easily made a first-class one, accessible at all times.

The petition to the Lands Department for opening the road, and signed by 105, were signatures obtained in a range of country extending between Maclean and Grafton, a distance of 30 miles; most of them did not know anything of the locality. Reference to the said petition will prove this, as few, if any, attached their place of residence. I may also state that the bank fell in considerably during the late floods, and since the surveyor was here.

I am very reluctant in giving any trouble; at the same time I feel called upon to defend myself against such aggression, and look to you sir, for justice.

Yours, &c.,

WILLIAM M'GREGOR.

I have read Mr. M'Gregor's letter, which is quite correct. It is only a piece of spite. The road we now have could not be better. Good in any weather.

I have, &c.,

JOHN F. SMALL, J.P.

Department of Lands.

Legislative Assembly, Thursday, 21 August, 1890.

Question.

(3.) Brushgrove-Maclean Road:—Mr. McFarlane asked the Secretary for Lands,—Upon whose recommendation was the deviation made in Brushgrove-Maclean Road, at the properties of Messrs. Small and M'Gregor, and what was the reason such deviation was made?

Answer.

Mr. Bruncker answered,—Nothing is known of any deviation having been effected in this road, but further inquiry is being made by the Department of Public Works.

John McFarlane, Esq., M.P., Sydney,—

Dear Sir,

Brushgrove, 7 June, 1890.

I see by notice in yesterday's *Advocate* an official report from you *re* the Brushgrove-Maclean Road, that the District Surveyor's report is averse to opening of this portion of the road. I am not at all surprised at this, as you will see by referring to my letter dated about the end of March last, or early in April, in which I drew your attention to the time chosen to inspect and report upon it. At a time when the lowest portions of it were several feet under water, and the surveyor, Mr. Fisher, could not get to it only by boat. And to say the banks had gone into the river by erosion is quite erroneous. To arrive at that

that decision at the time Mr. Fisher was there he would require a heaving lead. Another misleading part of the report is saying there is a road within a few chains. This road referred to as a few chains away is from 40 to 60 chains back from the river bank. If the Minister for Lands is not aware of these facts I would take it as a great favour if you would make him so aware. Why should two individuals, the owners of the land by which this portion of the road passes, prevent the public from their rights any more than scores of others in a similar position along the banks of the river? It is disgraceful that two land-owners are allowed a privilege that others dare not seek. The Minister must remember that we are not asking for a road through these properties, but simply asking for a reserved road on the outside boundaries of the properties to be thrown open for public traffic. I do not think there is any precedent to this case that a main road should be closed against traffic in spite of over 100 petitioners to suit the private ends of two interested persons.

We have at length succeeded in forming a Progress Association here, and already we can see the good effects.

Yours, &c.,

JAMES E. CHISHOLM.

15 August, 1890.

A ROAD was reserved along the river-bank at the time the lands were surveyed by the Crown and alienated from it. If the fact be, as Mr. Chisholm implies, that the river has not eroded its banks to the destruction of the road, the public have rights to so much of the road as exists, and must assert and maintain these rights if they desire to use the road, as it forms no part of the business of the Department to keep roads open for traffic.

The Department has declined to resume land for a road along the river bank, as the circumstances do not warrant such action. Probably, Mr. Chisholm should be so informed.

A. J. STOPPS.

The Under Secretary for Lands.

Recommendation of the 15th instant submitted for approval.—F.H.W. (*pro* U.S.), 18/8/90. Approved.—J.N.B., 16/8/90. John McFarlane, M.P., informed, 26/8/90.

The Honorable the Minister for Lands,—

Sir,

Sussex-street, Sydney, 12 May, 1890.

I beg to enclose herewith a letter from the Tyndale Progress Association complaining of the delay in having the reserved road surveyed and opened along the bank of the South Arm, which it is pointed out is portion of Brushgrove-Maclean Road.

Trusting the matter will have early attention.

I am, &c.,

JOHN McFARLANE.

From a report recently received from the District Surveyor it appears that a great part of the road sought to be opened, and which was reserved in the lands along the river bank has been carried away by the action of the waters of the river, and to resume land for the purpose of widening and opening the road, which would require a bridge to make it available, would not be justified by the present circumstances of settlement and public traffic, there being a road in use only a few chains to the westward upon which public moneys are expended, and which affords all necessary access between Brushgrove and Maclean. Perhaps Mr. McFarlane, M.P., may be so informed.—A. J. STOPPS, 18/5/90.

For approval.—F.H.W. (*pro* U.S.), 22/5/90. Approved.—J.N.B., 22/5/90. John McFarlane, M.P., informed, 29/5/90. Records.—M.W.

[Enclosure.]

To the Honorable the Minister for Lands,—

Sir,

Tyndale, Clarence River, 6 May, 1890.

I have been instructed by Woodford and Tyndale Progress Association to communicate to you as a protest against the delay in not having the reserved portion of Brushgrove-Maclean Road surveyed off. The grounds of protest are that since the survey of the other portion of this road repeated application has been made first by requisition seven years ago. After years of personal applications had been ignored, in July, 1889, public meetings were convened, and requisition sent to the District Surveyor, October, 1889, a petition to you signed by 105 persons. December, 1889, a deputation waited upon District Surveyor, who said there was about 100 chains originally reserved as portion of Brushgrove-Maclean road, but not yet surveyed. The District Surveyor in being asked about surveying another reserved road, said he was asked to define it, and did so. And yet, after some fourteen years' agitation, the clamouring now of a whole community is ignored. The fact of so many reports having to be given by District Surveyor, and resurvey of farms there, is unprecedented, and yet the public never see any report. And the other portion of this said road was surveyed off without any demur. Trusting you will concede in this matter.

I am, &c.,

C. W. RAYNER,

Sec., Progress Association.

Roads.

Licensed-Surveyor H. Fisher to the District Surveyor, in reference to road in parish of Woodford, county of Clarence.

Sir,

Grafton, 31 March, 1890.

In accordance with your instructions dated the 19th February, 1890, No. 90-2, I have the honor to transmit herewith a plan showing the present and original positions of the river bank fronting portions Nos. 21 to 28, parish of Woodford, county of Clarence.

The S.W. and N.B. corners of reserve No. 28 were found.

Considerable erosion of the bank has evidently taken place, and the position of the N.E. corner of No. 28 indicates that at date of original survey the top of the bank was adopted as the boundary, instead of H.W.M., as is now the usual practice.

It was also at that time usual to measure liberal areas, an allowance up to 2 per cent. being made on frontage farms.

For these reasons the areas of the portions as calculated from the existing bank are found to agree with the original areas, notwithstanding the erosion of the bank, except in the case of reserve No. 27, which is some 2 acres short.

The

The proportion of erosion, as shown in the plan, estimated from the position of the bank as shown by the original survey, agrees with the indications on the ground, the small amount of erosion near the N.E. corner of No. 27 being probably caused by deposition of silt from the small creek shown on plan, which now acts as the outfall of a system of open drains.

Erosion is still going on, and will proceed rapidly unless steps are taken to protect the bank.

Within portion 28 the bank has encroached nearly a chain from original "top," and probably 150 links from original H.W.M. The area of portion 28 is still, however, about the same as the original area.

Within portion 27 the bank has encroached about 70 links from original "top," and probably 130 links from original H.W.M. The area of this portion is 2 acres less than the original area.

The remaining 30 links, also, from original "top" of bank would not be sufficient for road purposes, as a part of the 30 links would be steep bank, and erosion is still going on.

The whole of the frontage is subject to inundation, having been covered during the recent floods to a depth of from 2 to 5 feet.

Under these circumstances, as there is not sufficient land remaining of the original chain reserved along the bank to form a road, and the area of one farm is short, I have not marked any road pending further instructions.

I have, &c.,

HAMILTON FISHER,

Licensed-Surveyor.

Adv. account No. 90-7 passed.—M.J., 15/4/90. Misc. 167, Gfn., checked, and dup. account passed.—M. JAMES, 17/4/90. Duplicate account passed.—J.B., 17/4/90. Survey approved.—J.R. DONALDSON, 17/4/90.

Under this report it will be seen that from actual survey it has been ascertained that at portion 28, although nearly 1 chain of the bank has been eroded, yet in consequence of the portion having been measured full, the area is still there. But this is not the case at portion 27, where 70 links has gone, and of the 30 links that is left part is very steep, and insufficient for road purposes; the area of the portion is also short, and erosion of the bank still continues; the road therefore is not practicable, and I am not prepared to recommend the resumption of more land to make it so. Under the circumstances, it does not seem necessary to mark the original roads.—J. R. DONALDSON, D.S., 16/4/90. The Under Secretary for Lands. The District Surveyor, Grafton.

THESE papers were laid on the Table of House with Roads (P.W.) papers (91-13,903), now returned from Parliament.—W.S., 28/9/91.

District-Surveyor Donaldson to The Under Secretary for Lands, reporting further with reference to an application to have a reserved road opened in the parish of Woodford, county of Clarence.

Sir,

District Survey Office, Grafton, 6 December, 1889.

With reference to instructions of the Acting Surveyor-General of 19th November, 1889, No. 127, I have the honor to report further on the petition of several of the inhabitants of Woodford Island for the opening of a road.

The road in question extends from the swimming place on the south arm of the Clarence River, at portion 22 to the north boundary of portion 28, as shown in blue on lithograph herewith, a distance of 100 chains. The owners of the portions through which it passes Nos. 22 to 28 object to its being opened. See 89-404, 2 to 4, herewith.

The road which it is asked should be opened follows the bank of the South Arm, and was reserved in the original subdivision of the portions with the view to providing for the most direct route from Brushgrove to Rocky Mouth. Another track was also reserved, but not marked in the original subdivision, passing through the back of the portions, and at a distance of from 22 to 47 chains from the road reserved on the bank, the road at the back being reserved to give access to the lands in the centre of the island, and on the east side of Elbow Creek. In order to legalise the use of this road its position was afterwards defined on the ground and formally opened.

This back road could at all times be used by horsemen, whilst that reserved on the bank of the South Arm was impracticable, in consequence of a small creek, which could not be crossed without a bridge, and in consequence has never been used by the public, although reserved.

The road through the back and along the north boundary of portion 21 to 28 inclusive, is that on which the expenditure of the road votes has been made, first by the Roads Department, and since it has been placed in charge of trustees by the latter; and clearing, culverts, and side cuttings have been carried out, and the road is in use for vehicular traffic, but in consequence of the sandy nature of the soil the road is heavy. The part of the road running through the portions has been treated as forming part of the road to the centre of the island, whilst that to the north of 28 and 29, running east and west, is considered as part of the road from the Lawrence Ferry to Tyndale, and both these as part of the Brushgrove and Maclean Road as well.

The reserved road on the bank of the South Arm, if available for traffic, would be 30 chains shorter than that in use, but it cannot be used without an expenditure for a bridge.

As the road has been reserved, I think the public have a right to use it if they prefer to do so, although it would necessitate an expenditure before they could avail themselves of it if opened, provided the road exists, and has not been eroded by action of currents, floods, &c. This cannot be ascertained without a resurvey of some of the portions, as there are few of the original marks in existence, and the corner trees on the bank have nearly all disappeared.

It is, therefore, submitted that sufficient resurvey be made to determine the position of the road, and that it be marked where originally reserved, but not then defined, and if it is considered necessary proclaimed; but in view of the existence of the other road on which the annual votes are expended, I would not recommend the resumption of any land for a new road, even if it is found that at any point the whole width has been eroded, or so much as to leave insufficient width for traffic.

The road from Brushgrove to Maclean, on which the Government vote is expended, is shown in red on the lithograph herewith.

I have, &c.,

J. R. DONALDSON,

District Surveyor.

The Under Secretary for Lands.

I concur in the desirableness of the District Surveyor's suggestion, viz., for further inspection and survey, with this object in view, viz., to ascertain whether the reserved road, or any considerable part of the road (in its width) has been eroded; for if it has, that would be a sufficient obstacle to the opening, especially so if the water-course near boundary of portions 27 to 28 is not crossable. Therefore, in the first place, this should be ascertained, and if the road is impracticable or eroded there should be definite report to that effect. Otherwise, if it be shown that there has been no erosion, and that the road is in the position originally indicated, and is practicable for traffic, then I think there is no alternative to the marking thereof. If the road be impracticable then I think an application might be entertained for purchase thereof, which apparently is desired by the proprietors.—E.T., 6/1/90. The District Surveyor at Grafton.

Forwarded to Mr. Licensed-Surveyor Fisher for survey. In the original survey of the portions 21 to 28, a road 1 chain wide was reserved on the bank of the South Arm, part of the bank having been in parts eroded, it is desirable to ascertain by actual survey whether so much of this 1 chain, that was reserved for a road, has gone as to render the residue impracticable for traffic in any part of its length.

To determine this, a careful traverse of the river bank as it exists at present will be necessary, and the lengths of the north boundary of portion 28, and south boundary of portion 21 will require to be re-chained; and any of the intermediate lines, where erosion has taken place, may be re-chained, if such is necessary, to re-establish position of corner. If it is found that the erosion has not been so extensive as to render the road impracticable, then it may be marked on the ground in the usual manner, but no additional land is to be taken beyond the 1 chain, as originally reserved. Full report should accompany the plan, which is to be drawn to the scale of 10 chains to an inch, and payment will be made for traverse of the river at 6d. per chain, and resurvey of boundaries, as connections, at 4½d. per chain.—J. R. DONALDSON, District Surveyor, 19/2/90.

Replied to by No. 90-7.—HAMILTON FISHER, 31/3/90.

From L. C. P. Association.

Mr. John McFarlane, M.P.,—

Sir,

Macleay, 18 December, 1889.

I have been instructed by the Lower Clarence Progress Association to draw your attention to the very great necessity which exists for having the Brushgrove-Macleay road opened up along the bank of the South Arm, through Messrs. McGregor and Small's farm. I would urge in support of this the fact that all roads run along the banks of the streams in our district; that the present deviation over the hill from Tyndale is absurd, dangerous, and expensive to maintain in good order. If the road is once thrown open along the bank of the arm, through Small's and McGregor's farms it will cost very little to maintain; will be much safer for the travelling public, and will give general satisfaction to all who have to use the road. A driver met with an accident on McGregor's Hill recently, and broke his arm, through its bad condition.

I have, &c.,

H. J. KIPPING,

Hon. Sec. to Association.

Application made by Mr. Rayner, as Secretary of Road Committee at Tyndale, for road on river bank of South Arm of Clarence River.

[Presented by John McFarlane, Esq., M.P.]

It is recommended that Mr. McFarlane be informed that above application has been forwarded to the District Surveyor for report.

A. J. STOPPS

(For Surveyor-General).

16th December, 1889.

Inform.—F.H.W. (*pro* U.S.), 19/12/89.

John McFarlane, M.P., informed, 19/12/89.

The Honorable the Minister for Lands,—

Sir,

Parliament House, Sydney, 18 December, 1889.

I beg to enclose herewith a communication from Mr. C. W. Rayner, Secretary of Road Committee at Tyndale, urging the opening of reserved road on river bank of South Arm, previously petitioned for, and which I trust will receive due consideration.

Yours truly,

JOHN McFARLANE.

Forwarded to the District-Surveyor for report in connection with previous instructions.—A. J. STOPPS (for Surveyor-General), 16/12/89. The District-Surveyor at Grafton. See my report of 6th December, 1889, No. 89-147, to the Under Secretary for Lands.—J. R. DONALDSON, District Surveyor, 27/12/89.

[Enclosure.]

John McFarlane, Esq., M.L.A.,—

Dear Sir,

Tyndale, Clarence River, 6 December, 1889.

Yours of 3rd December duly to hand. A Committee meeting was held in the Protestant Hall here last night, and, in accordance with resolutions passed, I have been instructed to state, in reply to yours, the reason the petition was addressed to Minister for Works was for the want of knowledge to which department we should deal with in regard to the opening of reserved roads; trusting you will understand our error. Messrs. W. T. Rayner, W. Quayley, and A. J. Munro, accompanied by a reporter from *Examiner*, waited on Mr. District-Surveyor Donaldson last Wednesday, and in reply to questions put, he said, the distance of reserved road not yet surveyed was about 100 chains, and this reservation was originally meant for the South Arm-Brushgrove-Macleay Road; and we request you will demand the map of parish of Woodford Island, and point it out to the Minister for Lands; and our petition asks for and refers to nothing else;—the counter-petition, as reported containing forty-two signatures, we are told, on being presented to the public for signature, purported that our petition was to have the roads Bluff Point and road leading to centre of island (which we now traverse) done away with, and another road along the river bank resumed. To this I give my most emphatic denial, as our petition makes no reference to any other road whatever, but simply asks for the opening of the reserved portion of the South Arm Road, not yet surveyed; and if report is correct re counter petition, the signatures were obtained under a false representation; and why the petition should be referred to Mr. Donaldson we are at a loss to know, for the map in Lands Office will show the reserved

reserved right of road, and the same being a connecting link and centre of a main road—South Arm-Brushgrove to Maclean, a distance of 15 miles, surveyed. In my opinion this shows great laxity on the part of our local officials, and instead of being referred to for report on it, should be censured for their negligence. It is something over seven years since the reserved road from South Arm Point to Rocky Bend was surveyed along the bank, and why that other 100 chains was not surveyed too, the public do not know, and yet it has been agitated for ever since. The public would have travelled upon it years ago without being surveyed, but for one of the persons occupying the land threatening to eject anyone who would put a foot on it, and this would eventually lead to a breach of the peace. Public feeling is high, and the Committee will leave no stone unturned to have the thing brought before a Select Committee, and a searching investigation made through the whole matter.

From some words which fell from Mr. Donaldson, the deputation inferred that he had objections made *re* the opening of this road from two of the owners of the land, on the grounds that the whole of the chain reserved road had been corroded by floods. This is only a delusion; and if justice is given in the matter that objection will not be received for one moment, as this reserve is on the bank of running navigable waters of the South Arm, the same being a tributary of the Clarence River. Therefore, we claim that, as it has not been surveyed, the river bank line can not be restricted, and that the Government claim for the use of the travelling public a road 1 chain wide along the bank of that water-course, and the Crown sell all land more or less restricted to that reservation.

Yours, &c.,
C. W. RAYNER,
Hon. Sec. to Committee.

The Honorable the Minister for Lands,—
Sir,

Parliament House, Sydney, 6 December, 1889.

I have the honor to enclose herewith a communication from Mr. Rayner respecting the opening of road on river bank through Messrs. Small and M'Gregor's property. I believe that there is a petition in your Department on the same subject, and I would be glad if you will forward enclosure to Mr. District-Surveyor Donaldson with the other papers, and trust that the matter will have due consideration.

I have, &c.,
JOHN McFARLANE.

To John McFarlane, Esq., M.L.A.—

Dear sir,

Tyndale, Clarence River, 26 November, 1889.

Yours of the 23rd current to hand; also copy of report *re* Brushgrove-Maclean Road. A committee meeting was held in the Protestant Hall last night here, and it was unanimously agreed to ask you to wait upon the Minister for Works *re* petition signed by 105 persons, and demand of him the reason why no mention was made in local officer's report about opening the reserved portion of the South Arm Road, which the petition only asked, and made no reference to altering or rejecting the present road, as insinuated by local officer; and further, the report goes on, "The papers advocating the deviation from the existing road disclose at most seven names." What does he mean? The petition, as you know, only asked for the opening of reserved right of road. This I have been requested to place clearly before you, and for you to demand the map showing that reserved road; and you will please refute every attempt of the Minister for Works and Surveyor-General at calling it a deviation. Now, again, what is meant by the papers (the petition, we presume, he means) disclose at most seven names? What has he done with the remainder of 105? He goes on further and says, "Whereas the petition (mark he calls one paper and the other petition) in favour of having the road left where it is numbers forty-two signatures of *bona-fide* residents. A number of them I know to be men of standing and respectability." I beg further for you to give your judgment as to how many of the 105 to be men of standing and respectability, and you can vouch for a number of them being resident freeholders of the South Arm. It is true there are Samuel See (Mayor of Grafton), T. Page, and Duncan M'Farlane residing in Grafton, but are they not men of standing and respectability, and having a privilege to travel upon any public thoroughfare, should they not have a voice in urging the requirements of any road?

A requisition, signed by upwards of twelve names, was presented to Mr. District-Surveyor Donaldson by Mr. Chisholm, asking him to open the said portion reserved of that road. This he promised to forward to the Surveyor-General, but no reply has come yet.

A requisition was presented to trustees asking them to open it some five years ago? No reply to that yet.

It is respectfully requested by Brushgrove-Maclean Road Committee, on behalf of the persons signing the petition, that you will at once wait upon the Minister for Works and Surveyor-General and ask for an inspection of those papers I have referred to and urge an immediate compliance with their request, and, if refused, to at once table a motion in the House for a return of all papers, &c., and have the whole thing thoroughly investigated from beginning to end.

A deputation will wait on Statham and Donaldson next week, the result of which I will let you know.

The Committee would esteem it a favour to receive in full a copy of counter-petition, with signatures, &c. I shall be most happy to receive and give you all necessary information, or anything you wish done to assist you in the House. I will urge on.

Yours, &c.,
C. W. RAYNER,
Hon. Secretary to Committee.

N.B.—Please demand and return to me the seven names referred to in report.

[Presented by John McFarlane, M.P.]

John McFarlane, Esq., M.P.,—

Dear Sir,

Clarence River, Tyndale, 18 October, 1889.

On behalf of the electors, I have the honor of asking you to present to Minister for Works the petition here enclosed, signed by about 105 of the electors, asking for a portion of the South Arm, Brushgrove-Maclean Road, to be opened for public traffic, *viz.*, from Rocky Bend along the north bank of the South Arm to swimming-place (Mr. J. F. Small's). I am sure I need not give you any of the details of the road we are now compelled to travel, as you are personally too well acquainted with it. The public have been most cruelly insulted by unfair reports of local officer in reply to applications made by the public *re* this road. The Committee are so determined to have the request of the petition complied with, as the map in the office distinctly shows that portion asked for is marked as a reserved right of road.

road. In the event of the Department not complying immediately in favour of petitioners, I have been requested to intimate to you a requisition will be immediately sent to you, asking you to call for all books, papers, vouchers, documents maps, &c., &c., to be laid upon the Table of the House, and to have a Royal Commission appointed and have the whole matter investigated from beginning to end.

Trusting you will give us your favourable assistance.

I am, &c.,

C. W. RAYNER,

Hon. Sec. to Committee.

Any P. papers?—J.B., 23/10/89. This is a matter belonging to the Lands Department.—R.H., B.C., 15/11/89. Under Secretary. Inform and then forward to Under Secretary for Lands.—J.B., B.C., 19/11/89. J. McFarlane, Esq., M.P., 28/11/89.

To the Honorable the Minister for Works,—

Sir,

We, the undersigned petitioners, residents of Woodford Island and district, respectfully beg to bring under your earnest consideration the great inconvenience we and the public in general are put to through a portion of the South Arm Brushgrove-Maclean Road not being open for public traffic. And yet, after repeated application, by requisition and otherwise, our request has not been complied with.

Your petitioners prayerfully request that you will cause to be opened for public traffic that portion of the South Arm Brushgrove-Maclean Road from Rocky Bend along the north bank of the South Arm to swimming-place (Mr. J. F. Small's). And your petitioners, as in duty bound, will ever pray.

[Here follow 40 signatures.]

To the Honorable the Minister for Works,—

Sir,

We, the undersigned petitioners, residents of Woodford Island and district, respectfully beg to bring under your earnest consideration the great inconvenience we and the public in general are put to through a portion of the South Arm Brushgrove-Maclean Road not being open for public traffic. And yet, after repeated application, by requisition and otherwise, our request has not been complied with.

Your petitioners respectfully request that you will cause to be opened for public traffic that portion of the South Arm Brushgrove-Maclean Road from Rocky Bend along the north bank of the South Arm to swimming-place (Mr. J. F. Small's). And your petitioners, as in duty bound, will ever pray.

[Here follow 31 signatures.]

To the Honorable the Minister for Works,—

Sir,

We, the undersigned petitioners, residents of Woodford Island and district, respectfully beg to bring under your earnest consideration the great inconvenience we and the public in general are put to through a portion of the South Arm Brushgrove-Maclean Road not being open for public traffic. And yet, after repeated application, by requisition and otherwise, our request has not been complied with.

Your petitioners request that you will cause to be opened for public traffic that portion of the South Arm Brushgrove-Maclean Road from Rocky Bend along the north bank of the South Arm to swimming-place (Mr. J. F. Small's). And your petitioners, as in duty bound, will ever pray.

[Here follow 34 signatures.]

The Honorable the Minister for Works,—

Sir,

Tyndale, Clarence River, 17 October, 1889.

In answer to yours, dated 30th July, 1889, in answer to resolutions passed at public meetings held at Brushgrove and Tyndale respectively, the report submitted by the local officer has not given satisfaction to the public. The first of the report submitted reads:—"The grounds of dissatisfaction stated in petition are the alleged squandering of money on a wrong road." These grounds are positively correct.

On examining the map, and from information given by Mr. District-Surveyor Donaldson, the portion the petition is praying for is chartered on the map as the South Arm Brushgrove-Maclean Road; and further, it is an undeniable fact that the above said portion of the road is blocked and under cultivation, and that by two of the said trustees for this road; further, it has been repeatedly asked of the said trustees, by requisition and otherwise, to open that portion of the road for public traffic, but every application has been treated with contempt.

The road the public are now compelled to travel, on account of the portion petitioned for being blocked, is a part of the Bluff Point, Tyndale, and another part of the Brushgrove-Roberts' Creek Road, and those two portions not only being a little under a mile longer have very high hills, and all of a loose sandy soil, on which it is impossible to draw even a quarter of a load in the best of weather. Now, if the local officer would inspect this road, and give a correct estimate of the probable cost of putting the portion asked for in a fit state for public traffic, and compare that with the amount already expended on cuttings at M'Gregor's Hill and hill through Mr. J. F. Small's (not on the South Arm Road), there would certainly be a considerable saving in the public Treasury funds by adhering to the portion now petitioned for.

Now, the trustees are trustees for the South Arm Brushgrove-Maclean Road (by what means appointed to that position the public are in ignorance), and yet, for their own private interests, have been spending the money on a wrong road, and now, backed up by such an unfair and incorrect report as submitted, tends to retard the legitimate rights of the public being obtained.

The sentiments expressed at public meetings do not in any way even hint at altering or rejecting (as insinuated by local officer) the two portions, "Bluff Point, Tyndale" and "Roberts' Creek" Roads respectively, for those two branches are undoubtedly there for the benefit of the district they immediately connect.

What

What the public want is a road which they have a legitimate right to, and, considering the number of years now passed since this portion of the South Arm Road has been asked for and the great increase of traffic daily, the many disadvantages are being keenly felt every day.

Yours, &c.,

C. W. RAYNER,

Hon. Secretary to Committee.

The following resolutions were unanimously passed at a public meeting held in the Protestant Hall, at Tyndale, on 16th September, 1889:—

1st. That a petition be prepared and signed by the residents to the effect that the portion of the South Arm Brushgrove-Maclean Road, from Rocky Bend to swimming-place (J. F. Small's) along the north bank of the South Arm, be opened for public traffic; also putting forth unfairness of local officer's report.

2nd. That a requisition be sent to Mr. District-Surveyor Donaldson, asking him to open the above-said portion of road.

The Surveyor-General to The District Surveyor, Grafton.
Road, Woodford Island

Sydney, 15 November, 1889.

THIS is an application for opening of the reserved road along the South Arm of the Clarence River through portions 21 to 28, Woodford Parish, through which portions a road was opened (in like direction) under the Parish Roads Act; the papers and plan relating to the latter road have been mislaid at the Public Works Department.

Of course there should be solid reasons advanced to support the action desired, which is urged on the grounds of the road being part of the thoroughfare from Brushgrove to Maclean. Being a reserved road it would be competent for those concerned to move in the matter of asserting thoroughfare and removal of obstructions (if any); but it is represented that the road which follows the bank of the water-course has been eroded, and thus thoroughfare has been destroyed.

I think inspection is desirable with a view to comprehensive report as to public requirements in respect of traffic, and whether there are valid reasons for interference of the Government.

It may be pointed out that there is no continuity among the roads about the northern boundary of J. F. Small's 250 acres.
15th November, 1889.

E. TWYNAM.

See my report, 89-147, to the Under Secretary for Lands.—J. R. DONALDSON, District Surveyor.

Papers and plans, date 1877, Surveyor Donaldson, *re* road from ferry at Maclean to Brushgrove.

Memo.

I HAVE no recollection of the papers and plans referred to, and have had search made by Mr. Hurley at Maclean with no success.

There is a report of minute, dated 20th August, 1877, with reference to road, Cooper to Maclean, and as to purchase of punt at South Arm.

I also forwarded on 27th November, 1877, papers 76-533, with reference to road, village of Maclean to Lower Ulnarra, together with papers, 76-529, as to punt, Woodford Island, at Brushgrove, with either of which the plans may have been filed.

The above papers again passed through my office on 19th February, 1878.

There are other papers despatched by me on 11th March, 1878, with reference to punt, &c., Woodford Island, B.C., 78-104, with which it is possible they may be found.
5th November, 1889.

E.J.S.

Memo.

Roads Department, 4 October, 1889.

It is stated that in 1877, papers and plan by Surveyor Donaldson, *re* road from ferry at Maclean to Brushgrove, were forwarded from Survey Department to Public Works. No trace can be found in this office under the name given. Will Mr. Statham please give correct name of road, and state if he has the papers (survey No. 77-16).

E. J. Statham, Esq., Assistant Engineer for Roads.

P. A. FLYNN,

Chief Clerk.

The Honorable the Minister for Lands,—

Sir,

Parliament House, Sydney, 3 October, 1889.

I have the honor to enclose herewith a communication from Mr. W. M'Gregor, respecting the proposed opening of a road through his property, which I trust will receive due consideration.

I am, &c.,

JOHN McFARLANE.

To the Honorable the Minister for Lands, Sydney,—

Sir,

Grafton, 30 September, 1889.

I hear that a petition is being circulated for signature (by a few people through whose farms the trustees have had the Government Roads opened on the Brushgrove-Maclean Road), to have a reserve road opened through my portions 23, 24, 25, and 26, on the South Arm, parish of Woodford, and as there is already a Government road through the whole of these portions, within 20 chains of the one they ask to have opened, and running parallel with it, which I have been to the expense of fencing on both sides throughout; and which runs along the top of a high gravelly ridge, above all floods, and which can be travelled in all weathers, in fact, it is the only outlet for the inhabitants of the upper part of Woodford Island with their stock in times of floods. A large amount of Government money has been expended upon it, with the entire approval of Mr. Statham, the Road Superintendent, who says that the trustees have done perfectly right in spending a portion of the annual grants upon this road, and that two roads running parallel with each other so close together are not required.

As

As I believe there are no other farms on the Clarence River with two Government roads running through them. I trust you will not sanction it in this instance, for not only would it be a great expense to me to fence, but as it is in parts low-lying and swampy, it would take £300 or £400 to make it passable for traffic, and then would be feet under water in any ordinary flood.

If you deemed it right to sell the reserve I would be willing to purchase it at the rate of value of adjoining land, viz. : about £25 per acre.

Trusting that this will receive your favourable consideration.

I have, &c.,
JOHN F. SMALL, JUNR.

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

Sir,

Woodford Island, Brushgrove, Clarence River, 24 September, 1889.

Permit me to bring under your notice a requisition forwarded to the District Surveyor by some of the residents in this locality, demanding a road to be opened through the frontage of my farm, situate on the left bank of the south arm of the Clarence River, parish of Woodford, on Woodford Island, being portions 27 and 28, conditionally purchased in 1866, and portion 29, conditionally purchased in 1874; through which portions a road has been surveyed (as per appended report of local officer) by Mr. Surveyor Donaldson; same road has been cleaned, mostly formed, and partly gravelled, and is, to all intents and purposes, the most suitable.

I have fenced off this road on both sides, at a cost of about £80, and I think it a hardship if I have to fence another road through the same portion of land; besides, a large part of the reserve on the river bank is gone into the river through landslips at various times since it was surveyed in 1861, and what remains is mostly due to my exertion in logging, draining, and otherwise protecting it.

I trust, sir, that you will see the justness of what I am asking, namely, that in the event of a survey being made, the measurements of the farm be left intact, as the measurements in my deeds are exclusive of any reserves.

If a road 1 chain wide is taken off it will injure the farm very much; will be very costly to make, on account of creeks and swamps; and, moreover, be useless at times, as in flood time the land is covered with water to a depth of from 1 to 6 feet.

Should you deem it right to sell the remaining portion of the reserve I would be willing to buy it, and if measured to low water it would enable me to put a stone embankment where necessary, to prevent more of it going into the river.

Trusting, sir, that you will take the foregoing into your most favourable consideration, and see justice done,

I remain, &c.,
WILLIAM M'GREGOR.

[Enclosure.]

Official Correspondence.

THE Member for the Clarence has received official notification to the following effect:—

With reference to the communication from residents of Brushgrove asking that the road from that place to Maclean might be taken out of the hands of trustees and placed under the Department, an inquiry has been made and the following report submitted:—"The grounds of dissatisfaction expressed in the petition are the alleged squandering of the money on a wrong road. Such is not the case. The road referred to was, after due consideration, taken along the highest ground; and has been surveyed, formally opened and charted, long before it was handed over to the trustees, who are in every way justified in spending the money on it. The petition puts forward another mis-statement as to the length, saying it is a mile round, whereas a saving of 25 chains only could have been effected on the line which it was considered advisable to reject. There is, therefore, no good reason for either altering it or taking it out of the hands of the trustees."

Requisition.

Mr. District-Surveyor Donaldson,—

Tyndale, 16 September, 1889.

WE the undersigned, residents of Woodford Island and District, humbly pray that you will open for public traffic the road leading from swimming place (Mr. J. F. Small's) to Rocky Bend, on the north bank of South Arm.

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

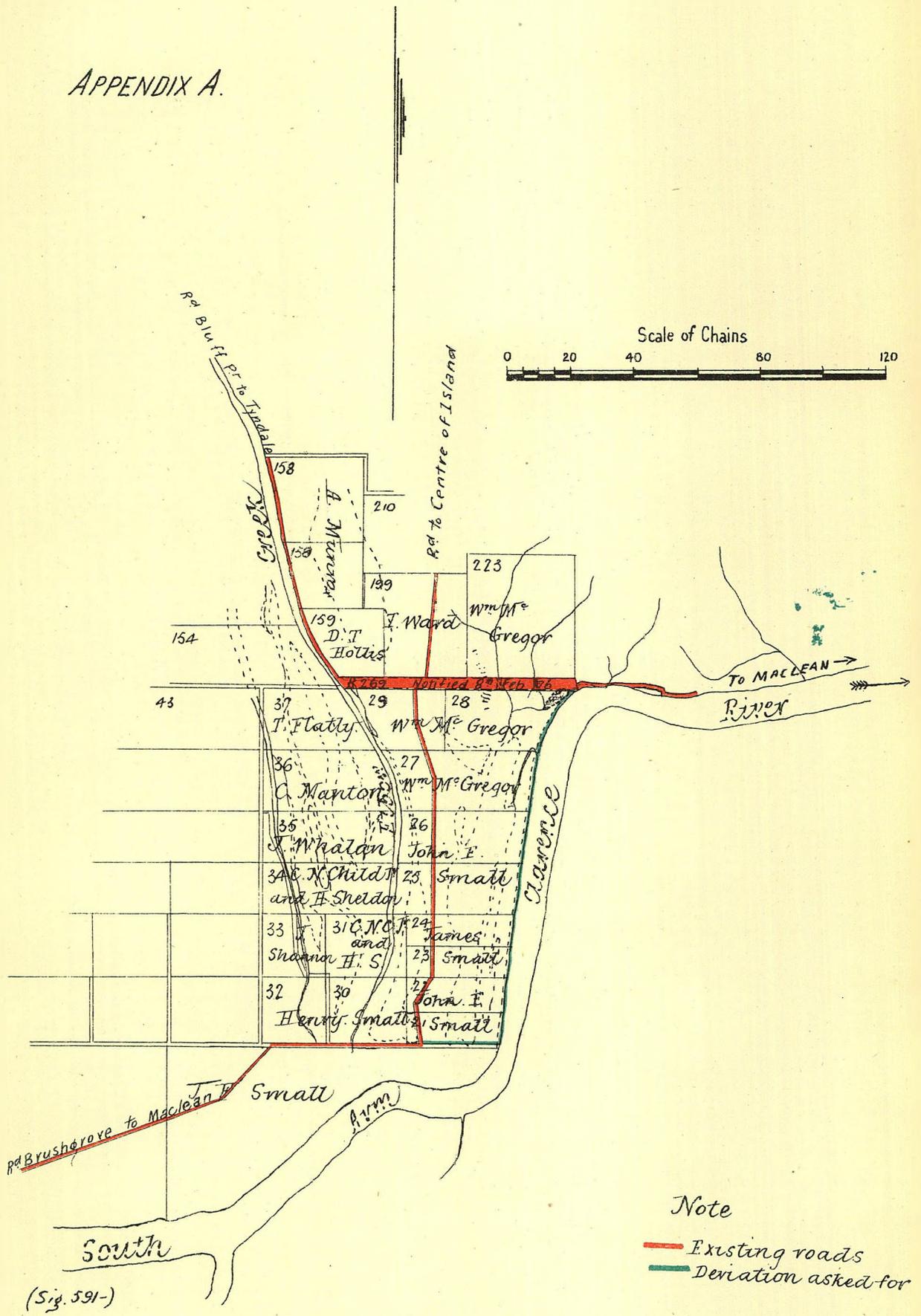
James Chisholm.
A. J. Munro.
J. G. Yager.
C. W. Rayner.
F. Eglinton.
Thomas Quayle.
James Cooney.

George Watson.
Terah Lee.
George Wyatt.
William Gillies.
Thos. C. Davis.
William Henderson.
James Mulligan.

The road referred to in this petition has been reserved on the bank of the South Arm through portions 22 to 28 inclusive, but it has not been marked on the ground, as the bank has probably been eroded, since the portions were measured, in some parts. I would recommend that it be surveyed and formally opened, under Act 4, No. 4, No. 11.—J. R. DONALDSON, D.S., 18/9/89. The Under Secretary for Lands.

[Three plans.]

APPENDIX A.



APPENDIX B.

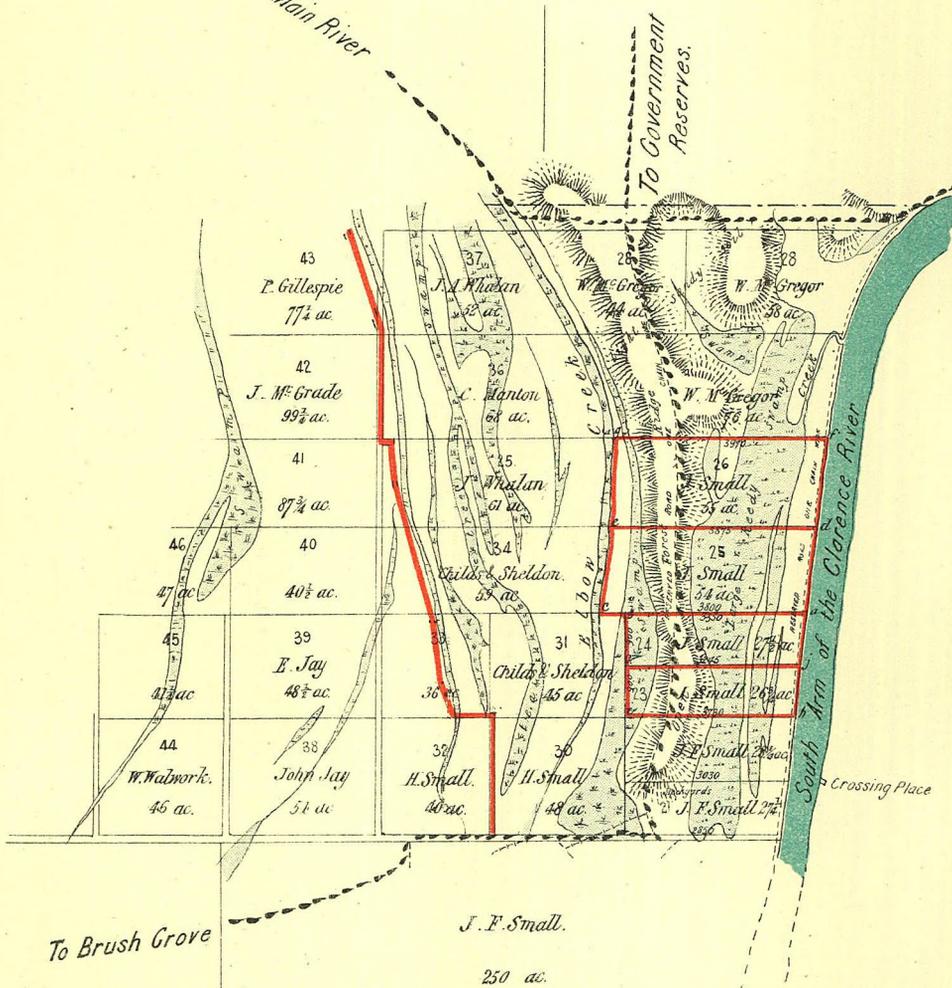


PLAN
of Portions of Land
WOODFORD ISLAND
COUNTY OF CLARENCE

To Lawrence & Main River

To Government Reserves.

To Maclean



To Brush Grove

Cor				
a	E 2 ^d	Nettle	36	XIV XIV
b	No trace			
c	Mahoy at corner			XV
d	Grass at corner			XVI XVII
e	360°	Mahoy	3	XVII XVIII
f	Grass at corner			XIX XX
g	75° W	Mahoy	24	XVI XVIII
h	N 45° E	Grass	45	XVII XVIII
i	Inaccessible			
j	S 110°	Brush	1	XVIII XIX
k	No tree			

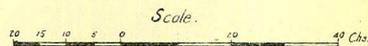


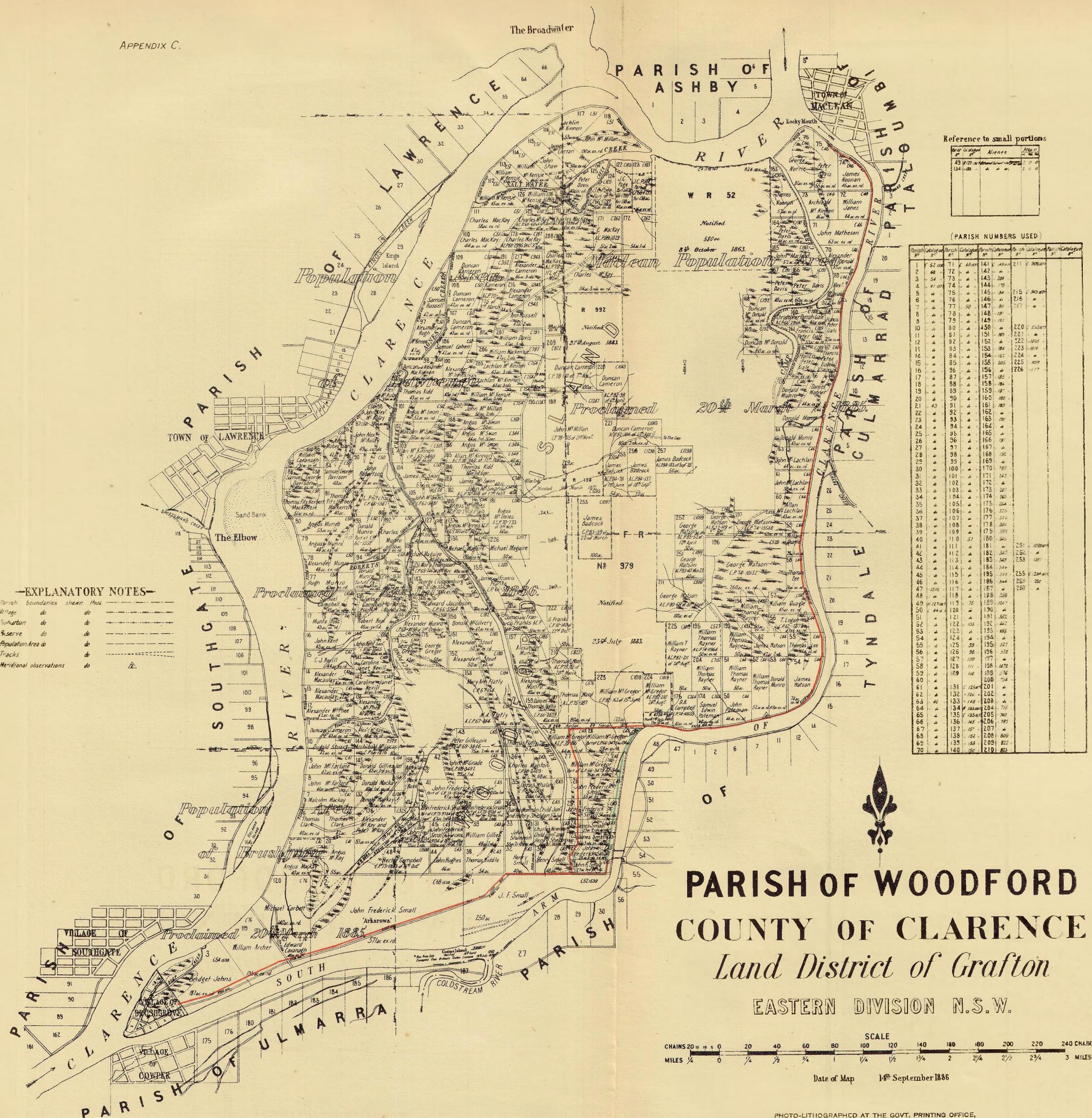
PHOTO-LITHOGRAPHED AT THE GOVT. PRINTING OFFICE
SYDNEY, NEW SOUTH WALES.

South Arm

Sig. 591.

The Broadwater

PARISH OF ASHBY



Reference to small portions

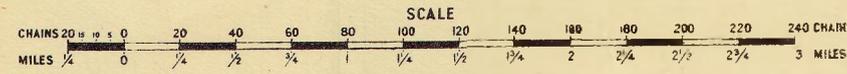
Small Portion	Area	Ref.
49	1/2	1
134	1/2	2

(PARISH NUMBERS USED)

Parish	Area	Parish	Area	Parish	Area	Parish	Area
1	2.00	71	4.87	141	4.87	211	2.90
2	1.00	72	1.00	142	1.00	212	1.00
3	1.00	73	1.00	143	1.00	213	1.00
4	1.00	74	1.00	144	1.00	214	1.00
5	1.00	75	1.00	145	1.00	215	1.00
6	1.00	76	1.00	146	1.00	216	1.00
7	1.00	77	1.00	147	1.00	217	1.00
8	1.00	78	1.00	148	1.00	218	1.00
9	1.00	79	1.00	149	1.00	219	1.00
10	1.00	80	1.00	150	1.00	220	1.00
11	1.00	81	1.00	151	1.00	221	1.00
12	1.00	82	1.00	152	1.00	222	1.00
13	1.00	83	1.00	153	1.00	223	1.00
14	1.00	84	1.00	154	1.00	224	1.00
15	1.00	85	1.00	155	1.00	225	1.00
16	1.00	86	1.00	156	1.00	226	1.00
17	1.00	87	1.00	157	1.00	227	1.00
18	1.00	88	1.00	158	1.00	228	1.00
19	1.00	89	1.00	159	1.00	229	1.00
20	1.00	90	1.00	160	1.00	230	1.00
21	1.00	91	1.00	161	1.00	231	1.00
22	1.00	92	1.00	162	1.00	232	1.00
23	1.00	93	1.00	163	1.00	233	1.00
24	1.00	94	1.00	164	1.00	234	1.00
25	1.00	95	1.00	165	1.00	235	1.00
26	1.00	96	1.00	166	1.00	236	1.00
27	1.00	97	1.00	167	1.00	237	1.00
28	1.00	98	1.00	168	1.00	238	1.00
29	1.00	99	1.00	169	1.00	239	1.00
30	1.00	100	1.00	170	1.00	240	1.00
31	1.00	101	1.00	171	1.00	241	1.00
32	1.00	102	1.00	172	1.00	242	1.00
33	1.00	103	1.00	173	1.00	243	1.00
34	1.00	104	1.00	174	1.00	244	1.00
35	1.00	105	1.00	175	1.00	245	1.00
36	1.00	106	1.00	176	1.00	246	1.00
37	1.00	107	1.00	177	1.00	247	1.00
38	1.00	108	1.00	178	1.00	248	1.00
39	1.00	109	1.00	179	1.00	249	1.00
40	1.00	110	1.00	180	1.00	250	1.00
41	1.00	111	1.00	181	1.00	251	1.00
42	1.00	112	1.00	182	1.00	252	1.00
43	1.00	113	1.00	183	1.00	253	1.00
44	1.00	114	1.00	184	1.00	254	1.00
45	1.00	115	1.00	185	1.00	255	1.00
46	1.00	116	1.00	186	1.00	256	1.00
47	1.00	117	1.00	187	1.00	257	1.00
48	1.00	118	1.00	188	1.00	258	1.00
49	1.00	119	1.00	189	1.00	259	1.00
50	1.00	120	1.00	190	1.00	260	1.00
51	1.00	121	1.00	191	1.00	261	1.00
52	1.00	122	1.00	192	1.00	262	1.00
53	1.00	123	1.00	193	1.00	263	1.00
54	1.00	124	1.00	194	1.00	264	1.00
55	1.00	125	1.00	195	1.00	265	1.00
56	1.00	126	1.00	196	1.00	266	1.00
57	1.00	127	1.00	197	1.00	267	1.00
58	1.00	128	1.00	198	1.00	268	1.00
59	1.00	129	1.00	199	1.00	269	1.00
60	1.00	130	1.00	200	1.00	270	1.00
61	1.00	131	1.00	201	1.00	271	1.00
62	1.00	132	1.00	202	1.00	272	1.00
63	1.00	133	1.00	203	1.00	273	1.00
64	1.00	134	1.00	204	1.00	274	1.00
65	1.00	135	1.00	205	1.00	275	1.00
66	1.00	136	1.00	206	1.00	276	1.00
67	1.00	137	1.00	207	1.00	277	1.00
68	1.00	138	1.00	208	1.00	278	1.00
69	1.00	139	1.00	209	1.00	279	1.00
70	1.00	140	1.00	210	1.00	280	1.00

EXPLANATORY NOTES
 Parish boundaries shown thus
 Village do do
 Suburban do do
 Reserve do do
 Population Area do do
 Tracks do do
 Meridional observations do

PARISH OF WOODFORD
COUNTY OF CLARENCE
Land District of Grafton
EASTERN DIVISION N.S.W.



Date of Map 14th September 1866

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

1891-2.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

ROADS.

(EXPENDITURE ON THE NOWRA TO YALWAL ROAD.)

Ordered by the Legislative Assembly to be printed, 8 February, 1892.

[Laid upon the Table of the House in answer to Question No. 7, of 4 February, 1892.]

Question.

- (6.) Nowra to Yalwal Road:—Mr. Morton asked the Secretary for Public Works,—
(1.) What is the amount of the yearly grant for the Nowra to Yalwal Road?
(2.) How much money was spent on this road in 1890 and in 1891?

Answer.

(Nos. 1 and 2.)

Amount voted for 1890 ...	...	...	...	...	...	£349	0	0
" " 1891 ...	...	...	...	...	...	400	0	0
" expended in 1890	...	...	...	...	...	170	0	0
" " 1891 ...	...	...	...	...	...	359	4	1
Proposed vote for 1892 ...	...	...	...	...	...	450	0	0

1891-2.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

ROAD FROM NUMBA TO COMERONG.

(SURVEYOR'S REPORT ON PROPOSED CHANGE IN THE ROAD.)

Ordered by the Legislative Assembly to be printed, 31 March, 1892.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 2nd March, 1892, That there be laid upon the Table of this House,—

“A copy of the Surveyor's Report (with plan) on the proposed change in the road from Numba to Comerong.”

(*Mr. Frank Farnell, for Mr. Morton.*)

Mr. Surveyor V. B. Riley to The District Surveyor, Goulburn.

Reporting upon application from the residents of Comerong Island, Parish Numba, County St. Vincent, for a road to Numba Township, passing through the Berry Estate.

Sir,

Bowral, 6 January, 1892.

above:

1. In furtherance of instructions noted in the margin, I have now the honor to report on the
2. The road applied for is shown upon the annexed tracing with broken red line.
 3. The road in use is shown tinted brown.
 4. The punt is at the end of the road in use.
 5. The reasons advanced by applicants are these:—
- (1) The road applied for would allow the punt to be worked from the “forest reserve,” the present position being some 7 chains south thereof.
 - (2) That the proposed new punt site on the western bank would be very much less subject to the action of tidal and flood waters.
 - (3) That a good deal of the present road or track in use is flooded at every spring tide.
 - (4) That the proposed new road is more direct.
 - (5) That Mr. Berry intended the road to be in position now applied for.
 - (6) That the present side drains filled with salt water are dangerous.

6. I would point out in reply—

- (1) It does not appear to me to be absolutely necessary for the punt to be moored exactly opposite the Reserve.
- (2) As far as I could judge from observation, there would be little difference in tidal action at either side. Those who have resided in the place for years should know better than I, but it appears to me as stated above; also, that present landing-places might be protected with wood or stone.
- (3) This is the case. (See paragraph 10.)
- (4) Distances by scale A D fully 2 miles; A B C D about 2 miles 30 chains.

NOTE.—The road proposed by Mr. Hay (see paragraph No. 10) will be little longer than A D.

- (5) Mr. Berry did not carry out his intention, and the site for road said to be chosen by him is now fenced in, and is within a series of corn paddocks fronting the Shoalhaven River; the present road or track appears to have been in use for some sixteen years.

Papers.—Roads,
81, 203-10.

Instructions—
91, 12 December,
1891.
53, 14 December,
1891.

Cost of service—
December: 1 day
travelling
(apportioned);
¼ day in field in-
specting and in-
terviewing.
January: ¾ day
in office, report,
sketch, &c.
Total, 2 days.

- (6) The side drains are certainly filled with water, but I believe that this will not to any serious extent cause the present road to fall in.
- (7) If the road applied for were granted the present cultivation paddocks would be severed, and upwards of 3 miles (1 mile on one side and 1 mile on both sides) of fencing would be necessary, at a cost of upwards of from £200 to £250. I understand that the applicants imply that the cost would be at the public expense.
- (8) I am not prepared to agree with the applicants that the bank of the Shoalhaven River (D D on sketch) is not likely to be washed away by floods. The banks have been washed away by floods in the past, and may be so in future.
- (9) I consider the site applied for unreasonable as to severance, and not judicious as to site, and therefore do not recommend that it be granted.
- (10) Mr. Hay (see his letter attached) appears to me to be prepared to treat the Comerong people fairly. He proposes that they shall continue to use the greater part of the present track in use, but he has directed that the road be straightened as shown by firm red lines on sketch; he also proposes to alter the site of road from the salt-water flat. I noticed that the survey was proceeding, but the marking was not finished. I understand that the road is to form a frontage in Mr. Hay's subdivision.
- (11) When these alterations in the present road have been made I consider a good site will have been provided.
- (12) Formation will be required (whether on present track on site applied for or on Mr. Hay's proposed altered site), but that is the question, in my opinion, which should have been raised in the first instance.

I have, &c.,
V. B. RILEY.

I have on a previous occasion been over this road, and concur with paragraph 9 of this report, and recommend paragraph 10 for approval.—J. W. DEERING, 14/1/92. The U.S. for Lands.

[Enclosure.]

Sir,

New South Wales Club, 19 December, 1891.

In reply to yours, I wired to say I would be at Coolangatta from Tuesday to Friday.

Re road to Comerong Ferry, our intention was to continue the present municipal road from Nunba, and no one acting for me has ever said anything to the contrary. It is difficult to account for the animus shown by the representative of a small Nowra faction in Parliament, as I can only judge by the questions asked in the House.

Yours, &c.,

JOHN HAY.

V. B. Riley, Esq., Bathurst.

[One plan.]

1891-2.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

ROADS.

(RETURN SHOWING EXPENDITURE IN THE MOLONG DISTRICT ON.)

*Ordered by the Legislative Assembly to be printed, 12 January, 1892.**[Laid upon the Table of the House in answer to Question No. 2, of 3 December, 1891.]*

Question.

(2.) EXPENDITURE FOR ROADS IN THE MOLONG DISTRICT:—DR. ROSS asked THE SECRETARY FOR PUBLIC WORKS,—

(1.) What is the amount of the ordinary vote or expenditure for roads in the Molong district, classified and unclassified, for the last two years?

(2.) How much out of the £150,000 of last year's surplus for the repair of roads owing to floods, &c., was allotted to the district of Molong, and will he state where and on what contracts the money was expended, and the nature of the work?

Answer.

(1.) Votes and Grants £7,481 5 0
Expenditure 7,105 6 10

As per attached details. Expenditure proceeding.

(2.) None of the vote of £150,000 on 1890 Supplementary Estimates has been appropriated for expenditure in Molong district.

Votes and Expenditure, Molong District, for 1890 and 1891.

Work.	Vote or Grant.			Expenditure.		
	£	s.	d.	£	s.	d.
1890.						
Borenore to Kite's Swamp	210	0	0	208	3	6
Molong, <i>via</i> Boree, to Cargo	235	0	0	120	4	9
Molong to Toogong	969	0	0	969	0	0
Molong to Obley	790	0	0	770	4	9
Molong to Warne	263	0	0	244	12	7
Molong to Norah Creek	98	0	0	18	2	6
Cumnock to Balderogery	196	0	0	75	19	2
Orange and Cargo Road to Boree	117	0	0	117	0	0
Orange and Cargo Road to Cudal	98	0	0	.....	.....	.....
Cargo to Cudal	303	0	0	303	0	0
Cargo to Canowindra	245	0	0	213	13	6
Molong and Toogong Road at Brymedura and Parkes Road	2	5	0	2	5	0
Molong to Peak Hill... ..	150	0	0	416	15	3
Boree Creek to Orange and Forbes Road	75	0	0	75	0	0
Cargo to Comingle Creek	150	0	0	205	0	0
Road Molong to Cudal	50	0	0	50	0	0
Paling Yard Creek Road to Bowen Public School	50	0	0	50	0	0
Molong to Cumnock Road	20	0	0	20	0	0
1891.						
Orange and Cargo Road to Boree	120	0	0	118	17	1
Orange and Cargo Road to Cudal	100	0	0	114	15	6
Borenore to Kite's Swamp	180	0	0	180	0	0
Cargo to Cudal	260	0	0	195	10	10
Cargo to Canowindra	280	0	0	280	0	0
Molong, <i>via</i> Boree, to Cargo	240	0	0	173	12	9
Molong to Toogong	1,000	0	0	993	8	0
Molong to Obley	680	0	0	671	13	2
Molong to Warne Station	300	0	0	144	2	3
Molong to Norah Creek	100	0	0	100	0	0
Cumnock to Balderogery	200	0	0	274	6	3
	£	7,481	5 0	7,105	6	10

Expenditure proceeding.

1891.
(SECOND SESSION.)

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

ROADS AND BRIDGES.

(RETURN SHOWING THE VALUE AND QUANTITY OF PLANT AND MATERIAL IMPORTED BY THE GOVERNMENT DURING THE YEARS 1888, 1889, AND 1890, IN CONNECTION WITH THE ROADS AND BRIDGES AND HARBOURS AND RIVERS BRANCHES, AND THE WATER AND SEWERAGE BOARD).

Ordered by the Legislative Assembly to be printed, 1 September, 1891.

[Laid upon the Table of the House in answer to Question 4 of Thursday, 6th August, 1891.]

Question.

- (4.) MR. WALKER (*for Mr. Copeland*) asked THE COLONIAL TREASURER,—
(1.) What was the value and quantity of railway plant and material imported during the year 1888, specifying items where convenient?
(2.) What was the value and quantity of plant and material imported by Government during the same year in connection with the Roads and Bridges, Harbours and Rivers, and Water and Sewerage Departments?
(3.) The like information with respect to the years 1889 and 1890?

Answer.

RETURN of Value and Quantity of Material imported 1888, 1889, and 1890.

	Work.	Value.		Weight.		Length.
		£	s. d.	Tons.	cwt. qr. lb.	Yards.
1888.....	Wire rope for ferries	528	9 7	12	18 0 12	10,800
	Ferro prussiate paper	79	2 6	.....	.....	1,800
1889.....	Wire rope for ferries	430	1 11	15	15 0 0	13,589
	Ferro prussiate paper	79	2 6	.....	.....	1,800
1890.....	Bridge, Redbournberry	7,920	0 0	445	15 3 12	.....
	Bridge, Elderslie	8,967	7 5	464	0 1 11	.....
	Wire rope for ferries	574	19 10	20	15 3 20	13,580
	Ferro prussiate paper.....	93	4 6	.....	.....	2,120
	Pipes, Cobar Reservoir	1,903	2 8	46	8 3 8	3,171
		20,575	10 11	1,006	14 0 7	51,860

RETURN showing the quantity and value of material imported by the Harbours and Rivers Branch during the years 1888, 1889, and 1890:—

1888—2,824 tons 6 cwt. C. I. pipes; also, caisson for Sutherland Dock; total value, £50,191 4s. 3d.

1889—7,610 tons 3 cwt. C. I. pipes; total value, £54,122 9s. 1d.

1890—801 tons 11 cwt. C. I. pipes, 6 Priestman's grab dredges, 1 lantern and plant for Smoky Cape Light-house, 2 weighing machines, and 4 cranes and shear-legs; total value, £31,277 12s. 10d.

Water and Sewerage Board.

RETURN showing material imported from Foreign contractors in the years 1888, 1889, and 1890.

	Year 1888.	Year 1889.	Year 1890.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
5,623 cast-iron pipes from Stanton Iron Works, England	3,499 15 0	.....	.....	3,499 15 0
23,271 do do .....	.....	24,575 6 10	.....	24,575 6 10
47,850 do do .....	.....	.....	35,104 11 3	35,104 11 3
5,462 do D. T. Stewart & Co., Glasgow	.....	.....	5,389 7 1	5,389 7 1
87,206				
111 tons 10 cwt. 2 qr. 14 lb. castings do .....	.....	.....	1,256 11 8	1,256 11 8
124 valves do .....	.....	.....	400 9 7	400 9 7
Worthington pumps from J. Simpson & Co., England .....	.....	.....	10,310 15 10	10,310 15 10
£	3,499 15 0	24,575 6 10	52,461 15 5	80,536 17 3

1891.

(SECOND SESSION.)

NEW SOUTH WALES.

PUBLIC WORKS ACT OF 1888.

(RESUMPTION OF LAND IN CONNECTION WITH THE DEVIATION OF THE MAIN SOUTH COAST ROAD AT EAST'S HILL, NEAR KIAMA, COUNTY OF CAMDEN.)

Presented to Parliament, pursuant to Act 51 Vic. No. 37.

NOTIFICATION OF RESUMPTION OF LAND UNDER THE "PUBLIC WORKS ACT OF 1888," 51 VICTORIA No. 37.

NEW SOUTH WALES, } Proclamation by His Excellency The
to wit. } Right Honourable VICTOR ALBERT
GEORGE, EARL OF JERSEY, a Member
of Her Majesty's Most Honourable
Privy Council, Knight Grand Cross
(L.S.) of the Most Distinguished Order of
Saint Michael and Saint George,
JERSEY, Governor and Commander-in-Chief of
Governor. the Colony of New South Wales and
its Dependencies.

WHEREAS the Minister for Public Works of the said Colony is desirous of acquiring the land described in the Schedule at the foot hereof for the purpose of a certain Public Work, that is to say, the deviation of the Main South Coast Road at East's Hill, near Kiama, in the said Colony: And whereas it is estimated that the cost of completing such work will not exceed the sum of twenty thousand pounds: And whereas the land described in the said Schedule is in my opinion required for carrying out the said work: Now, therefore, I, VICTOR ALBERT GEORGE, EARL OF JERSEY, the Governor aforesaid, with the advice of the Executive Council, in pursuance of the "Public Works Act of 1888," do hereby direct that the said work shall be carried out under the "Public Works Act of 1888," by the Minister for Public Works aforesaid, who, in respect of the said work, shall be deemed to be the Constructing Authority: And in further pursuance of the said Act, I do hereby direct that the land described in the Schedule hereto shall be acquired and taken for the purpose aforesaid, under the "Lands for Public Purposes Acquisition Act," and I do declare by this notification, to be published in the Government Gazette, and in one or more newspapers published or circulated in the Police District wherein is situated the said land, that the said land described in the said Schedule has been resumed for the public purpose hereinbefore expressed, that is to say, for and in connection with the deviation of the Main South Coast Road at East's Hill, near Kiama, in the said Colony, to the intent that upon the publication of this notification in the Gazette, the said land described in the said Schedule hereto shall forthwith be vested in the said Constructing Authority, on behalf of Her Majesty, for the purposes of the said Public Works Act of 1888, for an estate in fee simple in possession, freed and discharged from all trusts, obligations, estates, interests, contracts, charges, rates, rights-of-way, or

other easements whatsoever; and to the intent that the legal estate therein, together with all powers incident thereto or conferred by that Act, shall be vested in such Authority as a Trustee: And I declare that the following is the Schedule of land hereinbefore referred to:—

SCHEDULE.

All that piece or parcel of land, situate in the parish of Kiama, county of Camden, and Colony of New South Wales: Commencing on the western boundary of the Main South Coast Road, at a point bearing north-westerly 380 links from the north-west corner of Geo. Hunt's 5 acres, being part of A. Byrne's original 500 acres; and bounded thence generally on the west and south by lines bearing south 10 degrees 30 minutes west 193 links, south 45 degrees 15 minutes east 352 links, south 16 degrees 30 minutes west 379 links, south 16 degrees 30 minutes east 222 links, south 76 degrees east 197 links, north 73 degrees 15 minutes east 340 links, south 73 degrees 55 minutes east 350 links, north 83 degrees 45 minutes east 292 links, south 65 degrees 45 minutes east 165 links, south 39 degrees 44 minutes east 242 links, south 61 degrees 17 minutes east 252 links, south 31 degrees 32 minutes east 100 links, and south 4 degrees 30 minutes west 150 links to the western side of the Main South Coast Road; thence on the east by the western side of that road being a line bearing north 27 degrees 2 minutes east 290 links; thence on the north and east by lines bearing north 34 degrees 32 minutes west 180 links, north 61 degrees 17 minutes west 259 links, north 39 degrees 44 minutes west 240 links, north 65 degrees 45 minutes west 212 links, south 83 degrees 45 minutes west 310 links, north 73 degrees 55 minutes west 344 links, south 73 degrees 15 minutes west 355 links, north 76 degrees west 118 links, north 16 degrees 30 minutes west 128 links, north 16 degrees 30 minutes east 451 links to the southern side of the present Main South Coast Road; thence again on the north by the southern side of that road, being a line bearing north-westerly 522 links to the point of commencement,—be the said several dimensions a little more or less, containing 3 acres and 84 perches or thereabouts, and said to be in the possession of William Grey.

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-seventh day of July, in the year of our Lord one thousand eight hundred and ninety-one, and in the fifty-fifth year of Her Majesty's Reign.

By His Excellency's Command,
BRUCE SMITH.

GOD SAVE THE QUEEN!

1891.

(SECOND SESSION.)

NEW SOUTH WALES.

PUBLIC WORKS ACT OF 1888.

(RESUMPTION OF LAND FOR AND IN CONNECTION WITH THE ERECTION OF A RETAINING WALL AT SHAFESBURY ROAD, BURWOOD, PARISH OF CONCORD, COUNTY OF CUMBERLAND.)

Presented to Parliament, pursuant to Act 51 Vic. No. 37.

NOTIFICATION OF RESUMPTION OF LAND FOR RAILWAY PURPOSES UNDER THE PUBLIC WORKS ACT OF 1888.

NEW SOUTH WALES, } Proclamation by His Excellency The
to wit. } Right Honourable VICTOR ALBERT

(L.S.)

JERSEY, } Governor and Commander-in-Chief of
Governor. } the Colony of New South Wales and
its Dependencies.

WHEREAS the Railway Commissioners of New South Wales are desirous of acquiring the land referred to in the Schedule hereto, for the purpose of maintaining the traffic by the erection of a retaining wall at Shaftesbury Road, Burwood, in connection with the partial duplication of the railway lines, which work appears to the Commissioners necessary, and is such work as the Railway Commissioners are authorised to carry out pursuant to the "Government Railways Act of 1888;" and it is estimated that the cost of completing such work will not exceed the sum of twenty thousand pounds: And whereas the said land is in my opinion required for carrying out the said work: Now, therefore, I, the Governor aforesaid, with the advice of the Executive Council, in pursuance of the "Public Works Act of 1888," do hereby direct that the said work shall be carried out under the "Public Works Act of 1888," by the said Railway Commissioners, who, in respect of the said work, I hereby declare shall be deemed to be the Constructing Authority: And in further pursuance of the provisions of the said Act, I do hereby direct that the said land may be acquired and taken for the purposes aforesaid, under the "Lands for Public Purposes Acquisition Act," and I do declare by this notification, to be published in the Gazette, and in one or more newspapers published or circulated in the Police District wherein the said land is situated, that the said

land described in the Schedule hereto has been resumed for the public purpose hereinbefore expressed, that is to say, for the erection of a retaining wall as aforesaid, to the intent that upon the publication of this notification in the Gazette, the said land described in the Schedule hereto shall forthwith be vested in the said Constructing Authority, on behalf of Her Majesty, for the purposes of the said "Public Works Act of 1888," for an estate in fee simple in possession, freed and discharged from all trusts, obligations, estates, interests, contracts, charges, rates, rights-of-way, or other easements whatsoever; and to the intent that the legal estate therein, together with all powers incident thereto or conferred by that Act, shall be vested in such Authority as a trustee: And I declare that the following is the Schedule of land hereinbefore referred to:—

SCHEDULE.

All that piece or parcel of land situated at Burwood, in the parish of Concord, county of Cumberland, and Colony of New South Wales: Commencing at the intersection of the north side of Albert Crescent with the east side of Shaftesbury Road, formerly called Sarah-street; and bounded towards the south by the said side of Albert Crescent bearing $381^{\circ} 39'$ east 143 feet; thence towards the north-east by a line bearing north $75^{\circ} 8'$ west 146 feet 5 inches to the aforesaid side of Shaftesbury Road; and thence towards the west by the said side of Shaftesbury Road bearing south $0^{\circ} 5'$ east 17 feet, to the point of commencement,—and containing $4\frac{1}{2}$ perches or thereabouts, said to be the property of one William Deans.

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-fourth day of August, in the year of our Lord one thousand eight hundred and ninety-one, and in the fifty-fifth year of Her Majesty's Reign.

By His Excellency's Command,

HENRY PARKES.

GOD SAVE THE QUEEN!

1891.

(SECOND SESSION.)

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

PROPOSED BRIDGE OVER THE RIVER MURRAY AT TOCUMWAL.

(INQUIRY INTO THE.)

Ordered by the Legislative Assembly to be printed, 12 August, 1891.

LIST OF WITNESSES EXAMINED.

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| 1. Mr. F. Manning, President Tocumwal Progress Association. | 13. Mr. M. McNamara, auctioneer, Cobram. |
| 2. Mr. G. Reynoldson, Vice-President Tocumwal Progress Association. | 14. Mr. T. Kennedy, councillor, Yarrowongah Shire. |
| 3. Mr. G. Jeffries, manager for Mr. E. Hillson. | 15. Mr. H. Dick, grazier farmer, Cobram. |
| 4. Mr. R. C. Bourchier, grazier farmer, Strathmerton. | 16. Mr. H. H. Farrell, builder and timber merchant, Cobram. |
| 5. Mr. E. Cope, farmer, Strathmerton. | 17. Mr. W. J. Gregory, Berrigan. |
| 6. Mr. J. Foster, Sub-collector of Customs, Tocumwal and Cobram. | 18. Mr. C. Drummond, Berrigan. |
| 7. Mr. P. A. Dunne, Tocumwal. | 19. Mr. A. Hiddle, storekeeper, Berrigan. |
| 8. Mr. J. Egan, Councillor of Numurkah Shire. | 20. Mr. Patrick M'Farland, Barooga. |
| 9. Mr. F. K. Mahoney, engineer to Yarrowongah Shire. | 21. Mr. Murti Looney, farmer, Tocumwal. |
| 10. Mr. W. Bolton, butcher, Cobram. | 22. Mr. H. Corrin, farmer and blacksmith, Ulupna. |
| 11. Mr. W. Curtis, storekeeper, Cobram. | 23. Mr. C. H. Alexander, manager of general store, Yarroweyah. |
| 12. Mr. H. Tuck, sawmiller and timber merchant, Cobram. | 24. Mr. K. Pennefather, Customs Officer and Stock Inspector for Victoria at Tocumwal. |
| | 25. Mr. R. Hennessey, farmer and grazier, Tocumwal. |

Tocumwal, 13 February, 1891.

Mr. Francis Manning, President of Progress Association of Tocumwal.—In consequence of the recommendation by Messrs. Smythe and Thwaites that the bridge should be built at Tocumwal, a large amount of public money has been spent at the instance of the association on the roads leading into Tocumwal; the amount has been fully £4,000 since the date of the report. These roads ought not in the public interest to have been constructed at all if the bridge is not to be built here. The association regard the importance and necessity of a bridge at Tocumwal as being quite independent of the claims for similar accommodation at Cobram, and believes that the interests of the two places are entirely dissimilar; that if a bridge is built at Cobram and the punt only be retained at Tocumwal, the quantity of traffic crossing the river at Tocumwal would not be affected in any degree. This experience has been confirmed in the past by the fact that while the traffic across at Cobram is stopped by the punt ceasing to work, there is no perceptible increase in the traffic at Tocumwal; the fact being that the punt at Tocumwal works almost constantly with very little interruption, having ceased work only two days during last winter. In consequence of the action taken by the New South Wales Government in determining on the Tocumwal site for bridging, as shown by the money having been placed on the Estimates, a large amount of expenditure has been incurred in the town on buildings which would not otherwise have been risked; this amounts to fully £8,000. Personally he has recommended expenditure of upwards of £2,000 in the town, which has actually been expended. This he certainly would not have done had there been a doubt as to the bridge being built here. With regard to the quantity of wool that would be directed to this route, he wishes to add to Mr. Reynoldson's evidence the clip of the Yanko Station, which, though being situated on the west of the Jerilderie line, is carted to Deniliquin. Mr. Fisher informed him that this clip, amounting to upwards of 2,000 bales, will certainly be carted to the railway across a bridge if built at Tocumwal. A co-operative flour mill is proposed to be instituted at Tocumwal, and is in abeyance pending the decision on this bridge matter. The shares have all been promised to be subscribed, and it could be under weigh within a short time. It is proposed that the produce of this mill should be sent by the river to stations up the Darling and other rivers where flour is all imported. Regarding the syndicate mentioned by Mr. Reynoldson as intending to buy land at Tuppall, he is personally acquainted with several of the members, and desires to point out that their intention is *bona fide* settlement by the shareholders themselves, and not speculation. The syndicate comprises about 15 men, who are going in for a thousand acres each of land. The association, on behalf of residents in Tocumwal, made an offer to the Yarrowongah Shire Council either to lend money to the amount of £500 or to expend money on their own account unconditionally on bridging and improvement of a certain portion of the road to Tocumwal, on the Victorian side. The height to which the river

river has risen is, according to record, 17 ft. 4 in., on the 26th June, 1889. There is no record of the flood of 1870. There is a record on September 15th, 1889, of 17 ft. 9½ in.; again, on the 16th of September, it stood at 17 ft. 9½ in.; and on 17th at 17 ft. 8 in.; on the 18th, at 17 ft. 7 in.; on the 19th, at 17 ft. 6 in.; 20th, at 17 ft. 5 in.; and so on a daily fall of an inch until the 25th, when the fall was more rapid. The river stood at a height above 16 ft. between September 3rd and the 30th, and above 17 ft. between the 4th and 25th. During last flood in November, 1890, he crossed by the punt in a buggy and drove to Strathmerton while the river stood at 16 ft. 4 in., and returned again in the same way. The water did not come into the floor of the light buggy at all. No particular difficulty was experienced.

FRANCIS MANNING,
President Tocumwal Progress Association.

The flood of 1889 broke over the bank about 100 yards below Hillson's wool shed in Tocumwal; at the highest point the water was 6 to 9 inches deep alongside the Deniliquin Road; it flowed back into the river again about 1¼ miles down; the creek behind the town took in water also from the flood; this would have gone all round the town and joined the river again at the same place as the flood previously noticed, had there been waterway enough through a certain culvert on the Jerilderie Road near the town; as it was, the water was backed towards the town, but was very easily stopped; is aware that water also overflows at Barooga, and that it joins these other overflows before reaching Tocumwal; the overflow from Barooga follows a well defined channel, and does not flood country at all outside its boundaries.—F. MANNING.

Having heard the evidence of Mr. P. McFarland read by the Examiner, he wishes to point out that Mr. Andrew Brown, of Tuppall, who is one of the most prominent of the supporters of the bridge at Tocumwal, has given his assurance on several occasions that all the produce from and traffic to Tuppall Station will pass over the bridge if built at Tocumwal; also points out that the distance from the Barooga wool shed is 15 miles from the site of the Tocumwal bridge, whereas the distance to the site of the Cobram bridge is 7¼ miles farther; regarding the sale of fat sheep from McFarland Brothers' back stations, the custom in past years had been to sell to buyers on the run; the buyer then selects his own road by which to take his purchases, and the vendor has nothing to do with the matter.

Tocumwal, 13 February, 1891.

Mr. George Reynoldson, of the firm of Kilpatrick, Farrell, and Co., Numurkah and Tocumwal, and Vice-president of Tocumwal Progress Committee, auctioneer and farmer, owns property between Berrigan and Tocumwal and 16 miles from the latter place.—The actual returns of traffic across the river at Tocumwal or the exports from this port do not show more than a proportion of the trade that will be done here when there is a bridge over the river; for want of a bridge traffic of all kinds from the near neighbourhood of Tocumwal is diverted to other points through Deniliquin or to Corowa; for instance, Tuppall wool, amounting to 2,500 bales, is now sent via Deniliquin, a distance of 30 miles from the shed, whereas the distance to Tocumwal is 15 miles only, adding the 7 miles to Yarroweyah, making 22 miles in all; in addition, the advantage is that Yarroweyah is distant from Melbourne 150 miles and Deniliquin is 190 miles, representing a saving of 40 miles in railway carriage; again, the cost of carriage of produce and wool over the Deniliquin to Moama railway is considerably higher than obtains on the Victorian lines; this also increases the cost; the same remarks apply to the fat stock, which in great measure are sent via Deniliquin to avoid the charge of 25s per 1,000 sheep for crossing by the punt and the disadvantages of doing so; much trouble and loss are occasioned in crossing fat stock in this way, in certain states of the river especially; the Wunnamurra station is also another case; the wool from this station is usually sent via Deniliquin to the best of his knowledge and belief; in fact, it is claimed that all the wool from a large radius around Tocumwal will pass over a bridge if one be built; gives an instance of a mob of about 6,000 fat wethers which had been bought by his firm at Kulki, some distance north of Jerilderie (40 miles), about the end of last winter; on account of the trouble experienced in a former case of damage to stock on the punt it was considered advisable to send this mob via Deniliquin; had there been a bridge at Tocumwal there would have been no question as to this route being the best and the most economical; the Progress Committee claim that the situation of Tocumwal makes it eminently suitable in relation to the areas around the central part of Riverina as a crossing place over the river and in directness for communicating with the seaboard; also that the stock routes from the north and west are better travelling roads in any season, and wider than those converging on any other point on the river; it has appeared that a considerable part of the pressure brought to bear upon the selection of Cobram as the site for the bridge has been from the owners of Barooga pastoral properties; the Committee claim that of the two points, viz., Cobram and Tocumwal, the latter is the most suitably situated for the greater part of these properties; it seems that considerable areas on these are being subdivided and sold, and it is the expressed intention of the owners to continue to dispose of more land; it is claimed that the Tocumwal bridge will be the most suitable to the farmers who are now or will be in occupation of these lands even if a bridge at Cobram were built also; the land that has been already sold is actually nearer to Tocumwal than Cobram; wishes to point out that even assuming Cobram to be as serviceable for a bridge site as Tocumwal, the position of Tocumwal being more nearly central between the other adjacent bridges, viz., at Mulwala and Echuca, gives it a very strong claim for preference; the Committee wish to point out that the opinions of the Victorian press are all unanimous in favor of the necessity for bridging the river, and in the opinion that the extension of the line past Strathmerton to Cobram was in the first instance a mistake; and also, excepting the *Argus*, the leading press is in favor of the branch line being carried out now from Strathmerton, or some point thereabouts, to opposite Tocumwal; and the Committee have strong ground for believing that the construction of the branch will be recommended to be carried out immediately by the Public Works Committee, to whom it has been relegated for inquiry; the Committee point out that a township has grown up in the course of a very long time, extending over thirty years, at the Tocumwal crossing place over the river and that extensive vested interests have become established here; that a considerable area of Crown land was subdivided and sold by the Government as a township in the year 1889 in July, before the rivalry between the bridge sites had arisen;

arisen; that the prices obtained by the Government at that sale were very considerably enhanced by the anticipation, which to that date had not been doubted, of the certainty of a bridge over the Murray at this point; they claim that these interests form very strong grounds in the favour of their contention; in the event, however, that the existence of a rivalry between the bridge sites, prior to the land sale, being still upheld, the Committee point out still further that the reply given to the deputation that went to Melbourne in September 1889 in favour of the Cobram site was in effect that Tocumwal had the greater claims for the bridge; shortly after this Mr. Davies went to Sydney and as a result of that visit Tocumwal was chosen as one of the sites for a bridge over the Murray; and in fact it was found that the sum providing for construction of the bridge at Tocumwal was then placed on the New South Wales estimates; regarding the anticipation of a considerable subdivision of land and sale about the neighbourhood of the Cobram site in New South Wales, it is pointed out that large areas are also being brought into the market north and west of Tocumwal; a sale is advertised to take place on the 17th or 19th of next month at Dalgetty's rooms in Melbourne of the Tuppal estate of 170,000 acres; this is to be sold in 5 lots ranging from 8,000 to 50,000 acres; points out also that this area, viz., 170,000 acres, is nearly if not quite equal to the sum of the areas of Momalong and Barooga, and that the land therein is equal in all respects for agricultural purposes; when this advertisement appeared his firm received a letter from Tasmania inquiring on behalf of a syndicate particulars as to a portion of the Tuppal estate called Booraboonilly, comprising 15,475 acres, for the purpose of settling thereon farmers from Tasmania; regarding Mr. Mahoney's estimate of the cost of a road between Yarroweyah and Tocumwal, given at £7,000, points out that this provides for a road at a level above all floods the whole way; such extraordinary precautions and expenditure are quite unnecessary and unprecedented; his own experience of this road between Tocumwal and Strathmerton is that from Strathmerton to as far as the boundary of the Numurkah shire towards Tocumwal, viz., 1½ miles, leaving 8½ miles within the jurisdiction of the Numurkah Council, this road during the winter months is equally as good as any of the other roads bordering on the Murray within his knowledge; he has travelled this road weekly and oftener; during last winter he was not stopped once, and at the time of highest flood of last year—which he believes to have risen to within a few inches of the highest—he drove over the road in a buggy; a man drove with him driving about a dozen loose horses and even in the creeks the horses never had to swim; water came into the buggy but the horses had footing the whole time; he considers that a cost of £1,000 would bridge the Sapling Creek and embank over the depression near Bouchier's house; this bank, with a culvert, would be sufficient; between Sapling Creek and Tocumwal a few small depressions would require culverts; between Strathmerton and the depression before mentioned a large extent of the road has been formed and is good enough, and the rest will probably be carried out gradually; a Shire Council has power, with the consent of the Government, to carry out work outside of its jurisdiction under circumstances of which the portion of this road lying in the Yarroweyah Shire is an instance; the sympathies of the Numurkah Council are entirely in favour of the bridge being built at Tocumwal, and also of the Shepparton Shire Council, in both of which resolutions have been carried unanimously to use all their influence to cause the bridge to be erected at Tocumwal.

GEORGE REYNOLDSON.

Tocumwal, February 13, 1891.

Mr. George Jeffries, manager for Mr. G. Hillson; has been in Tocumwal for 20 years; the business comprises a general store, a butchery, a timber yard, dealing in all sorts of farm produce, shipping and forwarding agency; regarding the possibility of traversing the road between Tocumwal and Yarroweyah, or Strathmerton, provided the Sheepwash Creek bridge is crossed, there is really no obstacle in the way excepting the Sapling Creek; if this were bridged there would be nothing to stop cattle or wheeled vehicles in any state of the river; he has travelled the road constantly; there is absolutely no danger anywhere at any time, even at the Sapling Creek; all stores for the trade and for station consumption are carted from Yarroweyah by Mr. Hillson's own teams; flour, bran and pollard come from Echuca, being brought up by the steamers that come up for wool; wool is sent away from here by steamer and also by road to Yarroweyah; the wool goes by steamer only to work off accumulations; the difficulty of getting teams to cart to the railway forces the wool on to the steamer; the freight by steamer to Echuca, down stream, is 20s. per ton; in addition, insurance is 7s. 6d. to 10s per cent. pounds value; freight up stream from Echuca is generally 20s. to 25s. per ton, according to arrangement; Mr. Hillson has a specially favourable arrangement; insurance is not required for the up stream trip; the cost of cartage on the usual scale at the union rate is 1s. per ton per mile, and for shorter distances a little more; the following is the scale of punt charges—Every conveyance drawn by one horse, 2s. 6d., every additional horse drawing, 6d., every saddle horse, 1s.; every bullock team drawing, per wheel, 6d.; every bullock team drawing per bullock, 6d.; loose horses and cattle in mobs, not less than 10 on the punt, each 6d.; sheep per 1,000, 25s.; conveyances returning same day pay one way only; there is another store here belonging to Messrs. R. Stallwag and Co.; they obtain their stores by the same route; Mr. Hillson's store supplies settlers to about 15 miles on the Deniliquin Road, 15 miles down the river, 20 miles towards Jerilderie, and 20 miles towards Mulwala East, and about 12 miles in the direction of Berrigan; taking Jerilderie as a starting point from which fat sheep may start, destined for the Melbourne market, there is a clear advantage of 4d. per head by crossing them at Tocumwal, and trucking at Yarroweyah or Strathmerton, instead of sending them via Deniliquin; the reason they are not brought in greater numbers by the former route, though it is shorter by 58 miles, is simply because the crossing of the Murray by the punt is so injurious to fat sheep, and drivers have great objection to using a punt.

GEORGE JEFFRIES.

Tocumwal, February 13th, 1891.

Mr. Robert C. Bouchier, farmer and grazier, in partnership with his brother on parishes of Yarroweyah and Strathmerton, in County Moira in Victoria, residing about 2 miles from Tocumwal on the Victorian side of the Murray:—They own about 3,000 acres of C. P. land and lease about 2,300 acres in the immediate vicinity of the river; has owned property in this place for 13 years; they cultivated last season about 80 acres of wheat and hay; they cut 20 acres for hay; obtained about 240 bags

bags of wheat; this was a bad year for rust; they deal largely in stock, not keeping a regular quantity on the land; obtain the stock in both colonies; knows of the flood of 1870 only by tradition; believes that it was generally 4 or 5 inches higher than that of 1889; of the 1889 flood he was witness throughout; they keep on an average $1\frac{1}{2}$ sheep per acre over the whole extent of their land (that is the C. P. land, as they did not hold all the leased land at that time), or the equivalent in cattle, and this quantity remained on the land during the whole flood; all they did was to see that the mobs of sheep did not become cut off by flood water; no particular precautions were necessary; a great deal of the land was above water; his brother's house stands near the Strathmerton Road; fully 500 acres out of the 600 acres of the property about there was dry land; the railway survey passed through a part of this land, on which the station site was surveyed on land just above the high flood; between his brother's property and the punt some portions of the land were out of the flood; water was flowing rapidly in Sapling Creek; it was flowing moderately fast in the deep part on the rest of the flooded land; south of his brother Frederick's house the road passes over the depression which is flooded; then there is a piece of dry land; then from about $\frac{1}{2}$ mile from the Sheepwash Creek bridge, across the bridge right up to Cope's land the water was continuous on the present track; there was a similar flood, but not within 2 or 3 in. of the same height in the year 1878; they did not lose any stock from either of these floods; the surface water only remains on the ground three or four days; very little crop was lost, not much crop happened to be within reach of the flood; the leased land is all within the State forest along the Murray; all the land without exception outside of the State forest up to the railway line is taken up as C. P. land; regarding the condition of the road during winter, or even in the highest floods, there is nothing to stop people from travelling between Tocumwal and Strathmerton, or Yarroweyah via the bridge over the Sheepwash Creek; the depression is a bad place, but this can be and is avoided; the surveyed line of road crosses the depression more to the east of the present track, where it is in the form of a creek which could be bridged; there is no more difficulty on the road during the winter than is experienced on any other unmetalled road in the country in wet weather; the flood waters, except in the creeks, do not make the country impassable, because nearer the river the soil is of a firmer nature.

ROBERT C. BOURCHIER.

There was a law suit in the courts, in a sheep trespass case, between him and Henry Ricketson; the trespass took place at Koonoomoo; he leased the grass of the Koonoomoo reserve; on unfenced Crown lands travelling sheep have a right to graze on either side within a total width of half a mile; the two roads were less than half a mile apart, so Ricketson claimed the right to cross over from one side to the other.—R. B.

Tocumwal, 13 February, 1891.

Mr. Edwin Cope, farmer, owning 640 acres of land on the road to Strathmerton, from which his house is $4\frac{1}{2}$ miles; the road from his house is good right through; all necessary bridging has been done; there are only two places on the road which are crossed by the flood water; these are very narrow, a chain or two wide and shallow; never has any difficulty in getting into Strathmerton at any time; this district is in the Numurkah Shire; all the land excepting some timber reserve has been taken up and is now in occupation by the settlers, except in a few exceptions; the flood passes about a couple of chains wide across his land along a creek running into a red gum reserve; between his house and Mr. Bouchier's there is nothing to prevent travelling in any state of the flood, has driven 50 head of cattle along the present track when the flood was at the highest; he was bringing them from some ground Mr. Burrowes has on the river to another farm in order to change the paddock, not in order to save the stock; an agitation has been going on for some time to obtain a readjustment of the ridings in the Numurka Shire which will create a new riding in the northern portion of the shire, the object being to allow of the road in this part being properly made; this is considered a great object to be gained, to enable farmers to send grain and hay into New South Wales where the prices obtained generally are much higher than in Victoria; the intention is to take necessary steps to make the road passable through to Tocumwal.

EDWIN COPE.

Tocumwal, 13 February, 1891.

Mr. John Foster, Sub-collector of Customs at Tocumwal and Cobram, supplies details of Customs collections at both places during the year 1890. The imports of Tocumwal, £22,880; exports of Tocumwal, £83,494; the imports for Cobram, £3,007; exports for Cobram, £1,020. Wishes to point out that the large total of exports for 1888, viz., £106,371, was due to the great number of sheep sent into Victoria for grazing during the drought. Again, the totals of 1889 being higher than of 1890 is explained by the value of wool being higher during the former year. The number of bales during 1890 was in excess of that in 1889. Duty collected in Tocumwal for 1890, £1,778 15s. 8d.; duty collected in Cobram for 1890, £355 13s. 6d. Total, £2,132 9s. 2d. This shows an increase yearly. The exports are for 1890:—Cattle, 1,312; horses, 34; sheep, 72,609; wool, greasy, 2,961 bales; scoured, 1,013 bales; total, 3,974 bales. About 10,000 sheep arrived here during the height of flood in 1890. The punt was working, but the sheep could not have travelled over the flooded land on the other side. They were sent round by Corowa.

J. FOSTER, A.S.C.

The clip of the Arratoola Station, about 17 miles down the river, is shipped from Mr. Hillson's place, about 5 miles down from Tocumwal; this clip amounts to about 1,300 bales; this is entered as export from Tocumwal. The following return includes the clip from Arratoola, Barooga, and Wooperana, shipped by steamer to Echuca:—Greasy, 2,459 bales; scoured, 1,013 bales; total, 3,472 bales.—J.F.

Tocumwal, 13 February, 1891.

Mr. P. A. Dunne wishes to state regarding a trip lately, at the end of January, to Berrigan, via Barooga, that on the road from Barooga, turning off nearly opposite Barooga Station, he travelled in the direction of Berrigan 14 miles before he passed a house of any kind; the selector, an old man, appeared to be alone; this was on Lalaltie Run; on this route there were fences on both sides only part of the way;

way; passed through about five gates; one mile beyond the selector he arrived at Lalaltie Station; from that point into Berrigan (6 miles) saw about four habitations; from Barooga to Lalaltie there was no growing crop or any improvement visible, except on the single selection, but ordinary ring-barking; there was no evidence of any population in existence needing the accommodation of a bridge anywhere; the next day he drove back via another route.

PETER A. DUNNE.

Tocumwal, 14 February, 1891

Mr. James Egan, a councillor of Numurkah Shire Council, owning property in county Moira in Victoria. His interest in land on the New South Wales side is merely that his brother is farming about 7 miles from Tocumwal. The Numurkah and the Shepparton Shire Councils both are in favor of the bridge being built at Tocumwal. A letter was written by the Progress Association of Tocumwal to the Numurkah Council, and a petition was sent from Strathmerton to the Shepparton Shire Council, asking their co-operation in the bridge question, and a vote was passed—unanimously in the case of the Numurkah Council—in favor of the requests. During the last winter about £200 was spent on the road from Strathmerton towards Tocumwal, previous to that there had been no expenditure; believes that the Numurkah Council will be in favor of continuing to spend money on this road within their jurisdiction. A re-adjustment of the riding is being talked of, a poll must be taken to enable this to be carried out. The object is to provide, a better representation in the council of the properties in the northern part of the Shire. He represents the central riding. The council number 9 members. Shire is divided into three ridings, these are east west and central ridings at present, and the desire is to reconstruct the division in such a way as to allow of the northern part of the Shire obtaining better representation as they consider that their interests are not sufficiently well considered at present. In his opinion this reconstruction is not likely to be brought about; it will need one-third of the votes of the whole Shire. Has known this road for 5 or 6 years; passed over it more than once, several times when the flood was on the ground last year; did not experience very much difficulty; has travelled worse roads. There is not much Crown land within the Numurkah Shire. There are a few reserves, but the great bulk of the Crown land is in timber reserve along the River Murray. Referring to the statement of £200 only having as yet been spent on the road he points out that there is another road from Strathmerton which was formerly recognised as the road to Tocumwal, and on this money had previously been spent. The expenditure on the Sheepwash Creek bridge for instance was incurred about 3 years ago.

JAMES EGAN.

11 February, 1891.

Mr. F. R. Mahoney, engineer to the Yarroweyah Shire. The cost of making a road from Yarroweyah to the site of the proposed bridge at Tocumwal was estimated by him after inspection of the route (with which he is intimately acquainted), but not having made any section or survey the estimate can only be considered as being a provisional one. The sum of £7000 was intended to cover all bridging and earth-work to make a road available at all ordinary states of the river, and at a level high enough and with sufficient opening to meet the cases of the two high floods, viz., those of 1870 and 1889. He saw the flood of 1889, which is said to have been nearly as high as that of 1870. In Cobram the water mounted two feet over the ground level outside at the door of the Royal Victoria Hotel. The water backed up to this point through a watercourse which crosses the street within 2 chains of the hotel, and it cannot be said to have flooded the town at all. The railway station is high and dry, and an extension of the railway line could be made right up to the edge of the river to within 3 chains of the present punt site all the way above the flood. The estimate given by him in his report to his Shire Council of the cost of making a road from Cobram to the bridge site over the river, viz., £300, covers all expenses, which, however, are merely for ordinary road making to a point midway between the existing punt and the site at the river to which the railway was surveyed and mentioned above as being above all floods. Between Cobram and Yarroweyah flood-water breaks over the river bank at several places and runs up the watercourses. It was seen then that the railway embankment had not enough openings for accommodation of this flood though it was not breached anywhere. The traffic was not stopped. In the centre of Yarroweyah town ship the water was all round the buildings. He has no knowledge of the flood past Yarroweyah. Above the Cobram punt the flood passed up a watercourse about 5 miles up stream, but this was only a narrow watercourse between rising ground. At this point only was the river road between Cobram and Yarrowonga flooded. There are some river-flats covered with red gum along this stretch of the Murray, but there was no extensive flooding. In fact the only flooding that did take place during the flood of 1889 was of water that broke in on the Tocumwal side of Cobram. In the last year a joint report was drawn up by him and the Shire engineer of Numurkah on a proposal to embank out the Murray water at the point where it breaks in between Cobram and Tocumwal. This work, however, being for the benefit of the local landholders only, was not recommended by them. He took a section from the north bank of the lagoon at the village site Barooga, across the lagoon, and then along the existing track to the punt site for Mr. McFarland. The bridge which Mr. McFarland proposes to build would be above the flood-level, but he has not yet fixed the height of this. Eleven chains of bridging would be enough to span the lagoons. There are two branches of the lagoon here. Cannot say for certain as yet if the track along the north bank of the river is or not above the flood; this information he has yet to get. To the best of his information, which, however, he is satisfied with, the height of decking of the bridge over the big lagoon would be about 22 feet above the bed for 3 spans only. In his opinion this bridge over the lagoon, 11 chains long, and a bridge over the Murray about the punt site, and formation along the river bank would make a permanent crossing over the Murray except at extraordinary floods.

F. R. MAHONEY.

Cobram, 13 February, 1891.

William Bolton, of Messrs. Bolton and Sons, butchers, at Cobram; has been established here from the first; was the first to put up a place of business in Cobram, in 1888; represents also the Murray River Stock and Station Agency and several other agencies; used to provide Tocumwal with meat; ceased this about 8 months ago as a general delivery, but up to 4 or 5 months ago he was serving meat in Tocumwal; first used the Tocumwal route until the Cobram punt was opened; found this a very
much

much better route; one horse in the wagonette was enough on this route because the roads were all good, but they always used two horses on the Tocumwal route, and even then there was much damage done to gear; considers the Cobram is very much the better route; even though the distance is 2 miles the longer to Tocumwal, it can be done in half-an-hour less time; the fat stock is chiefly supplied by Mr. McNamara; does now very little retail business on the New South Wales side, but would purchase much stock there if there were conveniences of crossing; the firm (Murray River Co.) established an agency in Berrigan, but have transferred it to another, owing to the difficulty of crossing the river here; all stock had to go round by Corowa or Deniliquin, and they had to deal through other hands; he had no doubt at all as to the advantages of Cobram as a crossing place. To his knowledge the sympathies of all owners at Jerilderie and Berrigan are in favor of this route, by which they can reach the railway in the shortest route, and the shortest also to Melbourne; from Jerilderie they actually have to send down through Deniliquin and truck over the Deniliquin railway, which might be saved by coming to Cobram.

W. BOLTON.

Respecting the statements made in Tocumwal as to open space available for stock, he wishes to point out that between Tocumwal and Strathmerton there are no reserves; that all the Crown land is forest reserve and all leased for grazing.

Cobram, 12 February, 1891.

Mr. William Curtis, general storekeeper—Established here about 3 years; deals in all sorts of stores except timber and ironmongery; for the past fifteen months the trade in goods sold to go over to New South Wales side has been about £800; has done no business with Tocumwal; it is altogether with Barooga and Berrigan, as far as the Berrigan township; a bridge at Tocumwal would not increase his business in any way; most likely it would be affected adversely; the increase to his business would be in the increased settlement that will take place in the districts north of the river. The storekeepers at Berrigan have got some stores across from Cobram, but the absence of a customs officer and the difficulty in crossing caused them to go round by Yarrawongah. The bridge at Tocumwal will not affect Berrigan districts in any way in respect to their supply of stores; they will still continue to procure them via Yarrawongah, since the cartage between Tocumwal and the railway will be against them.

W. CURTIS.

Cobram, 12 February, 1891.

Mr. Henry Tuck, timber merchant and saw-mill proprietor.—The saw mill is about $2\frac{1}{2}$ miles up the river to the east of Cobram; cuts out about 30,000 feet weekly; its capacity is over 40,000 feet—saws red-gum almost exclusively, but some quantities of pine which has been procured on this side of the river. Last year he sent between 17,000 and 20,000 feet of timber across the river, principally to Berrigan across the Cobram punt; has not sent any by Tocumwal punt; has not sent any to Tocumwal from Cobram; has been here about 6 years; did send some from Yarrawongah where the mill previously stood on the river; this was close to Tocumwal; there would be a trade with the Berrigan districts in timber if there was a bridge at Cobram, all their timber would be procured here; the bridge at Tocumwal, even if the road were good, would not be so much used because of the distance, but unless the road be made good also the bridge would not be used at all while the punt is at Cobram; the trade is chiefly at a time when the river is in flood and the road impassable. At that time of year the farmers are slack of work as their crops are growing; they moved their plant from near Tocumwal because of the difficulty they had of removing the timber thence over the low country; this ground hereabouts is all sound and now there is a railway; there is still timber, but nearly all has been used up opposite Tocumwal as another mill was established there when he left.

HENRY TUCK.

Cobram, 12 February, 1891.

Michael McNamara, Auctioneer:—Established here 32 years; crosses about 50,000 sheep every year from New South Wales to Victoria; acting as agent for sheep-owners in New South Wales, and buying occasionally themselves; brings stock over principally at Yarrawongah but also at Corowa, but it will suit them better to cross at Cobram as their business lies mostly central in these parts. At the time of year when they have to cross, the river is in flood, during October and November, after shearing; at this time sheep are injured by having to pass over flooded lands; so they are taken by other routes in preference to crossing at Tocumwal; will go by Yarrawongah when the bridge is built: the bridge at Tocumwal would be used if the road also is made, but this is also a necessity as even now the river can be crossed by the punt while the road on this side is impassable. The site at Cobram will be more centrally situated for them; their business lies mostly between Yarrawongah and Numurkah; they have a big agency in the Goulburn Valley district; Cobram is the best point for this stock traffic; the roads are all good on the other side; by this road the railway in Victoria can be reached easily and over better roads than by any other; a large quantity of fat stock is trucked by them; about an average of this business is 1,000 head of fat cattle bought yearly in Riverina and trucked to Melbourne, and of sheep about 25,000 fat. These have been trucked principally at Yarrawongah and Corowa, and many at Numurkah. To reach Numurkah, sheep have been crossed at Cobram and Tocumwal, and no having been sold at that market have been trucked on to Melbourne; in most cases the Corowa route has been adopted because there was no other place to cross, as neither of the punts were at work or the Tocumwal road was too bad; the fact of there being no stock inspector on the part of either colony at Cobram is a great bar to the crossing of stock at this place; this accounts for a larger number of stock not being crossed here; if there were a stock inspector here, the return at this crossing would be much larger and would compare very favourably with other places.

MICHAEL McNAMARA.

Is the managing director of the Cobram Punt Co.; it is a registered company of 150 shares of £10; they hold an annual license from the Victorian Government for 3 acres of land on this bank at £10 per annum, and they pay £1 per annum to Victoria for a license to work the punt; on New South Wales a license for 5 acres of land for the punt site has been granted; no punt license is charged in New South Wales; they have a customs license in both colonies, having entered into a bond for a large sum of money to both Governments; their tenure of the right to work the punt consequently is an annual one only.—MICHAEL McNAMARA.

Cobram,

Cobram, 12 February, 1889.

Mr. Thomas Kennedy, councillor, of Yarroweyah Shire, farmer and grazier, resident four or five miles south of Cobram; has been resident in the district 15 years; the railway line to Cobram was opened on October the 5th, 1888; there was no township here before the line was surveyed; there was no Government township previous to this survey; the township was surveyed and decided upon after the line was settled to come to this point; the whole of the existing town is above flood level; water comes in about on the boundary between the Government surveyed township and the private land which now forms the town during the exceptional floods of 1870 and 1889; the whole of parish Cobram had been selected before the line was laid out to Cobram; the site where the punt is now on the Murray at Cobram has been known and in use more or less as a crossing-place for people wanting to go over into New South Wales for 10 or 12 years before the line was opened; he himself crossed at this place shortly after he came to the district; it was known as having good banks on either side; a boat was in use occasionally, but horses used to be swam over; it could be forded occasionally a short distance above where the punt now stands; at present the only crossing-place for goods down the river is at Tocumwal by the punt, a distance from Cobram of 11 miles; to Yarrowongah, when the bridge is completed, will be 25 miles; the need for the crossing by the farmers is for stock; store stock are purchased in Riverina; the chief months in which this traffic goes on is September and October; regarding the cost of making the road from Yarroweyah to Tocumwal, theoretically the whole of the onus has to be borne by the shires, but it is usual in such cases to make out an application for assistance from the Government to enable them to carry out the work; does not consider that the shire could reasonably expect to get from the Government more than a proportion, say about three-fourths, of the cost of bridging the two principal Creeks, viz., the Sheepwash and the Sapling Creeks, but there would be small prospect of getting any assistance in making the road for the whole distance; for the approach proper to the bridge a portion of the cost would also be paid by the Government; practically, the greater part of the expense would have to be borne by the shire; the bridge at Tocumwal would also entail another road from Strathmerton; the distance between Strathmerton and Yarroweyah is $4\frac{1}{2}$ miles; Strathmerton to Tocumwal is about $1\frac{1}{2}$ miles longer than from Yarroweyah, so the extra distance to be traversed from Strathmerton via Yarroweyah to Tocumwal would be 3 miles; there are settlers on the land between these places and Tocumwal who have rights for communication, and in the course of a long time no doubt roads will be made, but a very long time must elapse, as the funds available will not allow of more than a little being done each year; the bridge being built at Tocumwal would alter the conditions and oblige the construction of the road to it; during every year traffic is stopped on this road by floods for periods of one week to one month annually, and during the exceptional floods for a longer time; the reasons that operated to cause the construction of the railway to Cobram instead of to Tocumwal are as good now as then, and the Victorian line having been brought to the border at Cobram, this natural point for communicating with New South Wales is the place for a bridge. A bridge at Tocumwal will be useless for some weeks of every year, unless the roads to it on the Victorian side are made good, and passable at all times above the flood level.

THOMAS KENNEDY.

Cobram, 12 February, 1891.

Mr. Hugh Dick, grazier, farmer, resident 6 miles south from Cobram.—A bridge at Cobram will be crossable at all seasons of the year; the expense of making the roads to Tocumwal would be so great that it would not be reasonable to expect the shire council to make the approaches, and he does not believe that the Government would undertake the heavy cost; the maintenance of such a road would be too costly for the revenue that could be raised in that riding, and the council would not consider themselves justified in allotting the general funds of the shire to work in the corner of the district; that road would consequently, between the two difficulties, have to remain in its existing condition of impassability, being formed yearly little by little, as funds might be available, and until it had, in a long time, been completed, it would yearly be impassable in places. He wishes to point out that Cobram would really be the most suitable point for crossing the river by residents at and near Tocumwal, because there is a very good road on the New South Wales side of the river, and the communication with Cobram bridge thereby could be completed at little cost: it would really compare very favourably with any road from Tocumwal to the existing railway; the distance from Tocumwal via Barooga village to Cobram railway station would be 12 miles; he himself is a large purchaser of store-sheep in Riverina; he does not breed, because the value of land on this side is too high to allow of this being remunerative; buys usually after shearing, during September and October, in the months when the river is in a state of flood; crossing these sheep has always been a great difficulty with him; last year, owing to impassability of the road and river, he had to send the sheep round by Corowa, at a loss in various ways of fully £100, and in consequence he could not purchase sheep that had been offered to him at a low rate in Berrigan; there are very few breeders on this side—mostly all buy store-stock in Riverina; considers that Cobram is the best point, and the most suitably situated for crossing the river from Forbes, Urana, and the eastern part of Riverina.

HUGH DICK.

Cobram, 12 February, 1891.

Mr. H. H. Farrall, butcher and timber merchant, engaged on buildings on the New South Wales side, was last year very much delayed in not being able to cross timber over the river; the river has been uncrossable since August, off and on, at both crossings—Cobram and Tocumwal; it took three bullock-teams to carry 7 tons of timber across to Tocumwal; from about 5 miles from town three teams were employed in taking 2 tons to Tocumwal; a want is felt here for the Murray pine, which would be brought over from Cobram if there were a bridge; has had to procure from Echuca about 6,000 ft.; has used 15,000 or 16,000 while he has been here, during three years, but the expense of bringing it here prevents its use largely; the road between Yarroweyah and Tocumwal must be made good, in order that the bridge can be of any use at all, whereas the Cobram approach is good up to the bridge site; timber has been carted from the mill, half-way between Tocumwal and Cobram, to Cobram to the railway, because it could not be carted to Yarroweyah.

H. H. FARRALL.

The

The Cobram punt is the property of a registered company in Victoria; the crossing over the river is registered, and licensed on both sides of the river by the Customs of both colonies; he was one of the original shareholders, and a director: tolls are authorized by New South Wales for levy; these punts are all under control of New South Wales; steps have been taken to establish a mail service between Berrigan and Cobram, and the New South Wales Government have promised to subsidise one; Mr. Gedye commenced running a coach between these points in May, 1890, and carried on until the punt ceased working during the floods; then the passengers and goods were brought over the river as best possible; the service was stopped at the end of 1890.

Cobram, 12 February, 1891.

Mr. W. J. Greggerly, J.P., Berrigan.—The Cobram site would suit the Berrigan district better than Tocumwal; the distance from Berrigan to Tocumwal he believes to be 25 miles, over a reasonably good road; to the new Barooga village it is 20 miles, and 2 miles more to the railway station; the roads to both points are about on a par; a number of the Berrigan settlers are very much nearer Cobram than the distance he has given; a number of them are as much as 6 miles further south than Berrigan, and consequently nearer Cobram; regarding timber, the opening of the bridge at Cobram would be a great comfort to settlers at Berrigan; at present red-gum is brought from Narrandera, and pine from Cuddle, between Narrandera and Jerilderie; settlers have also obtained stringy-bark and gum from Victoria when the rivers were so high that red-gum was not obtainable at Narrandera; he has had to use pine as a substitute for red-gum when he could not obtain the gum; does not know of any timber having been procured from Yarrowongah or Mulwala; the timber from Melbourne which was used in the School of Arts at Berrigan was brought by rail to Wahgunyah, and by teams from Wahgunyah to Berrigan, a distance of 60 miles, whereas the red-gum, a very much better timber, was only 20 miles away at the time; there is no mill on the New South Wales side west of Corowa along the river; the distance from Berrigan to Mulwala is 28 miles; when that bridge is built no doubt timber will be brought from Mulwala, but there is room in the districts north of the river for trade in timber, both from Mulwala and Cobram; there is not enough trade at present for mills established on the New South Wales side; Berrigan settlers have been seriously handicapped during the late winter in not being able to get their stock away for the lack of bridges over the river, through having to keep their surplus stock, the balance becoming deteriorated and the sale of the whole affected; this is a serious matter to small settlers; the difference in distance alone from Berrigan to the river is over a day's work in favour of Cobram, and then the railway is attainable at once, whereas at Tocumwal there is still a further distance to travel over bad ground to the railway; arrived at Cobram, stock can be trucked at once, whereas from Tocumwal it takes two days to travel the road and truck the sheep, so, altogether, the difference in favour of Cobram is fully three days; seven months ago he sold cattle subject to delivery on a date, which he failed to carry out because the river was in flood, and he would have had to send round by Corowa.

WM. J. GREGGERLY.

Cobram, 12 February, 1891.

Mr. Curtis Drummond, of Berrigan, considers that the bridge should be at Cobram, because he is of opinion that the rational course for the railway extension in New South Wales will be to connect the two nearest termini via Cobram and Jerilderie, and therefore that the road bridge should be at the same point on the crossing of the Murray River; has estimated that after last shearing there were 15,000 sheep in the market in the Berrigan district, which would have been sold to Goulburn Valley men, but could not be crossed over the river during the flood seasons; these sheep could not be sent via Yarrowongah as the line thence does not pass through the Goulburn Valley; these sheep are consequently on the settlers' hands, and they are thereby overstocked; considerable loss was lately experienced by settlers in having to send fat lambs round by Corowa to Melbourne; there being little grass on the roads the lambs arrived in poor condition, and sold for half the value; the Yarrowongah bridge would have prevented this; the Berrigan district is immediately opposite the Goulburn Valley district, the most important farming centre of Victoria, which can only be reached with profit by direct communication, over a bridge in these parts; the directness and the quality of the communication, and the shortness of distance from the existing railway to the land available for sale in New South Wales has a very great effect upon its value; has known many men in the Goulburn Valley who would buy land in Riverina if there were communication by bridge; Cobram is the nearest crossing point to that land; via Tocumwal is very much farther, and there is a road which is practically impassable during some seasons every year.

CURTIS DRUMMOND.

Cobram, 13 February, 1891.

Mr. A. Hiddle, of Messrs. Hiddle and Pretty, storekeeper, Berrigan, secretary of Berrigan Progress Association, was instructed at a meeting of the committee last Saturday to write to the Minister for Public Works, asking him not to decide on any site over the Murray, because they consider that the position of the bridge will influence the decision on the route of the railway, and they consider that the railway should be decided first; obtain their goods from Sydney; during the summer they brought them from Jerilderie, but during the winter they came round by Melbourne through Corowa, 60 miles from Berrigan; the bridge being at Cobram, would enable them to bring them by that route at a great saving in cost; via Tocumwal would include too great land carriage; the route would continue to be through Yarrowongah if the bridge be built at Tocumwal; the rate now for carriage from Yarrowongah is 30s. per ton, whereas from Cobram it will be 20s. per ton; the Tocumwal route would be no advantage to them over that via Yarrowongah; they expect that a trade will arise in dairy produce and poultry into Victoria in spite of the duty when the river is bridged; the shortness of the route via Cobram would be a very great assistance to this trade.

A. HIDDLE.

Barooga, 15 February, 1891.

Mr. Patrick McFarland, of Barooga, is advocating the construction of a bridge over the river Murray at Cobram, because this point is immediately opposite the terminus of the Goulburn Valley railway; The distance of Cobram railway terminus of the line in Victoria is 21 miles from the township of Berrigan in Riverina, the centre of population in this district; a bridge at Tocumwal would necessitate the goods and passenger traffic travelling a distance of 36 miles to reach the Victorian railway from Berrigan;

Berrigan; in point of construction of the bridge at Cobram there is only 64 chains of flooded country to be crossed from the dry land at the village of Barooga to the Cobram punt on the north bank of the river Murray, and on the south bank the total extent of flooded land is no more than one chain; of this length of 64 chains fully 50 chains is dry land, excepting during extraordinary floods, such as those of 1867-1870-1878, the traffic having been interrupted only for want of a bridge across the Bullingyna Lagoon, a distance of 11 chains. To a bridge erected at Cobram there is ample access for all traffic, stock or otherwise; immediately opposite such a bridge there is a State forest of 2,000 acres; there is also a water reserve extending from the Albury Road to the river, a distance of about a mile and a-half, containing 1000 acres, also a village reserve No. 553 of 320 acres; there is a 3 chain road from portion 23, parish of Barooga, extending diagonally across the sections in north-east direction about $7\frac{1}{2}$ miles to reserve No. 1374 of 1920 acres; past this reserve the road leaves Barooga run and passes through South Lalatic run, where selection commences and extends all the way to Berrigan. The block of land lately offered by auction is comprised between the eastern boundary of reserve No. 109 and the N.W. corner of South Lalatic; the distance between these points east and west is $6\frac{1}{2}$ miles; from Barooga new village to the middle point on the above distance on the south boundary of the land offered is 15 miles, very nearly, along two different roads; the land offered was 6,080 acres, of which 1,440 acres were sold on the eastern side and on the western side only 480 acres were sold, a large block of 3,840 nearest to Tocumwal not having been bid for; a bridge at Cobram will cause a crossing of upwards of 5,000 bales of wool at that point, viz., from Barooga (formerly shipped on steamer to Echuca at Tocumwal), 2,000 bales which is all clipped at Barooga; from Momalong clip amounting to 1,400 bales, which, according to an assurance given to him by Mr. Horsfall, will all be crossed at Cobram if there is a bridge there; also the Nangunyah clip, amounting to between 300 and 400 bales; the Boomanoomana clip, amounting to 800 bales (according to Mr. Hay), and the selectors' clips, making up a total of 5,000 bales; a considerable part of the above now goes by Wahgunyah or by Yarrowongah, but this will be diverted to Cobram, certainly to the nearest point on the railway, but a bridge at Tocumwal will not attract any portion of it; his own wool, which has hitherto been shipped at Tocumwal, will be punted across to Cobram; the land carriage from Tocumwal to Strathmerton will prevent any of the above being crossed over the river at Tocumwal, even if a bridge be built there; Mr. Brown used to send his wool by steamer from Tocumwal, but because of the greater facilities of land carriage he regularly sent to Deniliquin in later years; even if a bridge be erected at Tocumwal the Tuppal wool, consisting of 2,500 bales, will, in his opinion, still go by Deniliquin, being a distance of 28 miles free of creeks, as against 25 miles intersected by numerous creeks, $10\frac{1}{2}$ miles of which being over the land between Tocumwal and Strathmerton. In the event of the sale of Tuppal by subdivision the western portion called Westiscombe, comprising about 50,000 acres, must necessarily, from its position, send its produce to Deniliquin, the distance from the centre point on it on the road being only 14 miles from Deniliquin; the central block next to Westiscombe, called Tuppal, is 54,000 acres; on this is the Tuppal shed; the destination from this point of the produce will most likely continue to be Deniliquin; from the rest of the estate the produce will certainly go via Tocumwal; no adequate idea can be formed from the relative statistics of the two ports, Cobram and Tocumwal, the former having only been in existence for a short time, and during the last two wet seasons the Bullingyna Lagoon has been impassable; the bulk of his own supplies, in fact, actually come through the port of Tocumwal; the sum given as his share of duty paid at Cobram is, therefore, only a portion of what he has paid during 1890; he has 60 people in constant employment on his stations, and for 3 months of the year there are 150 persons in employ; the irrigation plant and improvements connected with it on the banks of the lagoon is within 4 miles of the new Barooga village; at present there are 550 acres of area in full working order; on 400 acres of this he has now 2000 wethers fattening on irrigated lucerne, and during the strike he put 25,000 lambs on 500 acres for six weeks to keep them away from the grass seed; the total expenditure incurred on these works was £6,000. The leases expire on his runs, and the land will be available for selection in about 4 years more; the areas are on Barooga 1920 acres, on Boomanoomana 5,740 and on Kilnyana 2,000; these are situated to the east of the village of Barooga; this is exclusive of the W. R. No. 103, of about 1,000 acres, on which is the new village Barooga and village reserve No. 553, of 320 acres, and of the timber reserves. With regard to the traffic in fat stock to Melbourne he disposes annually of 20,000 to 25,000 fat sheep; these sheep have hitherto been sent mostly via Corowa and Wahgunyah, because of the want of a bridge at Cobram and the bad road from Tocumwal to the railway, even when it is open for traffic. The next block of land which he intends to offer for sale shortly is a strip extending $1\frac{1}{2}$ miles wide, and 14 miles northwards; the western boundary of this is $\frac{1}{2}$ mile from Barooga new village; on this block is reserve 1374; the whole block is bounded by the roads to Berrigan and traversed by one of them. As to the wool from Wannamurra and Yambo being taken over a bridge at Tocumwal, a bridge at Cobram would offer equal if not greater facilities; the distance is in favor of Cobram, and the road is very much better, as there is no flooded country to pass through at all.

PATK. McFARLAND.

Tocumwal, 17 February, 1891.

Mr. Murti Looney, farmer, Tocumwal, resident about 4 miles out on the stock route to Jerilderie wishes to point out that the roads all converge from different points to Tocumwal, viz.—from Deniliquin; from Jerilderie the mile wide stock route; from Berrigan the road has been cleared throughout, excepting about 4 miles; and the road from Albury; there is also another cleared road joining the stock route at Murray Hut from near Coree passing through the Tuppal property; on all these roads bad places, such as swampy spots that would be a hindrance to sheep travelling have been filled and made good; much of this money for these improvements has been expended since this site was recommended for a bridge; on the approach to the Cobram site there is a mile of sandhill over which he has had 32 bullocks on a load of 5 tons passing over similar country adjoining; this is a better crossing place for sheep since there is a broad reserve on this side up to it, and open country on the other side to Strathmerton, whereas the sheep would be confined to lanes all the way to Cobram; all drovers prefer to cross here rather than at Moama where there is a Railway bridge to go over, and there is only a fenced in road between Moira and Moama; moreover a toll is levied at the Deniliquin bridge.

MURTI LOONEY.
Tocumwal,

Tocumwal, 17 February, 1891.

Mr. Henry Corrin, farmer and blacksmith at Ulupna about 4 miles west from Strathmerton township on the 3 chain road; there is no township; is President of the Ulupna and Strathmerton Farmer's Union, which body is taking a very active part in trying to bring about the erection of a bridge at Tocumwal; the Union sent two delegates with the deputation from Tocumwal to the Minister for Public Works, Melbourne, to urge the construction of this bridge, showing that the district represented is entirely in sympathy with the movement; there is frequently a good trade in chaff and horse feed from these districts into Riverina; the chief traffic into Victoria is in stock; there is a considerable area of country west of Strathmerton, to which the removal of the bridge site from Tocumwal to Cobram will be great injustice; numbers of settlers in that part have purchased or taken up holdings in Riverina; before Cobram came into existence there was little heard of the difficulties on the road of communication with Tocumwal; he is one of the promoters of the movement seeking to redivide the Numurka Shire; the petition has been very numerously signed; one fourth of the whole of the ratepayers of the Shire are necessary; this collection of signatures is being done by the Council; the next step would be the presentation of the petition to the Minister; he believes that the reconstruction will be accomplished; it is desired to bring about better representation of the northern part of the shire, one object of which would be the construction of the road to Tocumwal; he is aware that a portion of the road to Tocumwal is outside of Numurka, and within the Yarrowongah Shire, but he is also sure that the sympathies of the majority of the residents west of Cobram within the Yarrowongah Shire are in favour of the construction of the bridge at Tocumwal and the completion of the road to it; the proposal in Numurka Shire is to divide the ridings, so that the river frontages shall be represented.

HENRY CORRIN.

Tocumwal, 17 February, 1891.

Mr. C. H. Alexander, managing general store in Yarrowyah, has been resident in the township for three and a half years, and in the district for nine years; an estimate and survey was made by Mr. Fowler, a member of the firm of Fowler & Gatwood, Melbourne, the then engineer to the Yarrowongah Shire, in the year 1887, or beginning of 1888, for a road from Yarrowyah to Tocumwal; this was done very carefully; it took about three weeks; the estimated cost was £1,200; an application was made to the Government and a sum of £600 was placed on the estimates to assist the shire to make the road, but owing to want of funds on the part of the Yarrowongah Shire Council, the money lapsed, and nothing has been done; since then the present engineer, Mr. Mahoney, submitted an estimate amounting to £7,000 for the same work, the residents consider this to be excessive; the trucking yards at Yarrowyah are small and not fit for cattle, as the bulk of the butchering is done at Strathmerton.

CHAS. H. ALEXANDER.

Tocumwal, 17 February, 1891.

Mr. K. Pennefather, Customs Officer and Stock Inspector for Victoria, puts in a statement showing the quantity of stock introduced from New South Wales into Victoria during the last three months to 31 January, 1891: his duties also include the Cobram punt as Customs Officer and Stock Inspector; in the matter of stock he attends Cobram when notified; the Cobram punt has been licensed by the customs of both colonies; in the event of the bridge being built at Cobram, some additional staff would be required on both sides of the river for the supervision of the customs and collection of duty; has been living in the Victorian Customs-house on the Victorian side near the Tocumwal punt for the last 16 years; the flood has never been within a foot of the top of the embankment round the house; considers that the flood of 1889 was as high as he has ever seen the river rise; the Victorian shore at the punt and bridge site was all under water; during November of last year the same occurred, though water did not rise so high; considers that if a bridge were built at Cobram, there would not be much less stock traffic over the river at Tocumwal because of the facilities for approaching Tocumwal by wide stock routes, and that the stock have no reserves near Cobram on either side of the river on which they can be rested; they must be disposed of into the trucks immediately on arrival, whereas via Tocumwal there is ample room for stock to rest and move about and feed between Tocumwal and the nearest railway station; during the three months ending January 31st, 1891, by his return, he has been called upon to inspect only 450 sheep at Cobram.

K. PENNEFATHER.

Tocumwal, 17 February, 1891.

Mr. Robert Hennessey, farmer and grazier, residing at Tocumwal, about a mile and a half away, and owning land also at Berrigan, has been in the immediate neighbourhood of Tocumwal since 1846; was witness to all the floods that have taken place since that year. The first big flood was in 1867; then came that of 1870; next in 1878; there was a flood in 1889, but the one that occurred in November of 1890, was of the same height; he believes that the flood of 1870 was higher than that of 1867; there has been no rise as high as that of 1870 within his knowledge; he crossed the Murray by the punt and traversed the land during the height of that flood; between the river and Bouchier's land there was shallow water moving slowly, but there was plenty of dry land: the land on the south of Sapling Creek, from the Geodetic line east, to the lagoon Boomalong on the Murray, was all high and dry; he crossed Sheepwash Creek at the head, about where the Yarrowyah Road now crosses it; water sometimes backs up the Sheepwash Creek to the bridge before it begins to flow; after crossing Sheepwash Creek he travelled west along mostly all dry land with some shallow flooding, passed through what is now Cope's land south of Duffy's waterholes; he did not travel south of Cope's land then; he was going to Bajarra, an out-station of Brown and Rutherford, Mr. Brown was living there at the time; at the time he (Mr. Brown) had sheep all over these flats. The paddocks were very large; sheep were not shepherded; he did not hear of Mr. Brown having suffered any loss during that flood. The sheep were driven about to keep them from being cut off by the flood. It lasted only for about a week from the time the flood reached its highest till it fell below the banks of the river. He was then living in the same place, near Tocumwal, where he now resides. The flood of 1878 was not nearly so high as that of 1870. In fact he considers that the flood of November, 1890, was the highest next to that of 1870 that he has known; he means that the level of the river was higher, but so much of the surrounding country was not flooded. The crossing at Tocumwal has been in use ever since he has known it for sheep traffic, but sheep will not travel through flood. For cattle and horses there was no particular line drawn at any time. Some of the watercourses were too deep for sheep to cross.

ROBERT HENNESSEY.

INQUIRY

INQUIRY INTO THE PROPOSED BRIDGE OVER THE MURRAY AT TOCUMWAL.

LIST OF APPENDICES.

- | | |
|--|---|
| A. Statistics of the town of Tocumwal. | I. Additional statement by Mr. P. McFarland. |
| B. Statistics of the town of Cobram. | J. Additional statement by Mr. G. Reynoldson. |
| C. Exports to Victoria at Tocumwal. | K. Letter from Mr. George North, President of the Numurkah Shire Council. |
| D. Customs receipts at Tocumwal. | L. Report by the engineer of the Yarrowongah Shire. |
| E. Particulars of shipments at Tocumwal. | M. Details of reserves in certain parishes of county Denison. |
| F. Customs receipts, Tocumwal and Cobram. | |
| G. Stock exports to Victoria at Tocumwal. | |
| H. Letter from Mr. Andrew R. Brown, of Tuppal. | |

APPENDIX A.

Information re the township of Tocumwal, supplied to Mr. Stanley Alexander, Examiner of Public Works Proposals, by the Tocumwal Progress Association, 17th February, 1891.

- (1.) *Population*—354 Europeans, 3 Chinese—total, 357.
- (2.) *Number of Dwellings*—56.
- (3.) *Tradesmen's Establishments, &c., and all Places of Business*—3 stores, 3 hotels, 2 blacksmiths and wheelwrights, 2 bootmakers, 1 barber, 1 saddler, 1 milliner, 3 dressmakers, 3 auctioneers, 1 brickmaker, 2 bakers, 2 butchers, 2 timber-yards, 4 contractors and builders, 1 tinsmith, 1 painter and decorator, 1 wool-scouring establishment, 2 banks, 1 medical man.
- (4.) *Places of Worship*—Roman Catholic Church and Wesleyan Church.
- (5.) *Places of Amusement*—Hillson Hall and Deakin's Hall.
- (6.) *Places of Recreation*—Public park, of 61 acres; racecourse (fenced and improved), 80 acres; cricket-ground (cleared and improved), 5 acres.
- (7.) *Public Buildings*—Customs-house and residence, police barracks and lock-up, court-house, post and telegraph office and savings bank, public school, forest ranger's office and residence. N.B.—£1,900 has been placed on the 1891 estimates for erection of new lock-up and police barracks.
- (8.) *Government Officials*—Sub-collector of customs and inspector of stock, senior constable of police and acting C.P.S., constable of police, post and telegraph master and officer in charge of savings bank (with 2 assistants), public school teacher and assistant, forest ranger, registrar of births, marriages, and deaths; medical health officer, coroner, gauge-reader, poundkeeper.
- (9.) *Public School*—With enrolment of 55.
- (10.) *Total Value of all Improved Property (other than Government Property), including Value of Land on which Improvements are situated*—£36,100.
- (11.) *Total Value of all Property in the Town (including Land)*—Improved private property, £36,100; Government property, £20,587; unimproved private property, £12,250. Total, £69,237.
- (12.) *Total Value of all Government Property in and adjoining the Town*—Police reserve, 51 acres at £12, £612; Customs-house and residence, £500; common, 400 acres (temporary), £3,200; 3 acres reserve for Government buildings, £1,200; 2½ acres school reserve and buildings, £675; reserve for punt and water, &c., 20 acres, £2,000; unsold allotments, about 160 acres, at, say, £50 per acre, £8,000; reserve for crossing Adams-street, £200; water reserve No. 188, 500 acres at £8, £4,000. Total, £20,387.
- (13.) *Estimated Population within a radius of 20 miles of Tocumwal (including Township)*—1,363.

F. MANNING,
President T.P.A.

APPENDIX B.

Cobram Statistics supplied to Mr. Stanley Alexander, Examiner of Public Works Proposals, by the Cobram Bridge League.

Railway for 1890—Cobram Terminus.

Imports—1,928 tons of general merchandise. *Exports*—5,620 tons of grain, timber, &c., 120 trucks of stock.
No. of Tickets issued—4,200. *Railway revenue*—£90 per month. *Railway employes*—2 station-masters, 2 guards, 2 porters, 2 engine-drivers, 2 stokers, 1 engine-cleaner.

Cobram Township.

Population—882 Europeans, 23 Chinese—total, 905. *Number of Dwellings*—147.

Tradesmen's Establishments, &c., and all places of Business—3 general stores, 5 drapers' establishments, 1 hotel, 2 wine shops, 2 foundries, 2 blacksmiths' shops, 2 bootmakers, 2 barbers, 1 saddler, 9 dressmakers, 2 auctioneers, 2 brickmakers, 2 bakers, 3 butchers, 2 timber yards, 6 carpenters, 2 contractors, 2 tinsmiths, 2 painters and decorators, 2 banks—(National Bank and Bank of Australasia,) 1 medical man, 5 boarding houses, 3 saw-mills, from 1½ to 8 miles distant, timber all brought to Cobram; 1 fruiterer, 1 greengrocer, 2 tobacconists, 1 stationer, 1 printing office, 1 chemist, 1 plumber, 1 cordial factory, 4 fishermen, 1 scavenger, 1 nightman, employed at £75 per annum by the Yarrowongah Shire; a dry closet service.

Places of Worship—Presbyterian Church, Church of England, Wesleyan Church.

Places of Amusement—Victoria Hall, seating 800 persons.

Places of Recreation—Cricket Reserve, 15 acres; Agricultural Society Reserve, 25 acres; Race-course Reserve, 50 acres.

Public Buildings—Police barracks and gaol, post and telegraph office, savings' bank, public school, railway-station and commodious trucking yards.

Government Officials—Sub-collector of customs (station-master), senior constable of police, inspector of stock (station-master), post and telegraph master and two assistants, public school teacher and assistants, registrar of births, marriages, and deaths, medical health officer.

Public school, with enrolment, 89.

Total value of all improved property in the town, £100,000; Government, £25,000; unimproved private, £40,000; total, £165,000.

H. H. FARRALL,
Acting Secretary.

APPENDIX

APPENDIX C.

New South Wales Customs, Tocumwal. Exports to Victoria. Supplied by the Customs Officer.

	1888.		1889.		1890.	
	No.	Value.	No.	Value.	No.	Value.
Cattle...	1,276	£ 8,183	1,189	£ 7,499	1,312	£ 8,999
Horses	36	460	11	200	34	200
Sheep	184,908	59,586	32,213	12,819	72,609	24,965
Wool, greasy—						
Bales	2,118	30,500	3,541	57,524	2,961	34,772
Wool scoured—						
Bales	568	7,642	213	11,706	1,013	14,922
Pigs	...	...	21	16	...	...

APPENDIX D.

Customs receipts, Tocumwal.

	1888	1889.	1890
	£	£	£
Duty collected	1,756	2,009	1,778
Value, imports	20,692	29,661	22,380
" exports	106,371	89,939	83,494

APPENDIX E.

The number of bales of wool shipped to Echuca during year 1889 was 3,557; during the year 1890 was 3,472.
The number of bags of wheat shipped to Echuca during December, 1890, January and February, 1891, was 4,312.

APPENDIX F.

New South Wales Customs.—Customs receipts at Tocumwal and Cobram during 1890—Imports at Tocumwal, value, £22,380; exports, £83,494; duty collected, £1,778; imports at Cobram, value, £3,007; exports, £1,020; duty collected, £355. The lagoons at the Cobram crossing were impassable for six months of the year.

APPENDIX G.

Victorian Customs.—Memo. showing the number of stock introduced into Victoria at the Tocumwal crossing-place for the last three months ending 31st January, 1891, and duty collected.

Date.	Cattle.	Sheep.	Duty Collected.
November, 1890	368	1,029	£435 14 6
December "	601	1,951	415 5 6
January, 1891	133	26,104	685 17 0
Total	1,122	53,084	£1,536 17 0

K. PENNEFATHER,
Inspector of Stock and Customs, &c., for Victoria.

APPENDIX H.

Letter from Mr. Andrew R. Brown to Mr. Stanley Alexander, Examiner of Public Works Proposals.

Sir,

Tocumwal, 18 February, 1891.

With regard to your recent visit to Tocumwal in connection with the disputed bridge site, I beg to tender as evidence the fact that the whole of the wool and other produce from the Tuppal Station would undoubtedly use the Tocumwal bridge in preference to any other proposed bridge.

The whole of the sheep fattened on the property, amounting to about 20,000 annually, would cross at Tocumwal in preference to taking the Deniliquin route, which is inconvenient and expensive. It would not be any advantage to this traffic if a bridge were constructed at Cobram. From a twenty years' knowledge of the Victorian side of the river at Tocumwal, I am of opinion that at a very small cost a permanent highway could be made.

At present interruptions in traffic at Tocumwal are very exceptional. I am of opinion, from a very extensive knowledge of Riverina, that a bridge at Tocumwal would carry all the wool and other traffic from the following stations, viz.:—Barooga, Yanko, Wunnamurra, Coree, Tuppal, and Belubla. The clips from these stations amount to about 10,000 bales alone.

On the other hand, it would apparently be no benefit to this trade if a bridge were constructed at Cobram.

The Tuppal property has been subdivided into smaller holdings, which are now on the market for sale. This will have the effect of settling a large farming population in the vicinity of Tocumwal.

I have the honour to be, Sir,

Your most obedient servant,

ANDREW R. BROWN

(of Messrs. T. Brown & Co.).

APPENDIX

13

APPENDIX I.

An additional statement submitted by Mr. Patrick M'Farland, of Barooga.

In the event of a bridge being erected at Cobram, and a railway constructed to connect with the New South Wales line, a very large traffic up to Sydney will take place in gum timber and wheat, hay, chaff, &c.

The 2,600 acres of State forest is unequalled in the Murray River, and both the sale of the timber and carriage by rail would be a large source of revenue to New South Wales. As the railway to Cobram comes through the Goulburn Valley, the same would follow in regard to cereals.

APPENDIX J.

Additional statement submitted by Mr. George Reynoldson to Mr. Stanley Alexander, Public Works Department, Sydney.

Dear Sir,

Enclosed find two clippings, from *Argus* and *Daily Telegraph* respectively, *re* the Strathmerton to Tocumwal Railway, which will bear out the evidence given by me to you here *re* the construction of this line; and I may further state that it only requires a little firmness on the part of your department to ensure the terminus of this line on New South Wales territory, as if the Jerilderie line goes to Cobram instead of here, the present township of Cobram will be to all intents and purposes the terminus; and the same applies to this place, only that Tocumwal will be the terminus, which, as you are aware, is in New South Wales, which must in the natural order of things be of great benefit to this colony.

I remain, &c.,

GEO. REYNOLDSON.

P.S.—Any information that you may require at any time *re* the above matter or the bridge I shall be most happy to furnish, if able.—G.R.

APPENDIX K.

From Mr. Geo. North, President of the Numurka Shire Council, to Mr. H. H. Farrall, Hon. Secretary Murray Bridge League.

Dear Sir,

In reply to yours of the 21st, I saw Mr. Alexander, and disabused his mind about the approaches, and told him that if the bridge was built at Tocumwal there would be no approaches made by the Numurkah Shire. Even if ever so willing they could not find the necessary money for such a work; and presuming the Government constructed it, in the first place the shire would not have sufficient rates to keep it in repair; and further, when the river was in flood, traffic would be stopped the same as at present with the punt. The above statements are beyond dispute, and should have weight in the matter of arriving at a decision.

Yours, &c.,

GEO. NORTH.

APPENDIX L.

Report by the Engineer of the Yarrowongah Shire.

(From the "*Cobram Courier*" of 20th November, 1890.)

The Engineer of the Yarrowongah Shire, as instructed at a previous meeting, submitted the following report on the bridge sites of Cobram and Tocumwal at the ordinary meeting of the Shire Council on Tuesday, 18th inst. :—

Gentlemen,

The relative advantages of Tocumwal and Cobram as a site for the proposed Murray bridge would appear to depend on a variety of circumstances of more or less interest to the two colonies; but independent of these intercolonial interests there are several matters of great importance to this district as well as to your Council.

The Tocumwal Site.—One of the most important questions in regard to this site is the matter of the proposed level of the approach on the Victorian side—that is, whether the road is to be formed of such a height as will at all times admit of traffic, or whether a low-level road is to be utilised which will be passable only at certain seasons. As you are aware, the township of Yarroweyah is the nearest township in your shire to Tocumwal having railway communication, and in 1888 your Council had a road surveyed from Yarroweyah to the punt. This road for a considerable distance runs through low country, and in order to get the benefit of the highest ground was surveyed round the edge of the lagoon, out of which, between Mr. R. T. Bourchier's and the punt site, there are four creeks, varying in width from 36 feet to 94 feet. In the line of the survey these creeks are deep, and to make the road passable at any time would have to be bridged. Besides these defined creeks there are other watercourses of a lesser depth, notably two, one of which on the 5th inst. was about 7 chains wide and flowing freely. The cost of a low-level road would be considerable, and could only be considered temporary, as were a bridge constructed at Tocumwal it should have an approach available at all ordinary states of the river. To state the cost of such an approach would be impossible without first making a complete survey of the locality, but from my knowledge of the situation I am of opinion that it would cost about £7,000.

The Cobram Site.—The state of affairs at Cobram is very different, the ground being comparatively high within a few chains of the river bank. I understand land is reserved to the river with a view of extending the railway line; and assuming that the bridge were built near this survey, I am of opinion that the approach to same could be made for about £300, and this approach should be passable at all states of the river.

I would therefore call your attention to the following questions, which demand your careful consideration :—

1st. If the bridge is built at the Tocumwal site, is the approach to be constructed at the expense of the colony or this shire?

2nd. Whether the approach is to be a high or low-level one; and if the latter, how it is proposed to carry on communication during flood time?

3rd. At whose cost is the road to be maintained?

Although it does not directly interest your Council, still the matter of railway communication is one of very great importance, as were the Murray to be bridged at Cobram the bridge would be close to an existing terminus; whereas, if Tocumwal were the site chosen, a costly railway extension would be required to reach the Victorian border. Indeed, it is difficult to understand, putting aside altogether the claims of the two proposed sites, how such a position as Tocumwal could have been selected for intercolonial communication.

Looking at the matter from an economical point of view, there is little doubt that it would be better for this colony to bear a large proportion of the cost of the bridge at Cobram, together with the approach on the New South Wales side, than to pay its share of the Tocumwal bridge, and to construct the Victorian approaches.

As the matter is of great importance, I would suggest that a committee of your Council should be appointed to inquire into the relative advantages of the two sites.

I am, gentlemen,

Your obedient servant,

F. R. MAHONEY, Shire Engineer.

APPENDIX

APPENDIX M.

Details of Reserves in certain Parishes of County Denison.

		Acres.	Acres			Acres.	Acres
<i>Barooga—</i>				<i>Tocumwal—</i>			
Water reserve	...	1,311		Water reserve	...	1,014	
Murray River forest	...	2,500		Access	...	87	
Camping	...	335	4,146	Temporary common	...	432	
<i>Cottadidda—</i>				<i>Police</i>			
Water reserve	...	3,858		Public purposes	...	66	
Murray River forest	...	730		Camping	...	745	
Camping	...	885		Travelling stock	...	937	3,300
Village	...	320	5,793	<i>Ulupna—</i>			
<i>Finley—</i>				<i>Water reserve</i>			
Water reserve	...	588		Travelling stock	...	1,490	2,291
Travelling stock	...	1,598	2,186	<i>Warragubogra—</i>			
<i>Headford—</i>				<i>Water reserve</i>			
Public purposes	...	320	320	School	...	20	920
<i>Lalaly—</i>				<i>Woopcrana—</i>			
Water reserve	...	2,812	2,812	Travelling stock	...	1,200	
<i>Longunya—</i>				<i>Water reserve</i>			
Water reserve	...	640		Camping	...	60	
Travelling stock	...	1,746	2,386	Murray River forest	...	360	
				<u>5,416</u>			

NOTE.—This information was supplied by the Department of Lands.

1891.
(SECOND SESSION.)

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

PROPOSED BRIDGE OVER THE MACLEAY RIVER AT KEMPSEY.

(REPORT BY MR. E. B. PRICE, EXAMINER OF PUBLIC WORKS PROPOSALS, ON THE.)

Ordered by the Legislative Assembly to be printed, 29 July, 1891.

Mr. E. B. Price to The Under Secretary for Public Works.

Proposed Bridge over the Macleay at Kempsey.

Sir,

25 June, 1891.

Having carefully considered all the papers and plans relating to the proposed bridge at Kempsey, and having visited and thoroughly examined the district and obtained all the information possible, I have the honor to submit my report thereon.

The agitation for the erection of this bridge has been going on for many years. In 1879 a History of bridge
numerously signed petition was sent in for the construction of a bridge between Central and East Kempsey, agitation.
and, in consequence, surveys were made by the Local Roads Officer, Mr. Duffy, and a site selected a little above the present Central Kempsey Ferry.

Mr. Duffy in his report states that a toll bridge at this place would pay interest on cost of Toll bridge.
construction. No further steps seem to have been taken till 1881, when a second petition was sent in for
its construction as a toll bridge, and a counter petition against it. I have examined this counter petition to
which undue weight has been attached ever since, and find most of the names are of those living many miles
down the river, to whom the bridge would have been of little benefit; or else living at West Kempsey,
which was then becoming populous. These latter were clearly anxious to prevent the bridge being placed
at Central Kempsey. Some have even signed twice. The petition also starts with the assumption that
the bridge was to cost from £50,000 to £60,000, to provide interest on which heavy tolls would have to
be levied, whereas the estimated cost was but £30,000. For these reasons this counter petition should be
considered of no value. At this period the population of East, Central, and West Kempsey was about
1,321 (see Census Returns for 1881), and the traffic across the ferry at Central Kempsey, according to the
Parliamentary Return of 1878, was equivalent to the following:—

Foot passengers	...	...	...	...	...	44,880
Horses (not drawing)	...	...	...	...	...	22,704
Wheel vehicles	...	...	...	...	...	2,664
Bullocks	..	...	...	...	...	5,016

Estimated ferry
traffic in 1878.

Counter petition
worthless.

Some time later £6,000 was voted towards the construction of the bridge, no doubt for preliminary purposes only, as the amount was far too small, and the vote allowed to lapse.

In 1883 the late Commissioner for Roads furnished plans and sections for the bridge at Central
Kempsey, the cost being estimated, with approaches and compensation, at £30,000. He stated, however,
that he considered the punt sufficient for present requirements, and that the site might not suit the
railway survey. He, however, remarked: "When the direction of the line is determined on, and the
proper position of the bridge fixed, it might be time enough to consider as to whether a bridge for ultimate
railway use might not be constructed to carry road traffic, pending construction of railway." Subsequently,
the trial survey of the North Coast Line was carried through Kempsey, and the site selected for the
crossing of the Macleay was between the two divisions of West Kempsey, the Government township.

Estimate for
road bridge at
Central Kemp-
sey (1883).

Mr. Bennett's
opinion.

In 1888, the question of a bridge at Central Kempsey was again raised, when additional plans
were prepared by Mr. Davies, the present Roads Officer. He reported in favour of a combined road and
railway bridge, and, consequently, recommended the adoption of the site selected by the railway surveyors
at West Kempsey, but at the same time remarked, "By erecting this bridge, Central and East Kempsey
will, to some extent, be ignored; but, on the other hand, West Kempsey is the Government township,
and the one bridge would serve both purposes of railway and road, and perhaps better foundation for
cylinders secured." In the selection of West Kempsey site Colonel Wells, who visited the district, and
the late Commissioner concurred.

Road and railway
bridge, West
Kempsey (1888).

In 1889, Mr. O. O. Dangar, M.L.A., wrote giving reasons why a road bridge at West Kempsey
would be of no use to Central Kempsey, especially in time of flood, when most required, and accordingly,
fresh designs and estimates were prepared for a swing-bridge between Central and East Kempsey, on the
site originally selected by Mr. Duffy in 1879. The lowest of these estimates came to £37,500.

Estimates for
swing-bridge,
Central Kempsey
(1889).

Mr. Hickson's opinion. In his minute of 22nd January, 1890, the present Commissioner for Roads and Bridges has gone fully into the history of the whole question, and arrives at the following conclusion:—"Taking all the circumstances of the case, the great cost, comparatively small traffic—as seen from the ferry returns—and the proposed North Coast Railway, there is nothing to warrant this expenditure." In reply to this Mr. O. O. Dangar wrote, bringing forward many strong arguments why the bridge should be constructed at once between Central and East Kempsey.

Deputation to Minister. Public meetings were then held and a deputation appointed, which waited on the Minister and presented a petition, signed by nearly every householder on the Macleay, praying for the erection of "a bridge at Kempsey, at whatever site your officers would consider the safest and best for facilitating the traffic of the district."

Selection of site to be left to Government. Petition. To this petition are attached 914 signatures, duly attested, including those of the opponents of the bridge in 1879. The Minister promised to send the Examiners of Works Proposals to report on the matter as soon as they could be spared.

Instructions to report. Some months ago I received instructions to report on the whole question as soon as my other engagements allowed, and accordingly visited Kempsey at the latter end of May, when I also inquired into the Proposed Railway to Trial Bay and to the Upper Macleay, as well as other proposals. I was already pretty well acquainted with the district, having previously reported on the drainage of the swamps and the relief of floods.

On May 30th I attended a large public meeting at which the Mayor (Mr. S. Bond) presided. The matter was then pretty fully discussed by various speakers, but no particular site advocated, as an agreement had been come to that the choice of site should be left entirely to the Government.

The terms of this agreement were pretty well adhered to during the whole term of my visit, and my labours much facilitated thereby.

Two questions to be decided. A decision therefore has to be arrived at on two issues.

First. Is any bridge necessary at present?

Secondly. And if a bridge is necessary on what site should it be built?

Without a clear knowledge of all the surroundings it would be impossible for anyone to arrive at a just decision on either point. I shall therefore endeavour to describe them.

Divisions of Kempsey Borough. The designations—Kempsey, Central Kempsey, East Kempsey, and West Kempsey are most confusing. Kempsey should be used as a general term to express the whole borough, though it is often used to designate Central Kempsey alone as being the original town. The difficulty with regard to East, Central, and West, arises from the borough being situated on both sides of the river where it takes a semi-circular bend. East Kempsey is a private town on the right bank; Central Kempsey, directly opposite on the left, is also a private town; while West Kempsey, the Government township, is laid out on both sides of the river about 1 mile higher up, but owing to the bend in the river portion of West Kempsey is due south of Central Kempsey.

Central Kempsey. The principal hotels, stores, and banks are in Central Kempsey, as is also the principal Post and Telegraph Office—in fact nearly all the business of the town is transacted in Central Kempsey, and yet the Government maps totally ignore it. The town is built on a moderately high-level bank (some 25 feet over high water-mark), and on the "making" side of the river. There is good water-frontage for wharfs and stores, well out of the strong current, which—during freshes—sweeps the opposite bank, and therefore Central Kempsey is admirably situated for commercial purposes. Nevertheless, it can never become a very populous quarter for the following reasons:—(1) It is not sufficiently elevated to be above all floods, though it is seldom that it is completely covered. (2) The extent of high bank is very limited in width affording room for only one main street parallel to the river, and above ordinary flood level. (3) It is cut off from the high ground of West Kempsey by a swampy lagoon, through which the current rushes during high floods.

In spite of these drawbacks, however, I think that Central Kempsey will always remain the commercial centre of the borough.

East Kempsey. East Kempsey is built on a curious narrow ridge which rises in places about 100 feet, and divides the river from a large deep swamp at the back. The rise from the river is too abrupt for business purposes, but is admirably suited for residential sites, consequently many of the merchants and professional men of Central Kempsey have their private residences here, and cross and recross the ferry several times during the day.

West Kempsey, South. The southern division of West Kempsey is laid out on the continuation of the same ridge on which East Kempsey is built. Here, however, it is wider and broken up into separate hills till it finally ends at the Euroka Creek flats. It contains about a dozen small cottages and one saw-mill. Most of the land is still unsold and covered with thick bush.

West Kempsey, North. The north division of West Kempsey is nicely situated on well elevated ground which gradually rises towards Green Hills. It is mostly laid out in detached residences, though there is one principal street which contains several hotels and stores, and the usual Government buildings—Post and Telegraph Office, Court-house, Police Station, and Public School. The Show grounds are also at West Kempsey. It therefore contains in itself all the elements of a good town.

It is, however, not so well suited for shipping purposes as Central Kempsey, owing to the river banks being low in the vicinity of the business part of the town. Its one wharf is half a mile away, and hardly ever used, partly on account of the distance, but also on account of the river in front having silted up. There is, however, nothing to prevent good wharfs being constructed when required, at a point higher up the river. Still, Central Kempsey will always have the advantage on this point.

Whether the construction of the north-coast railway would alter this condition of affairs cannot be determined, though its probable effect will be considered later on.

Effect of division. This division of Kempsey into practically four towns is most unfortunate as it excites jealousies which tend to hinder the advancement of the whole borough.

From the above description it will be seen that Central and East Kempsey are interdependent on each other, and must always remain so, but that the North Division of West Kempsey is self-contained, and could do very well by itself if it had better wharfs or railway communication. The South Division can hardly be said to exist at present, it may, however, be considered as part of East Kempsey, and is so treated in the census returns; in fact, it would be better to designate all on the right bank of the river "South Kempsey," and all on the left "North Kempsey."

There

There are now two ferries at Kempsey—the oldest and most important plies between Central and East Kempsey, and the other between the North Division of West Kempsey and the mouth of Euroka Creek, though on the Government maps it is wrongly shown as being near the railway trial survey crossing. Central Kempsey ferry is used by all the residents of East Kempsey, and by the majority of the inhabitants of the Lower Macleay on account of the road on the right bank being much shorter than that on the left. Most of the Port Macquarie traffic also goes across this ferry.

West Kempsey ferry is used by the farmers on Euroka Creek, and on the south side of the river for some miles up, and by people going direct from West Kempsey to Port Macquarie. The main traffic of the Upper Macleay does not cross either ferry, but comes in by the Green Hills Road on the north bank.

Both ferries are now in the hands of the Municipal Council, and are worked by day labour—the usual Government tolls being charged. The traffic returns, as taken by two enumerators put on for one week at my request, are as follows:—

Week ending 6th June, 1891.

	Passengers.	Horses.	Vehicles.
Central Kempsey	3,186	453	147
West Kempsey	606	247	129
Totals	3,792	700	276

Ferry traffic, 1891, weekly return.

As this was a very ordinary week, with nothing particular going on, and the roads still bad after the rain, I may safely multiply these totals by fifty-two to obtain the annual traffic.

Estimated yearly return for both ferries: Passengers, 197,184; horses, 36,400; vehicles, 14,352.

I have no means of obtaining the actual yearly returns as the numbers are not kept in the Council's books, but merely the total amounts received each week. In the appendix will be found a certified extract from the books as well as the details of the special return kept at my request.

By comparing the above annual return with that previously given for 1878 it will be seen that there has been an enormous increase in traffic since the bridge agitation commenced, although the 1878 return was calculated from a period when the ferry was free.

There has also been a great increase in the population since 1881; Kempsey Borough alone now contains 2,143 inhabitants as against 1,321 in 1881, equal to an increase of 62 per cent. The population area contains about 3,600 inhabitants, and the entire census district 11,689 (see Census Returns in Appendix). Large as has been the increase in Kempsey Borough it is surpassed by the gains in the outlying villages and districts. It is no wonder then that the ferry passenger traffic has increased over 400 per cent. Whatever necessity therefore there was for a bridge twelve years ago, when the original surveys were made, has become fourfold as great.

It seems unnecessary for me to bring forward arguments, such as loss of time, danger to life, interruption of traffic during floods, to show that some bridge is needed, as it must be obvious that any place which can show an increasing ferry traffic of close on 200,000 passengers per annum, besides horses, cattle, and vehicles, should have a bridge, except in such cases as where the great width of the passage renders the cost prohibitive. These arguments will, however, be considered in the second point of the inquiry, namely, "On what site should the bridge be built?"

It is quite out of the question to build two bridges, so whatever bridge is built must be designed to carry both road and railway, and thereby avoid a waste of public money similar to such a case as Narrandera, where two bridges are erected in close proximity. At some future period I have no doubt Kempsey will become large enough and the country rich enough to justify the construction of a second bridge, but it will not be for a good many years.

On engineering points there is not much to choose between the two proposed sites, though the information at present available would lead me to prefer the Central-Kempsey site; here the river is 480 feet wide, or about 180 feet narrower than at West Kempsey, where the width is 660 feet. The approaches would also be shorter, but on the other hand the water is deeper, and so apparently is the rock, though little reliance can be placed on the borings, owing to the imperfect appliances used. The design best suited to Central Kempsey would be one long span—to cross the deep channel on the east side—and one or more moderate spans to reach the banks; while at West Kempsey, if the borings are to be relied on, moderate spans all through would come cheaper.

With regard to navigation, a fixed bridge at either site would block the river for ocean vessels above Central Kempsey. These can now go above Wanxton, 6 miles higher up. The chief sufferers would be the saw-mill owners, who occasionally ship timber direct in sailing vessels. Two mills would be affected by the bridge at Central Kempsey, but only one by the West Kempsey bridge.

If it were not that the bridge must eventually carry the railway it should be constructed with an opening bay. Up to the present it has been a hard and fast rule in this Colony to have no opening railway bridge; whether it is wise to insist on such a regulation in all cases, is not for me to say. It must, however, be plain to anyone who considers the question, in view of future developments of the country, that ultimately many railway bridges will be constructed, and altered, so as not to block ocean vessels. There would be no difficulty whatever in constructing a railway bridge at either site with an opening span at the shallow end, where during flood time the current is not so strong and navigation less difficult. There is no necessity to give a depth of 58 feet, as is shown on one of the designs, while 10 feet is more than sufficient for any vessel which can enter the river. This question of opening railway bridges will have to be faced sooner or later, in connection with the North Coast Railway. In other countries the Government compel Railway Companies to erect opening bridges wherever navigable water has to be crossed, unless sufficient headway is given to allow sailing vessels to pass.

It must next be considered which site would best suit the railways which may be constructed in the future.

Three

Railway bridge accommodation.

North Coast Line.

Three railways have been proposed, viz. :—(1) The North Coast Line which is laid out through the two divisions of West Kempsey, crossing the Macleay River at what has been referred to as the West Kempsey site. There can be no doubt that the most suitable crossing has been selected for this railway, although for traffic purposes it would be better if the line came closer to Central Kempsey.

Trial Bay Line.

(2) Trial Bay to Kempsey direct line now being surveyed, in lieu of the original line along the coast sandridges, which would have been a great mistake, will come along the elevated ridge into East Kempsey, so the Central Kempsey bridge would suit it far better. This line—on which I am preparing a report—presents promises of not only proving a remunerative undertaking, but also of doing away with the necessity for carrying out enormously expensive works for the improvement of the entrance to the Macleay. I am, therefore, of opinion that it will be constructed within the reasonable future—probably as soon as the North Coast Line into Kempsey. This being so, it has equal weight in determining the position of the bridge.

Hickey's Creek Line.

(3) The line from Kempsey to Hickey's Creek and the Upper Macleay, which has more recently been suggested by Mr Dangar, as a continuation of the line from Trial Bay, would also be better suited by a bridge at Central Kempsey, as the through distance would be thereby considerably shortened.

Present Survey of Railway.

Mr. Kennedy, the Railway Surveyor, who is now engaged on the Trial Bay line, has instructions to resurvey the North Coast Line, so he will of course consider the whole matter. Till his surveys are completed about Kempsey it will be impossible to say what the relative cost and length of the two routes would be. From my examination of the ground I am inclined to favour the alteration of the North Coast Line, so as to make it join the Trial Bay Railway at the back of East Kempsey, and then cross the river into Central Kempsey (somewhat as is shown by the red line on accompanying map). The line would then be continued through West Kempsey, so each section of the borough would obtain railway communication without detriment to the others.

Railway bridge at Central Kempsey.

Stations.

There is a good site for a station at Central Kempsey, on almost vacant land, which has never been covered by floods within the memory of the oldest inhabitant. Stations should also be provided at the junction in East Kempsey and at West Kempsey.

Railway bridge at West Kempsey.

If, on the other hand, the West Kempsey Bridge is adopted the Trial Bay line would have to be carried right round the bend of the river to West Kempsey to join the North Coast Line; Central Kempsey would be left completely out in the cold, and, in consequence, its trade would continue to be done by steamer as at present, unless a second bridge were constructed to carry goods across the river to East Kempsey station.

Road traffic. Accommodation.

The remaining side of the question is, what site would best suit the present and future road traffic? As far as present requirements are concerned, the ferry returns show clearly that over five passengers cross at Central Kempsey for one at West Kempsey. (The actual returns will be found in the Appendix.) As to the future, though the construction of the North Coast line and the sale of Government land at the south division of West Kempsey, would much increase the traffic across the river at that place; on the other hand the Trial Bay line would correspondingly increase the population of East Kempsey, and with it the traffic across from Central Kempsey.

Floods.

I see, therefore, no likelihood of the West Kempsey road traffic ever becoming nearly so great as that between Central and East Kempsey.

In connection with this side of the question, must be considered the danger to life and property which arises at Central Kempsey during very high floods, from the fact of the town becoming hemmed in previous to its submergence. It was my privilege last month to see a sudden rise take place in the Macleay, which, though comparatively small, was sufficient to give one a good idea of what the effect of a greater flood would be.

Ferries broken down.

In one night the river rose over 10 feet, and next day was running over the lowest parts of the banks into the swamps behind. The current, from being a sluggish stream, changed into a torrent carrying immense quantities of drift wood. All the ferry punts on the river were disabled through floating logs catching on their wire-cables, though indeed they could never have been worked after the river had risen 6 feet, owing to the strong current. The two sides of the river, from the ocean to the New England Mountains, were then completely isolated so far as ordinary communication was concerned, and few would care to venture in small skiffs on such a stream.

Velocity of current.

During the height of the flood I came up the river in a 10-knot steamer, and returned in the ocean boat "Electra" and the Government tug to near the mouth. The velocity of the current was in many places over 8 knots. During high floods the river breaks across the bend through the lagoon at the back of Central Kempsey, and submerges the causeway which now connects the two towns. Central Kempsey then becomes an island in the midst of a torrent, till completely submerged. I can find no record of this having occurred of recent years—I mean complete submergence—but the formation of the ground shows that it has happened, and, therefore, it will happen again.

Danger to Central Kempsey.

Highest flood.

The highest recorded flood was 28 feet over low tide mark, and this submerged all the town except a narrow stripe along the main street, a plot of vacant ground opposite the proposed bridge site, and some elevated knobs on the river bank; this was in 1875, and since then the conditions of the watershed of the Macleay have gradually been altering. The creeks and gullies on the Upper Macleay, and on the New England slope, were once clothed with dense scrub, which, to a certain extent, kept back the floods and allowed the lower river to drain off before the upper waters reached it.

Floods likely to increase.

Settlement on watershed.

In the last few years settlement has been rapidly increasing on the upper river, while last year a sudden impetus was given by the throwing open of the pastoral holdings; fifty-two new settlers came into the district in that one year. It will not therefore be many years before all the creeks and gullies will be cleared, and much of the country ring-barked. This will allow the rainfall to flow off with greater rapidity and cause the floods to rise to a greater height at Kempsey, unless the balance is restored by fresh outlets breaking through from the river swamps to the ocean, and so affording a quicker get away.

Bridge as means to escape.

There is then always a contingency that one day a high flood will come and cover the whole of the ground about Central Kempsey, causing great loss to property, and probably to life, unless some means to escape is provided; either a bridge to East Kempsey or a causeway to West Kempsey, would afford the necessary means of escape.

Causeway to West Kempsey.

In any case this causeway or viaduct to West Kempsey must be constructed in the event of either bridge being built, otherwise one of the towns would be cut off from the bridge during flood time.

In

In case of the Central Kempsey site being adopted the railway viaduct would afford sufficient means of communication for West Kempsey, but if the West Kempsey site is adopted a raised road will have to be constructed from Central Kempsey, either along the river bank to the bridge, or by the present route to West Kempsey.

In connection with the above inquiry I was instructed to report on the alternative proposal to substitute a steam-punt, for the present hand-ferry at Central Kempsey. After what has been already written it is hardly necessary for me to say more, as it must be clear that a steam-ferry would be of very little improvement on present arrangements. It would, indeed, reduce the present loss of time, but would be of no use whatever during floods. If, however, the bridge is erected at West Kempsey, then a steam-ferry might be provided for Central Kempsey, although the river is rather narrow to obtain the full advantage from steam power.

Proposed alternative (steam ferry).

To summarise the result of my investigations, I find—

Summary.

- (1) That a road bridge is required across the Macleay River at Kempsey.
- (2) That such a bridge should be designed to carry, ultimately, the North Coast and the Trial Bay Railways.
- (3) That of the two sites, that at Central Kempsey is superior in an engineering point of view.
- (4) That a fixed bridge at either site would block navigation for ocean vessels for over 6 miles of the upper river, though the West Kempsey site is a little superior in this respect.
- (5) That, therefore, the advisability of building an opening bridge should be considered in this case, especially as such bridges will before long become imperative on railways at other places.
- (6) That, though the West Kempsey bridge would better suit the North Coast Railway, the Central Kempsey bridge would prove superior with regard to the Trial Bay and Hickey's Creek lines, as well as all three railways combined, so far as can be judged before the completion of the surveys now in hand.
- (7) That the bridge at West Kempsey would directly connect two divisions of the Government township, and partly recoup the country the cost of the bridge by the increased value of unsold allotments, and in this respect has a great advantage over the other bridge which would connect two private towns.
- (8) That so far as passenger traffic is concerned a bridge at Central Kempsey would be five times as useful, at the present time, as at West Kempsey.
- (9) That during high floods there is great danger to life and property at Central Kempsey, which would be mitigated by the erection of a bridge joining it to East Kempsey.

Taking therefore a broad view of all the surrounding circumstances, I am of opinion that, unless on the completion of the surveys very strong reasons can be shown to the contrary—a combined road and railway bridge should be constructed to connect central with East Kempsey, with a raised approach across the intervening low ground to West Kempsey.

Conclusion.

I have, &c.,
EDWD. B. PRICE.

[One plan.]

MAP OF THE
TOWN OF WEST KEMPSEY
 AND SUBURBAN LANDS
 IN THE PARISHES OF BERANGHI, KALATEENE & YARRAVEL
 IN THE COUNTIES OF MACQUARIE & DUDLEY
 LAND DISTRICT OF KEMPSEY
 N.S.W. 1890

SCALE
 Date of Map 4th July 1890



Note
 Declared a Town 20th March 1885
 Town boundaries shown Date
 Suburban do do
 County do do
 Parish do do
 County do do
 Municipal do do
 Within bounds set from Occupations under Miners Right or Business Licenses Not 3rd Sept 1888
 Boundaries under Towns Police Act Proclaimed 23rd May 1890 identical with Municipal boundaries

PHOTO-LITHOGRAPHED AT THE GOVT. PRINTING OFFICE,
 SYDNEY, NEW SOUTH WALES.
 (Sig 103)

1891-2.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

PROPOSED BRIDGE AT WALLAGA LAKE AND PROPOSED WHARF AT NOOROOMA.

(REPORT BY S. ALEXANDER, EXAMINER OF PUBLIC WORKS PROPOSALS.)

Ordered by the Legislative Assembly to be printed, 18 January, 1892.

S. Alexander, Examiner of Public Works Proposals, to The Under Secretary for Public Works.

Sydney, 3 November 1891.

THESE works, being required for the service of a small tract of country between Wagonga River and Wallaga Lake, must necessarily be dealt with in the same Report. In order to complete my information, I have asked for and been supplied with papers on a proposed wharf at Punkalla, on the Wagonga River, for which a sum of £500 is to be placed on the Estimates for 1892, and I have also the papers on bridging a road between Dignam's Creek and Bermagui. Notwithstanding that the Punkalla wharf has been decided on, and that the bridges on the Dignam's Creek, Bermagui Road, are not in my commission, I am under the necessity of dealing with both, as a consideration of them is inseparable from that of the others.

2. The port of Bermagui is an open roadstead, made available for steamer traffic in 1887 by the construction of a jetty at the Horseshoe Bend. Before that date trade was carried by sailing vessels only. A bridge over the Bermagui River, since built, now connects the port with Bermagui and Cobargo. The facility afforded to operations of all kinds by these works, and by the completion of the road to Cobargo, has had a very marked effect upon the advancement of that district in the last few years.

3. Steamers of the Illawarra Steam Navigation Company call at Bermagui on four days weekly, giving two services each way per week, and the port is used by other steamers also. The water available at the jetty is from 14 to 22 feet in depth. It is sheltered from all winds, except between N. and E.N.E.

4. The South Coast Road passes through Cobargo, which is 14 miles from Bermagui. There would seem to be no probability of through traffic along the coast being diverted to pass through Bermagui, but the port has become a centre to which traffic will gravitate from the surrounding districts for ever.

5. The port at the Wagonga is just inside the entrance. The position of the entrance channel here is permanent, probably made so by rocks, and, being very narrow, is kept constantly at a uniform depth by the tides. The available space for loading is along the right bank between Noorooma township and the entrance, and is completely sheltered. Inside this, however, in the open expanse of the river, the sandbanks are constantly in a state of change. The main channel now crosses over from the left to the right bank, sweeping some extent of the latter clear of sand, but some years ago the channel was along the right bank only, past the whole village frontage. The place known as the Inner Crossing seldom, even at the highest tide, carries more than 6 or 7 feet of water, and during extended fair weather the depth becomes considerably less, as erosion of the sandbanks increasing the water space tends continually to lessen the scouring action.

6. There have been numerous wrecks of sailing vessels at this entrance. It is not recognized as a port by insurance companies, but the traffic in timber has been continuous for many years. This has been a trading place also for small steamers of 100 tons gross burden, and lately a systematic carrying trade has been instituted by Mr. Fishburn with the s.s. Trident, of 72 tons register, and almost 100 tons capacity. Her draught of water is 7 feet. This is the maximum that can enter the channel. This steamer has repeatedly been taken over the inner crossing to the Bodalla Company's wharf, and up to Punkalla, but only under favourable circumstances. She has made about twenty trips to the Wagonga to date.

7. The Punkalla wharf site is at the head of the river, some miles from the entrance, close to the Main South Coast Road. It will directly serve the neighbourhood, and by a cross-road it is within 8 miles of Eurobodalla. Its situation is eminently suitable for service of a large scope of country, but the difficulty to its use is in the uncertainty of a vessel being able to reach it over the inner crossing. A punt in connection with the steamer service is now in use, and makes a certainty of the passage.

8. The following are some of the distances from Punkalla wharf:—To Eurobodalla, 8 miles; to Nerrigunda, *via* Eurobodalla, 15 miles; to Bodalla, 12½ miles; to Tilba Tilba, 13 miles; to Noorooma 11 miles.

9. The traffic in timber from the Wagonga is now limited to two sawmills on the south bank. The wattle-bark crushing-plant at Punkalla is now idle. The timber is all punted to Noorooma wharf.

10. The settlement in the immediate neighbourhood of Punkalla comprises fifteen holdings, aggregating 4,130 acres, and containing a population of about 150 persons, but this does not include any of the back country, of which a great extent would be served.

11. The settlement in the district named Corunna, within a radius of 9½ miles of Noorooma, comprises thirty farms, aggregating 5,952 acres, with a population of about 250 persons. A Government township has been laid out at Noorooma.

12. The Tilba Tilba district occupies the southern space in this tract of country. The township is at the base of Mount Dromedary, on the Main South Coast Road. The settlement, as given, comprises a total acreage held of about 9,000 acres, in twenty-seven farms, supporting a population of about 350 persons, but the map shows that nearly the whole space has been taken up. The fertile part of this area is of exceptionally good quality. A noticeably large amount of improvements has been done on these lands, bringing them to a state of perfection for grazing purposes such as is seen in few parts of the Colony. The actual result of this introduction of capital and labour has been to raise the producing capacity of the district enormously within the last few years, and within the last twenty to have reclaimed it from virgin forest.

13. The natural port for this district is Bermagui. It is to be reached now during the open state of the entrance to Wallaga Lake only via Dignam's Creek, which is 7 miles along the road to Cobargo, extending a circuit of 17 miles; whereas the direct road via Wallaga Lake is but 9 miles. This alternative route via Dignam's Creek would be available but for the fact that a road has not yet been made passable that way; so, in point of fact, the actual circuit to be taken is so much greater than 17 miles that it is never used by Tilba people under any circumstances. The position of affairs consequently amounts to this: That there is now no connection at all with the port of Bermagui from Tilba Tilba.

14. The subject has been rendered the more difficult for explanation and settlement now by the complication induced by an action in 1888 in deliberately allowing a vote of money for bridging the road between Dignam's Creek and Bermagui to lapse, and now by Mr. Stillwell's concluding paragraphs in his report of 3rd October, 1891. In a letter dated 9th November, 1888, Mr. Postle consulted the Progress Committee of Tilba Tilba, who, under date 16th November, 1888, desired that the money voted for these bridges should be expended on bridging Wallaga Lake. The interests of Dignam's Creek and Narira not having been considered, and no investigation as to Wallaga Lake entrance having been undertaken, the whole subject has remained open for discussion, and a conflict introduced with the Corunna people as to precedence being given to their claims for wharfage at Noorooma and completion of a road thereto.

15. The alternative road for the Dignam's Creek people is 22 miles via Cobargo, against 10 direct to Bermagui. To Tilba people these distances are 29 miles, against 9 miles. The importance of the connection to Dignam's Creek people must be conceded at once, but for the Tilba district there is an outlet via Noorooma, about 13 miles away. This port is actually in use, so, in one sense, Mr. Stillwell may be right in saying that the bridging of Wallaga Lake is not *urgent*, since no blockage of traffic has actually occurred.

16. That such a blockage is possible and impending at any time is shown by the fact that the steamer service from the Wagonga had been suspended altogether for some months, until undertaken by Mr. Fishburn early in June, just prior to the occurrence of the floods by which the Wallaga Lake entrance was made impassable, and thus a complete collapse of all trade operations in the whole districts of Corunna and Tilba Tilba was averted.

17. In addition, it should be remarked that there is a vast difference between the services and the works of accommodation at Bermagui and at Noorooma. From Noorooma no passenger traffic or transport of stock is possible, and the service is essentially of an uncertain character in every respect, liable to suspension at any time, and, though under the circumstances conferring great benefits, it is entirely unsuited to the existing necessities of the district, and incapable of contributing to its development.

18. The demand for a wharf at Noorooma is pressed at a time when, as shown, the whole of the trade from the districts between Wagonga and Wallaga Lake is being dispatched from this port in the lack of any other possible outlet, as a result of the indecision of the last few years. Mr. Williams's report of 25th February, 1891, based on that of Mr. Love, of 16th February, 1891, urges that the Bermagui port being available renders provision of works at Noorooma unnecessary. Bermagui is not available.

19. The works available are a wharf and store put up in connection with a sawmill on a five years' lease, which expired on December 31st, 1890. An application for renewal of this having been opposed, it is understood that the Land Board have recommended a renewal for twelve months only, which also will expire at the end of this year. Though by the terms of this lease these works are available for the use of the public, the insecurity of the tenure has the effect of discouraging the lessee from doing any more than is absolutely necessary in works, and the wharf is in consequence but a poor apology—it was, in fact, destroyed recently by such seas as reach this sheltered spot.

20. In paragraph No. 11 I have given the settlement in the neighbourhood. I would point out that since steamers have found trade at the Wagonga for years, while Bermagui was available, it would seem that the short distance to Noorooma from the Corunna district suffices to draw some of the traffic that way.

21. The question is resolved into two issues. The first is as to the need for works of the kind, and the second as to the sufficiency of works put up by a lessee, if the need does exist.

22. On the first point I would submit that the existence of a reliable outlet to the sea, such as is found here in connection with a district of some extent, which, though as yet in embryo, is capable of great development, amply justifies construction of works to make it available.

23. On the second point, I am clearly of opinion that works of this kind for the public use should not be left to private enterprise, unless ample security and length of tenure be given to the lessee, and guarantees exacted providing for sufficient works and their maintenance.

24. In conclusion, I submit that the immediate necessities of these districts demand the completion of the road from the South Coast Road at Dignam's Creek to Bermagui. I believe that the sums voted for this having been allowed to lapse has been fruitful of existing difficulties, which, had the steamer service not been recommenced at the Wagonga, would have been disastrous. Further, a main road from Eurobodalla connects with the coast road at Dignam's Creek. The proposed road would therefore act as a direct connection from districts as the Turoos with Bermagui. It is hence a very important road to open.

25. I consider also that the case for the construction of a bridge at Wallaga Lake entrance has been made out, and that the expenditure is amply justified by the importance of the interests involved.

26. The wharf at Noorooma has been dealt with in paragraphs 22 and 23. I would here only add that I consider the demand for such accommodation reasonable, as an additional security for operations for developments of these districts, and that it may be granted in addition to the bridging here recommended.

27. The wharf at Punkalla has already been authorised, but I would here say of it, that, as the district it would serve is entirely distinct from those interested in the other works, and is of sufficient extent and importance, I consider that it should be built. But, at the same time, I would point out that I believe a very much lesser sum than £500 would suffice.

STANLEY ALEXANDER.

Tilba Tilba, 5 October, 1891

At a meeting of residents in favour of a bridge over Wallaga Lake, to connect Tilba with Bermagui.

Present: Messrs. JOHN BATE, President.

W. E. SECCOMBE.

R. M. BATE.

J. CRAPP.

W. H. CORKHILL, Secretary.

Members of the Progress Committee.

These gentlemen ask for an interview with me relative to the erection of a bridge over Wallaga Lake, on the road to Bermagui, before taking steps to appoint a deputation to interview the Minister for Public Works. A petition is in course of preparation, for which signatures are being collected.

A letter from the Under Secretary, 91/3502, dated 27th April, 1891, was exhibited. This says that the question of the site for this bridge is at present under consideration, and when a decision has been arrived at a further communication will be made.

Mr. Corkhill states that a sum of £1,600 was placed on the Estimates and passed in the year 1888 for the construction of two bridges on the road from Dignam's Creek to Bermagui. Mr. Postle, the Road Superintendent, suggested in a letter dated October 9th, 1888, that this sum might be allowed to lapse with a view to its being in some way devoted to construction of a bridge over Wallaga Lake. Will endeavour to find this letter. It has repeatedly been referred to by Mr. Corkhill as an argument in favour of a bridge over Wallaga Lake, and has not been denied by the Department.

Mr. Corkhill wishes to point out that it was through the efforts of the Tilba Progress Committee that this amount was placed on the Estimates.

The Progress Committee assented to this arrangement in writing to Mr. Postle, and the sum accordingly lapsed.

The letter referred to has been produced, and the passage in reference to the bridges and the Vote is in effect that Mr. Postle wished to be informed as to the views of the Tilba people regarding the money voted for the bridges on the Dignam's Creek-Bermagui road being transferred to build the bridge over the lake, "as it would materially modify his report on the subject."

The first application for a bridge over the Wallaga Lake was made in September, 1888, and it was in reference to this that Mr. Postle wrote the letter remarked on above.

Mr. Seccombe having made out approximately some statistics of Tilba Tilba gives them here. The total acreage held is about 9,000 acres, in twenty-seven farms. Respecting the population of Tilba Tilba alone, Mr. Corkhill states that in September last year the postmaster, Mr. May, calculated that 350 persons called for letters at the Tilba post-office, and it is estimated that this would represent the population of the place. Mr. Seccombe estimates that the outturn from all the dairies in the district amounts to from £8,000 to £12,000 worth annually—adds that the district is very heavily handicapped in having no outlet for its produce, excepting via Wagonga Harbour, through the Wallaga Lake being open to the sea. At such times the crossing may for months at a time be quite safe, but it may suddenly be converted into a dangerous crossing by the shifting of the sands. A life was lost at this place about fourteen or fifteen years ago, and many times accidents have happened nearly proving fatal. Produce was often lost or destroyed, until settlers gave up sending their stock and produce by that road. Even when the opening is closed and safe the passage is over nearly a mile of deep heavy sand, which governs the load put on to the drays—for instance, two horses have to be put to a single horse's load; in short, about half-loads only can be taken. The storekeepers, of whom there are two in Tilba, have supplied the following figures showing the quantities annually imported by sea. These amount to £6,000 worth of goods, besides which the amounts brought in by private parties must be considerable.

The advance of the district in the last five years is believed to have amounted to a duplication in all respects of imports, exports, and productions, and, perhaps, in population also. A dairy factory is being established on a co-operative principle, having 1,000 shares, of which 370 have been taken up. The Company has been registered, and operations are about to commence.

Mr. R. M. Bate has counted twenty-two drays and spring-carts crossing the lake on one day—a steamer-day; this was exceptional, but it is estimated that the number of vehicles in use for regularly taking produce to the steamers is twenty.

Mr. Corkhill points out that the Illawarra Company's steamers call regularly at Bermagui twice a week going each way, thus giving a certain way of getting produce to market twice weekly, when by reason of the mouth of the lake being open this means of dispatch is lost, the only alternative route is via Wagonga River, which is once a week only by a very small steamer, and on no fixed days. For instance, produce was sent on a Friday to catch the steamer at Noorooma, which was to have left on Saturday, but did not leave till Tuesday night. The produce was therefore on the journey from Friday until the following

following Thursday, when the steamer reached Sydney. This was caused by the steamer "The Trident," having been delayed by weather in arriving at Noorooma. Further, it is urged that by way of Bermagui direct communication and traffic in produce, live stock, and passengers can be held with all ports on the coast north and south, including Melbourne, whereas via the Wagonga River a connection with Sydney alone is available.

Mr. Seccombe, on this point, states that only a few weeks ago a storekeeper at Ulladulla asked to be supplied with cheese; as, however, there was no way of communicating with that port, except via Sydney—the lake road being impassable—this trade was lost.

Mr. Corkhill further points out that the coast road for all purposes of communicating with places on the coast to the south for mail purposes also will, by the Wallaga Lake being bridged, shorten the road by 6 miles. At present there is a horseback mail twice weekly only between Tilba and Bermagui. To Cobargo a coach mail goes six times a week, and thence to Bega six times a week. From Cobargo to Bermagui the mail is on horseback twice weekly.

Mr. John Bate points out that very often the mailman has to swim his horse over the Wallaga Lake crossing.

These are the grounds on which the Progress Committee of Tilba Tilba urge the construction of a bridge over the Wallaga Lake.

The Committee wish to say, in conclusion, that they are of opinion that the demands of the Corunna districts for wharfage accommodation at Noorooma are reasonable, and might fairly be considered separately from the requirements of Tilba Tilba proper, which cannot be met by such an outlet.

The Committee add that it was mainly through the efforts of the Tilba Tilba Progress Committee that the bridge at Bermagui, the jetty, and the goods shed on the jetty were built, and now, on account of the lake being impassable, they are debarred from the benefits of these works, and they consider that this also gives them a reasonable claim to the construction of a bridge to connect their district with the port at Bermagui.

JOHN BATE.
W. H. CORKHILL.
W. E. SECCOMBE.
R. M. BATE.
JOSEPH H. CRAPP.

Subsequent to this meeting authority was received by me from the Under Secretary to inquire into and report on this proposal.—S.H.A., 3/11/91.

STATISTICS supplied at a Meeting at Tilba Tilba on October 5, 1891.

Corunna District.—South of Wagonga River, within a radius of 9½ miles from Noorooma wharf, bounded by Victoria Creek:—

Number of farms	...	...	...	...	...	...	...	...	30
Total acreage	...	...	...	...	...	...	...	...	5,952
Population, say	...	...	...	...	...	...	...	...	250
Average acreage	...	...	...	...	...	...	...	...	200

Exclusive of Suburban and Town Acreage of Noorooma.

Punkalla District and north of Wagonga River:—

Number of holdings	...	...	...	...	...	...	...	...	15
Total acreage	...	...	...	...	...	...	...	...	4,180
Average acreage	...	...	...	...	...	...	...	...	270
Population, say	...	...	...	...	...	...	...	...	150

1891-2.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

THE PROPOSED ERECTION OF A BRIDGE ACROSS THE MURRAY, AT GOLD CREEK CROSSING.

(REPORT BY MR. H. A. GULLIAT, EXAMINER OF PUBLIC WORKS PROPOSALS.)

Ordered by the Legislative Assembly to be printed, 15 March, 1892.

In February, 1889, Mr. Thwaites, of the Department of Public Works, Victoria, and Mr. Bowyer Smijth of the Roads and Bridges Branch of the Public Works Department, New South Wales, reported on this question, their recommendations being in favour of a punt near the Gold Creek crossing, and another at Wagra, higher up the Murray.

This report was adopted by their respective Governments. Tenders were called for, and one tender was accepted for a punt at Gold Creek. At the date of this inquiry, September, 1891, the work had not been completed.

2. Exception to the punt was taken by the borough of Albury, and the residents of Talgarno, Victoria, and the Victorian bank of the Upper Murray, on the following grounds:— Objection raised.

- (1.) That the principal industry of the district is fattening cattle, and neither stores nor fat cattle can be crossed on a punt with safety or convenience.
- (2.) That a bridge at Gold Creek would enable this to be done.
- (3.) That a bridge would shorten the distance between Talgarno, the Upper Murray, and Albury by at least 10 miles, and between Albury and Wagra, on the New South Wales bank, by 7 miles. This would not be effected by a punt owing to the delay and inconvenience in crossing, and the objection to payment of tolls.

3. An inspection of the district was made, and an inquiry held at Talgarno, Victoria, and Albury on the 27th, 29th, and 31st of August, 1891, when evidence was taken and arrangements were made for the collection of statistics by the Talgarno Progress Committee, T. H. Griffiths, Esq., the Mayor of Albury, and G. A. Thompson, Esq., Managing Director, T. H. Mate & Co. (Limited), whose Company does a large business with the district interested. Inquiry.

4. The evidence taken both in New South Wales and Victoria was unanimous.

- (1.) That for the service of the district, requiring safe and convenient passage of stock in considerable quantities, a punt would be practically useless. Messrs. T. H. Griffiths and Chennery, two of the principal stock and station agents in Albury, admittedly experts in all questions relating to stock, stated positively that a punt would not suit the requirements of the cattle traffic, and that it would be impossible to cross the wild Queensland bullocks that chiefly go to that market upon it. Nature of evidence.

Mr. Chennery considered that a punt would be unsuitable for stock of any kind, and that, with the exception of "milkers' calves" he regarded the crossing of cattle as impossible, and that sheep could only be crossed with the greatest inconvenience and difficulty.

- (2.) It was pointed out by all the witnesses that a bridge—it being held that a punt would be rarely used—would save 10 miles between Talgarno, the Upper Murray, and Albury, and Mr. Griffiths added that its erection would divert from the Albury-Wodonga crossings all store stock bound for Gippsland, and bring to Albury quite one-fourth of the stock from the Upper Murray, on account of the shorter distance and better road.

5. Several of the principal witnesses referred to the increase of the local trade between Talgarno, the Upper Murray, and Albury, as a certain result of shortening the distance by a bridge, which the delay in crossing by a punt and the objection to payment of tolls will not encourage; and it appears probable, in view of the considerable business at present carried on by the longer route *via* Wodonga and from the opposition to the proposal on the part of the Wodonga Shire Council—they having forwarded a protest to the Victorian Secretary for Public Works—that this would be the case to a considerable extent. Increase of trade with Albury.

6. Wodonga is said to be the largest cattle market for live-stock in Australia, and Mr. T. H. Griffiths stated that he has seen 10,000 head change hands at one sale, while from 80 to 100 trucks of fat cattle are frequently despatched to Newmarket in a day. Wodonga and Albury stock markets.

The sub-collector of Customs, Wodonga, furnished the following return of stock crossing from New South Wales to Wodonga during 1890 and to the end of September, 1891 :—

		Cattle.	Sheep.
1890	...	96,757	344,737
1891	...	46,443	285,210
		143,200	629,947

A return from the Borough Council books gives the stock yarded in Albury from the 1st of August, 1889, to the 1st of August, 1891, as :—Cattle, 15,966; sheep, 580,953; horses, 1,415; pigs, 1,291.

An abstract of the statistics furnished by the Talgarno (Vic.) Progress Committee, dealing only with freehold lands around Talgarno and the Upper Murray shows :—Number of holdings, 110; acres (freehold), 80,366; cattle, 11,193; sheep, 10,827; horses, 1,108; pigs, 259. Annual draft—Cattle, 4,666; sheep, 5,353; horses, 175; pigs, 152.

This shows the draft from freehold lands of the district; the stores brought in to replace it will double the number.

The secretary of the Shire of Towong gives a return for the district bounded by Talangatta and Bethungra, not including the Mitta Mitta, making a total of :—Horses, 4,494; cattle, 22,774; sheep, 39,753; pigs, 1,029.

In the consideration of these figures it should be borne in mind that the district is a fattening and not a breeding one, and that drafts of store stock are constantly moving into it, to replace the fat cast.

7. The extension of the Upper Murray branch line from Wodonga, *via* Bethungra, to Talangatta will take a certain portion of the fat stock destined for the Melbourne market from both sides of the Murray, but it does not appear that the traffic *via* Gold Creek will be greatly affected in the event of a bridge being constructed, owing to the increased local traffic with Albury, and the increase of stores taking that route into Victoria.

8. The advantages to be derived from a bridge at Gold Creek Crossing, appear, therefore, to be :—

- (1.) An increased stock traffic between the Upper Murray and Albury, owing to a reduction of 10 miles in the distance.
- (2.) A reduction of 7 miles in the distance between Albury and Wagra.
- (3.) A more convenient route for store cattle for Gippsland and N.E. Victoria.
- (4.) The inducement to the Victorian settlers to trade, as far as their protective duties will admit, with a large and flourishing business centre like Albury. The advantages will be much enhanced by every facility being given to more convenient access.

9. The conclusions arrived at after inspection of the district, and careful consideration of the evidence and statistics are :—

- (1.) The construction of a bridge would probably increase the traffic in cattle and sheep by Gold Creek.
- (2.) It would probably increase the local trade between the Victorian settlers and Albury.
- (3.) The case advocated by the Borough of Albury, the Shire Council of Towong, and the residents of Talgarno, and the Upper Murray, appears sufficient to warrant the construction of a bridge.
- (4.) A wooden bridge will probably be sufficient to meet all requirements.

HARRY GILLIAT,

Examiner of Public Works Proposals.

EVIDENCE.

Talgarno, Victoria, 27 August, 1891.

W. P. Broome, farmer, Talgarno, Victoria, considers the difficulty of crossing store cattle upon a punt a strong argument in favour of a bridge; no stock can cross the ford except during the summer months, when the river is low; this does not occur for more than three months during the year, usually in January, February, and March; is unable to state the annual turnover of fat stock from the district; he and his colleagues will take steps to collect a correct return of the fat stock sent off, and, as far as possible, a return of the stores brought in, and also a return of the sheep grazed; a large proportion of the latter are bought in Albury; a bridge at Hawksview will induce store stock going to Gippsland to travel by Talgarno without going through Albury or Wodonga; the distance saved between Talgarno and the Albury sale-yards, by crossing the Murray at Gold Creek, is at least 8 or 9 miles; wishes to add that this road is a good and level one, while that on the Victorian side, by Wodonga, is rough and broken; Albury is his natural market.

W. P. BROOME.

Adam Elliott, Talgarno, Victoria, farmer and grazier, is of opinion that a punt for the traffic of the district is practically useless, owing to the difficulty of getting either store or fat stock on to it; the principal business of the district is fattening cattle, necessitating a turnover every eight or twelve months; large drafts of horses go from this district quarterly to the Wodonga horse sales, when from 400 to 1,000 head are yarded at each sale.

ADAM ELLIOTT.

Edward Jeffcott, Talgarno, Victoria, farmer and grazier, confirms the statement that a punt for the traffic of the district, is practically useless, owing to the difficulty of getting stock on to it; is confident the ford is not passable for more than three months in the year; considers that it is 25 miles from Talgarno to Albury by the Victorian side of the river, while by crossing at Gold Creek it is only 15 miles; the road from Albury to Wagra, *via* Bowna, is 30 miles, but, by crossing at Gold Creek it is only 23 miles; a bridge would enable this road to be used; from Talgarno to the railway at Bethanga road is 12 or 13 miles; fat cattle from this district for Melbourne will probably be trucked there instead of going to Wodonga by road; wishes to point out that a number of articles can be purchased in New South Wales that are not dutiable into Victoria; for instance, Liverpool salt, which costs 16s. in Wodonga, can be bought for 11s. in Albury; adds that the district is a dairying one, and the shorter communication afforded by a bridge would induce a much larger trade with Albury than at present.

EDWARD JEFFCOTT.

Albury,

Albury, 29 August, 1891.

T. H. Griffiths, stock and station agent, is Mayor of Albury; the bridge at Gold Creek has been a want of the town since he has been a resident for the the last nine years; it will shorten the distance from the Talgarno and Bethanga district by quite 10 miles, and Albury would derive the benefit of the trade thence; at least one fourth of the store cattle now crossing at Albury for Gippsland would go *via* Gold Creek to shorten their journey; will have a return of all stock crossing the Albury bridge to Wodonga prepared and forwarded to the Examiner; puts in a return from the 1st of August, 1889, to the 1st of August, 1891, showing the number of stock that have passed through the Albury municipal sale yards; these figures are verified from the Council's books; with a bridge at Gold Creek, one-fourth of the cattle from the Upper Murray would come to this market; they would save in distance, and also in the number of bridges it is now necessary to cross; a punt will not suit the requirements of large stock; it would be impossible to cross on a punt the wild Queensland bullocks that come to this market.

THOS. H. GRIFFITHS.

J. C. Chennery, stock and station agent, is a stock and station agent; confirms all that Mr. Griffiths has said, and adds that of his own knowledge many of the residents on the Victorian side of the Murray are large customers to the stores in Albury; he will prepare a return of the stock to and from the Victorian side that have passed through his firm's hands during the last two years; a punt is utterly unsuited for stock traffic of any kind; he regards the crossing of cattle over a punt as impossible, unless they are milkers' calves, and even with sheep it could only be done with the greatest inconvenience and difficulty; a bridge would certainly largely increase the stock traffic with Albury and the general trade with the town.

JOHN C. CHENNERY.

G. A. Thompson, managing director of T. A. Mate & Co. (Limited), ex-Mayor at Albury, fully confirms what has been said by the previous witnesses; while Mayor, the matter of the Gold Creek bridge and the opening of the road to it was forcibly brought under his notice; he placed the matter before the Government, with the result of the present arrangement for the construction of a punt being made between the two colonies; from his position as a business man is certain a bridge would confer an immense benefit on the town, and, although a punt may be of some service, a bridge would be of much more; with a punt there is always a toll to pay and great delay in crossing, and if the experience of the other punts across the Murray are to be repeated it would be almost useless; the ford at Gold Creek, even in the driest summer, is impassable for sheep; his firm does a considerable trade with the Upper Murray, and a bridge would increase it largely; all goods now have to be sent round by way of Wodonga, increasing the cost of carriage.

G. ARTHUR THOMPSON.

Albury, 31 August, 1891.

E. C. Bowyer Smijth, M.I.C.E., resident engineer: In February, 1889, Mr. Thwaits of the Victorian Public Works Department and himself reported on the subject of the Gold Creek crossing, and their decision was in favour of a punt there and another at Wagra; has perused the evidence taken in this inquiry and, assuming the testimony of such experts as Messrs. Griffith and Chennery, who are the principal stock agents of the district, to be correct that cattle, and particularly those from Queensland, cannot be crossed on a punt even such as the one proposed; is of opinion that it may be desirable to reconsider the question whether a bridge will not be required at an early date; but, as the decision with respect to the bridge and its subsequent erection must take some time, is of opinion the construction of the punt should be proceeded with—in the event of a bridge being built the punt can doubtless be utilised at some other point on the river.

E. C. BOWYER SMIJTH, M.I.C.E.

Return of sheep and cattle crossed from New South Wales to Wodonga, Victoria, during 1890, and to the end of September, 1891—

	Cattle.	Sheep.
1890	96,757	344,737
1891	46,443	285,210
Total	143,203	629,947

Wodonga, Victoria, 10th December, 1891.

Supplied by the Sub-Collector of Customs.

The Mayor, Albury.

Sir,

At your request I have prepared a return of all the stock passed through the municipal and other yards within the Borough of Albury, for sale, from the 1st day of August, 1889, to the 1st day of August, 1891, and find the same to be as under:—Cattle, 15,966; sheep, 580,953; horses, 1,415; pigs, 1,291.

Albury, 19 August, 1891.

Yours, &c.,

W. R. CONLETT,

Collector.

THOS. H. GRIFFITHS, Mayor of Albury.

J. W. H. RAINE, Council Clerk.

The following return was put in by G. A. Thompson, Esq., managing director, T. H. Mate & Co. (Limited), Albury:—

Memo. from John Colbert, Secretary, Shire of Towong,—

Dear Sir,

In compliance with your request re stock in the Upper Murray, I herewith furnish you with the desired information. I may state that the figures represent the districts bounded by Bethanga and Talangatta; the Mitta Mitta River district is not included:—Horses, 4,494; cattle, 22,774; sheep, 39,753; pigs, 1,029.

Yours, &c.,

JOHN COLBERT.

RETURN

4

RETURN of Freehold Land, Stock grazed, and Annual Turnover on the Victorian side of the Murray,
above Talgarno.

Owner's Name.	Acres.	Cattle.	Sheep.	Horses	Pigs.	Turnover.				Residence.
						Cattle.	Sheep.	Horses.	Pigs.	
J. A. Bowden	50	.....	.....	8	.....	.....	.....	.....	Tintaldra.
J. Bowman	1,300	300	20	.....	.....	50	.....	.....	Mount Alfred.
A. W. Beazeley	.....	.....	.....	.....	.....	.....	.....	.....	Walwa.
C. B. Beazeley	2,000	100	.....	.....	.....	100	.....	.....	"
P. Brennan	1,000	100	.....	.....	.....	.....	.....	.....	"
H. J. Brown	660	10	.....	.....	.....	.....	.....	.....	"
G. Crowe	4,000	600	100	22	.....	400	.....	20	Jingellic.
D. Copalan	78	.....	.....	4	.....	.....	.....	1	Walwa.
J. A. Coysk	101	14	.....	2	.....	3	.....	.....	Tintaldra.
T. Coysk	218	20	.....	5	.....	.....	.....	3	"
Coysk Bros.	524	85	.....	14	.....	15	.....	1	"
E. G. Cudlewes	960	64	.....	.....	.....	.....	.....	.....	"
A. W. Cudlewes	50	.....	.....	2	.....	.....	.....	.....	"
Capper and Clark	130	45	.....	1	.....	42	.....	.....	Towong.
J. Coughlan	1,450	120	.....	7	.....	.....	.....	.....	Walwa.
G. Clyde	2,000	90	100	.....	.....	.....	2,400	.....	Burrowye.
T. Coughlan	1,000	70	.....	.....	.....	12	.....	.....	Walwa.
H. Coughlan	1,000	80	600	.....	.....	20	.....	.....	"
Lizzie Dunn	460	30	.....	.....	.....	.....	.....	.....	"
A. Dunn	500	50	.....	.....	.....	30	.....	.....	"
H. Dobinson	600	250	7	12	.....	68	.....	.....	Tintaldra.
H. T. Dobinson	900	130	.....	25	.....	80	.....	.....	Cudgewa.
T. Du Troag	100	8	.....	7	.....	5	.....	2	Tintaldra.
J. Doran	278	80	.....	15	.....	50	.....	4	Towong.
W. B. Everard	222	12	.....	12	.....	.....	.....	2	Tintaldra.
S. P. Everard	540	.....	.....	2	.....	.....	.....	.....	Walwa.
W. B. Everard, junr.	530	100	.....	5	.....	22	.....	.....	"
Jas. Findlay	3,000	1,050	40	300	.....	700	.....	.....	"
W. Hanna	1,000	30	.....	1	.....	130	.....	.....	Jingellic.
C. H. Hempel	967	80	.....	10	.....	.....	.....	.....	"
J. Hanna	1,020	100	.....	20	.....	300	.....	40	Walwa.
R. Hanna	2,000	180	.....	10	.....	40	.....	.....	"
F. Hunt, junr.	277	12	.....	10	.....	20	.....	.....	"
Jos. Hanna	1,000	50	.....	.....	.....	90	.....	.....	Mount Alfred.
W. Hunt	800	120	400	.....	.....	15	.....	.....	"
G. Hemenstall	5,000	700	.....	.....	.....	.....	.....	.....	Guy's Forest.
C. A. Hempel	895	25	.....	.....	.....	.....	.....	.....	Walwa.
F. Hunt	370	64	.....	.....	.....	20	.....	.....	"
Jos. Hanna	600	400	.....	.....	.....	50	.....	.....	"
R. Inglis	320	50	.....	.....	.....	18	.....	.....	"
H. M. Juntio	1	7	.....	7	2	.....	.....	.....	"
C. Lebnar	450	30	.....	.....	.....	.....	.....	.....	Towong.
H. M'Cooley	600	40	.....	5	.....	.....	.....	.....	Tintaldra.
J. C. Mann	461	49	.....	8	.....	11	.....	.....	"
Jas. M'Cully	111	13	.....	.....	.....	15	.....	16	Cooyong.
W. Murray	720	160	15	.....	.....	.....	.....	.....	Walwa.
E. A. Murray	580	.....	.....	.....	.....	.....	.....	.....	"
J. A. Maddison	640	12	900	4	.....	20	.....	4	Cudgewa.
Annie Maddison	950	.....	.....	.....	.....	.....	.....	.....	"
N. Morison	700	40	.....	.....	.....	20	.....	.....	Walwa.
Mary Onward	705	75	.....	.....	.....	.....	.....	.....	Burrowye.
J. Post	1,700	100	7	.....	.....	70	.....	.....	Walwa.
G. A. Post	737	10	.....	.....	.....	5	.....	.....	"
W. Post	320	100	.....	.....	.....	50	.....	.....	"
W. Piers	320	100	.....	.....	.....	20	.....	.....	"
Thos. Pape	180	36	.....	.....	.....	30	.....	.....	"
F. Ross	960	90	.....	5	.....	.....	.....	.....	Jingellic.
W. Sheridan	1,400	300	.....	50	.....	110	.....	15	Walwa.
T. Stevenson	320	200	.....	.....	.....	.....	.....	.....	Guy's Forest.
Pat Shelley	640	.....	.....	.....	.....	.....	.....	.....	"
J. M. Smith	40	3	.....	5	.....	.....	.....	.....	Jingellic.
J. D. Thornburn	410	215	1	12	.....	16	.....	.....	Tintaldra.
Agnes Turner	500	60	.....	14	18	90	.....	.....	"
A. Turner	548	180	.....	.....	.....	.....	.....	.....	"
Geo. Westcott	700	70	.....	5	.....	16	.....	.....	"
M. Whitehead	350	170	3	15	25	20	.....	.....	Towong.
E. Whitehead	700	30	.....	4	.....	.....	.....	.....	"
J. R. Whitehead	.....	.....	.....	.....	.....	.....	.....	.....	"
Chas. Wordsworth	343	171	.....	.....	.....	30	.....	.....	Walwa.
A. V. Wilson	640	120	100	.....	.....	50	.....	.....	"
J. Waddell	320	70	.....	6	.....	.....	.....	.....	"
J. L. Wilson	260	60	.....	.....	.....	45	.....	.....	Walwa Creek.
Hy. Jos. Frey	345	55	.....	15	.....	3	.....	1	Tintaldra.
	500	40	.....	.....	.....	.....	.....	.....	"
	56,051	7,825	2,293	649	45	2,910	2,400	109	10	

The above is true and correct.

JAMES ELLIOTT.
EDWARD JEFFCOTT.
W. P. BROOME, Hon. Secretary.

RETURN

RETURN of Freehold Land, Stock grazed, and Annual Turnover, Talgarno.

Owner.	Acres.	Cattle.	Sheep.	Horses.	Pigs.	Turnover.			
						Cattle.	Sheep.	Horses.	Pigs.
Ellen Alexander	220	23	.....	7	.....	15	.....	3	.....
W. P. Broome	802	120	120	4	2	100	.....	.....	.....
A. Conness	676	129	.....	16	40	80	.....	.....	.....
Jas. Considine	1,100	150	.....	19	2	80	.....	.....	.....
Thos. Coulston	955	130	21	112	.....	80	.....	20	.....
Wm. Coulston	2,480	220	4,457	8	20	92	1,507	1	12
John Drummond	436	105	.....	12	2	60	.....	.....	.....
Robt. Drummond and Sons	900	120	1,200	6	3	60	400	.....	.....
Geo. Drummond	296	30	300	9	.....	15	300	.....	.....
Jos. Drummond	1,857	25	1,600	26	5	120	.....	4	50
R. W. Drummond	320	40	.....	10	.....	80	.....	.....	.....
Jas. Elliott .....	.....	74	.....	5	.....	65	.....	.....	.....
M. Elwood	230	32	.....	2	.....	10	.....	.....	.....
J. Elwood	1,113	158	140	18	16	130	.....	.....	.....
Adam Elliott	610	175	.....	9	.....	163	.....	.....	.....
J. Goldsworthy	925	150	.....	5	.....	93	.....	.....	.....
Carl Gorte	120	20	.....	.....	4	10	.....	.....	4
O. Hore	320	67	.....	7	15	35	.....	2	10
F. Ingelfinger	210	60	.....	11	3	7	.....	.....	.....
E. Jeffcott	640	100	20	9	8	50	10	2	3
K. J. Lobban	2,300	350	40	16	45	85	10	2	25
A. Lobban	1,060	145	.....	7	.....	30	.....	.....	.....
J. Malnes	40	28	.....	2	.....	10	.....	.....	.....
Pat. Maher	320	48	.....	10	.....	.....	.....	.....	.....
H. Morrison	223	53	.....	2	2	20	.....	1	2
J. Murphy	820	145	.....	12	2	45	.....	2	2
J. Park	590	110	16	14	12	30	6	6	8
Wm. Park	708	79	.....	12	.....	30	.....	6	.....
M. Park	475	10	16	1	.....	.....	.....	.....	.....
J. J. Park	234	15	.....	2	.....	.....	.....	.....	.....
Peter Petersen	1,113	150	45	9	8	35	20	2	8
L. Richardson	490	100	45	27	15	80	.....	8	14
E. Smart	290	37	.....	5	.....	7	.....	.....	.....
J. Saunders	200	30	9	2	.....	4	.....	3	.....
W. Saunders	200	.....	.....	7	.....	.....	.....	.....	.....
R. Williams	320	5	500	7	3	.....	700	.....	.....
M. Walsh	40	20	5	8	.....	.....	.....	.....	.....
Geo. Wilson	420	20	.....	12	.....	15	.....	3	.....
G. H. Waite	442	100	.....	9	7	30	.....	1	4
Total	24,495	3,373	8,534	459	214	1,756	2,953	66	142

The above is true and correct.

JAS. ELLIOTT, Talgarno.

W. P. BROOME, Hon. Secretary.

H. Gilliat, Esq., Examiner of Public Works Proposals,—

Dear Sir,

Talgarno West, 21 September, 1891.

I wish to state for your information that those names on the return with no turnover have only been in occupation of the land twelve months, so I think the above will fully account for their not having any turnover.

I have, &c.,

WM. P. BROOME,

Hon. Secretary.

RETURN collected by Thos. Coulstock, Dry Lake, Wodonga, of Stock bought and sold annually by land holders of Talgarno and Victorian bank of Upper Murray.

Name.	Residence.	Cattle.	Sheep.	Horses.
Angus Bell	Bungil	200	.....	10
Geo. Barclay	"	10	.....	5
Thos. Coulstock	"	150	1,000	20
Robt. Chambers	Talgarno	90	.....	20
Wm. Collins and Sons	Burrowye	200	5,000	9
Fred. M. Chambers	"	27	1,000	9
G. and P. Dowling	Bungil	1,200	8,000	40
Laurence Fraser	"	35	.....	4
Jas. Grant and Sons	Burrowye Valley .....	.....	4,100	10
Geo. Hempenstall, jun.	Burrowye	50	.....	7
C. McGrath	Bungil	20	600	.....
H. C. Rousseaw	Granya	70	200	9
Jas. Star	Bungil	200	2,000	30
Sutherland and Co.	Tholongalong	250	4,000	5
Bryan Tighe	Bungil	150	500	10
F. Voss	Burrowye	17	.....	.....
G. W. Walton	Bungil	50	.....	2
J. H. Wetmore	"	80	500	12
H. J. Wetmore	"	25	.....	3
		2,824	26,900	205

Collected by—

THOS. COULSTON,

WM. P. BROOME, Secretary.

NOTE.—There is a population of about 200 miners and others at Granya, who all have a few horses and cattle.

BRIDGING THE MURRAY.

(*Sydney Daily Telegraph*, 9 October, 1891.)

ALBURY, Wednesday.—The proposal to erect a bridge over the Murray at Hawkesview is being opposed by the Wodonga Shire Council. The grounds of the opposition are that such structure would be very costly, and that with the bridge already at Wodonga, and another about to be built at Jingellic, it would be quite unnecessary. It is also claimed that if a bridge were placed at Hawkesview a considerable amount of traffic at present carried on the Victorian railways would be diverted to New South Wales. On the other hand, many residents of the Victorian side of the river and the Albury Borough Council heartily approve of the erection of the bridge, and the latter body was the means lately of inducing the New South Wales Government to send an officer to report on the matter. There is some local jealousy on the matter between the rival border towns. The Wodonga Shire Council has sent its protest to the Victorian Minister for Public Works.

Sydney : Charles Potter, Government Printer.—1892.

[6d.]

1891.

(SECOND SESSION.)

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MULLAMUDDY CREEK BRIDGE, NEAR MUDGEES.

(CORRESPONDENCE RESPECTING TENDERS FOR.)

Ordered by the Legislative Assembly to be printed, 2 September, 1891.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 11th August, 1891, That there be laid upon the Table of this House,—

“Copies of all papers in connection with the last two tenderings for the
“Mullamuddy Creek Bridge, near Mudgee.”

(Mr. Jones.)

SCHEDULE.

NO.	PAGE.
1. List of tenders received for erection of bridge over Mullamuddy Creek, on road Wallerawang to Mudgee.....	1
2. Commissioner for Roads recommending that fresh tenders be invited.	2
3. Telegram from R. Jones stating price at which he will build bridge, and that tender is posted	2
4. Letter from the Under Secretary for Public Works to R. Jones <i>re</i> his tender.	3
5. Letter from J. Haynes, M.P., to Minister for Works requesting that R. Jones's tender be accepted	3
6. Letter from the Under Secretary for Public Works to J. Haynes, M.P., in reply to above	3
7. Letter from G. B. Southwick to the Under Secretary for Public Works protesting against fresh tenders being invited, and asking that his tender be further considered.....	3
8. Letter from the Under Secretary for Public Works to G. B. Southwick in reply to above	4
9. List of fresh tenders received for erection of bridge, with recommendations thereon	4
10. Letter from the Under Secretary for Public Works to R. Jones informing him that his tender is accepted	4

No. 1.

List of Tenders.

Wednesday, 26 November, 1890.

List of tenders received for erection of bridge over Mullamuddy Creek, on road Wallerawang to Mudgee:—Number of tenders received, one; estimated amount, £300; amount of lowest tender, £377 13s.; name of lowest tenderer, Mr. G. B. Southwick; Vote, £400, Estimates 1889. Amount available:—Balance on 1889 Bridge Vote of £400, £189 17s. 6d.; grant from Repair Bridges Vote, pending voting of amount for Graitai Bridge, £293 = £482 17s. 6d.—T.R.S., 28/11/90.

Initials of Members present.	No.	Name.	Amount of Tender.	Deposit.
W.L.V.	1	Southwick, G. B.	£ s. d. 377 13 0	£ s. d. 5 0 0
W.H.F.		See telegram enclosed from Mr. R. Jones, received late ..	226 0 0	(cheque)

J. BARLING,

Vice-President of Tender Board.

Only one tender. I recommend that fresh tenders be invited.—J.A.M'D., 28/11/90. Commissioner and Engineer-in-Chief for Roads and Bridges.

No. 2.

Minute by The Commissioner for Roads.

RECOMMENDED.—R.H., 1/12/90.

Under Secretary. Do so, and return deposit.—J.B., 2/12/90. Notice to *Gazette*.—8/12/90.
Tenders for 31st December, 1890. Accountant to return deposit.—8/12/90. Mr. Hickson.—D.C.M'L.,
pro U.S., B.C., 8/12/90. Notice sent to newspaper and Mr. W. S. Wells.—13/12/90. Resubmit
with tender.—P.H.F., 9/12/90.

No. 3.

Telegram from R. Jones to The Under Secretary for Finance and Trade.

Mudgee, 28 November, 1890.

WILL build Mullamuddy Creek Bridge, Mudgee Road, for two hundred and twenty-six pounds. Tender
posted.

ROBT. JONES.

Intended possibly for the Under Secretary for Public Works.—G.E., B.C., 26/11/90. Received
from Treasury 12.40 p.m.—W.F.M., 26/11/90. The Under Secretary for Public Works.—G.E., The
Treasury, B.C., 25/11/90. Received 25/11/90. See tender attached. No deposit. How does
the price compare? Send the usual informal notice.—D.C.M'L., 28/11/90. Two tenders received.—
G. B. Southwick, £377 13s.; R. Jones (same offer by wire), £226. Notice *re* informality sent
Mr. Jones. Mr. R. Jones, 1/12/90. Roads.—D.C.M'L., *pro* U.S., B.C., 1/12/90.

No. 4.

The Under Secretary for Public Works to Mr. R. Jones.

Sir,

Department of Public Works, Sydney, 1 December, 1890.

With reference to the tender submitted by you for bridge over Mullamuddy Creek, I am
directed to inform you that, in consequence of your neglect to forward a deposit, in accordance with the
Regulations of the Tender Board, the tender in question has been declared informal, and cannot, there-
fore, be taken into consideration.

For your information I enclose a copy of the Regulations referred to.

I have, &c.,

J. BARLING,

Under Secretary.

[Enclosure.]

TENDER BOARD REGULATIONS,

Department of Public Works, Sydney, 8 August, 1890.

HIS Excellency the Governor, with the advice of the Executive Council, has been pleased to approve of the appointment of
the undermentioned officers to constitute a Board to open tenders, and the following Regulations under which the tenders
are to be received and dealt with.

BRUCE SMITH.

MEMBERS OF TENDER BOARD.

President—The Secretary for Public Works.

Vice-President—The Under Secretary for Public Works.

The Engineer-in-Chief for Harbours and Rivers.

The Commissioner and Engineer-in-Chief for Roads and Bridges and Sewerage.

The Engineer-in-Chief for Railways.

The Director of Military Works.

The Government Architect.

Secretary—Chief Clerk, Public Works Department.

1. The Tender Board shall meet every alternate Wednesday, at 11 a.m., unless otherwise arranged.
2. Three members of the Board shall form a quorum. The senior member present shall preside in the absence of the President or Vice-President.
3. In no case shall tenders be opened except in the presence of a quorum of the Board.
4. No tender shall be received after 11 a.m. on the day named for the receipt of such tender, unless there are circumstances which, in the opinion of the members of the Board then sitting, render it desirable to do so.
5. Each member of the Board must attend personally when called, but in the event of circumstances precluding his attendance at any time the authority of the President must be obtained for another representative from the same Department to act in his place.
6. The tender-box shall be secured with two locks, each lock to have wards diverse from the other, one key to be in the possession of the Under Secretary, and the other in that of another member of the Board, who shall be selected by the President.
7. It shall be the duty of the President, Vice-President, or the senior member present, as the case may be, as soon as the tenders shall have been opened and the necessary particulars ascertained, to publicly announce the number of tenders received for each work and the name of the lowest tenderer; but no tender shall be accepted until the head of the Branch under whose directions the work is to be carried out has reported upon the whole of the tenders received.
8. The Secretary shall, as soon as practicable after the Board has adjourned, exhibit in a conspicuous position in the Public Works Office a full statement of the tenders received, showing the work, the name of the tenderer, and the amount of each tender.
9. All envelopes containing tenders must be addressed to the President of the Board, and have legibly endorsed upon them the name of the work for which the tender is submitted.
10. Every tender must, as a guarantee of good faith, be accompanied by a preliminary deposit, calculated according to the following scale, viz.:—

For amounts up to £500 inclusive	£5 0 0
For amounts exceeding £500 and not exceeding £1,000	£10 0 0

For all sums over £1,000, one per cent. on the amount of tender up to a maximum deposit of £500. Such deposit to be in the form of a cheque in favour of the President of the Board, endorsed by the Manager of the Bank upon which it is drawn, or a bank draft.

3

11. All deposits, with the exception of that of the successful tenderer, shall be returned by the Secretary to the person entitled thereto, as soon as possible after the Board shall have adjourned, and the deposit made by the successful tenderer shall be returned to him on his executing the bond for the fulfilment of the contract. When the contract is for a less sum than £200 the deposit with tender shall not be returnable until the service is satisfactorily completed.

12. Any tender which may be received without such preliminary deposit shall, unless otherwise directed by the Board, be deemed to be informal, and rejected accordingly.

13. In the event of any tenderer failing to take up his tender, complete the bond, and proceed with the contract, within the time specified, or withdrawing his tender after it shall have been opened, whether such tender shall have been accepted or not, all moneys deposited by him on account thereof, or in connection therewith, shall be forfeited to the Crown, and in such case be paid to the credit of the Consolidated Revenue of the Colony.

14. Whenever a tenderer shall fail to proceed with a contract as aforesaid, fresh tenders shall be invited at short notice for the work, unless, in the opinion of the President, there are circumstances which make it desirable for another tender in the same series to be accepted; but the tenderer by whose default such a course has been rendered necessary shall be excluded from the competition, and from any competition for other works, at the pleasure of the President.

15. In the event of any contract being tendered for at a schedule of rates, the approximate quantities as given of each item must be worked out and a total sum shown.

16. In submitting a tender the full Christian name of the tenderer must be given, or when the offer is in the name of a firm the names in full of each member. When bondsmen are required, the names in full, occupations, and addresses must be stated in the tender. The omission of this information will render the tender liable to be declared informal.

17. The Board shall not be bound to accept the lowest or any tender.

18. The Board-room shall be open for the admission of the public while the tenders are being opened and declared.

No. 5.

J. Haynes, Esq., M.P., to The Secretary for Public Works.

Dear Sir,

I am desired by Mr. Robt. Jones, of Mudgee, to request that his tender in this matter be accepted. He is considerably under the other tenderer. He sent his tender by wire, as he had often done before, being absent at the time, and forwarded tender next post. The fact of his not sending the deposit, £5, is insufficient, as this man is known to your Department to be one of your best contractors—always reliable. I am informed that in the Mudgee district tenders for a larger amount are received with no deposit. Mr. Jones contends he should have been allowed, under the circumstances, to amend his tender. Besides, the *Gazette* notice has no reference to deposit. Mr. Jones has always done his work for your Department well, and he thinks he has a claim for just if not generous consideration.

Yours, &c.,

JOHN HAYNES.

Inform tender was received too late and without deposit, and fresh tenders have been invited.—
J.B., 5/12/90. J. Haynes, M.P., 5/12/90.

No. 6.

The Under Secretary for Public Works to J. Haynes, Esq., M.P.

Sir,

5 December.

With reference to your memorandum upon the subject of the tender submitted by Mr. R. Jones for the erection of a bridge over Mullamuddy Creek, I am directed to inform you that the offer arrived late, and was unaccompanied by a deposit. Under the circumstances the tender could not be accepted, and it has been decided to invite fresh tenders for the work.

I have, &c.,

J. BARLING.

Under Secretary.

No. 7.

Mr. G. B. Southwick to The Under Secretary for Public Works.

Sir,

140, Brougham-street, Darlinghurst, 5/12/90.

Some six months ago I tendered for the erection of a bridge over Mullamuddy Creek, at Mudgee, but a Mr. Jones obtained the contract; it appears, however, he failed to carry out the work.

Tenders were again called for 26th ultimo, and I then tendered for the work at £377 13s., which has appeared in the *Builders' and Contractors' News*, as well as the Mudgee papers, as the accepted tender for the work.

Upon calling at the office to-day to inquire why I had received no official notice of the acceptance of my tender, I was informed fresh tenders were to be called for the work.

I respectfully protest against the calling for fresh tenders in this case. My tender is below the estimated cost of the work, and the fact of my tender having been advertised as accepted, and the price made public, it is scarcely fair to me; and further, having done the major part of the principal works in the Mudgee district, I believe, to the satisfaction of the officers of the Department, I would venture to ask that you will give my tender further consideration.

I have, &c.,

GEO. B. SOUTHWICK.

Mr. Hickson for report.—D.C.M.L. (*pro* U.S.), B.C., 5/12/90. Papers.—W.S., 5/12/90.
90-10,662. P. papers with Mr. Macdonald.—P.H.F., 10/12/90.

Jones's tender was accepted for erection of iron-decked culvert; however, it was subsequently decided to cancel this contract and invite tenders for timber bridge. Southwick's was the only tender received, and being £77 13s. above estimate, fresh tenders have been invited for 31st December.—P.A., for Engineer for Bridges, 15/12/90.

Commissioner and Engineer-in-Chief for Roads and Bridges. Writer might be informed that fresh tenders will be received 31st December. Under Secretary.—R.R.P.H., 10/12/90. Inform, but do not give the figures quoted. J. Haynes, Esq., M.P., informed, 5/12/90.

No. 8.

The Under Secretary for Public Works to Mr. G. B. Southwick.

Sir,

19 December, 1890.

With reference to our letter of the 5th instant, on the subject of your tender for the erection of a bridge over Mullamuddy Creek, at Mudgee, I am directed by the Secretary for Public Works to inform you that as your offer, which was the only one received, was considered too high, it was decided to invite fresh tenders for the work, and these will be received up till 31st instant.

I have, &c.,

J. BARLING,

(per D.C.M.L.)

No. 9.

List of Fresh Tenders.

Wednesday, 31 December, 1890.

LIST of fresh tenders received for erection of bridge over Mullamuddy Creek, on road Wallerawang to Mudgee:—Number of tenders received, seven; estimated amount, £300; amount of lowest tender, £283 8s. 6d.; name of lowest tenderer, Mr. Robt. Jones; Vote, £400, Estimates 1889.

Initials of Members present.	No.	Name.	Amount of Tender.	Deposit.	Nature of Deposit.
			£ s. d.	£ s. d.	
	1	George Donald.....	354 16 0	10 0 0	Cheque.
	2	John Comyns	375 6 8	10 0 0	"
R.H.	3	Frank Morgan	325 0 0	5 0 0	"
	4	G. B. Southwick	325 13 8	5 0 0	"
H.D.	5	George T. Harvey	358 9 8	5 0 0	"
	6	J. W. Page	332 3 10	5 0 0	"
	7	Robt. Jones	283 8 6	5 0 0	"

J. BARLING,

Vice-President of Tender Board.

I recommend the acceptance of Mr. R. Jones's tender, £283 8s. 6d.—J.A.M'D., 31/12/90. Commissioner and Engineer-in-Chief for Roads and Bridges. I recommend the acceptance of Mr. Robt. Jones's tender, £283 8s. 6d. Under Secretary.—R.H., 31/12/90. Submitted.—J.B., 31/12/90. App.—B.S., 31/12/90. Accept.—J.B., 31/12/90. (Letter sent Mr. Jones, 31/12/90.) Mr. Macdonald; then Mr. Manning. Noted.—P.H.F., per W.S. J.A.M'D., 7/1/91. Chief Clerk.

Copy of tender herein sent to Mr. Nardin, 4/2/91. Copy of tender herein sent to Mr. L. A. Tyrell, 4/2/91. File, 4 2/91; 91-5,802. Plan, specification, and tender sent to Mr. Nardin for preparation of bond, 9/1/90. Wire sent Mr. Tyrell re acceptance of tender, 9/1/90. Bond signed, 24/1/90. Mr. Robt. Jones, Auditor-General, 31/12/90.

No. 10.

The Under Secretary for Public Works to Mr. R. Jones.

Sir,

Department of Public Works, Sydney, 31 December, 1890.

I have the honor, by direction of the Secretary for Public Works, to inform you that your tender, dated the _____, is accepted for erection of bridge over Mullamuddy Creek, on road Wallerawang to Mudgee, for the sum of £283 8s. 6d.; the work to be carried out in strict accordance with the plans and specification, and to be completed within three months.

I have to refer you to the Commissioner for Roads for further information, and to request that you will call upon the Officer-in-Charge of Bonds and Contracts at this office, for the purpose of signing the necessary bond for the due observance of your contract.

I am, &c.,

J. BARLING,

Under Secretary.

1891.

(SECOND SESSION.)

NEW SOUTH WALES.

PUBLIC WORKS ACT OF 1888.

[(RESUMPTION OF LAND IN CONNECTION WITH THE CONSTRUCTION OF A BRIDGE OVER VALE CREEK, PERTH, PARISH OF GRANTHAM, COUNTY OF BATHURST.)

Presented to Parliament, pursuant to Act 51 Vic. No. 37.

NOTIFICATION OF RESUMPTION OF LAND UNDER THE "PUBLIC WORKS ACT OF 1888," 51 VICTORIA No. 37.

NEW SOUTH WALES, } Proclamation by His Excellency The
to wit, } Right Honourable VICTOR ALBERT
GEORGE, EARL OF JERSEY, a Member
(L.S.) } of Her Majesty's Most Honourable
Privy Council, Knight Grand Cross
of the Most Distinguished Order of
Saint Michael and Saint George,
JERSEY, } Governor and Commander-in-Chief of
Governor. } the Colony of New South Wales and
its Dependencies.

WHEREAS the Minister for Public Works of the said Colony is desirous of acquiring the land described in the Schedule at the foot hereof for the purpose of a certain Public Work, that is to say, a bridge over Vale Creek, at Perth, in the said Colony: And whereas it is estimated that the cost of completing such work will not exceed the sum of twenty thousand pounds: And whereas the land described in the said Schedule is, in my opinion, required for carrying out the said work: Now, therefore, I, VICTOR ALBERT GEORGE, EARL OF JERSEY, the Governor aforesaid, with the advice of the Executive Council, in pursuance of the "Public Works Act of 1888," do hereby direct that the said work shall be carried out under the "Public Works Act of 1888," by the Minister for Public Works aforesaid, who, in respect of the said work, shall be deemed to be the Constructing Authority; and in further pursuance of the said Act, I do hereby direct that the land described in the Schedule hereto shall be acquired and taken for the purpose aforesaid under the "Lands for Public Purposes Acquisition Act": And I do declare by this notification, to be published in the Government Gazette and in one or more newspapers published or circulated in the Police District wherein is situated the said land, that the said land described in the said Schedule has been resumed for the public purpose hereinbefore expressed, that is to say, the construction of a bridge over Vale Creek, at Perth, in the said Colony, to the intent that upon the publication of this notification in the Gazette, the said land described in the said Schedule hereto

shall forthwith be vested in the said Constructing Authority on behalf of Her Majesty, for the purposes of the said Public Works Act of 1888, for an estate in fee simple in possession, freed and discharged from all trusts, obligations, estates, interests, contracts, charges, rates, right-of-way, or other easements whatsoever, and to the intent that the legal estate therein, together with all powers incident thereto or conferred by that Act, shall be vested in such authority as a trustee: And I do declare that the following is the Schedule of land hereinbefore referred to:—

All that piece or parcel of land situate in the parish of Grantham, county of Bathurst, and Colony of New South Wales, being part of a grant of 2,560 acres to R. Wardell: Commencing on the north-eastern boundary of a fenced road in approach to Perth Railway Station at a point bearing south 48 degrees 25½ minutes west, and distant 35 chains 74½ links from the north-eastern corner of the aforesaid grant; and bounded thence on the south-west by a line bearing south 34 degrees 58 minutes east 58 feet 8 inches; on the north-west by a line bearing south 22 degrees 32 minutes west 9 feet to the left bank of the Vale Creek; on the south-east by that bank downwards, being a line bearing north 47 degrees 37 minutes east 17 feet; and on the north-east by other part of the said grant by a line bearing north 43 degrees 33 minutes west 62 feet and ¼ an inch, to the point of commencement, be the said several dimensions a little more or less,—containing 1 perch and ⅓ of a perch, and said to be in the possession and occupation of — Edwards.

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 seventh day of July, in the year of our Lord one thousand eight hundred and ninety-one, and in the fifty-fifth year of Her Majesty's Reign.

By His Excellency's Command,

BRUCE SMITH.

GOD SAVE THE QUEEN!

1891.

(SECOND SESSION.)

NEW SOUTH WALES.

PUBLIC WORKS ACT OF 1888.

(RESUMPTION OF LAND IN CONNECTION WITH THE ERECTION OF A BRIDGE OVER THE HUNTER RIVER, AT ABERDEEN, PARISH OF RUSSELL, COUNTY OF DURHAM)

Presented to Parliament, pursuant to Act 51 Vic. No. 37.

NOTIFICATION OF RESUMPTION OF LAND UNDER THE "PUBLIC WORKS ACT OF 1888," 51 VICTORIA No. 37.

NEW SOUTH WALES, } Proclamation by His Excellency The
to wit. } Right Honourable VICTOR ALBERT
GEORGE, EARL OF JERSEY, a Member
(L.S.) } of Her Majesty's Most Honourable
Privy Council, Knight Grand Cross
of the Most Distinguished Order of
JERSEY, } Saint Michael and Saint George,
Governor. } Governor and Commander-in-Chief of
the Colony of New South Wales and
its Dependencies.

WHEREAS the Minister for Public Works of the said Colony is desirous of acquiring the land described in the Schedule at the foot hereof, for the purpose of a certain Public Work, that is to say, a Bridge over the Hunter River at Aberdeen, in the said Colony, and the approaches thereto: And whereas it is estimated that the cost of completing such work will not exceed the sum of twenty thousand pounds: And whereas the land described in the said Schedule is in my opinion required for carrying out the said work: Now, therefore, I, VICTOR ALBERT GEORGE, EARL OF JERSEY, the Governor aforesaid, with the advice of the Executive Council, in pursuance of the "Public Works Act of 1888," do hereby direct that the said work shall be carried out under the "Public Works Act of 1888," by the Minister for Public Works aforesaid, who, in respect of the said work, shall be deemed to be the Constructing Authority: And in further pursuance of the said Act, I do hereby direct that the land described in the Schedule hereto shall be acquired and taken for the purpose aforesaid, under the "Lands for Public Purposes Acquisition Act," and I do declare by this notification, to be published in the Government Gazette, and in one or more newspapers published or circulated in the Police District wherein the said land is situated, that the said land described in the said Schedule has been resumed for the public purpose hereinbefore expressed, that is to say, the construction of a bridge over the Hunter River at Aberdeen, in the said Colony, and approaches thereto, to the intent that upon the publication of this notification

in the Gazette, the said land described in the said Schedule hereto shall forthwith be vested in the said Constructing Authority, on behalf of Her Majesty, for the purposes of the said Public Works Act of 1888, for an estate in fee simple in possession, freed and discharged from all trusts, obligations, estates, interests, contracts, charges, rates, rights-of-way, or other easements whatsoever; and to the intent that the legal estate therein, together with all powers incident thereto or conferred by that Act, shall be vested in such Authority as a trustee: And I declare that the following is the Schedule of land hereinbefore referred to:—

SCHEDULE.

All that piece or parcel of land situate in the parish of Russell, county of Durham, and Colony of New South Wales, being part of allotment 1 of section 1 of the Segenhoe Estate: Commencing on the north-eastern boundary of the Main North Road at a point bearing north 53 degrees 30 minutes west and distant 4 chains 47 $\frac{3}{4}$ links from the southernmost corner of allotment 1 aforesaid; and bounded thence on the south-west by the aforesaid boundary of road bearing north 53 degrees 30 minutes west 3 chains 7 $\frac{1}{2}$ links to the western boundary of the aforesaid allotment; on the west by that boundary, being lines bearing north 8 degrees 30 minutes west 2 chains 80 links and north 2 degrees 7 minutes east 1 chain 80 $\frac{3}{4}$ links; and on the north-east by other part of the said allotment by a line bearing south 23 degrees 49 minutes east 6 chains 99 $\frac{1}{2}$ links, to the point of commencement,—be the said several dimensions a little more or less, containing 2 roods 12 perches or thereabout, and said to be in the possession and occupation of Thomas Cook.

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-seventh day of July, in the year of our Lord one thousand eight hundred and ninety-one, and in the fifty-fifth year of Her Majesty's Reign.

By His Excellency's Command,

BRUCE SMITH.

GOD SAVE THE QUEEN

1891.

(SECOND SESSION.)

NEW SOUTH WALES.

PUBLIC WORKS ACT OF 1888.

(RESUMPTION OF LAND AT LIVERPOOL, IN CONNECTION WITH THE ERECTION OF A BRIDGE OVER GEORGE'S RIVER, PARISH OF ST. LUKE, COUNTY OF CUMBERLAND.)

Presented to Parliament, pursuant to Act 51 Vic. No. 37.

NOTIFICATION OF RESUMPTION OF LAND UNDER
THE "PUBLIC WORKS ACT OF 1888," 51 VICTORIA
No. 37.

NEW SOUTH WALES, } Proclamation by His Excellency The
to wit. } Right Honourable VICTOR ALBERT
GEORGE, EARL OF JERSEY, a Member
of Her Majesty's Most Honourable
Privy Council, Knight Grand Cross
(L.S.) of the Most Distinguished Order of
Saint Michael and Saint George,
JERSEY, } Governor and Commander-in-Chief of
Governor. } the Colony of New South Wales and
its Dependencies.

WHEREAS I, VICTOR ALBERT GEORGE, EARL OF JERSEY, the Governor aforesaid, with the advice of the Executive Council, have directed that certain public work—that is to say, a Bridge over George's River at Liverpool, in the said Colony, and the approaches thereto, for which public funds are lawfully available, the estimated cost of which does not exceed twenty thousand pounds, shall be carried out under the provisions of the "Public Works Act of 1888," as an authorised work by the Minister for Public Works as Constructing Authority; and that the lands described in the Schedule hereto, which are in my opinion required for carrying out the said work, shall be acquired by taking the same under the Lands for Public Purposes Acquisition Act, as adopted by the Public Works Act of 1888: Now therefore, I, the said Governor, with the advice aforesaid, in pursuance of the "Public Works Act of 1888," do declare by this notification, to be published in the Government Gazette and in one or more newspapers published or circulating in the Police District, wherein the said lands are situated, that the Crown Land comprised within the descriptions set forth in the Schedule hereto has been appropriated, and the private property within such descriptions has been resumed, for the public purpose aforesaid, to the intent that upon the publication of this notification in the Gazette the said lands described in the said schedule hereto shall forthwith be vested in the said Constructing Authority as a corporation sole on behalf of Her Majesty for the purposes of the said Public Works Act of 1888 for an estate in fee simple in possession, freed and discharged from all trusts, obligations, estates, interests, contracts, charges, rates, rights-of-way, or other easements whatsoever; and to the further intent that the legal estate therein, together with all powers incident thereto, or conferred

by the said last-mentioned Act, shall be vested in such Constructing Authority as a trustee; and I declare that the following is the Schedule of the lands hereinbefore referred to:—

SCHEDULE.

All that piece or parcel of land situate in the parish of St. Luke, county of Cumberland and Colony of New South Wales, being part of lot one section one of the original Drummond Estate: Commencing on the south boundary of Scott-street at a point bearing north 87 degrees 18 minutes east and distant 226 feet from the intersection of that boundary of that street with the eastern boundary of Speed-street; and bounded thence on part of the west by a line bearing south 2 degrees 55 minutes west 22 feet 10 inches; thence on the remainder of the west by a line bearing south 21 degrees 5 minutes west 23 feet 1 inch to the railway boundary fence; thence on the east by that fence bearing north 26 degrees 3 minutes east 50 feet to the south boundary of Scott-street aforesaid; thence on the north by that boundary bearing south 87 degrees 18 minutes west 12 feet 6 inches, to the point of commencement, be the said several dimensions a little more or less,—containing $\frac{1}{10}$ of a perch or thereabouts, and said to be in the possession of A. Marsden.

All that piece or parcel of land situate in the parish of St. Luke, county of Cumberland and Colony of New South Wales, being part of the original Drummond Estate: Commencing at a point on the northern boundary of the Drummond Estate distant westerly about 217 feet from the north-east corner of that estate; and bounded thence on the north by the northern boundary of the Drummond Estate aforesaid bearing north 89 degrees 15 minutes west 85 feet 2 $\frac{1}{2}$ inches to the eastern boundary of the railway property; thence on the west by that boundary bearing south 20 degrees 51 minutes west 520 feet; thence on the south by a line bearing south 69 degrees 9 minutes east 80 feet; thence on the east by a line bearing north 20 degrees 51 minutes east 549 feet 3 inches, to the point of commencement, be the said several dimensions a little more or less,—containing 3 rods 37 perches or thereabouts, and said to be in the possession of Louis Haigh.

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 fifth day of September, in the year of our Lord one thousand eight hundred and ninety-one, and in the fifty-fifth year of Her Majesty's Reign.

By His Excellency's Command,
BRUCE SMITH.

GOD SAVE THE QUEEN!

1891.

(SECOND SESSION.)

NEW SOUTH WALES.

PUBLIC WORKS ACT OF 1888.

(RESUMPTION OF LAND IN CONNECTION WITH THE CONSTRUCTION OF A BRIDGE OVER ALLEN'S CREEK, NEAR WOLLONGONG, PARISH OF WOLLONGONG, COUNTY OF CAMDEN.)

Presented to Parliament, pursuant to Act 51 Vic. No. 37.

NOTIFICATION OF RESUMPTION OF LAND UNDER THE "PUBLIC WORKS ACT OF 1888," 51 VICTORIA No. 37.

NEW SOUTH WALES } Proclamation by His Excellency The
to wit. } Right Honourable VICTOR ALBERT
GEORGE, EARL OF JERSEY, a Member
of Her Majesty's Most Honourable
(L.S.) Privy Council, Knight Grand Cross
of the Most Distinguished Order of
JERSEY, } Governor and Commander-in-Chief of
Governor. } the Colony of New South Wales and
its Dependencies.

WHEREAS I, VICTOR ALBERT GEORGE, EARL OF JERSEY, the Governor aforesaid, with the advice of the Executive Council, have directed that certain public work, that is to say, a Bridge over Allen's Creek, near Wollongong, in the said Colony, and the approaches thereto, for which public funds are lawfully available, the estimated cost of which does not exceed twenty thousand pounds, shall be carried out under the provisions of the "Public Works Act of 1888," as an authorised work by the Minister for Public Works as Constructing Authority, and that the land described in the Schedule hereto, which is in my opinion required for carrying out the said work, shall be acquired by taking the same under the Lands for Public Purposes Acquisition Act, as adopted by the Public Works Act of 1888: Now therefore, I, the said Governor, with the advice aforesaid, in pursuance of the "Public Works Act of 1888," do declare by this notification, to be published in the Government Gazette and in one or more newspapers published or circulating in the Police District, wherein the said land is situated, that the Crown Land comprised within the description set forth in the Schedule hereto has been appropriated, and the private property within such description has been resumed, for the public purpose aforesaid, to the intent that upon the publication of this notification in the Gazette, the said land described in the said Schedule hereto shall forthwith be vested in the said Constructing Authority as a corporation sole on behalf of Her Majesty for the purposes of the said Public Works Act of 1888 for an estate in fee simple in possession, freed and discharged from all trusts, obligations, estates, interests, contracts, charges, rates, rights-of-way, or other

easements whatsoever; and to the further intent that the legal estate therein, together with all powers incident thereto, or conferred by the said last-mentioned Act, shall be vested in such Constructing Authority as a trustee; and I declare that the following is the Schedule of the land hereinbefore referred to:—

SCHEDULE.

All that piece or parcel of land situate in the parish of Wollongong, county of Camden, and Colony of New South Wales, being part of George Tate's 500 acres: Commencing on the left bank of Allen's Creek at a point bearing north 1 degree 18 minutes east and distant 26 chains 14 links from the junction of the northern boundary of the Five Islands Road with the western boundary of a reserved road 1-chain wide leading from the first-mentioned road to Allen's Creek aforesaid; and bounded thence on the west by lines bearing north 1 degree 18 minutes east 2 chains 3 links, north 6 degrees 27 minutes west 3 chains 74 links, north 1 degree 1 minute east 13 chains 77 links, north 1 degree 53 minutes east 9 chains 17 links, and north 2 degrees 7 minutes east 11 chains 13½ links; on the north by the southern termination of a reserved road 1-chain wide leading to Wollongong, being a fenced line bearing south 87 degrees 24 minutes east 1 chain; on the east by lines bearing south 2 degrees 7 minutes west 11 chains 13½ links, south 1 degree 53 minutes west 9 chains 17 links, south 1 degree 1 minute west 13 chains 71 links, south 6 degrees 27 minutes east 3 chains 62 links, and south 1 degree 18 minutes west 2 chains 3 links to the left bank of Allen's Creek; and on the south by that bank upwards about 1 chain, to the point of commencement,—containing 3 acres 3 roods and 36 perches, and said to be in the possession of H. Waldron.

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 twentieth day of October, in the year of our Lord one thousand eight hundred and ninety-one, and in the fifty-fifth year of Her Majesty's Reign.

By His Excellency's Command,

J. H. YOUNG.

GOD SAVE THE QUEEN!

1891.
(SECOND SESSION.)

NEW SOUTH WALES.

PUBLIC WORKS ACT OF 1888.

(RESUMPTION OF LAND FOR AND IN CONNECTION WITH THE CONSTRUCTION OF A BRIDGE OVER BOWRA RIVER, AT BOWRA, PARISHES OF BOWRA AND MISSABOTTI, COUNTY OF RALEIGH.)

Presented to Parliament, pursuant to Act 51 Vic. No. 37.

NOTIFICATION OF RESUMPTION OF LAND UNDER THE "PUBLIC WORKS ACT OF 1888," 51 VICTORIA No. 37.

NEW SOUTH WALES, } Proclamation by His Excellency The
to wit. } Right Honourable VICTOR ALBERT
 } GEORGE, EARL OF JERSEY, a Member
 } of Her Majesty's Most Honourable
(L.S.) } 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.

WHEREAS I, VICTOR ALBERT GEORGE, EARL OF JERSEY, the Governor aforesaid, with the advice of the Executive Council, have directed that a certain public work, that is to say, a Bridge over Bowra River at Bowra, in the said Colony, and the Approaches thereto, for which public funds are lawfully available, the estimated cost of which does not exceed twenty thousand pounds, shall be carried out under the provisions of the "Public Works Act of 1888," as an authorised work by the Minister for Public Works as Constructing Authority; and that the lands described in the Schedule hereto, which are in my opinion required for carrying out the said work, shall be acquired by taking the same under the "Lands for Public Purposes Acquisition Act," as adopted by the "Public Works Act of 1888": Now, therefore, I, the said Governor, with the advice aforesaid, in pursuance of the "Public Works Act of 1888," do declare by this notification, to be published in the Government Gazette, and in one or more newspapers published or circulated in the Police District wherein the said lands are situated, that the Crown Land comprised within the descriptions set forth in the Schedule hereto has been appropriated, and the private property within such descriptions has been resumed, for the public purpose aforesaid, to the intent that upon the publication of this notification in the Gazette, the said lands described in the said Schedule hereto shall forthwith be vested in the said Constructing Authority, as a corporation sole on behalf of Her Majesty, for the purposes of the said "Public Works Act of 1888," for an estate in fee simple in possession, freed and discharged from all trusts, obligations, estates, interests, contracts, charges, rates, rights-of-way, or other encumbrances whatsoever; and to the further intent that the legal estate therein, together with all powers incident thereto or conferred by the said last-mentioned Act, shall be vested in such Constructing Authority as a Trustee; and I declare that the following is the Schedule of the lands hereinbefore referred to:—

SCHEDULE.

1st. All that piece or parcel of land situate in the village and parish of Bowra, county of Raleigh, and Colony of New South

Wales, being part of allotment 1, section 1: Commencing on the east boundary of Cook-street, at a point bearing north and distant 3 chains 56 links from its junction with the north boundary of Martin-street; and bounded thence on the south-east by lines bearing respectively north 67 degrees 4 minutes east 1 chain 37 links, north 50 degrees 2 minutes east 1 chain 30 links, and north 32 degrees 34 minutes east 1 chain 60 links, to the right bank of Bowra River; on the north-east by that bank upwards 1 chain; thence by lines parallel to and rectangularly distant 1 chain from the three lines firstly described bearing south 32 degrees 34 minutes west 1 chain 40 links, south 50 degrees 2 minutes west 1 chain 61 links, and south 67 degrees 4 minutes west 80 links to the aforesaid east boundary of Cook-street; thence by that boundary bearing south 1 chain 34 links, to the point of commencement, be the said several dimensions a little more or less,—containing 1 rood twenty-nine perches and one-quarter of a perch or thereabouts, and said to be in the possession and occupation of William Sullivan.

2nd. All that piece or parcel of land situate in the parish of Missabotti, county of Raleigh, and Colony of New South Wales, being part of portion 7: Commencing on the left bank of the Bowra River, at a point bearing north 28 degrees 45 minutes east, and distant 8 chains 56 links from the junction of the east boundary of Cook-street with the north boundary of Martin-street; and bounded thence on the south-east by lines bearing north 32 degrees 34 minutes east 3 chains 14 links and north 43 degrees 43 minutes east 3 chains 28 links; thence by a fenced line bearing north-westerly 1 chain 9 links; thence by lines parallel to and rectangularly distant 1 chain from the two lines firstly described bearing south 43 degrees 43 minutes west 2 chains 93 links and south 32 degrees 34 minutes west 3 chains 28 links to the aforesaid left bank of the Bowra River; thence by that bank downward, to the point of commencement, be the said several dimensions a little more or less,—containing 2 roods 21 perches or thereabouts, and said to be in the possession and occupation of William F. Sullivan.

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 December, in the year of our Lord one thousand eight hundred and ninety-one, and in the fifty-fifth year of Her Majesty's Reign.

By His Excellency's Command,

WILLIAM JOHN LYNE.

GOD SAVE THE QUEEN!

1891.

(SECOND SESSION.)

NEW SOUTH WALES.

PUBLIC WORKS ACT OF 1888.

(RESUMPTION OF LAND FOR AND IN CONNECTION WITH THE CONSTRUCTION OF A BRIDGE OVER COLDSTREAM RIVER, NEAR BRUSHGROVE, PARISHES OF ULMARRA AND TYNDALE, COUNTY OF CLARENCE.)

Presented to Parliament, pursuant to Act 51 Vic. No. 37.

NOTIFICATION OF RESUMPTION OF LAND UNDER THE "PUBLIC WORKS ACT OF 1888," 51 VICTORIA No. 37.

NEW SOUTH WALES, } Proclamation by His Excellency The
to wit. } Right Honourable VICTOR ALBERT
GEORGE, EARL OF JERSEY, a Member
(L.S.) } of Her Majesty's Most Honourable
Privy Council, Knight Grand Cross
of the Most Distinguished Order of
JERSEY, } Saint Michael and Saint George,
Governor and Commander-in-Chief
of the Colony of New South Wales and
its Dependencies.

WHEREAS I, VICTOR ALBERT GEORGE, EARL OF JERSEY, the Governor aforesaid, with the advice of the Executive Council, have directed that certain public work, that is to say, a Bridge over Coldstream River, near Brushgrove, in the said Colony, and the approaches thereto, for which public funds are lawfully available, the estimated cost of which does not exceed twenty thousand pounds, shall be carried out under the provisions of the "Public Works Act of 1888," as an authorised work by the Minister for Public Works as Constructing Authority, and that the lands described in the Schedule hereto, which are in my opinion required for carrying out the said work, shall be acquired by taking the same under the "Lands for Public Purposes Acquisition Act," as adopted by the "Public Works Act of 1888." Now, therefore, I, the said Governor, with the advice aforesaid, in pursuance of the "Public Works Act of 1888," do declare by this notification, to be published in the Government Gazette and in one or more newspapers published or circulated in the Police District wherein the said lands are situated, that the Crown Land comprised within the descriptions set forth in the Schedule hereto has been appropriated, and the private property within such descriptions has been resumed, for the public purpose aforesaid, to the intent that upon the publication of this notification in the Gazette, the said lands described in the said Schedule hereto shall forthwith be vested in the said Constructing Authority as a corporation sole on behalf of Her Majesty, for the purposes of the said "Public Works Act of 1888," for an estate in fee simple in possession, freed and discharged from all trusts, obligations, estates, interests, contracts, charges, rates, rights-of-way, or other encumbrances whatsoever; and to the further intent that the legal estate therein, together with all powers incident thereto or conferred by the said last-mentioned Act,

shall be vested in such Constructing Authority as a Trustee; and I declare that the following is the Schedule of the lands hereinbefore referred to:—

SCHEDULE.

1. All that piece or parcel of land situate in the parish of Ulmarra, county of Clarence, and Colony of New South Wales, being part of portion 187 of 42 acres: Commencing at the junction of the left bank of the Coldstream River with the northern boundary of a road 1 chain wide leading from Grafton to Maclean; and bounded thence on the south by the northern boundary of that road bearing north 81 degrees 15 minutes west 10 links and north 82 degrees 11 minutes west 678 links; thence on the north by a line bearing south 88 degrees east 695 links to the left bank of the Coldstream River; thence on the east by that bank upwards about 72 links, to the point of commencement,—be the said several dimensions a little more or less, containing 1 rood or thereabouts, and said to be in the possession of Hugh Connor.

2. All that piece or parcel of land situate in the parish of Tyndale, county of Clarence, and Colony of New South Wales, being part of W. Johnson's original 650 acres: Commencing on the right bank of the Coldstream River where the northern boundary of the road from Ulmarra to Maclean meets that river; and bounded thence on part of the south by the northern boundary of that road bearing south 81 degrees 15 minutes east 25 links; thence on the remainder of the south by the northern boundary of the aforesaid road bearing south 85 degrees 53 minutes east 235 links; thence on the south-east by the north-western boundary of that road bearing north 75 degrees 45 minutes east 165·8 links; thence on the north by a line bearing north 82 degrees 37 minutes west 418 links to the right bank of the Coldstream River; thence on the west by that river upwards about 73 links, to the point of commencement,—be the said several dimensions a little more or less, containing 36 perches or thereabouts, and said to be in the possession of Kenneth Gillis.

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 third day of December, in the year of our Lord one thousand eight hundred and ninety-one, and in the fifty-fifth year of Her Majesty's Reign.

By His Excellency's Command,
WILLIAM JOHN LYNE.
GOD SAVE THE QUEEN!

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1891.

(SECOND SESSION.)

NEW SOUTH WALES.

PUBLIC WORKS ACT OF 1888.

(RESUMPTION OF LAND FOR AND IN CONNECTION WITH A BRIDGE OVER THE MURRAY RIVER AT JINGELLIC, PARISH OF JINGELLIC EAST, COUNTY OF SELWYN.)

Presented to Parliament, pursuant to Act 51 Vic. No. 37.

NOTIFICATION OF RESUMPTION OF LAND UNDER
THE "PUBLIC WORKS ACT OF 1888," 51 VICTORIA
No. 37.

NEW SOUTH WALES, } Proclamation by His Excellency The
to wit. } Right Honourable VICTOR ALBERT
GEORGE, EARL OF JERSEY, a Member
(L.S.) } of Her Majesty's Most Honourable
Privy Council, Knight Grand Cross
of the Most Distinguished Order of
JERSEY, } Saint Michael and Saint George.
Governor. } Governor and Commander-in-Chief of
the Colony of New South Wales and
its Dependencies.

WHEREAS I, VICTOR ALBERT GEORGE, EARL OF JERSEY, the Governor aforesaid, with the advice of the Executive Council, have directed that certain Public Work, that is to say, a Bridge over the Murray River at Jingellic, in the said Colony, and the approaches thereto, for which public funds are lawfully available, the estimated cost of which does not exceed twenty thousand pounds, shall be carried out under the provisions of the "Public Works Act of 1888," as an authorised work by the Minister for Public Works as Constructing Authority; and that the land described in the Schedule hereto, which is in my opinion required for carrying out the said work, shall be acquired by taking the same under the "Lands for Public Purposes Acquisition Act," as adopted by the "Public Works Act of 1888": Now, therefore, I, the said Governor, with the advice aforesaid, in pursuance of of the "Public Works Act of 1888," do declare by this notification, to be published in the Government Gazette, and in one or more newspapers published or circulated in the Police District wherein the said land is situated, that the Crown Land comprised within the description set forth in the Schedule hereto has been appropriated, and the private property within such description has been resumed, for the public purpose aforesaid, to the intent that upon the publication of this notification in the Gazette, the said land described in the said Schedule hereto shall forthwith be vested in the said Constructing Authority as a corpora-

tion sole on behalf of Her Majesty, for the purposes of the said "Public Works Act of 1888," for an estate in fee simple in possession, freed and discharged from all trusts, obligations, estates, interests, contracts, charges, rates, rights-of-way, or other encumbrances whatsoever; and to the further intent that the legal estate therein, together with all powers incident thereto or conferred by the said last-mentioned Act, shall be vested in such Constructing Authority as a Trustee: And I declare that the following is the Schedule of the land hereinbefore referred to:—

SCHEDULE.

All that piece or parcel of land situate in the parish of Jingellic East, county of Selwyn, being part of R. S. Gabbett's portion No. 12 of 110 acres: Commencing at the north-east corner bearing south 79 degrees 2 minutes east 91 8 links from a point bearing north 59 degrees 58 minutes east 387 links from the south-east corner of Jingellic school site; and bounded thence on the north by a fenced line on the south boundary of the road from Jingellic to Wularung bearing south 79 degrees 34 minutes west 154 4 links; thence on the west by a line bearing south 24 degrees 17 minutes east 263 6 links to the right bank of the Murray River; thence on the south by the right bank of that river upwards about 160 links; thence bounded on the east by a line bearing north 24 degrees 17 minutes west 226 6 links, to the point of commencement,—be the said bearings and distances all a little more or less, containing 1 rood 18 $\frac{1}{10}$ perches or thereabouts, and said to be in the possession of Messrs. Martin and Johnson.

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 fourteenth day of November, in the year of our Lord one thousand eight hundred and ninety-one, and in the fifty-fifth year of Her Majesty's Reign.

By His Excellency's Command.

WILLIAM JOHN LYNE.

GOD SAVE THE QUEEN!

1891-2.

NEW SOUTH WALES.

PUBLIC WORKS ACT OF 1888.

(RESUMPTION OF LAND IN CONNECTION WITH THE CONSTRUCTION OF A CARETAKER'S COTTAGE AND AN APPROACH TO THE WHARF AT LANE COVE BRIDGE, PARISH OF WILLOUGHBY, COUNTY OF CUMBERLAND.)

Presented to Parliament, pursuant to Act 51 Vic. No. 37.

NOTIFICATION OF RESUMPTION OF LAND UNDER THE "PUBLIC WORKS ACT OF 1888," 51 VICTORIA No. 37.

NEW SOUTH WALES, } Proclamation by His Excellency The
to wit. } Right Honourable VICTOR ALBERT
 } GEORGE, EARL OF JERSEY, a Member
 } of Her Majesty's Most Honourable
(L.S.) } Privy Council, Knight Grand Cross
 } of the Most Distinguished Order of
JERSEY, } Saint Michael and Saint George,
Governor. } Governor and Commander-in-Chief of
 } the Colony of New South Wales and
 } its Dependencies.

WHEREAS I, VICTOR ALBERT GEORGE, EARL OF JERSEY, the Governor aforesaid, with the advice of the Executive Council, have directed that a certain Public Work, that is to say, the Construction of a Caretaker's Cottage and an Approach to the Wharf at Lane Cove Bridge, in the said Colony, for which public funds are lawfully available, the estimated cost of which does not exceed twenty thousand pounds, shall be carried out under the provisions of the "Public Works Act of 1888," as an authorised work by the Minister for Public Works as Constructing Authority, and that the land described in the Schedule hereto, which is in my opinion required for carrying out the said work, shall be acquired by taken the same under the "Lands for Public Purposes Acquisition Act," as adopted by the "Public Works Act of 1888": Now, therefore, I, the said Governor, with the advice aforesaid, in pursuance of the "Public Works Act of 1888," do declare by this notification, to be published in the Government Gazette, and in one or more newspapers published or circulated in the Police District wherein the said land is situated, that the Crown Land comprised within the description set forth in the Schedule hereto has been appropriated, and the private property within such description has been resumed, for the public purpose aforesaid, to the intent that upon the publication of this notification in the Gazette, the said land described in the said Schedule hereto shall forthwith be vested in the said Constructing Authority as a corporation sole on behalf of Her Majesty, for the purposes of the said "Public Works Act of 1888," for an estate in fee simple in possession, freed and discharged from all trusts, obligations, estates, interests, contracts, charges, rates, rights-of-way, or other encumbrances whatsoever; and to

the intent that the legal estate therein, together with all powers incident thereto or conferred by the said last-mentioned Act, shall be vested in such Constructing Authority as a Trustee: And I declare that the following is the Schedule of land hereinbefore referred to:—

SCHEDULE.

All that piece or parcel of land situate in the parish of Willoughby, county of Cumberland, and Colony of New South Wales, being a part of Mark Charlton's original grant of 14 acres: Commencing on the left bank of the Lane Cove River, at the north-west corner of a reservation previously resumed and shown on plan C. 444-2,030, Lands Department; and bounded thence on part of the east by the western boundary of that reservation bearing south 19 degrees 33 minutes east 76 links; thence on the north-west by the south-eastern boundary of the reservation bearing north 68 degrees 31 minutes 45 seconds east 214.56 links; thence again on the north-east by the south-western boundary of the reservation bearing south 72 degrees 24 minutes 15 seconds east 39.53 links to the north-west side of a road 1 chain wide from Lane Cove Road to Hunter's Hill; thence on the south-east by the north-west side of that road bearing south 69 degrees 52 minutes west 81.47 links; thence again on the south-east by the north-west side of the aforesaid road bearing south 42 degrees 49 minutes 45 seconds west 301.53 links; thence on the remainder of the east by the western side of the aforesaid road bearing south 22 degrees 11 minutes 15 seconds west 588.29 links to the left bank of the Lane Cove River; thence on the west and north-west by that river upwards, to the point of commencement, be the above said dimensions all a little more or less,—containing 3 roods 36 perches or thereabouts, and said to be in the possession of G. A. Russell.

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 February, in the year of our Lord one thousand eight hundred and ninety-two, and in the fifty-fifth year of Her Majesty's Reign.

By His Excellency's Command,
WILLIAM JOHN LYNE.

GOD SAVE THE QUEEN!

1891-2.

NEW SOUTH WALES.

PUBLIC WORKS ACT, OF 1888.

(RESUMPTION OF LAND FOR AND IN CONNECTION WITH THE CONSTRUCTION OF A BRIDGE OVER THE PARRAMATTA RIVER, IN THE TOWNSHIP OF PARRAMATTA, PARISH OF ST. JOHN, COUNTY OF CUMBERLAND.)

Presented to Parliament, pursuant to Act 51 Vic. No. 37.

NOTIFICATION OF RESUMPTION OF LAND UNDER THE "LANDS FOR PUBLIC PURPOSES ACQUISITION ACT," 44 VICTORIA No. 16.

NEW SOUTH WALES, } Proclamation by His Excellency The
to wit. } Right Honourable VICTOR ALBERT
GEORGE, EARL OF JERSEY, a Member
(L.S.) } Privy Council, Knight Grand Cross
of the Most Distinguished Order of
JERSEY, } Saint Michael and Saint George,
Governor. } Governor and Commander-in-Chief of
the Colony of New South Wales and
its Dependencies.

WHEREAS His Excellency the Right Honourable Augustus William Frederick Spencer Loftus (commonly called Lord Augustus Loftus) late Governor of the said Colony, with the advice of the Executive Council of the said Colony, duly sanctioned the carrying out of certain works, namely, the erection of a Bridge over the Parramatta River, in the township of Parramatta, in the said Colony, for and towards the completion of which said works Public Funds were lawfully available, under the provisions of the Appropriation Acts of 1882 and 1883: And whereas by a notification of resumption under the said Act, dated the twenty-seventh day of November, 1883, and duly published in the Government Gazette on the fourth day of December, in the same year, certain land therein described, was resumed by the then Governor of the said Colony, for the purposes of the said work; and whereas it has been found that it is necessary to resume for the purposes of the said work the land hereinafter described: Now, therefore, I, VICTOR ALBERT GEORGE, EARL OF JERSEY, the Governor of the said Colony as aforesaid, with the advice of the Executive Council, 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 certain newspapers, that is to say, the Sydney Morning Herald, and 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 hereinbefore mentioned, that is to say, for and in connection with the construction and erection of the said bridge over the said Parramatta River, 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 and inheritance in fee simple in possession, freed and discharged from all trusts, obligations, estates, interests, contracts, charges, rates, rights-of-way, or other encumbrances 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 a description of the and hereinbefore referred to, that is to say:—

SCHEDULE.

All that piece or parcel of land situate in the town of Parramatta, parish of St. John, county of Cumberland, and Colony of New South Wales, being part of a grant of 112 acres to The Reverend Samuel Marsden: Commencing at the south-western corner of 2 roads 21 perches resumed for the erection of a Bridge over the Parramatta River, by notification in the Government Gazette of 4th December, 1883; and bounded thence on the north by part of the southern boundary of that land bearing easterly 1 chain $4\frac{1}{2}$ links; on the east by part of a private reserve for access to river by a line bearing south 13 degrees 22 minutes west 1 chain 56 links to the left bank of the Parramatta River; on the south by that bank upwards 79½ links; on the west by a line bearing north 3 degrees 32 minutes east 1 chain 40 links, to the point of commencement,—be the said several dimensions a little more or less, containing $21\frac{1}{2}$ perches or thereabouts, and said to be in the possession and occupation of the Trustees of Reverend S. Marsden.

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 second day of February, in the year of our Lord one thousand eight hundred and ninety-two, and in the fifty-fifth year of Her Majesty's Reign.

By His Excellency's Command,

WILLIAM JOHN LYNE.

GOD SAVE THE QUEEN!

1891.

(SECOND SESSION.)

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

HINTON FERRY.

(RETURN RESPECTING EXPENDITURE AND RECEIPTS IN CONNECTION WITH.)

*Ordered by the Legislative Assembly to be printed, 2 September, 1891.***HINTON FERRY.**

Amount of Expenditure, wear and tear of machinery, repairs, &c., from 31st July, 1881, to 31st July, 1891.		Amount Received from all sources from 31st July, 1881, to 31st July, 1891.	
Year.	Amount.	Year.	Amount.
1881.....	*488 4 5	1881.....	*200 1 11
1882.....	618 16 11	1882.....	495 17 0
1883.....	707 8 11	1883.....	499 19 8
1884.....	691 0 1	1884.....	526 5 3
1885.....	933 0 8	1885†.....	553 6 0
1886.....	1,119 13 10	1886†.....	587 9 2
1887.....	914 6 8	1887†.....	511 4 8
1888.....	713 13 5	1888†.....	503 13 4
1889.....	868 7 11	1889†.....	505 14 9
1890.....	879 16 8	1890†.....	479 1 11
1891.....	*432 4 3	1891†.....	*280 3 4

* Returns for half year.

† In addition to above expenses, slip costs, £300 per annum.

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